

MICHAEL W. KANE, MPA  
Legislative Budget Assistant  
(603) 271-3161

CHRISTOPHER M. SHEA, MPA  
Deputy Legislative Budget Assistant  
(603) 271-3161

## State of New Hampshire

OFFICE OF LEGISLATIVE BUDGET ASSISTANT  
State House, Room 102  
Concord, New Hampshire 03301

STEPHEN C. SMITH, CPA  
Director, Audit Division  
(603) 271-2785

March 22, 2016

To the Members of the Capital Budget  
Overview Committee

The Capital Budget Overview Committee, as established by RSA 17-J, of which you are a member, will hold a regular business meeting on **Tuesday, March 29, 2016, at 1:00 p.m.** in Room 201 of the Legislative Office Building.

Please find attached information to be discussed at this meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Kane".

Michael W. Kane  
Legislative Budget Assistant

MWK/pe  
Attachments

CAPITAL BUDGET OVERVIEW COMMITTEE  
AGENDA

Tuesday, March 29, 2016 at 1:00 p.m. in Room 201 of the Legislative Office Building

(1) **Acceptance of Minutes** of the February 16, 2016 meeting

(2) **Old Business:**

**Chapter 195:2, II, E, Laws of 2013, further extended by Chapter 220:104, Laws of 2015 and Chapter 220:2, III, E, Laws of 2015, Department of Transportation, Statewide Salt Sheds (3):**

CAP 16-014 Department of Administrative Services – request approval, in conjunction with the Department of Transportation, to move forward with the construction of a Salt Shed in Derry, subject to the conditions as specified in the request dated March 10, 2016 **(At the February 16, 2016 meeting the Committee requested clarification on the status of bids and the project before the Department could move forward with the project)**

(3) **New Business:**

**RSA 228:12-a Use of Toll Credits:**

CAP 16-008 Department of Transportation – request approval to use \$70,000 of Turnpike Toll Credit, based on the \$350,000 estimated federal participation costs to meet funding match requirements for; Statewide project for Transportation Systems Management and Operations (TSMO), subject to the conditions as specified in the request dated February 4, 2016

CAP 16-009 Department of Transportation – request approval to use \$97,500.57 of Turnpike Toll Credit, based on the \$787,502.87 estimated federal participation costs to meet funding match requirements for; the federal Local Technical Assistance Program (LTAP), subject to the conditions as specified in the request dated February 24, 2016

CAP 16-010 Department of Transportation – request approval to use up to \$3,750,000 of Turnpike Toll Credit, based on the total project costs not to exceed \$18,750,000 in federal funds to meet funding match requirements to; replace up to twenty-seven (27) state-owned commuter coaches, twenty-two (22) operated by Boston Express and five (5) operated by C&J Bus Lines, and repairs and improvements to state-owned bus terminals, subject to the conditions as specified in the request dated February 24, 2016

CAP 16-011 Department of Transportation – request approval to add additional Turnpike Toll Credit funding, originally approved May 27, 2015 (CAP 15-016) for the amount of \$34,000, to be increased by \$44,400 to a total of \$78,400, based on the increase in estimated project costs from \$170,000 to \$392,000 for Fiscal Year 2016 to meet funding match requirements for; the installation of Statewide Road and Weather Information Systems (RWIS), subject to the conditions as specified in the request dated March 4, 2016

CAP 16-012 Department of Transportation – request approval to use \$12,230 of Turnpike Toll Credit, based on the \$489,890 estimated federal participation costs to meet funding match requirements for; the NH State Freight Plan (Statewide 29337), subject to the conditions as specified in the request dated March 7, 2016

**Chapter 351:5, Laws of 1991, as amended by Chapter 2, Laws of 2013, Appropriation, Port Authority:**

CAP 16-015 Pease Development Authority, Division of Ports and Harbors – requests approval to expend funds not to exceed \$8,800 from the Port Expansion Fund for the consulting fee for the preparation of a grant application to the U.S. Department of Transportation for funding under the Transportation Infrastructure Generating Economic Recovery (TIGER) Discretionary Grant Program for the Main Wharf Rehabilitation and Expansion, as specified in the request dated March 16, 2016

(4) **Miscellaneous:**

(5) **Informational:**

CAP 16-007 Department of Transportation – Chapter 275, Laws of 2015, 04-96-96-960515-30050000-030 footnote – Department's Monthly Equipment Acquisition Plan status report for the period ending January 31, 2016

CAP 16-013 Department of Administrative Services – Administrative Services Public Works Design and Construction's Capital Budget and Maintenance Projects Monthly Report, February 2016

CAP 16-016 Pease Development Authority, Division of Ports and Harbors – status report of expenditures from the Harbor Dredging and Pier Maintenance Fund, dated March 16, 2016

(6) **Date of Next Meeting and Adjournment:**

CAPITAL BUDGET OVERVIEW COMMITTEE

MINUTES

February 16, 2016

The Capital Budget Overview Committee met on Tuesday, February 16, 2016 at 1:00 p.m. in Room 201 of the Legislative Office Building.

The following members were in attendance:

Representative Gene Chandler, Chairman  
Representative Frank Byron  
Representative John Cloutier, Clerk  
Representative Daniel Eaton  
Representative Mark McConkey  
Senator David Boutin  
Senator Lou D'Allesandro

Representative Chandler called the meeting to order at 1:05 p.m.

ACCEPTANCE OF MINUTES:

On a motion by Representative Eaton, seconded by Representative Byron, that the minutes of the November 17, 2015 meeting be accepted as written. MOTION ADOPTED.

NEW BUSINESS:

RSA 195-D:5, XVIII, GENERAL GRANT OF POWERS:

CAP 16-005 University System of New Hampshire – On a motion by Senator D'Allesandro, seconded by Senator Boutin, that the Committee approve the request of the University System of New Hampshire ("USNH") for approval of a residence hall to be constructed at Plymouth State University ("PSU"), as approved by the USNH Board of Trustees, the intended project financing will come from the issuance, sale and delivery by the New Hampshire Health and Education Facilities Authority ("NHHEFA") of its "University System of New Hampshire Issue, Series 2016 Bonds ("Series 2016 Bonds") in an principal amount not to exceed \$33,000,000 from time to time in one or more series to finance (1) construction, renovation, demolition, property acquisition and related costs of the Plymouth State University residence hall, as approved by the USNH Board of Trustees, and as may be amended or approved by the USNH Board of Trustees in the future, consistent with the terms of the issue, and (2) such related issuance, capitalized interest, bond insurance and other cost as may be required, as specified in the request dated February 2, 2016. MOTION ADOPTED.

Senator D'Allesandro departed the meeting, leaving the remaining six members to continue voting as a quorum.



RSA 228:12-a USE OF TOLL CREDITS:

CAP 15-057 Department of Transportation – On a motion by Representative Eaton, seconded by Senator Boutin, that the Committee approve the request of the Department of Transportation, Bureau of Materials and Research, to use \$63,800 of Turnpike Toll Credit, based on the \$319,000 estimated cost of research related work to meet funding match requirements for; proposed in-house research activities related to highways and bridges as described in the federally approved Department's 2016 State Planning and Research Part II (SPR2) Work Program, subject to the conditions as specified in the request dated November 3, 2015. MOTION ADOPTED.

CAP 15-059 Department of Transportation – Christopher Waszczuk, Deputy Commissioner, Department of Transportation, responded to questions of the Committee.

On a motion by Senator Boutin, seconded by Representative Eaton, that the Committee approve the request of the Department of Transportation, Bureau of Highway Design, to use \$380,000 of Turnpike Toll Credit, based on the \$1,900,000 estimated cost to meet funding match requirements for; a Congestion Mitigation and Air Quality (CMAQ) project which proposes to construct a Park and Ride facility on property acquired in 2014, near downtown Nashua, subject to the conditions as specified in the request dated December 3, 2015. MOTION ADOPTED.

INFORMATIONAL:

David Rodrigue, Director of Operations, Department of Transportation, responded to questions of the Committee regarding the Department's Monthly Equipment Acquisition Plan status reports. (CAP 15-055, CAP 15-060, and CAP 16-002 Department of Transportation – Chapter 275, Laws of 2015, 04-96-96-960515-30050000-030 footnote)

CAP 15-056 Department of Administrative Services – Michael Connor, Deputy Commissioner, and Theodore Kupper, Administrator, Bureau of Public Works, Department of Administrative Services, responded to questions of the Committee regarding Project Number 80867-B, Derry Salt Shed, listed on the Administrative Services Public Works Design and Construction's Capital Budget and Maintenance Projects Monthly Report, October 2015. Christopher Waszczuk, Deputy Commissioner, Department of Transportation was also present to respond to Committee questions.

On a motion by Senator Boutin, seconded by Representative Eaton, that the Committee direct the Departments of Administrative Services and Transportation not to proceed with the Derry Salt Shed project until clarification is provided to the Committee regarding the status of bids and the project. MOTION ADOPTED.

The informational items were accepted and placed on file.

DATE OF NEXT MEETING AND ADJOURNMENT:

The next regular meeting of the Capital Budget Overview Committee will be at the Call of The Chair. (Whereupon the meeting adjourned at 1:14 p.m.)

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Representative John Cloutier, Clerk



# State of New Hampshire

DEPARTMENT OF ADMINISTRATIVE SERVICES  
OFFICE OF THE COMMISSIONER  
25 Capitol Street – Room 120  
Concord, New Hampshire 03301

CAP 16-014

VICKI V. QUIRAM  
Commissioner  
(603) 271-3201

JOSEPH B. BOUCHARD  
Assistant Commissioner  
(603) 271-3204

March 10, 2016

The Honorable Gene Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, New Hampshire 03301

## REQUESTED ACTION

In accordance with Chapter 195:2, II, E, Laws of 2013, further extended by Chapter 220:104, Laws of 2015 and Chapter 220:2, III, E, Laws of 2015, the Department of Administrative Services, Division of Public Works Design and Construction (DPW) in conjunction with the Department of Transportation (DOT), request approval to move forward with the construction of a Salt Shed in Derry.

## EXPLANATION

At the Capital Budget Overview meeting on February 16, 2016, the Committee voted to stop construction of the Salt Shed in Derry until they could obtain more information why the bid came in over \$1,000,000 versus the estimate of \$590,000.

During the FY 14-15 capital budget, the general court approved \$3,180,000 to construct a new Patrol Building and Salt Shed in Derry. During the design process due to upward trending construction costs, DOT and DPW decided to break out the two projects to ensure that we had sufficient funds to complete the construction of the Derry patrol shed building. The low bid for the patrol shed came in at \$2,394,000, \$236,000 less than the \$2,630,000 estimate.

Plans for the salt shed were completed by our consultant HL Turner Group. Their estimate to construct the salt shed was \$590,000. Bids for the salt shed came in over \$1,000,000 and we rejected all the bids. We then went back to our consultant to determine why the bids were so high and what we could do to get the project back within budget. Our consultant determined that two factors contributed to the high bids: 1) the consultant made a calculation error estimating the site work costs that amounted to almost \$280,000 and 2) many bids for projects in the latter half of 2015 were experiencing a market volatility that we believe was related to an uptick in construction activity throughout 2015. The result of this was an additional \$156,000. Please see the attached comparison of the estimate with the bid.

We are now planning to proceed to construct the salt shed with the available balance from the initial appropriation totaling \$349,041. We are also planning to

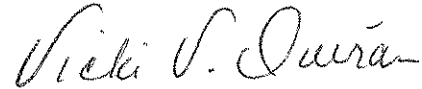
supplement the funding for the Derry Patrol Shed from the funds appropriated by the general court in the FY 16-17 capital budget to construct three salt sheds.

The project has been redesigned to reduce the amount of paving and site work and provide two bid alternates, alternate #1 to construct a storage bay on the west side of the salt shed and alternate #2 to construct a storage bay on the east side of the salt shed. These alternates will be added to the project if the bids reveal there is sufficient funding to construct them. In addition, DOT is completing some of the site work preparation themselves to further reduce the cost.

The consultant has submitted a new estimate for the redesigned salt shed project totaling \$570,000. Attached please find the new estimate and elevations of the proposed salt shed.

Time is of the essence. We are hoping to begin construction this spring so that we can complete the work by the fall of this year. We request your approval to proceed with the construction of the salt shed for Derry as detailed herein.

Respectfully Submitted,



Vicki V. Quiram  
Commissioner

Attachment

Derry Salt Shed Building  
Revised Estimate  
3/2/2016

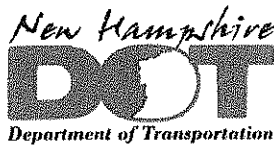
**Budget \$600,000**

Item	Description	Estimate
1	Salt Shed Building	\$435,000
2	Sitework for Facility	<u>\$100,000</u>
	Subtotal	\$535,000
	Unforeseen or owner initiated	
3	changes (6%)	<u>\$35,000</u>
	<b>Grand Total</b>	<b>\$570,000</b>
	Alternate #1 West Lean -to	\$126,500
	Alternate #2 East Lean-to	\$82,500

Derry Salt Shed Building  
Bid vs. Estimate Summary  
11/2/2015

Description	Turner Group Estimate	Low Bid	Over (Under)
Sitework for Facility	\$62,875	\$285,436	\$222,561
Salt Building:			
Architectural/Structural	\$367,315	\$501,091	\$133,776
Mechanical/Plumbing	\$8,500	4,000	(\$4,500)
Electrical	<u>\$67,000</u>	<u>\$65,000</u>	<u>(\$2,000)</u>
Subtotal	\$505,690	\$855,527	\$349,837
Contingency	\$25,300	35000	\$9,700
Overhead and Profit	<u>\$55,599</u>	<u>\$132,085</u>	<u>\$76,486</u>
<b>Grand Total</b>	<b>\$586,589</b>	<b>\$1,022,612</b>	<b>\$436,023</b>





*Victoria F. Sheehan*  
Commissioner

**THE STATE OF NEW HAMPSHIRE**  
DEPARTMENT OF TRANSPORTATION



*William Cass, P.E.*  
Assistant Commissioner

February 4, 2016  
Bureau of TSMO

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

RE: Request for Approval of the Department of Transportation, Toll Credit Match

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions RSA 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NHDOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for Statewide project for Transportation Systems Management and Operations (TSMO). The estimated federal participation costs are \$350,000. Based on these estimated costs, the amount of Turnpike Toll Credit needed for Fiscal Year 2017 amounts to \$70,000.

**EXPLANATION**

The Statewide TSMO project provides federal funding participation in the operational support of the Transportation Systems Management and Operations Bureau, the statewide Intelligent Transportation Systems (ITS) Maintenance System and the Traveler Information System. These programs are managed through the New Hampshire Department of Transportation's Bureau of Transportation Systems Management and Operations (TSMO).

The project is listed programmatically in the Ten Year Plan and it is part of the comprehensive Transportation Systems Management and Operations Program. The Federal Highway Administration has determined that TSMO activities are eligible for federal funds. The funding is part of the Surface Transportation (STP) program.

Your approval of this resolution is respectfully requested.

Sincerely,

A handwritten signature in black ink that reads "Victoria F. Sheehan".

Victoria F. Sheehan  
Commissioner





*Victoria F. Sheehan*  
Commissioner

**THE STATE OF NEW HAMPSHIRE**  
DEPARTMENT OF TRANSPORTATION



*William Cass, P.E.*  
Assistant Commissioner

Bureau of Planning and Community Assistance  
February 24, 2016

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

RE: Request for Approval of the Department of Transportation, Toll Credit Match

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions RSA 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NHDOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for the federal Local Technical Assistance Program (LTAP). The estimated federal participation costs are \$787,502.87. Turnpike Toll Credit needed for the 2016-2017 calendar year contract spanning Fiscal Years 2016, 2017 and 2018 amounts to \$97,500.57.

**EXPLANATION**

LTAP is administered by the Technology Transfer Center (T2 Center) at the University of New Hampshire (UNH) to provide the primary continuing education program in the state for local road managers, crews and public officials. The purpose of the program and these specific LTAP funds is to provide technical assistance to local communities and organizations throughout the state. For the purpose of fostering safe, efficient, environmentally-sound local roads and bridges in New Hampshire, the T2 Center is a resource to increase town officials', road managers' and highway crews' knowledge of technology and management.

The project is listed programmatically in the Ten Year Plan. Federal funding sources includes Training and Educations and Statewide Planning and Research.

Your approval of this resolution is respectfully requested.

Sincerely,

Victoria F. Sheehan  
Commissioner



*Victoria F. Sheehan*  
Commissioner

**THE STATE OF NEW HAMPSHIRE**  
DEPARTMENT OF TRANSPORTATION



*William Cass, P.E.*  
Assistant Commissioner

February 24, 2016  
Bureau of Rail & Transit

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

Re: Request for Approval of the Department of Transportation, Toll Credit Match  
Replacement State-Owned Commuter Coaches & Capital Projects at State-Owned Bus Terminals

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions of RSA Chapter 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NH DOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements to replace up to twenty-seven (27) state-owned commuter coaches, twenty-two (22) operated by Boston Express and five (5) operated by C&J Bus Lines, and repairs and improvements to state-owned bus terminals. The Department has available federal funds programmed to support the replacement of commuter coaches and maintain and repair state owned bus terminals and park and ride lots through September 30, 2020. The total project costs shall not exceed \$18,750,000 in federal funds and the usage of up to \$3,750,000 in Toll Credit match is requested.

**EXPLANATION**

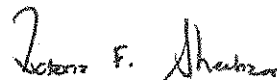
This project will provide funds for the replacement of up to twenty-seven (27) state-owned commuter coaches, operated on the I-93 and FE Everett corridors by Boston Express and on the I-95 corridor by C&J Bus Lines, and capital repairs and improvements to state-owned bus terminals and park and ride lots used for regularly scheduled bus service. The commuter coaches to be replaced have exceeded their useful life requirement of 12 years or one million miles and in order to support safe and reliable commuter bus services, including those required by the I-93 Environmental Impact Statement (I-93 EIS), this project proposes to replace all commuter coaches that are due to be replaced through 2020, the anticipated completion of the I-93 construction project. Additionally, to continue to support intercity, commuter, and local bus service, annual capital repairs and improvements at state-owned bus terminals and park and ride lots are necessary to address projects as the facilities age. These capital repairs and

improvements may include security camera systems, building repairs, signage, pavement condition, fencing, and technology improvements.

This capital project will support the continued operation of commuter bus service for the general public between Manchester-Nashua-Tyngsborough-Boston along the FE Everett Turnpike and between Manchester-Londonderry-Salem-Boston along the I-93 corridor by Boston Express and between Dover-Portsmouth-Newburyport-Boston along the I-95 corridor by C&J Bus Lines. The Department will utilize Congestion, Mitigation, and Air Quality (CMAQ) funds and Federal Transit Administration (FTA) Section 5307 Urbanized Area funds to support these activities through September 30, 2020.

Your approval of this resolution is respectfully requested.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria F. Sheehan". The signature is written in a cursive style with a large initial "V".

Victoria F. Sheehan  
Commissioner

**NH Department of Transportation  
Toll Credit Request  
State-owned Commuter Coaches & State-owned Bus Terminals**

	Federal Funds	Toll Credits
BX Buses (22)	\$ 15,000,000.00	\$ 3,000,000.00
C&J Buses (5)	\$ 3,250,000.00	\$ 650,000.00
Bus Terminals (4 years)	\$ 500,000.00	\$ 100,000.00
Total	\$ 18,750,000.00	\$ 3,750,000.00

Notes: Replacement plan for commuter coaches is as included in the Department's Ten Year Plan

Approximately 5 buses per year for Boston Express and 1 bus per year for C&J are included in this request

State-owned Bus Terminals include:

- Concord (I-93 Exit 14, Stickney Avenue)
- Dover (Spaulding Turnpike Exit 9, Indian Brook Drive)
- Londonderry (I-93 Exit 4, Garden Lane)
- Londonderry (I-93 Exit 5, Symmes Drive)
- Nashua (FEE Exit 8, North Southwood Drive)
- Portsmouth (I-95 Exit 3, Grafton Drive)
- Salem (I-93 Exit 2, Raymond Avenue)



Victoria F. Sheehan  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.  
Assistant Commissioner

March 4, 2016  
Bureau of TSMO

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

RE: Request for Approval of the Department of Transportation, Toll Credit Match

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions RSA 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NHDOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for the installation of Statewide Road and Weather Information Systems (RWIS). This request is for approval to add additional Turnpike Toll Credit funding to the project.

On May 27, 2015 the Committee approved the use \$34,000 of Turnpike Toll Credit based on an estimated cost of \$170,000 for three sites. Subsequent to this request, additional RWIS systems have been added to this project based on the statewide master plan. Funding has increased to \$392,000 for Fiscal Year 2016. Based on this new cost, the total amount of Turnpike Toll Credit needed for Fiscal Year 2016 is requested to be increased by \$44,400 to a total of \$78,400.

**EXPLANATION**

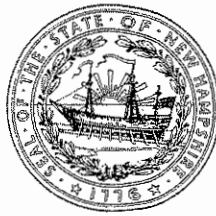
This RWIS project utilizes federal funding participation for the installation of statewide atmospheric and pavement sensors that will further support the Department's Road and Weather Operations program. The project includes the installation of six sites that have atmospheric and pavement sensor devices that will be strategically placed at designated locations statewide. Data obtained from these devices will be integrated into the Department's Maintenance Decision Support System (MDSS) which will enhance the operational response of Department resources particularly relative to snow and ice operations.

The project is listed programmatically in the Ten Year Plan and it is part of the comprehensive Road and Weather Management Program managed in the Department's Transportation Systems and Management Operations Bureau (TSMO). The Federal Highway Administration has determined that TSMO activities are eligible for federal funds. The funding is part of the Surface Transportation Program (STP).

Your approval of this resolution is respectfully requested.

Sincerely,

Victoria F. Sheehan  
Commissioner



CAP 15-016

JEFFRY A. PATTISON  
Legislative Budget Assistant  
(603) 271-3161

MICHAEL W. KANE, MPA  
Deputy Legislative Budget Assistant  
(603) 271-3161

State of New Hampshire

OFFICE OF LEGISLATIVE BUDGET ASSISTANT  
State House, Room 102  
Concord, New Hampshire 03301

STEPHEN C. SMITH, CPA  
Director, Audit Division  
(603) 271-2785

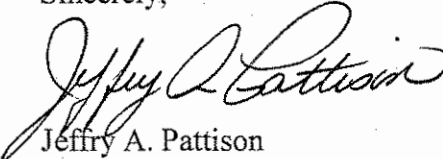
May 28, 2015

William Cass, P.E., Assistant Commissioner  
Department of Transportation  
John O. Morton Building  
7 Hazen Drive  
Concord, New Hampshire 03302-0483

Dear Assistant Commissioner Cass,

The Capital Budget Overview Committee, pursuant to the provisions of RSA 228:12-a, on May 27, 2015, approved the request of the Department of Transportation, Bureau of Transportation Systems Management and Operations, to use \$34,000 of Turnpike Toll Credit, based on the \$170,000 estimated costs to meet funding match requirements for; the installation of a Statewide Weather Information Systems (RWIS), subject to the conditions as specified in the request dated April 16, 2015.

Sincerely,

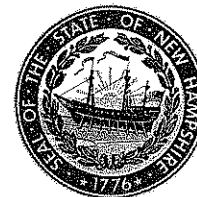
  
Jeffrey A. Pattison  
Legislative Budget Assistant

JAP/pe  
Attachment

Cc: Patrick McKenna, Deputy Commissioner, Department of Transportation  
Denise Markow, Bureau TSMO, Department of Transportation



THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



WILLIAM CASS, P.E.  
ASSISTANT COMMISSIONER

April 16, 2015  
Bureau of TSMO

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

RE: Request for Approval of the Department of Transportation, Toll Credit Match

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions RSA 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NHDOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for the installation of a Statewide Weather Information Systems (RWIS). The estimated federal participation in this Transportation Systems Management and Operations project is \$170,000. Based on this estimated cost, the amount of Turnpike Toll Credit needed for Fiscal Year 2016 amounts to \$34,000.

**EXPLANATION**

This RWIS project utilizes federal funding participation for the installation of statewide atmospheric and pavement sensors that will further support the Department's Road and Weather Operations program. The project includes the installation of six atmospheric and pavement sensor devices that will be strategically placed at designated locations statewide. Data obtained from these devices will be integrated into the Department's Maintenance Decision Support System (MDSS) which will enhance the operational response of Department resources particularly relative to snow and ice operations.

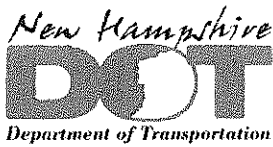
The project is listed programmatically in the Ten Year Plan and it is part of the comprehensive Road and Weather Management Program managed in the Department's Transportation Systems and Management Operations (TSMO) Bureau. The Federal Highway Administration has determined that TSMO activities are eligible for federal funds. The funding is part of the Surface Transportation Program (STP).

Your approval of this resolution is respectfully requested.

Sincerely,

A handwritten signature in cursive script that reads "William Cass".

William Cass, P.E.  
Assistant Commissioner



*Victoria F. Sheehan*  
Commissioner

**THE STATE OF NEW HAMPSHIRE**  
DEPARTMENT OF TRANSPORTATION



*William Cass, P.E.*  
Assistant Commissioner

Bureau of Planning and Community Assistance  
March 7, 2016

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, NH 03301

RE: Request for Approval of the Department of Transportation, Toll Credit Match

Dear Chairman Chandler and Honorable Members of the Committee:

**REQUESTED ACTION**

Pursuant to the provisions RSA 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NHDOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for the NH State Freight Plan (Statewide 29337). The estimated federal participation costs are \$489,890. Turnpike Toll Credit needed for the 2016-2017 calendar year contract spanning Fiscal Years 2016, 2017 and 2018 amounts to \$12,230.

**EXPLANATION**

The Department wishes to retain the services of a qualified consultant to assist in the development of a comprehensive multi-modal (air, rail, port and highways) Statewide Freight Plan for New Hampshire. The State Freight Plan is now required under the recently passed Fixing America's Surface Transportation (FAST) Act. This plan allows the Department to better understand the freight flows out of, into, and through the state to better align available funds and needed projects, as well as, to allow NH to take advantage of available federal funding programs related to freight infrastructure improvements. The Agreement is a twenty-four (24) month, cost-plus-fixed-fee contract to be funded through the Statewide Planning and Research (SPR) program with turnpike toll credit match. The Statewide Plan is intended to look at critical freight movements within the State and between multi-modal systems.

The project is listed programmatically in the Ten Year Plan. The federal funding source is comprised of Statewide Planning and Research.

Your approval of this resolution is respectfully requested.

Sincerely,

Victoria F. Sheehan  
Commissioner



March 16, 2016

Representative Gene Chandler, Chairman  
Capital Budget Overview Committee  
Legislative Office Building, Room 206  
33 North Main Street  
Concord, NH 03301

Dear Representative Chandler,

In accordance with the provisions of Chapter 351:5, Laws of 1991, amended by Chapter 2, Laws of 2013, the Pease Development Authority Division of Ports and Harbors requests that the Capital Budget Overview Committee authorize the expenditure of not more than \$8,800.00 from the Port Expansion Fund for the following purpose:

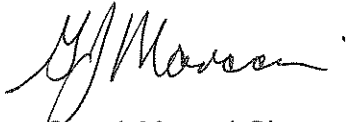
1. Consulting fee for the preparation of a grant application to the U.S. Department of Transportation for funding under the Transportation Infrastructure Generating Economic Recovery (TIGER) Discretionary Grant Program for the Main Wharf Rehabilitation and Expansion.

The balance of the Port Expansion Fund is \$5,549,622.13.

**TIGER Grant Application**

The U.S. Department of Transportation has issued a Notification of Funding Availability (NOFA) for the Transportation Infrastructure Generating Economic Recovery (TIGER) Discretionary Grant Program. The Division of Ports and Harbors intends to submit application to the program for approximately \$12.0 million for the rehabilitation and expansion of the Main Wharf at the Market Street Marine Terminal. The project is 98% designed and 100% permitted. The Division of Ports and Harbors is requesting the authorization to expend not more than \$8,800.00 from the Port Expansion Fund for consulting services for the review and preparation of the application in accordance with the attached proposal from Appledore Marine Engineering, LLC., the Division's contracted "on-call" marine engineering company and subject to final approval by the Pease Development Authority Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Geno J. Marconi". The signature is fluid and cursive, with the first name "Geno" being more prominent.

Geno J. Marconi, Director  
Pease Development Authority  
Division of Ports and Harbors

Attachments: March 4, 2016 TIGER consulting proposal; Appledore Marine Engineering  
Main Wharf Expansion Graphic  
2015 TIGER Narrative



600 State Street, Suite E | Portsmouth New Hampshire 03801

346 Commerce Boulevard | Port Saint Joe Florida 32456  
1700 Seventh Avenue | Suite 2100 | Seattle Washington 98101  
Seven Waterfront Plaza | 500 Ala Moana Boulevard Suite 400 | Honolulu Hawaii 96813

March 4, 2016

Captain Geno Marconi  
New Hampshire Division of Ports & Harbors  
55 Market Street  
Portsmouth, New Hampshire 03801

Re: Proposal to Engineering and Planning Services to Assist the Port Director in Preparing a  
TIGER VIII Grant Application for the New Hampshire Port Authority  
Portsmouth, NH  
Appledore Project No. 5802

Dear Captain Marconi:

Appledore Marine Engineering, LLC (AME) in cooperation with HDR, Engineering (HDR), is pleased to present this proposal for Transportation Investment Generating Economic Recovery (TIGER) economic analysis and application development. This proposal will outline the Background, Scope of Services, Schedule of Work and Fees for Consulting Services to perform the work.

**BACKGROUND**

The New Hampshire Port Authority Main Wharf is in need of rehabilitation and expansion to ensure that operations at the Port are maintained at current levels and to provide an opportunity to expand operations to better serve existing and future customers. The U.S. Department of Transportation (USDOT) has approximately \$500 million in funding available for an eighth round of the TIGER grant program. HDR is privileged to have helped the Port with previous TIGER applications, and this proposal presents our approach to updating the economic analyses required for the TIGER VIII application and to enhancing the application itself, based on current conditions at the Port and potential opportunities for growth. For the previous TIGER applications, the Port emphasized that operations have expanded at the Main Wharf and that the Main Wharf has continued to deteriorate. Estimates of future growth were included in the analysis and application. To the extent that operations have changed since the previous application was developed, efforts will be made to update operational assumptions, as well as the basic parameters associated with the benefit-cost analysis required by TIGER.

## **SCOPE OF SERVICES**

The Scope of Services includes the following tasks:

### **Task 1: Review of Existing Documentation and Data Collection**

This task involves a review of previous Main Wharf TIGER applications, as well as data updates for capital and operating costs associated with wharf rehabilitation and expansion, as relevant. Economic and demographic data collected during this task will be used to comply with TIGER VIII requirements for assessment of economic distress. Limited data updates for use in the benefit-cost analysis will also be made through this task.

### **Task 2: Economic Analysis**

As was the case with previous TIGER programs, TIGER VIII requires the estimation of benefits and costs associated with the proposed project. During this task, HDR plans to update the benefit-cost model used for the TIGER VII application. HDR will work closely with the Port Director to understand any operations changes that have occurred or may occur at the Port. Any new or anticipated developments will be factored into the benefit-cost analysis (BCA).

The TIGER guidance encourages the estimation of Long-Term Outcomes: state of good repair; economic competitiveness; livability; environmental sustainability; and safety. These and other factors identified in the Notice of Funding Opportunity (NOFO) will be incorporated in the benefit-cost analysis and other economic elements of the overall application.

### **Task 3: Development of Economic Analysis Sections and Supplementary Documentation**

This task provides the methodology, input values and results of the BCA and other economic analyses as needed for the economic portion of the TIGER VIII application. Documentation of the BCA, as well as supplementary tables appropriate for online posting or other forums, is also developed.

### **Task 4: Development and Compilation of TIGER VIII Application**

HDR will work with Appledore Marine Engineering, LLC, and the Port of New Hampshire to update and finalize the TIGER VIII application. The Port will be responsible for submission to USDOT.

## **SCHEDULE**

We will start work on this project immediately after receiving written Notice to Proceed (NTP). We will provide the Port with draft economic analysis results within a few weeks, followed by documentation of the economic analysis and supplementary materials after receiving initial feedback. The application is due on April 29, 2016.

**FEES FOR CONSULTING SERVICES**

Fees for Consulting Services will be on a direct cost lump sum basis. We will bill you monthly based on the percentage of project completion. Fees for Task 1-4 will be \$8,800. Payment will be due within thirty (30) days of invoice.

If this letter satisfactorily sets forth your understanding of our agreement, please sign the enclosed copy and return it to us. Receipt of the signed copy will serve as our Authorization to Proceed. Thank you for giving us the opportunity to present a proposal for this work. If you have any questions or require additional information, please do not hesitate to contact me.

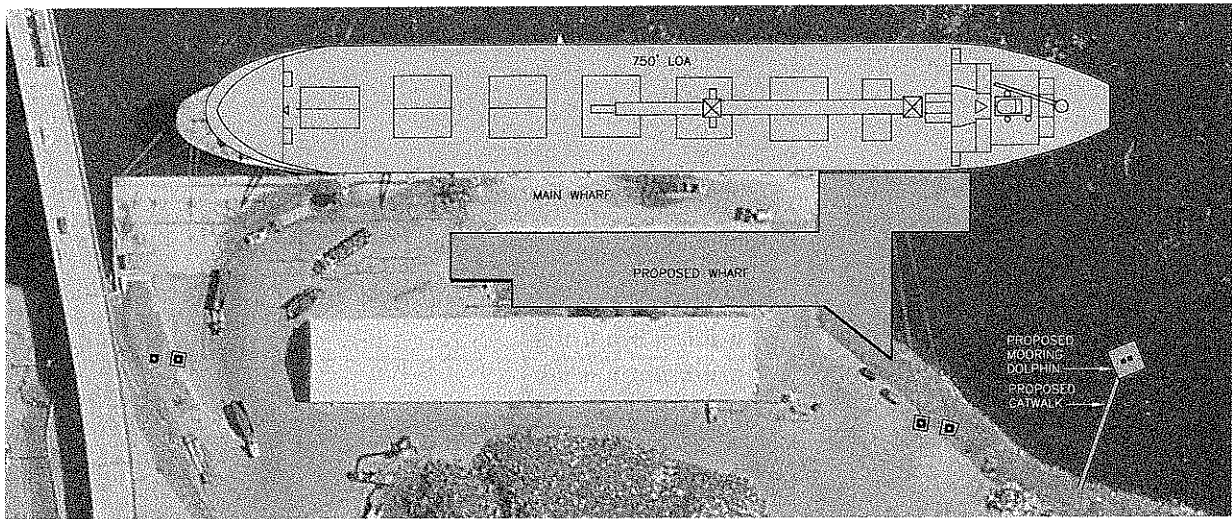
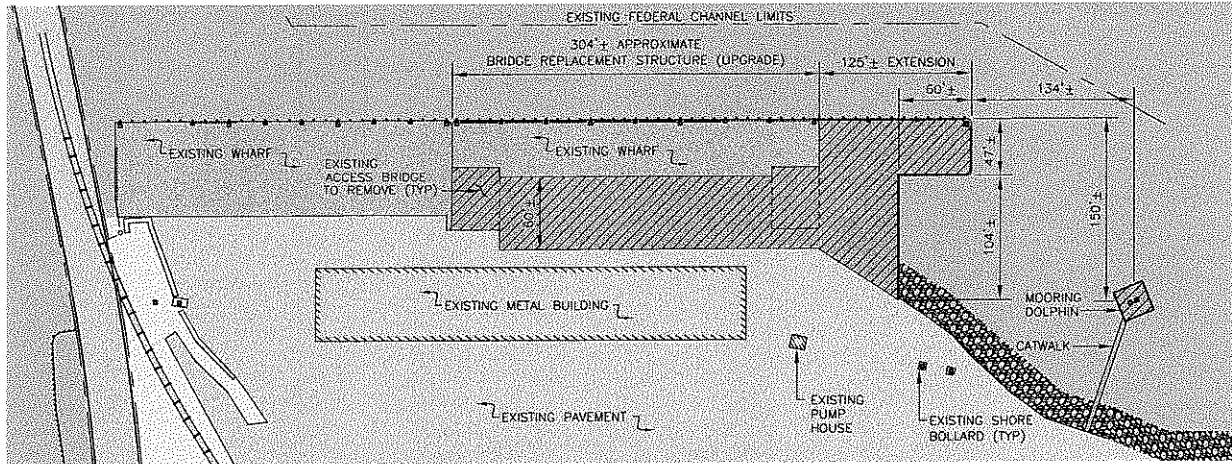
Regards,



Noah J. Elwood, P.E.  
President

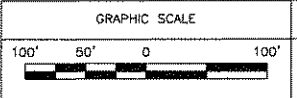
Accepted this \_\_\_\_\_ day of \_\_\_\_\_, 2016

By: \_\_\_\_\_  
Pease Development Authority – Division of Ports and Harbors



**LEGEND:**

- PROPOSED WHARF STRUCTURE
- EXISTING BUILDING
- EXISTING RAILROAD TRACKS



DATE  
AUGUST 2008

APPLEDORE MARINE ENGINEERING, INC.  
PORTSMOUTH, N.H.  
Contract Number: 1888K

PEASE DEVELOPMENT AUTHORITY  
DIVISION OF PORTS AND HARBORS  
PORTSMOUTH, NH

MARKET STREET PORTSMOUTH, NH  
MAIN WHARF MODIFICATIONS  
PLAN





TIGER FY 2015 Discretionary Grant Application June 5, 2015

# Market Street Marine Terminal Wharf Rehabilitation and Expansion



## Executive Summary

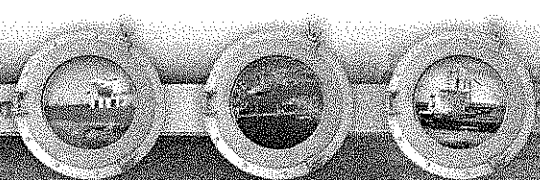
The Pease Development Authority Division of Ports and Harbors (PDA-DPH), an agency of the State of New Hampshire, is pleased to submit this application to the U.S. Department of Transportation requesting funding for the rehabilitation and expansion of the main ship wharf at the Market Street Marine Terminal on the Piscataqua River in Portsmouth, New Hampshire. The project extends the wharf length 125 linear feet in order to accommodate ships compatible with the existing navigation project authorized by the U.S. Army Corps of Engineers. The expansion replaces a wharf access bridge that collapsed by decking the open water area between the existing shoreline and the shore side limit of the existing main wharf. The project provides direct access to ships for the entire length of the main wharf, assuring continued use for ocean commerce and greatly enhancing safety, functionality and operational efficiency. A video is available at <http://youtu.be/INbu7mwckp8> that shows the Terminal and wharf.

Main wharf expansion is estimated to cost \$18.3 million, and the State of New Hampshire is committed to providing \$5.0 million toward the project, representing 27 percent of the total project cost. TIGER VI funding of \$13.3 million will complete the financing package for these improvements. Securing this funding is critical because the main wharf's condition is deteriorating rapidly. This is evidenced by a 2006 Routine Inspection that documented advanced deterioration, and a recent collapse of one of two access bridges. Without improvements, the port will be forced to cease operations at the Terminal. The port director and marine engineers most familiar with the wharf anticipate complete port closure in 2018 without significant main wharf improvements.

The port supports businesses and promotes public benefits in the region. The ability of businesses to transport their freight via water means fewer trucks on the road and lower levels of vehicle emissions. Pavement maintenance cost and shipper cost savings are supported by the proposed wharf improvement. Finally, there are safety and security benefits associated with the project. Though difficult to quantify, a rehabilitated wharf enables the port to continue to provide emergency services support due to on-board fire, medical emergencies, and oil spills, as well as port security services. A \$1 investment in the project supports \$1.80 in public benefits and provides 213 short-term construction related jobs.

**Table 1:** Summary of Long Term Outcomes (\$millions)

Benefit	Value
State of Good Repair	\$3.6
Economic Competitiveness	\$29.4
Quality of Life	\$2.4
Sustainability	\$5.5
Safety	\$5.4
Job Creation	213
Benefit Cost Ratio	1.8

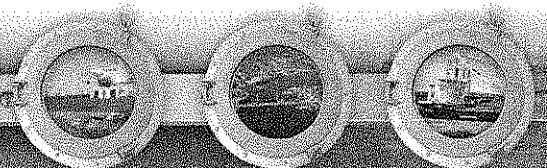






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## Applicant

Pease Development Authority  
Division of Ports and Harbors  
555 Market Street  
Portsmouth, NH 03801

## Contact Information

Geno J. Marconi, Director of Ports and Harbors  
Port of New Hampshire  
555 Market Street  
Portsmouth, New Hampshire 03801  
Phone: 603-436-8500  
Email: [g.marconi@peasedev.org](mailto:g.marconi@peasedev.org)

## Name of Project

Main Wharf Expansion

## Type of Project

Port

## Location of Project

Portsmouth, New Hampshire, Rockingham County, NH, 1st Congressional District

## Urban or Rural Area

Urban

## TIGER VII Grant Funding Request

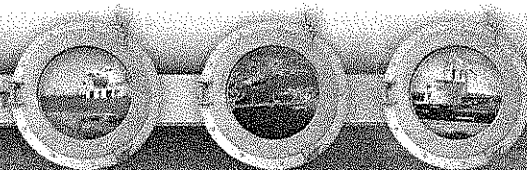
TIGER Grant Request: \$13.3 million  
State & Local Match: \$ 5 million  
Total Project Cost: \$ 18.3 million

## DUNS Number

620094771

Link to Pease Development Authority website for application, letters of support, and other materials:  
<http://portofnh.org/>

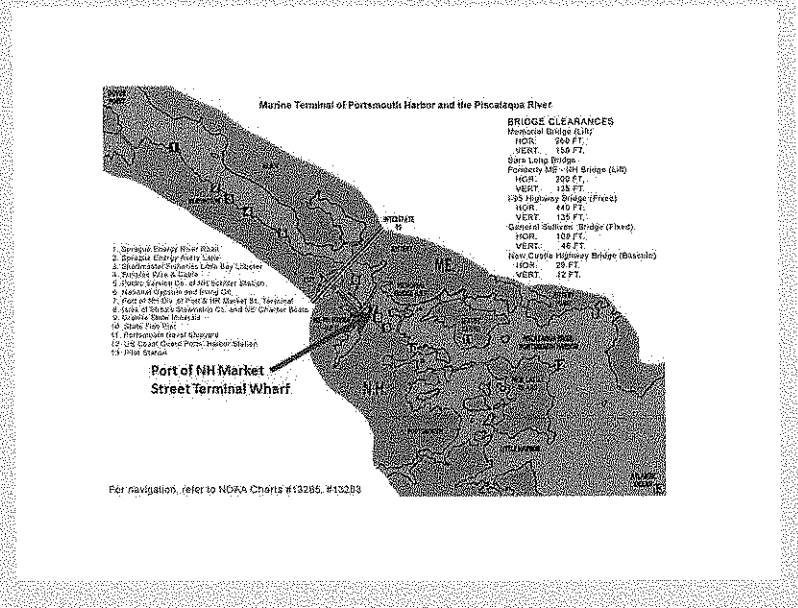
Link to video of Market Street Marine Terminal Main Wharf: <http://youtu.be/INbu7mwckp8>



# 1.0 Project Description

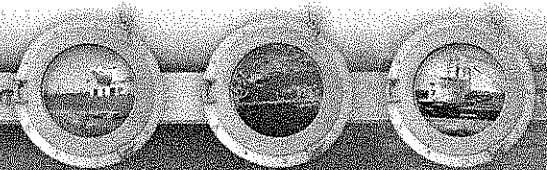
The Pease Development Authority Division of Ports and Harbors (PDA-DPH), an agency of the State of New Hampshire, is pleased to submit this application to the U.S. Department of Transportation requesting funding for the rehabilitation and expansion of the main ship wharf at the Market Street Marine Terminal on the Piscataqua River in Portsmouth, New Hampshire. **The project extends the wharf length 125 linear feet in order to accommodate ships compatible with the existing navigation project authorized by the U.S. Army Corps of Engineers. The expansion replaces the deteriorated wharf access bridge which has collapsed, by decking the open water area between the existing shoreline and the shore side limit of the existing main wharf.** The project provides direct access to ships for the entire length of the main wharf, assuring continued use for ocean commerce and greatly enhancing safety, functionality and operational efficiency. A video is available at <http://youtu.be/INbu7mwckp8> that shows the Terminal and wharf.

Figure 1: Location Map



Main wharf expansion is estimated to cost \$18.3 million, and the State of New Hampshire is committed to providing \$5.0 million toward the project, representing 27 percent of the total project cost. TIGER VII funding of \$13.3 million will complete the financing package for these improvements. Securing this funding is critical because the main wharf's condition is deteriorating rapidly. In 2011, one of the access bridges to the wharf collapsed, and it remains inoperable. Without improvements, a second access bridge will be closed in the near term and the port will be forced to cease operations at the Terminal. The port director and marine engineers most familiar with the wharf anticipate complete port closure in 2018 without significant main wharf improvements.

The port supports businesses and promotes public benefits in the region. The ability of businesses to transport their freight via water means fewer trucks on the road and lower levels of vehicle emissions. Pavement maintenance cost and shipper cost savings are supported by the proposed wharf improvement. Finally, there are safety and security benefits associated with the project. Though difficult to quantify, a rehabilitated wharf enables the port to continue to provide emergency services support due to on-board fire, medical emergencies, and oil spills, as well as port security services. A \$1 investment in the project supports \$1.80 in public benefits and provides 213 short-term construction related jobs.



## 1.1 Project Summary

The project will extend the wharf by 125 linear feet, and add a 200 ton stern mooring dolphin. These improvements are required to safely moor Panamax class vessels currently calling on Portsmouth, as depicted in the figure below. Additionally, this project is designed to replace the collapsed access bridge and deck over the area between the wharf and existing shoreline. This will provide easy and direct access for the entire length of the main wharf, greatly enhancing its safety, functionality and operational efficiency. Lastly this project will complete repairs to the existing wharf steel caissons and concrete deck. These much needed repairs were identified in a 2006 routine inspection and are required to assure the continued operation of the facility.

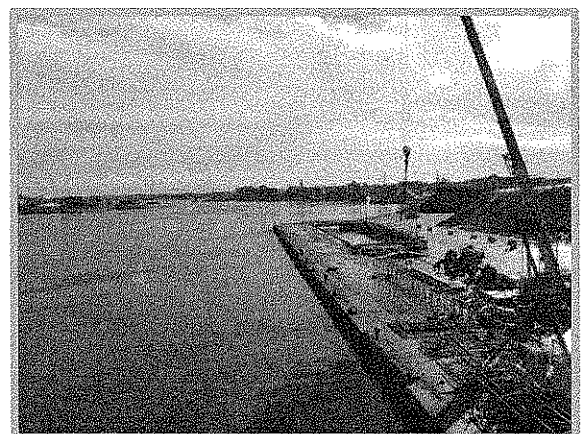
## 1.2 Detailed Project Description

Located on the Piscataqua River in Portsmouth, New Hampshire, The Market Street Marine Terminal is the only public access, general cargo terminal on the river. The port is one half mile from Interstate-95 and two miles from Pease International Tradeport's airport and business parks. Onsite rail access is also available at the port, making the facility accessible by all the major freight transportation modes.

In 2014, the Terminal handled 224,985 tons of bulk and break-bulk cargo, primarily salt, scrap metal, and special projects for upstream and other businesses. PSNH Power Plants, Sprague Energy, National Gypsum, Irving Oil, SEA-3 (LPG terminal), EL Power Plant, Georgia Pacific, Westinghouse Electric, International Salt, Tyco and Grimmel Industries all rely heavily on the port for marine shipping of freight and support. Between 2011 and 2012 alone, tonnage handled at the Terminal increased by more than 50 percent. While this growth is significant, port activity has actually been constrained due to the length of the main wharf and its general physical condition (see video available at <http://youtu.be/INbu7mwckp8> for detail). In 2014, 224,985 tons were handled, down from 304,500 tons in 2013, due to the deteriorating Port condition.

The U.S. Army Corps of Engineers Piscataqua River Federal Navigation Channel, on which the port is located, is designed to accept ocean-going vessels up to 750 feet in length. The Terminal has two berths, the longest being 582 feet. The limited length of the wharf presents a disincentive to some ships currently calling on the port, and for other transport vessels considering the port for its berth. Construction of the nearby Sarah Mildred Long Bridge is expected to impact port operations, essentially eliminating use of the second berth and putting additional strain on the Main Wharf to meet freight transport needs of ships calling on the port.

In addition to the limited number of berths available for use at the facility, the main wharf's condition is deteriorating. In 2011, there was a partial failure of the wharf, which required the closure of the northern bridge. While other means of access are provided to the north and south of the bridge, the efficiency of the facility is decreased. This impacts cycle time during





loading and unloading. The 1977 pier is 35 years old with crumbling concrete and exposed rebar. The Market Street Marine Terminal is likely to close completely within the next two years, if the wharf is not completely rehabilitated.

Existing port customers are experiencing increased demand for their products and are looking to the Terminal to provide shipping and receiving services to accommodate this business activity. In addition, the Port Director of the Market Street Marine Terminal has been approached by businesses interested in utilizing the port, but concerned about the wharf's structural integrity and size. Specifically, Green Shipping Line, J. Supor and Sons, Gamesa Wind USA, Vectora Transportation and Northeast Marine Development have expressed interest in using the port. ASTRO Crane also approached the port but decided against using the facility, because of the deteriorating wharf condition. In addition, three other companies expressed interest but, due to business proprietary, cannot be named. Very recently, the Port Director has refused two cargos because of the limitations on the dock and the ship/barge access due to the open water area in the middle of the wharf. One cargo was an 18-month project that would have provided a net income of more than \$80,000 per month.

- ✱ *224,985 tons of bulk and break-bulk cargo in 2014*
- ✱ *Terminal berths are less than 600 feet but 750 foot long vessels can travel the channel*
- ✱ *Port customers want Terminal to accommodate the increase in product demand*
- ✱ *Panama Canal expansion could increase demand for the Terminal*

Other growth opportunities include the expansion of the Panama Canal. Its completion will mean more water cargo on the east coast of the United States. This is likely to generate opportunities for the Market Street Marine Terminal, as shippers and receivers reevaluate their port options after the expansion. While the Terminal is not equipped to handle some of the larger vessels that will be looking for a port-of-call, it is very well positioned to receive any small to medium-sized vessels. This TIGER grant application requests funding to bring the wharf up to a state of good repair and increase its length and capacity for large vessels. Rehabilitation and expansion of the main wharf will enable it to accommodate contemporary Panama class vessels, support heavier cargo, and improve operational efficiency by providing better wharf

access from both the water and land sides. The port's ability to accommodate this additional marine activity should enhance U.S. economic competitiveness by enabling vessels to continue to use U.S. ports, rather than be diverted to Canadian or other international ports. To do this, however, the port's main wharf must be in a state of good repair and expanded.

Finally, Short Sea Shipping provides another growth opportunity for the port. With increased road congestion and increases in trade volume expected with the expansion of the Panama Canal, U.S. ports and businesses are seeking alternatives to move cargo via port facilities and closer to their final destinations. Short Sea Shipping provides an alternative to truck and rail transportation by using barges and smaller container vessels (up to 750 feet) for freight shipments. Shipping begins at the larger import/export ports and is then distributed to smaller, strategically located ports for final delivery. The Market Street Marine Terminal could accommodate this class of vessels.

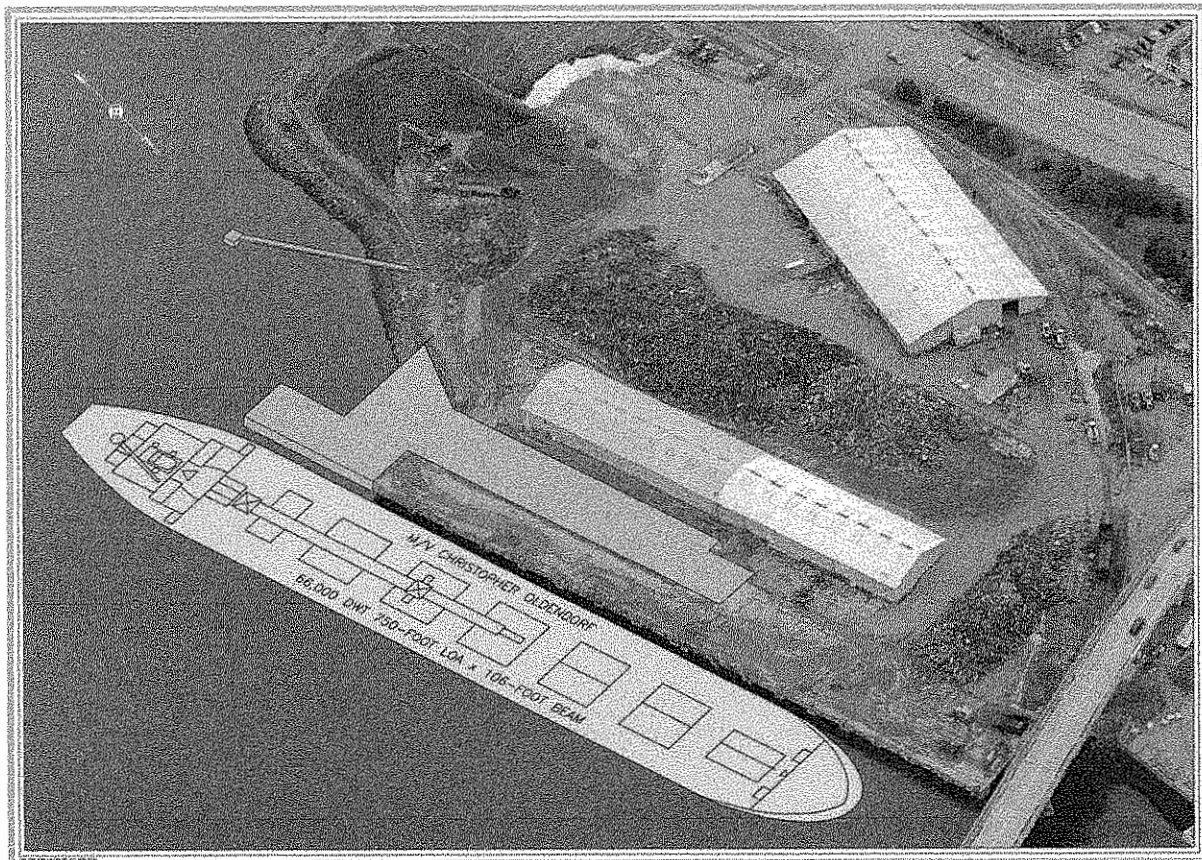


Positioning the port to support the increased activity anticipated in the near-term is of vital interest to the state, region and nation as a whole. The project represents a real opportunity to sustain current, and generate new, economic activity, but timing is of the essence. The main wharf's physical condition is significantly deteriorated and must be addressed quickly, or the Market Street Marine Terminal will be forced to close and the economic activity described above will represent an opportunity lost.

To accommodate growth, The Pease Development Authority, Division of Ports and Harbors, is requesting TIGER VII grant funds for use toward the rehabilitation of the main wharf, as well as its expansion. The project will improve the structural integrity of the existing wharf and facilitate current operations. It is also designed to increase operational opportunities and extend the useful working life of the longest berth at the terminal.

The project will expand the wharf by 125 linear feet, and add a 200 ton stern mooring dolphin. The 29,000 square foot expansion will replace the deteriorating wharf access bridge by decking the area between the existing shoreline and the back of the current main wharf, as shown in the photograph of wharf design below. This will provide easy and direct access for the entire length of the main wharf, greatly enhancing its safety, functionality and operational efficiency.

#### Market Street Marine Terminal Main Wharf Rehabilitation and Expansion



## 2.0 Project Parties

The Pease Development Authority (PDA) is a state agency created by NH-RSA 12-G. The PDA is a component unit of the State of New Hampshire, and is discretely presented in the Comprehensive Annual Financial Report of the State. PDA is a body corporate and politic with a governing body of seven members. Four members are appointed by the Governor and state legislative leadership, and three members are appointed by the City of Portsmouth and the Town of Newington. Pursuant to Chapter 290, Laws of 2001, the New Hampshire State Port Authority, a former department of the State of New Hampshire became a division of the PDA effective July 1, 2001.

The PDA through the Division of Ports and Harbors is charged with the responsibility to: 1) plan for the maintenance and development of the ports, harbors and navigable tidal rivers of the state to foster and stimulate commerce and the shipment of freight; 2) aid in the development of salt water fisheries and associated industries; and 3) cooperate with any federal agencies or departments in planning the maintenance, development and use of the state ports, harbors and navigable tidal rivers.

Pursuant to State and Federal regulations, Airport Revenue received by the PDA for the management and development of the former Pease Air Force Base cannot be used in support of division activities.



### 3.0 Grant Funds and Sources and Uses of Project Funds

The Market Street Marine Terminal main wharf rehabilitation and expansion project is estimated at \$18.3 million. The State of New Hampshire will provide a match of \$5.0 million, representing 27 percent of the total project cost. Pease Development Authority Division of Ports and Harbors is requesting a TIGER grant of \$13.3 million. Detail related to the individual project cost elements, as well as the allocation of both TIGER VII funding and State of New Hampshire funding, is provided in the Project Readiness section of this application.

**Table 1:** Committed Funding Sources

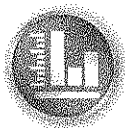
Funding Partner	Funding Amount (\$M)	Funding Percent
NH Department of Transportation	\$5.0	27%

## 4.0 Selection Criteria

### 4.1 Primary Selection Criteria

A strong multimodal transportation system promotes economic viability, vitality and ultimately more livable communities utilizing the system. Transportation projects have the dual benefit of directly supporting jobs during construction and supporting the local, regional and national economies through the improved movement of goods, services and people over the longer term.

Deficient links in a transportation system restrict travel and can significantly impact economic growth and safety. Ensuring that transportation is in a state of good repair is a critical element in providing opportunities for economic competitiveness and viable economic growth. Rehabilitation and expansion of the Market Street Marine Terminal will ensure that the main wharf is in a state of good repair, which will support economic competitiveness, environmental sustainability, safety, and livability – important goals of the TIGER program.

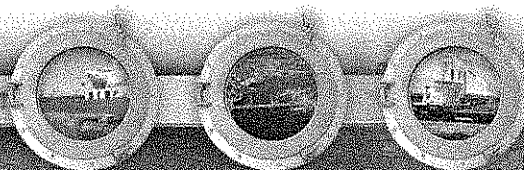


#### 4.1.1 State of Good Repair

The main wharf at the Market Street Marine Terminal is in overall Poor condition due to continued degradation of the 1964 and 1977 vintage marine structures that comprise the wharf. In 2006, a structural analysis was completed that recommended reductions in live load capacity, along with restrictions and operational limitations. Isolated areas of the structure are in severe condition and include localized structural failures. For example, the northern access bridge of the main wharf unexpectedly failed in 2011 due to deterioration and corrosion of internal reinforcing steel within the bridge planks. This partial failure required the closure of the northern bridge, thus requiring vehicles to traverse to the northern end of the wharf, increasing cycle time of loading and unloading operations.

The proposed rehabilitation and expansion project will extend the length of the main wharf by 125 linear feet, add a 200 ton stern mooring dolphin, and increase the wharf deck area by 29,000 square feet. The access bridge condition will be addressed by decking the area between the existing shoreline and the back of the current main wharf. Left unrepaired, the continued corrosion of the wharf's concrete reinforcing steel and steel caissons will require complete closure of the facility in the near future.

Safer vessel mooring and berthing operations will result from the project, and the bigger deck will provide a larger area for material lay down and assembly, approximately one acre. The expanded wharf will result in an increased loading capacity as well, which will allow larger cranes and vehicles to operate at the site. These improvements will result in a more operationally efficient marine facility that is better equipped to provide the marine support services required by this busy, and growing, seacoast port. More importantly, the improvements will ensure that the Market Street Marine Terminal can remain open for business. In addition to improving the physical condition of the main wharf itself, the project will also reduce pavement wear and tear on roadways, by supporting the diversion of cargo from trucking.





#### 4.1.2 Economic Competitiveness

For many regional businesses, the port provides a cost competitive alternative to shipping by truck or rail. Access to this transportation option and the services it offers (e.g., foreign-trade zone status) supports and enhances many of these port-dependent businesses. The port directly serves international exports, provides ship handling for numerous companies, and the combination of port and rail service available at the facility is critical to the cost competitiveness of multiple regional businesses. Improvement of the main wharf would also enable the port to grow. The port has been approached by businesses interested in re-initiating container service, existing customers interested in expanding operations, and businesses with special projects that require marine shipping. If the wharf is improved, these opportunities can be realized and economic competitiveness enhanced. An improved wharf will position the port to increase its exports and imports, be more productive, and expand existing operations.

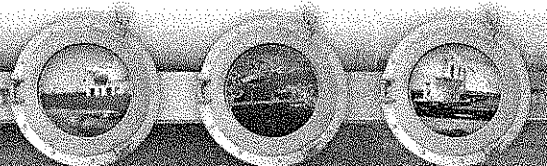
Between the project's maintenance of existing port activity and its ability to facilitate growth in waterborne cargo, the region's freight shippers and receivers will directly benefit through lower shipping costs (compared to using other modes) with the wharf improvement. Shipper cost savings associated with the project, due to direct port shipments, compared to longer-distance truck, are estimated to be \$29.4 million in discounted benefits over 30 years.

During 2014, the Market Street Marine Terminal received regular shipments of scrap metal, the State of New Hampshire's fourth largest export. It also received highway deicing salt and provided cargo handling for a number of special projects, including power plant components, vacuum tanks, and windmill turbines. In 2014, the Terminal handled approximately 33,798 tons of salt, 178,223 tons of scrap metal, and 15,200 tons in other cargo. Special projects, such as windmill parts and large pieces of equipment have also been handled by the facility. Between 2011 and 2012, tonnage increased 50 percent at the facility, from 244,500 tons to 381,800 tons. The trend of increases in tonnage handled ended in 2013 due to the poor condition of the infrastructure and has declined further in 2014.

A recently demolished warehouse building has expanded port capacity, which has contributed to increased activity. In addition, rail use at the Terminal has grown in the past few years. For example in 2014, shredded scrap was shipped from Maine to the port on rail cars where it was sent overseas. Currently, construction materials related to the Sarah Mildred Long Bridge are being shipped to the port by rail. The current design for the Sarah Mildred Long Bridge, which crosses the Piscataqua River near the port, incorporates additional rail improvements. This enhanced rail infrastructure will support the port's existing rail and augment the facility's ability to move intermodal rail freight, further supporting existing and future business.

The port has handled a number of special projects in the past few years as well, though some potential shippers and receivers have expressed concern about the port's current physical condition and ability to manage shipment of certain heavy and bulky cargo. Nonetheless, 33 windmill turbines and components from Denmark were shipped into the port and transported to northern New Hampshire during the late summer of 2011. There will be similar opportunities available in the future, but only if the main wharf is maintained in a state of good repair. Other windmill manufacturers have approached the port since.

Westinghouse Electric, a port-dependent business, employs 300 plus people in its upstream facility and, as articulated in its letter of support for this project, proximity to a working port is critical to this company because



of the size and nature of the components it manufactures. Closure of the Market Street Marine Terminal would have significant ramifications on Westinghouse and other businesses that rely on the Terminal for marine shipping.

A 2012 study authored by researchers at the University of New Hampshire and the University of Southern Maine examined the economic impacts of the Piscataqua River and the Ports of New Hampshire and Newington, finding that 16 businesses utilizing the ports along the Piscataqua River were directly responsible for 987 jobs paying \$90.2 million in wages and benefits, with approximately 90 percent of the economic impacts experienced in New Hampshire and the remaining 10 percent in Maine. The total regional impacts of the port-related activities include 2,357 jobs paying \$156 million in income and \$274.5 million in value added. In addition, \$25 million in state and local taxes are generated as a result of these activities.

The study also examined the trend of increasing vessel size and the future implications for the Piscataqua River ports. In 2011, 80 percent of the cargo transported by marine traffic in the region passed under the Sarah Long Bridge, including 132 of the 162 vessel ships. Twenty-three of these ships had a width of 106 feet, the maximum width the Sarah Long Bridge can accommodate. There are already ships 118 feet wide operating in the Northeastern shipping market and the current underlying trend of wider vessels will only increase the number of ships the Piscataqua River ports cannot support. The study concludes that "the current width of the Sarah Long Bridge is a constraint to shipping activity in the harbor, which will only be expected to grow worse with time," and that "increasing the horizontal clearance of the Sarah Long Bridge would be expected to have a positive impact on the operations of the Port and the Piscataqua River terminal operators." Improvements to the Sarah Long Bridge are currently underway, which will help support additional port growth.

Despite the existence of private wharfs upstream (see map below), it is important to note that these are cargo-specific wharfs, designed to handle cargo of the specific businesses that own the wharfs. Much of the special project cargo handled at the Market Street Marine Terminal could not be handled by these other wharfs. Although much of this cargo would still be bound for New Hampshire and the region if the Terminal was not available, it would need to be shipped through alternative ports and then transported by truck (primarily) or rail to its final destination in the region. Completion of the project retains this waterborne cargo, allows for projected growth and the expansion of businesses.

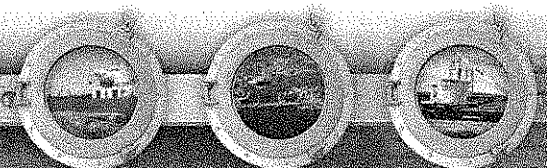
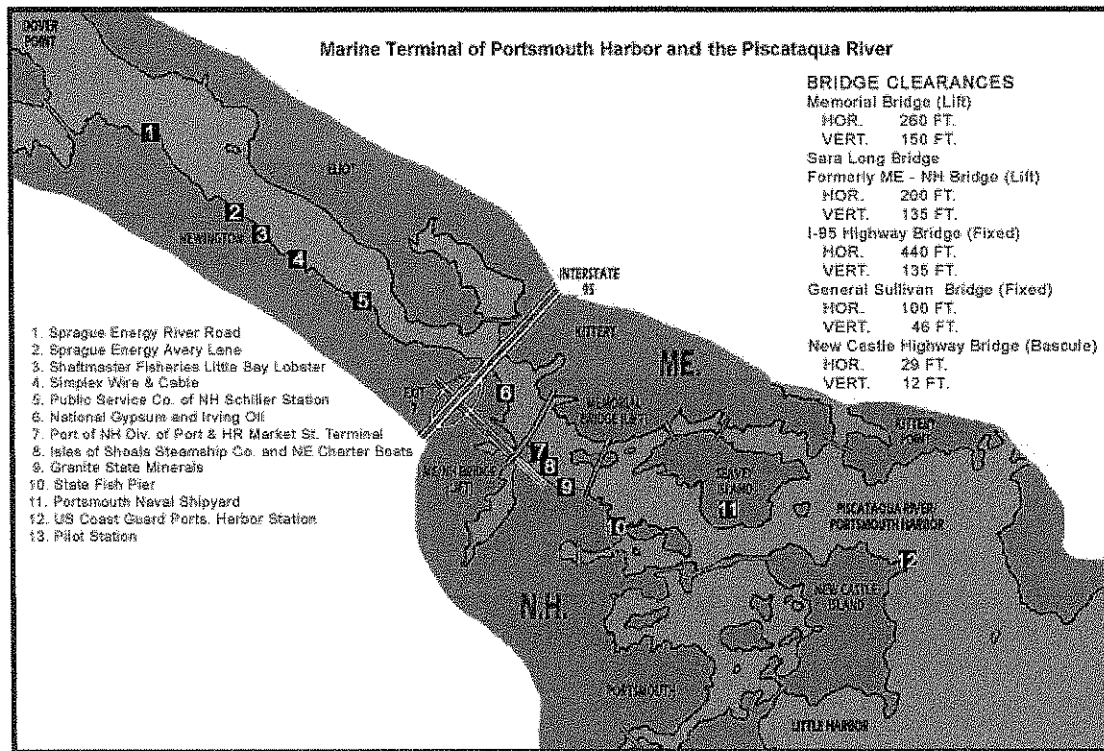


Figure 1: Upstream Businesses



With main wharf improvements, existing businesses are expected to increase their tonnage by an estimated one-half of one percent annually. The true rate of growth will depend on the cargo transported and the condition of the facility. This growth, however, may be conservative, as it is based on historic activity at the port and does not reflect the significant shifts occurring in the marine transportation industry as a whole, as described later in this section.

Adding to the port's economic competitiveness is its designation as part of Foreign-Trade Zone (FTZ) #81. For the purpose of duty assessment, goods entered into the zone are considered to be outside the commerce of the United States and, therefore, no duty is paid while in the zone. This designation is advantageous, and a number of businesses served by the port utilize the zone. Customers who utilize both the port and the FTZ designation would be significantly impacted by closure of Market Street Marine Terminal.

The viability of a proposal for cargo and passenger ferry service between Portsmouth, New Hampshire, and Yarmouth, Nova Scotia, would be enhanced with main wharf rehabilitation and expansion. The current wharf configuration is inadequate for the ferry service at the present time, and wharf improvements would move the Market Street Marine Terminal one step closer to establishing a ferry service between these two countries. The business plan prepared by the ferry service operator estimated that 150,000 passengers per year would utilize a new ferry service at this location. In addition, 30 to 35 tractor-trailers per day would likely travel each way on a ferry between these two ports.



In addition to supporting existing customers, the project will also position the port to receive larger vessels, increasing operational efficiency and throughput capacity for cargo handled at the Market Street Marine Terminal. The additional lay down space (estimated to be one acre) and easier wharf access will contribute to more efficient and productive operations at the port.

Northeastern Marine Logistics has indicated that they would be interested in utilizing the port for container shipments, if the main wharf is rehabilitated and expanded. The company has clients that will export more than 12,000 containers annually out of the Market Street Marine Terminal. This quantity of container shipping will create 60 to 100 jobs during the first year of operation out of the port. While some of these containers are currently being handled by different ports, approximately half are expected to be new business, and the increase in exports will be achieved more quickly because of the locational and other advantages that the Market Street Marine Terminal provides. Many of the company's facilities are located in New England, and the Port of New Hampshire is closer to these facilities than the other northeastern ports.

The economic competitiveness benefits of this project are strengthened by prospective customers, several of whom are exporters that have approached the port for marine services in recent years. Because of the main wharf's condition, however, they have held off operating at the Market Street Marine Terminal. In addition to Northeastern Marine Development, which was discussed previously, a recycling company, Clean Energy, is also interested in using the Market Street Marine Terminal in its exporting operations, as are large equipment manufacturers. The importance of the main wharf improvement to these prospective customers is articulated in the letters of support provided as part of this application. As noted in the letters, these economic opportunities are contingent on a marine facility that is structurally and operationally functional.

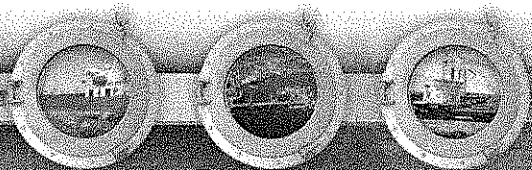


### 4.1.3 Quality of Life

The Market Street Marine Terminal improves the quality of life of communities located along the Piscataqua River and the surrounding region by providing an international connection to the businesses located there. Non-industrial commercial users of the Terminal include tour/cruise ship operators, military vessels, environmental research vessels, and charter boats.

Residents of the community also enjoy observing the port's activities and, in fact, the Market Street Marine Terminal is working with the City of Portsmouth on quality of life improvements to enhance the ability of residents to do so. Specifically, the port is partnering with the City of Portsmouth to enhance quality of life along the Market Street Gateway. In addition, Market Street Terminal is the only facility that can, and has accommodated public events, visits and docking of the Tall ships, and tours of the Environmental Protection Agency's research vessel, among other events.

Both the City of Portsmouth and Town of Kittery also have vibrant downtown areas and well-established neighborhoods within walking distance from the Terminal. Increased economic activity associated with the port will attract more visitors to the region who may take advantage of these downtown areas and the considerable historic character they offer. Numerous restaurants, retail establishments, and historic sites, such as Strawberry Banke, John Paul Jones Park, and Prescott Park, to name a few, are all located within walking distance from the Marine Terminal. The economic support the merchants and tourist attractions of both states would receive would be significant.



While quantifying the quality of life benefits is not easily accomplished, an improved wharf will help the harbor to operate more efficiently and safely overall. It will also result in congestion reduction benefits by shifting truck usage to more facilitated marine cargo transport. This will help to support the quality of life in the region as highway congestion, particularly on I-95, continues to increase over time.



#### 4.1.4 Environmental Sustainability

Promoting a more environmentally sustainable transportation system is an important goal of the TIGER program. Rehabilitating and expanding the main wharf at the Market Street Marine Terminal will provide measurable emissions reductions, energy efficiency improvements, and other environmental benefits through facilitated waterborne goods movement.

In addition to these post-construction sustainability aspects, the design of the expansion project itself includes several elements that promote the TIGER goal of environmental sustainability. Specifically, the main wharf expansion project includes the rehabilitation of a section of the wharf, rather than completely replacing it. In addition, the expansion portion of the wharf project is designed with concrete containing recycled fly ash, and the deck is supported with steel caissons that provide larger spans that limit impact to the Piscataqua riverbed.

The Market Street Marine Terminal provides a “green” alternative to commercial trucking. Specifically, marine transportation shipping that uses the Terminal reduces the number of trips and related emissions created by trucks transporting goods on highways by facilitating a marine transportation option. The rail connection available, and utilized, at the port also supports a more “green” method of cargo transportation. A reduction in vehicle emissions, such as VOC (HC), CO, NOX, CO<sub>2</sub>, SO<sub>2</sub> and PM, is a significant benefit of this project.

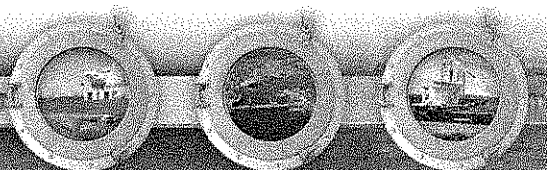


#### 4.1.5 Safety

The Market Street Marine Terminal main wharf improvements are essential to maintain the current port activity serving local shippers and receivers, thus avoiding longer distance goods movement by truck and the associated increase in VMT. Wharf rehabilitation and expansion is estimated to generate accident reduction benefits of \$5.4 million in discounted benefits due to reduced truck VMT. While this benefit is important, this project provides more in terms of safety than simply a reduction in vehicular accidents.

The Market Street Marine Terminal coordinates with all agencies involved with security of the port, including the U.S. Coast Guard, NH Marine Patrol, the U.S. Customs, the FBI, the U.S. Navy, NCIS and the Department of Transportation. Specifically, the Terminal provides these entities access to its state of the art camera system, which allows them the ability to reconnoiter or otherwise observe land based facilities, ships in port, and vessels transiting the area between the I-95 and Memorial Bridges. If the port were to close, there would not be sufficient revenue generated to support the staff required to operate this equipment. This could directly impact the security of the port, as well as other facilities located along the river, including the Portsmouth Naval Shipyard.

Should there be a natural or manmade disaster, the Market Street Marine Terminal would be called upon to respond. Upstream terminals (i.e., Sprague, Irving and Sea-3) have enough fuel and energy production capabilities to service their customers for the better part of a week. Beyond that, the Market Street Marine



Terminal would likely play a pivotal role by receiving ships carrying home heating oil, wood chips and other equipment and supplies that may or may not be able to be delivered by rail or by road.

The port is also critical to the harbor's emergency response capabilities from the perspective of assisting marine vessels that are distressed. For example, early in 2013 a marine vessel traveled upstream and collided with the Sarah Mildred Long Bridge, which was subsequently closed for several weeks. The Market Street Marine Terminal was integral in reclaiming the vessel and returning it to the port safely. The port also supports fire, security and terrorist response drills with local and federal law enforcement. These types of safety and security functions are critical to the harbor and its commercial and leisure users. The Market Street Marine Terminal is an integral part of the overall emergency planning for the harbor and Piscataqua River areas.

Security at the Portsmouth Naval Shipyard is elevated at all times. When there is a nuclear submarine docked, the Terminal is utilized to load and unload cargo from foreign flag vessels. This practice maintains some separation of the foreign vessels from the Naval Shipyard for security reasons. In the absence of the main wharf, it is not clear how the Shipyard would maintain this distance and security precaution.

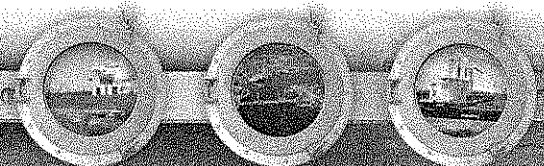
The Market Street Marine Terminal is also used to stage construction equipment and materials for marine projects in the harbor and at other terminals, including the Shipyard. Construction of the Sarah Mildred Long Bridge will require staging at the Terminal.

The Terminal also contributes to the security of the Naval Shipyard by enabling it to move a percentage of its work off site and out of the high security zone. It is important to note that the Shipyard is located on an island and access is limited.

As proposed, the main wharf expansion would create additional dock space to accommodate ships associated with Terminal activities, as well as the Naval Shipyard. Rehabilitation of the main wharf would ensure that the Market Street Marine Terminal could continue to support the Navy by providing wharf space and other marine services not available at the other upstream private wharfs.

If there is an emergency situation on board a ship, the pilot brings the ship to the Terminal for several reasons. First, it would be illogical and extremely dangerous to take a shipboard fire to the nearby oil/propane terminal, which is a private pier option on the Piscataqua River. Second, it is difficult, if not impossible, to get emergency assets to the ship's side at the other terminals located along the river.

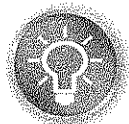
In addition to providing the physical location for an emergency response, the port also hosts advanced shipboard fire fighting training and is used for oil spill training drills. In the unlikely event of a spill, the Terminal is utilized for staging response equipment. A rehabilitated and expanded main wharf will provide direct access to the wharf along its entire length, increasing access and maneuverability for multiple emergency vehicles. These operational improvements significantly increase the emergency response and safety capabilities of the port. Failure to rehabilitate and expand the main wharf would reduce the efficiency of the wharf, thereby reducing the ability of first responders to effectively provide their critical services.





## 4.2 Secondary Selection Criteria

In addition to the primary selection criteria that are supported by this project, the secondary selection criteria are also important to highlight. Both innovation and partnership are an important element of this main wharf improvement.



### 4.2.1 Innovation

When the main wharf rehabilitation and expansion was designed, it was a goal of the port to minimize the environmental impact of the improvement. For example, no bulkheads, dredging or back-fill will be placed or occur below the low water line into the tidal zone. In addition, the expansion was designed to utilize caissons to support the deck that significantly increase the spans between supports, while reducing overall impact on the Piscataqua riverbed, compared to traditional pile construction. The tidal zone impact will be limited to the support caissons thereby limiting the footprint in the tidal zone. This will also limit the impacts on tidal currents and the hydrology of the river.



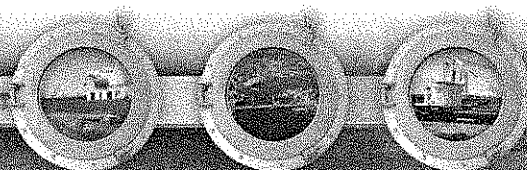
### 4.2.2 Partnership

The importance of the main wharf rehabilitation and expansion project to the Seacoast region can be determined by the number of parties that have worked cooperatively to develop this planned improvement. The New Hampshire Legislature enacted and continually approved legislation in support of the project. The Pease Development Authority took the lead in developing the design, engineering, permitting and contract plans necessary for this work to proceed once funds were obtained. The New Hampshire Department of Environmental Services and Army Corps of Engineers issued permits approving this work.

In addition, community members, shipping operators, businesses, and elected officials all strongly support the improvements to the main wharf. They can easily recognize the benefits from improved safety, operation, and functionality of the rehabilitated and expanded Marine Terminal. This effort will truly enhance the connectivity of the region and provide an international link to the global community.

The result is an area-wide multi-modal transportation improvement project that addresses the needs of many individuals, businesses, organizations and tourists traveling in the region. It also offers the opportunity to improve economic competitiveness in an environmentally sustainable manner. Letters of support for this project are provided below and at the following link:

<http://portofnh.org/>



## 5.0 Project Readiness

If awarded funding, the Market Street Marine Terminal project is positioned to receive obligated funds by September 30, 2017. The following section details the readiness levels of the project from technical, financial, and scheduling perspectives. In addition, potential risks are identified, along with mitigation strategies to address the risks.

### 5.1 Technical Feasibility

The proposed project includes the repair and expansion of the Main Wharf at the Pease Development Authority – Division of Ports and Harbor's Market Street Marine Terminal in Portsmouth, NH. At 30-40 years old, the wharf requires repairs and expansion to continue cargo handling operations and safe berthing of vessels. The proposed repairs to the Main Wharf include the following:

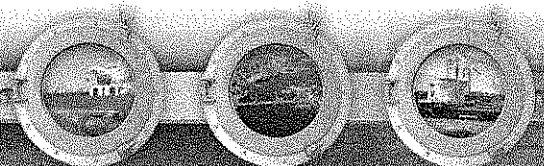
- ④ Repair deteriorated caissons (install protective jackets and sacrificial anodes) to restore structural integrity and extend service life
- ④ Recoat portions of the steel sheet pile bulkhead to extend service life
- ④ Repair deteriorated concrete superstructure elements to restore structural integrity and extend service life
- ④ Resurface deteriorated concrete deck to restore structural integrity and drainage
- ④ Other miscellaneous top of deck repairs include recoating mooring hardware, replacing mooring hardware and associated concrete pedestals, and replacing deteriorated fender units

The proposed expansion to the Main Wharf includes the following:

- ④ Construct a 125' +/- long extension at the south end of the wharf to provide additional berth length for vessels
- ④ Remove existing approach bridges and construct a 300' +/- long structure along the shore side face of the existing wharf to improve operational flexibility and safety
- ④ Construct a mooring dolphin downstream of the wharf to provide additional safety with mooring and berthing vessels

The proposed expansion will help address limitations resulting from the shallower depth at the northern end of the existing berth, the lower capacity approach bridges, and the limited landside access at the southern end of the wharf. Both the extension and the replacement structure along the shoreside face of the wharf consist of concrete framing members supported by steel caissons and a pile supported concrete curtain wall with riprap along the shore. Similar to the wharf, the mooring dolphin consists of steel caissons with a concrete platform and incorporates a catwalk for personnel access.

The project design has been completed by an engineering firm that specializes exclusively in the inspection and design of marine structures since 1987. The design for this structure is a proven design that leverages local best practices, technology and experience of regional marine construction contractors. To mitigate potential variations in cost and schedule the design has been progressed to the 95 percent stage, thus flushing out the final details of the project that often have a significant impact on cost and schedule.



Historically the existing wharf deck has drained directly to the Piscataqua River through deck scuppers. The wharf overlay has been designed to restore these existing grades and elevations to minimize construction costs. Since this design was completed, shoreside drainage improvements and regrading has been completed that improves treatment of shoreside storm water. It is now proposed to leverage this improvement by regrading the wharf deck to direct wharf storm water towards these shoreside drainage units. This change would be incorporated into the contract documents prior to solicitation. Detailed construction cost estimates and schedules have been completed and updated for current market conditions.

## 5.2 Financial Feasibility

The Market Street Marine Terminal main wharf rehabilitation and expansion project is estimated at \$18.3 million. The State of New Hampshire will provide a match of \$5.0 million and PDA-DPH is requesting a TIGER grant of \$13.3 million. The table below presents the individual project cost elements.

**Table 2:** Cost Estimate

Item Description	Total
<b>Expansion</b>	
Demolition	\$334,184
Retaining Wall	\$356,462
Caissons	\$4,901,358
Superstructure	\$5,569,725
Deck Appurtenances	\$278,486
Dolphin	\$751,913
<i>Expansion Subtotal</i>	<i>\$12,192,128</i>
<b>Dock Repairs</b>	
Caisson repairs	\$534,694
Bulkhead recoating	\$23,393
Deck repairs	\$919,005
Mooring hardware repairs	\$66,837
Fender system repairs	\$55,697
<i>Dock Repairs Subtotal</i>	<i>\$1,599,625</i>
<b>Subtotal</b>	<b>\$13,791,753</b>
<i>Mobilization and Demobilization</i>	<i>\$245,068</i>
<b>Subtotal</b>	<b>\$14,036,821</b>
<i>Contractor OH&amp;P (25%)</i>	<i>\$3,509,205</i>
<b>Total Construction Cost</b>	<b>\$17,546,026</b>
<i>Engineering (Design and Construction Admin)</i>	<i>\$750,000</i>
<b>Total Budgetary Cost</b>	<b>\$18,296,026</b>

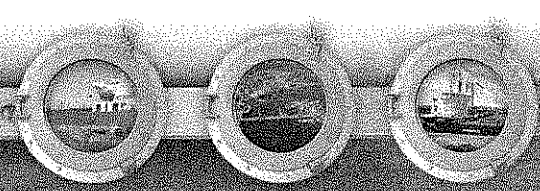
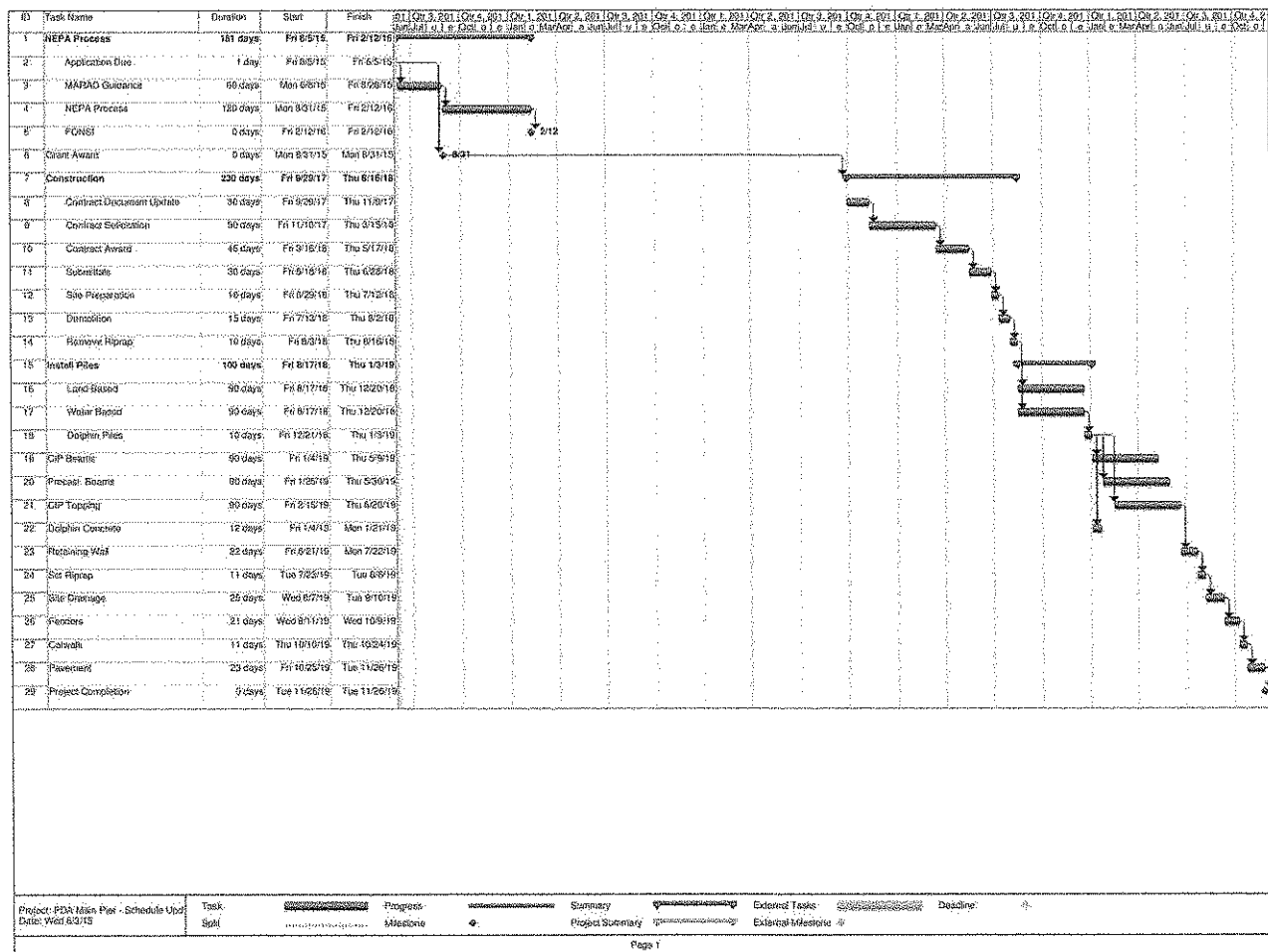


The requested TIGER funds, supplemented by the \$5.0 million match, will unlock a wealth of opportunities and provide substantial benefits extending beyond the region in which the port is located. The public benefits associated with this project are provided in the Long-term Outcomes section of the application. A discussion of the project's readiness is provided below.

### 5.3 Project Schedule

With approval of this grant application, the Terminal main wharf rehabilitation and expansion will be advertised in November 2017, with a contract award in March 2018. The project will be completed by the end of November 2019. The project schedule is provided below and provides construction detail, along with the environmental approval expected dates and the schedule for soliciting contracts.

Figure 2: Project Schedule



## 5.4 Assessment of Project Risks and Mitigation Strategies

With TIGER VII funding, the Market Street Marine Terminal main wharf rehabilitation and expansion is fully funded. Risks associated with the funding are very minimal, as the State of New Hampshire has committed the \$5.0 million match and the remaining project funding will be provided through the TIGER VII program, assuming it is awarded to the project. Technically, the project is completely designed and ready for construction. The primary risks associated with this project are environmental and are described below.

### 5.4.1 Federal Endangered Species Act

The project requires a Biological Assessment to comply with the Federal Endangered Species Act, because of two federally listed fish species in the Piscataqua River, the Atlantic sturgeon and short-nosed sturgeon. Currently, a bridge project is under construction near the proposed wharf rehabilitation and expansion project location. For the bridge work, in-water work has been restricted to between November 15 and March 15. Whether the wharf project will be subject to a similar restriction is an unknown until the project receives clearance from the National Marine Fisheries Service.

### 5.4.2 Proposed Mitigation Strategy

To address this potential risk, mitigation for the endangered fish species would be determined in consultation with the National Marine Fisheries Service. Most likely it would involve construction timing in water work to avoid predetermined windows.

## 5.5 Environmental Reviews and Approvals

The environmental approvals for the Market Street Marine Terminal main wharf rehabilitation Project have NH-DES Environmental permits, and Army Corps of Engineers Permits. In accordance with the General Programmatic Permit, it is anticipated that an EA/FONSI will be issued by February 2014. As a federal action, the TIGER VII grant commits PDA to compliance with the National Environmental Policy Act (NEPA). PDA has initiated NEPA coordination and compliance efforts for the proposed work. In accordance with Maritime Administrative Order 600-1, "Procedures for Considering Environmental Impacts," the project would not normally be a major action significantly affecting the environment, as it is a reconstruction and modification of a structure which will not substantially change the character of the facility. However, the project will involve potentially significant impacts to several sensitive resources.

Because of the uncertainty of significant impacts, it is assumed the Maritime Administration will determine an Environmental Assessment (EA) is necessary to comply with NEPA. Based on a review of project plans and existing resources, it is anticipated that the EA will result in a Finding of No Significant Impact (FONSI) by the Coordinator of Environmental Activities for the Maritime Administration. A formal request for a preliminary analysis of the project has been made to MARAD, to confirm that an EA is the appropriate NEPA document for this project (attached). PDA has retained McFarland Johnson, the environmental consultants that recently assisted the New Hampshire Department of Transportation in obtaining NEPA clearance for the replacement of the Portsmouth – Kittery Memorial Bridge, directly downstream of the wharf.



A proposed schedule for completion of the NEPA process is included in the overall project schedule, previously provided. As shown in the schedule, the NEPA process is expected to be completed by February 2016.

### 5.5.1 State and Local Planning

The Market Street Marine Terminal main wharf rehabilitation and expansion was initially approved by the New Hampshire Legislature under Chapter 351:5 of the Laws of 1991 and has been continually approved by the Pease Development Authority Board of Directors with concurrence by the New Hampshire General Court's Capitol Budget Overview Committee. In June 2007, the Pease Development Authority obtained approval for design, engineering, permitting, construction documents, and hydrographic survey. In 2008, approval for submission of NH-DES Standard Dredge and Fill Application was obtained. The legislation will remain in effect until the completion of the project. This application will be submitted for state review in accordance with E.O. 12372.

## 5.6 Long-term Outcomes

A strong multimodal transportation system promotes economic viability, vitality and ultimately more livable communities utilizing the system. Transportation projects have the dual benefit of directly supporting jobs during construction and supporting the local, regional and national economies through the improved movement of goods, services and people over the longer term.

Deficient links in a transportation system restrict travel and can significantly impact economic growth and safety. Ensuring that transportation is in a state of good repair is a critical element in providing opportunities for economic competitiveness and viable economic growth. Rehabilitation and expansion of the Market Street Marine Terminal will ensure that the main wharf is in a state of good repair, which will support economic competitiveness, environmental sustainability, safety, and livability – important goals of the TIGER program.

## 6.0 Results of Benefit Cost Analysis

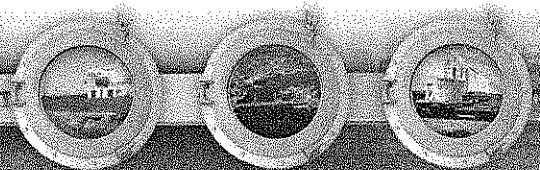
A comparison of the benefits and costs of a project can provide an indication of whether or not a project is worthwhile. To be deemed economically feasible, projects must pass one or more value benchmarks: the total benefits must exceed the total costs on a present value basis; and/or the rate of return on the funds invested should exceed the cost of raising capital, often defined as the long-term treasury rate or the social discount rate. A fundamental tenet of the benefit-cost analysis approach is that only those benefits that are directly attributable to the construction and operation of the project are included in the estimation of benefits and costs. For this analysis, the cost to build and operate represents the foregone value of an alternative investment. The benefits of the project refer to the improvement in the social well-being delivered by the project.

In the benefit-cost analysis conducted for this application, benefits are estimated for current and future users on an incremental basis; that is, the change in welfare that consumers and, more generally, society derive from the main wharf rehabilitation and expansion, as compared to the current situation. As with most transportation projects, the benefits derived from the implementation of an infrastructure project are actually a reduction in the costs associated with transportation activities. The benefits of a project are the cost reductions that may result from the project's implementation. These cost reductions may come in the form of average time saved by users, reductions in operating expenses, decreased levels of pollution, or more generally, a combination of multiple effects.

The Benefit-Cost Analysis was conducted by HDR Decision Economics, using methods and parameters consistent with US Department of Transportation and specifically Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants guidance. The following principles guide the estimation of benefits and costs in the analysis:

- Only incremental benefits and costs are measured.
- Incremental benefits of the project include transportation cost savings for the users of the main wharf.
- Incremental costs of implementation of the project include initial and recurring costs. Initial costs refer to capital costs incurred for design and construction of the main wharf improvement. Recurring costs include incremental operating costs and maintenance expenses. Only additions in costs to the current operations and planned investments are considered in the analysis.
- Benefits and costs are valued at their opportunity costs.
- The benefits stemming from the implementation of the main wharf expansion are those above and beyond the benefits that could be obtained from the best transportation alternative.
- Annual costs and benefits are computed over a long-run planning horizon and summarized through a lifecycle cost analysis. The main wharf rehabilitation and expansion project is assumed to have a minimum useful life of 30 years.

The opportunity cost associated with the delayed consumption of benefits and the alternative uses of the capital for the implementation of the project is measured by the discount rate. All benefits and costs are discounted to reflect the opportunity costs of committing resources to the project. Calculated real discount



rates are applied to all future costs and benefits as a representation of how the public sector evaluates investments. A seven percent real discount rate is used in the analysis, with a sensitivity test at three percent.

### 6.1.1 Build and No-Build Scenarios and Associated Costs

Two alternatives were compared in the benefit-cost analysis, a build and no-build scenario. The build scenario represents the main wharf rehabilitation and expansion as described in this application. The no-build scenario reflects no improvements in the main wharf and complete closure of the Market Street Marine Terminal by 2018, due to the continued degradation of the facility indicated by localized failures of individual structural components.

For the build scenario, it is estimated that the project will require \$18.3 million in capital expenditures. Maintenance after the improvement is estimated to cost \$500,000 every ten years. Operating costs are currently \$1.1 million annually and anticipated to remain at this level after the wharf is improved.

The no-build scenario is predicated on complete closure of the Market Street Marine Terminal by the end of 2018, but prior to the port's closure, operating and maintenance costs would be incurred. The no-build scenario assumes \$400,000 in maintenance expenditures in 2015 and an additional \$50,000 per year in 2016 and 2017. After closure, no operating or maintenance expenditures are anticipated.

### 6.1.2 Estimation of Project Benefits

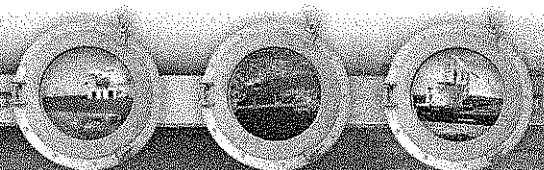
The valuation of benefits estimated for this project is based on the United States Department of Transportation (USDOT) guidance on the preparation of TIGER applications. Where USDOT has not provided valuation guidance or a reference to guidance, standard industry practice has been applied. (See Benefit-Cost Appendix for complete summary and backup information).

Variable costs associated with transportation projects are dependent on vehicle-miles traveled. If the port closes, shippers and receivers would seek alternative ports and modes for transporting their goods. While the destinations of the cargo they transport would not change, the alternative ports would be farther away and require additional truck and rail services. This would mean more vehicle miles traveled than currently required to ship this same cargo. VMT reductions due to the main wharf improvement drives many of the benefits described below.

For the analysis, six categories of benefits were measured: 1) shipper cost savings; 2) accident reductions; 3) emissions reductions; 4) pavement maintenance savings; 5) roadway congestion reductions; and 6) residual value of infrastructure after 30 years. The following describes these benefits categories and their applicability to the TIGER long-term outcomes primary selection criteria.

#### 6.1.2.1 Shipper Cost Savings

Between the project's maintenance of existing port activity and its ability to facilitate growth in waterborne cargo, the region's freight shippers and receivers will directly benefit through lower shipping costs (compared to using other modes). Shipper cost savings associated with the project, due to direct port shipments compared to longer-distance truck, are estimated to be \$55.3 million over 30 years, assuming a seven percent discount rate.





### 6.1.2.2 Accident Reductions

To estimate the accident reduction benefits associated with the improved main wharf, the reduction in vehicles on the road is combined with a multiplier, which is a weighted average of fatal, injury, and property damage only (PDO) accidents. These benefits are estimated to be \$18.9 million with the wharf rehabilitation and expansion.

### 6.1.2.3 Emissions Reductions

Emissions reductions are generated by reduced VMT. Emissions are further reduced because transporting cargo by marine vessel results in lower emissions than transporting that same cargo by truck. When the wharf work is completed, reduced VMT will lead to emission savings. Emissions measured include VOC (HC), CO, CO<sub>2</sub>, NOX, SO<sub>2</sub>, and PM, varying by auto and truck. The expansion of the main wharf will result in emissions benefits estimated to be \$10.3 million.

### 6.1.2.4 Pavement Maintenance Savings and Congestion Reduction Benefits

Pavement maintenance savings is another benefit of reduced vehicle traffic and decreased congestion. With the wharf improvement, VMT is reduced and wear and tear on highways and the associated maintenance cost is decreased. This category of savings is estimated to be \$10.5 million. Congestion reduction benefits are estimated to be another \$7.8 million over the 30-year analysis period.

### 6.1.2.5 Residual Value

For the purpose of the benefit-cost analysis, benefits were estimated for a period of 30 years after the completion of construction on the expanded main wharf. However, the useful life of the expansion project is actually 50 years. In order to capture the un-used value of the investment, a residual value of \$4.9 million has been calculated.

## 6.1.3 Summary Benefit-Cost Results for Main Wharf Rehabilitation and Expansion

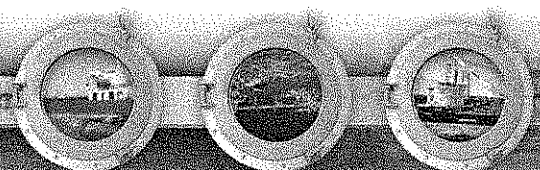
The table below presents results for the primary scenario of the Main Wharf Rehabilitation and Expansion. The BCA assumes increases in existing business, but no new business to the facility. Using the discount rate recommended in the TIGER VII Grant Program guidance (7%), the rehabilitation will result in:

- Total benefits of \$46.3 million in present value terms
- Total costs of \$25.4 million in present value terms
- Total net present value of \$20.9 million, with a benefit-cost ratio of 1.8.

**Table 2: Benefit-Cost Summary Results**

<b>Benefit</b>	<b>Value at 7% Discount Rate</b>	<b>Benefit</b>	<b>Value at 3% Discount Rate</b>
Shipper Cost Savings	29,371,060	Shipper Cost Savings	55,330,603
Accident Reductions	\$5,422,717	Accident Reductions	\$10,517,341
Emissions Reduction	\$5,482,899	Emissions Reduction	\$5,871,943
Pavement Maintenance Savings	\$3,189,906	Pavement Maintenance Savings	\$6,009,297
Roadway Congestion Reductions	\$2,363,491	Roadway Congestion Reductions	\$4,452,458
Residual Value of Infrastructure After 30 Years	\$488,755	Residual Value of Infrastructure After 30 Years	\$1,785,147
<b>PV of Total Benefits</b>	<b>\$46,318,829</b>	<b>PV of Total Benefits</b>	<b>\$83,966,789</b>

<b>Costs</b>	<b>Costs</b>	<b>Costs</b>	<b>Costs</b>
Capital Costs	\$14,642,266	Capital Costs	\$16,595,090
Maintenance Costs	\$10,756,070	Maintenance Costs	\$19,915,760
<b>PV of Total Costs</b>	<b>\$25,398,336</b>	<b>PV of Total Costs</b>	<b>\$36,510,851</b>
<b>Net Present Value (NPV)</b>	<b>\$20,920,493</b>	<b>Net Present Value (NPV)</b>	<b>\$47,455,938</b>
<b>Benefit-Cost Ratio (BCR)</b>	<b>1.8</b>	<b>Benefit-Cost Ratio (BCR)</b>	<b>2.3</b>



### 6.1.4 Summary Benefit-Cost Results for Alternative Scenario

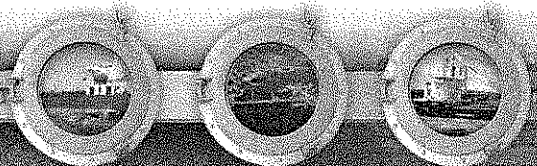
There have been recent discussions regarding initiating passenger and freight ferry service between Portsmouth to Yarmouth, Nova Scotia. While this new service is not guaranteed, the expansion of the main wharf will make the Port of NH more suitable for this type of service, as described in the letter of support provided by the Port of Yarmouth. According to preliminary discussions, ferry service would be expected to transport 150,000 passengers per year and 25,000-35,000 automobiles annually. In addition, the ferry would likely carry 30-35 tractor-trailers each day. With each of the 35 trucks hauling 88,000 pounds, the port could experience an increase of 3 million pounds of cargo one way each day of service. Items such as tires, aerospace parts, and fish product that would be delivered to other locations in New England would likely be shipped.

There is also the opportunity for other increased port activity. Northeastern Marine Logistics is ready to re-initiate container service at the port, but for the main wharf condition. Letters of intent to use the port for this activity are in hand. If this business chooses to utilize the Terminal once the Main Wharf is rehabilitated and expanded, approximately 12,000 containers are expected to be moved to and from the Port of New Hampshire. Of these, 6,000 containers currently using other northeastern ports will be moved to the Port of New Hampshire because of operational efficiencies. While this business decision reflects a diversion of some containers from other ports, the distance between the Port of New Hampshire and the destinations in New England is shorter than it is from the other ports. As a result, benefits that are generated by a reduction in vehicle miles traveled would be expected. Additionally, Northeastern Marine Logistics anticipates essentially doubling its container business if it moves to the Market Street Marine Terminal, reflecting 6,000 new containers that would be exported through the Terminal. This benefits both the region and the country as a whole in terms of increased economic activity. Because the container service, in particular, seems viable based on discussions with Northeastern Marine Logistics, an alternative scenario of the benefit-cost analysis includes the container service. The potential ferry service was not incorporated into the analysis.

The results of this alternative scenario are provided as a sensitivity analysis to the assumption that only existing business would be served by the improved Main Wharf. Given the discussions, this alternative scenario is a very real possibility. This scenario shows even greater benefits than the primary scenario. Using the discount rate recommended in the TIGER VII Grant program guidance (7%), rehabilitation and expansion of the main wharf at the Market Street Marine Terminal with the inclusion of container service in this alternative scenario will result in:

- \* Total benefits of \$68.7 million in present value terms
- \* Total costs of \$25.4 million in present value terms
- \* Total net present value of \$43.3 million, with a benefit-cost ratio of 2.7.

Assuming a discount rate of three percent yields a BCR of 3.5 in this alternative, more robust, scenario. A complete discussion of the Benefit-Cost Analysis is provided in a Technical Appendix included with this application.



## 6.2 Job Creation and Economic Stimulus

Investment in the Market Street Marine Terminal main wharf rehabilitation and expansion is anticipated to increase employment and economic activity in the region. The short-term construction activity will provide jobs and labor income in construction, manufacturing, and supporting industries. Most, if not all, project expenditures will be provided domestically.

### 6.2.1 Job Creation

Based on the project schedule and capital budget for the main wharf improvement, the project is estimated to involve 70 direct on-site employees for the construction, as shown in the table. These direct on-site jobs are only those associated specifically with the construction elements of the main wharf improvements. They do not include jobs that are created when funds are spent on non-labor items, such as materials and equipment and other sub-contractors.

Using the Council of Economic Advisors' (CEA) methodology as presented in a 2009 analysis. This method assumes that for every \$79,666 of government spending, one job-year is created. Using the CEA method and assuming an overall main wharf expenditure of \$18.3 million, 213 jobs are estimated to be directly created by the investment.

**Table 3:** Direct Jobs

Benefit (7% discount rate)	
Pile Drivers	13
Operating Engineers	10
Carpenters	8
Laborers	12
Iron Workers	5
Electricians	3
Superintendents	4
Field Engineers	4
Surveyors	3
Project Managers	3
Coffee Wagon	2
Safety	3
<b>TOTAL</b>	<b>70</b>

Higher paying jobs are often more desirable for communities, as they generate a greater amount of additional taxes and consumption. At the same time, lower paying wages may be beneficial for communities with a greater proportion of unemployed low-skilled workers. One hundred-four cumulative job years are expected to be created in the short-term due to capital expenditures in key industries employing low-income people. The majority of these jobs will be created in the Construction sector. This project supports the ladders of

opportunity initiative encouraged by the TIGER program by providing jobs that may be suitable for lower-income residents of the region.

It should be noted that Northeastern Marine Logistics estimates that establishing their container service through the Market Street Marine Terminal will result in 60 to 100 jobs required to support the relocated and expanded business during the first year of operation at the Port of New Hampshire. These new jobs are not reflected in the figures presented above.

## 7.0 Federal Wage Rate Determination

The Pease Development Authority will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (federal wage rate requirements), as required by the FY2013 Continuing Appropriations Act. The Federal Wage Rate Certification is provided with this application.

## 8.0 List of Attachments

- Benefit-Cost Analysis Technical Appendix
- Environmental Documentation
- Letters of Support
- Assurances





*Victoria F. Sheehan*  
Commissioner

**THE STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION**



*William Cass, P.E.*  
Assistant Commissioner

Bureau of Mechanical Services  
February 2, 2016

The Honorable Gene G. Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, New Hampshire 03301

**INFORMATIONAL ITEM**

In accordance with Chapter 275, Laws of 2015, 04-96-96-960515-30050000-030 footnote, attached is the Department's Monthly Equipment Acquisition Plan status report for the period ending January 31, 2016, which is submitted for review by the Capital Budget Overview Committee.

**EXPLANATION**

Chapter 275, Laws of 2015, 04-96-96-960515-30050000-030 footnote reads as follows: "This appropriation shall not be expended, encumbered or obligated in any way until such time as the Department of Transportation has developed an acquisition plan and received the approval of such plan from both the Capital Budget Overview Committee and the Governor and Council. The Department of Transportation shall submit monthly a status report of the plan to the Capital Budget Overview Committee and the Governor and Council for review both during and between legislative sessions." Attachment 1 provides the status for fleet units purchased under Chapter 275, laws of 2015.

Chapter 220, Laws of 2015 (HB25), 04-096-096-960030-82930000-034 footnote reads as follows: "The sums appropriated in subparagraph H shall be used to purchase equipment with a useful life of 10 years or greater and shall not be used by the Department, Division of Operations, Mechanical Services Bureau, to purchase passenger cars or ½ ton or ¾ ton pickup trucks." Attachment 2 provides the status for fleet units purchased under Chapter 220, Laws of 2015. Although not specifically required by statute, the Department intends to report these expenditures to add to our transparency and provide consistency in our acquisition process.

Sincerely,

Victoria F. Sheehan  
Commissioner

**State of New Hampshire  
Department of Transportation  
Bureau of Mechanical Services**

**Equipment Acquisition Plan Status Report  
Fiscal Year 2016**

January 2016

Prepared by:

William J. Dusavitch

Administrator

Submitted by:

Victoria F. Sheehan

Commissioner

## Department of Transportation - Bureau of Mechanical Services

### Equipment Acquisition Plan Status Report

#### Fleet Purchasing Process

Chapter 275 Laws of 2015, 04-96-96-960515-30050000-030, footnote requires the Department to develop an Equipment Acquisition Plan and receive approval from both the Capital Budget Overview Committee and the Governor and Council before purchasing any new or replacement equipment. This Chapter also requires NHDOT, Bureau of Mechanical Services to submit a monthly status report of the plan to the Capital Budget Overview Committee and the Governor and Council. This document serves as the **January 2016**, Status Report.

The Department purchases replacement equipment and vehicles in five distinct and separate phases throughout a given fiscal year:

**Phase I - Approval Process:** The Department reviews the fleet to prioritize replacement needs considering equipment condition, age, and usage. Based on the needs identified and the available budget, the Department identifies the pieces to be replaced and prepares the Equipment Acquisition Plan. The Department then submits the plan to the Capital Budget Overview Committee and the Governor and Council for approval prior to expending Class 30 – Equipment New/Replacement funding as appropriated.

**Phase II - Bid & Award:** Once the Acquisition Plan is approved the Department works with Administrative Services to prepare a bid package that includes equipment and vehicle specifications and options. When the documents are complete Administrative Services advertises and receives bids, determines the low bidder and executes a notice of contract.

**Phase III - Financial Evaluation:** The Department compares the contract costs to the estimated costs. Minor quantity adjustments may be made to adjust for actual vs. estimated costs, equipment failure or other factors.

**Phase IV – Purchasing:** Purchasing is initiated based on the financial evaluation. Priority is given to purchasing the major units and equipment. Remaining funds may be used to purchase necessary miscellaneous shop equipment.

**Phase V - Reporting:** The Department submits this monthly status report to both the Capital Budget Overview Committee and the Governor and Council. The Attachment to this report shows items to be purchased, planned quantity, planned cost and the planned total that were shown and approved in the Equipment Acquisition Plan. The attachment also shows the actual purchased quantity, the actual bid price, the actual total cost and the date purchased.

**Amendments:** Based on actual expenditures and available funding mechanisms, any significant change to the approved plan will be submitted as an amendment to be approved by the Capital Budget Overview Committee and Governor and Council.



**Bureau of Mechanical Services**  
**Fiscal Year 2016 Equipment Acquisition Status Report - Chapter 275**  
**January 2016**

Attachment 1 - Revised 02/02/2016	Plan as approved by CBOC and G&C			Actual Purchase Information adjusted based on Bids				
ITEM	Planned Quantity	Planned Unit Cost	Planned Total	Purchased Quantity	Bid Price Including Options	Total Cost	Date Purchased	Notes
<b>LDT1- Light Duty Trucks</b>	16							
1/2 Ton Reg Cab Pickups	6	\$19,000	\$114,000	6	\$18,468	\$110,808	11/12/2015	
w/ Orange Paint	6	\$19,000	\$114,000	6	\$18,955	\$113,730	11/12/2015	
1/2 Ton Reg Cab Pickups	4	\$19,000	\$76,000	4	\$18,468	\$73,872		A, B, D
<b>LDT2 - Light Duty Trucks</b>	42							
1 Ton Ex-cab 4x4 Pickup w/ Plow	1	\$50,000	\$50,000					
3/4 Ton Ex-cab Pickups	41	\$25,500	\$1,045,500	41	\$24,668	\$1,011,388	11/12/2015	
<b>PASSAUTO - Passenger Autos</b>	29	\$18,000	\$522,000					
Compact Sedan				2	\$15,646	\$31,292	1/21/2016	
Compact Hatchback				27	\$16,086	\$434,322	1/21/2016	
<b>Fleet Software</b>								
6 - Wheeler Software	1	\$47,250	\$47,250					
10 - Wheeler Software	1	\$26,850	\$26,850					
<b>Miscellaneous Fleet Repair Equipment</b>		\$4,400	\$4,400					
Air Compressor				1		\$2,159	1/7/2016	C
		<b>Total:</b>	<b>\$2,000,000</b>		<b>Total:</b>	<b>\$1,777,571</b>		

**Budget**

Class 30 Appropriation	\$2,000,000
Total Expenditures to Date	<u>\$1,777,571</u>
Available Balance	\$222,429

- A = Requisitions have been processed
- B = Bids have been received
- C = No bids required, straight purchase
- D = Quantity adjusted (Continuous Resolution)

**Bold indicates current Month's Reporting**

**Bureau of Mechanical Services  
Fiscal Year 2016 Equipment Acquisition Status Report - Chapter 220 (HB25-Bonded)  
January 2016**

ITEM	Plan as reviewed by CBOC and G&C			Actual Purchase Information adjusted based on Bids				
	Planned Quantity	Planned Unit Cost	Planned Total	Purchased Quantity	Bid Price including Options	Total Cost	Date Purchased	Notes
<b>EHD - Extra Heavy Duty Trucks - 10 Wheelers</b>								
<b>Plow Truck</b>	4	\$166,000	\$664,000					
Cab & Chassis	4	\$126,500	\$506,000	4	\$124,637	\$498,648	1/29/2016	
10/12 C.Y. Dump Bodies***	4	\$15,000	\$60,000	4				A
Hydraulic Systems - Single Wing *		\$16,500		3				A
Hydraulic Systems - Double Wing *	4	\$23,500	\$94,000					A
Hydraulic Systems - Mid-Mount Plow *				1				A
12 C.Y. Load Covers	4	\$1,000	\$4,000	4				A
<b>Knuckle Boom Crane Truck</b>	1	\$250,000	\$250,000					
<b>HDT - Heavy Duty Trucks - 6 Wheelers</b>								
<b>Plow Truck</b>	15	\$132,000	\$1,980,000					
Cab & Chassis	15	\$95,000	\$1,425,000	15	\$91,000	\$1,365,000	1/29/2016	
(airbag deduct)				1	-\$475	-\$475	1/29/2016	
4/6 C.Y. Dump Bodies**	15	\$12,500	\$187,500	15				A
Hydraulic Systems - Single Wing *				14				A
Hydraulic Systems - Double Wing *	15	\$23,500	\$352,500	1				A
6 C.Y. Load Covers	15	\$1,000	\$15,000	15				A
<b>MDT - Medium Duty Trucks - Light 6 Wheelers</b>								
<b>Aerial Buck Trucks - Signal/Sign</b>	4	\$85,000	\$340,000					
Cab & Chassis 4wd				1	\$33,723			A, B
Cab & Chassis 2wd				3	\$30,964			A, B
Aerial Lift & Service Body				3				A
Remount Lift & Sign Body				1				A
Utility Box				1				A
<b>Dump Body w/ plow</b>	4	\$53,000	\$212,000					
Cab & Chassis 4wd				4	\$33,723			A, B
Cab & Chassis 4wd , 84" CA				1	\$34,185			A, B
Dumping Rack Body				1				A
Fixed Rack Body				4				A
Plow				5				A
<b>AE - Associated Equipment</b>								
<b>11 C.Y. Hydraulic Spreaders</b>	4	\$25,290	\$101,160					A
<b>5 C.Y. Hydraulic Spreaders</b>	14	\$20,290	\$284,060					A
<b>MEC - Mobile Equipment Construction</b>								
<b>Graders</b>	2	\$240,000	\$480,000					A
<b>Loaders</b>	1	\$160,000	\$160,000					A
<b>97 HP - Over the Rail</b>	5	\$106,000	\$530,000					
	<b>Total:</b>		<b>\$5,001,220</b>	<b>Total:</b>		<b>\$1,863,073</b>		

Budget  
Fund 30, Class 34 Appropriation - Chapter 220 \$5,000,000  
Total Expenditures to Date \$1,863,073  
Available Balance \$3,136,927

A = Requisitions have been processed  
B = Bids have been received

**Bold indicates current Month's Reporting**

\* Wing configuration TBD just prior to purchasing  
\*\* 4/6 CY is industry standard dump body size for 6 wheel truck  
\*\*\* 10/12 CY is industry standard size for 10 wheel truck



# State of New Hampshire

DEPARTMENT OF ADMINISTRATIVE SERVICES  
OFFICE OF THE COMMISSIONER  
25 Capitol Street – Room 120  
Concord, New Hampshire 03301

CAP 16-013

VICKI V. QUIRAM  
Commissioner  
(603) 271-3201

JOSEPH B. BOUCHARD  
Assistant Commissioner  
(603) 271-3204

March 7, 2016

The Honorable Gene Chandler, Chairman  
Capital Budget Overview Committee  
State House  
Concord, N H 03301

Attn: Office of Legislative Budget Assistant  
State House, Room 102

Re: **ADMINISTRATIVE SERVICES' PUBLIC WORKS DESIGN AND  
CONSTRUCTION'S CAPITAL BUDGET AND MAINTENANCE  
PROJECTS MONTHLY REPORT FEBRUARY 2016**

Dear Chairman Chandler,

Please find transmitted herewith the Administrative Services', Division of Public Works Design and Construction's monthly summary of Capital Budget and Maintenance Projects, which were advertised, bid, and completed/finalized during the month of February 2016.

Sincerely,

Vicki V. Quiram,  
Commissioner

VVQ/mkl  
Encl.

cc: Michael P. Connor, Director  
Theodore, Kupper, Administrator, Division of Public Works Design and Construction

**Administrative Services  
Public Works Design and Construction  
Monthly Summary of Projects  
Finaled**

February 2016

Town	Project Number	Project Title	Advertising Date	Estimate
Concord	80748-B	<p><b>Health &amp; Human Services HVAC Repairs - 7 &amp; 29 Hazen Drive.</b> 14 - Administrative Services</p> <p>At 7 Hazen Drive we removed and replaced the existing Cooling Tower. In addition, at 29 Hazen Drive HVAC repairs included removal and replacement of Feedwater Tank, Expansion Tanks, Condensate pump and add Flash Tank, in the boiler room. On roof it included removal and replacement of 10 coils at the East and West Air Handlers.</p>	2/5/2016	\$ 803,669.30
Glencliff	80734-B	<p><b>Glencliff Fire, Security and ADA Upgrades, Benton, NH</b> 91 - Glencliff Home</p> <p>This project consisted of furnishing all construction services necessary and required to complete the construction and installation of the Fire, Security and ADA Upgrades to the Brown, Lamott, and Recreation Buildings at the Glencliff Home located in Benton, New Hampshire in accordance with the contract documents and specifications. This included construction of a second means of egress from the Brown Building second floor; installation of a complete fire alarm system in the Recreation Building; and the installation of Access Control and Security Camera Systems at the Brown and Lamott Buildings.</p>	2/11/2016	\$ 644,050.30
Manchester	80843R-A	<p><b>Retro-Commissioning of the Sununu Youth Center Bldg. (Job#95304900).</b> 95 - Health and Human Services Commissioner</p> <p>Professional engineering services for Retrocommissioning services for the Sununu Youth Services Center, Manchester.</p>	2/26/2016	\$ 36,773.95
Salem	80892R-A	<p><b>Salem UST Environmental Assessment.</b> 77 - Liquor Commission</p> <p>Liquor Store for post closure underground storage tank investigation.</p>	2/22/2016	\$ 11,931.97

Administrative Services  
Public Works Design and Construction  
Monthly Summary of Projects  
Finaled

February 2016

Town	ProjectNumber	Project Title/Agency	Final Date	Final Amount
Concord	80748-B	Health & Human Services HVAC Repairs - 7 & 29 Hazen Drive. 14 - Administrative Services	2/5/2016	\$803,669.30
Glencliff	80734-B	Glencliff Fire, Security and ADA Upgrades, Benton, NH 91 - Glencliff Home	2/11/2016	\$644,050.30
Manchester	80843R-A	Retro-Commissioning of the Sununu Youth Center Bldg. (Job#95304900). 95 - Health and Human Services Commissioner	2/26/2016	\$36,773.95
Salem	80892R-A	Salem UST Environmental Assessment. 77 - Liquor Commission	2/22/2016	\$11,931.97

Administrative Services  
Public Works Design and Construction  
Monthly Summary of Projects  
Advertised

**February 2016**

<u>Town</u>	<u>ProjectNumber</u>	<u>Project Title/Agency</u>	<u>Ad Date</u>
Concord	80882-B	Police Standards & Training Boiler Rebid. 87 - Police Standards & Training	2/23/2016
Ctr Strafford	80831R-A	NHARNG Center Strafford Baffled Range 12 - Adjutant General	2/2/2016
Lincoln	80870-A	Flume Parking Lot Repaving. 35 - Dept of Resources & Economic Development	2/9/2016

Administrative Services  
Public Works Design and Construction  
Monthly Summary of Projects  
Bid

February 2016

<b>Town</b>	<b>ProjectNumber</b>	<b>Project Title/Agency</b>	<b>Bid Date</b>	<b>Estimate</b>	<b>BidAmount</b>
Ctr Strafford	80831R-A	NHARNG Center Strafford Baffled Range 12 - Adjutant General	2/17/2016	\$926,750.00	\$979,800.00
Statewide	80881R-B	Troop A Lower Level & Troop E DMV HVAC Replacement. 23 - Safety	2/10/2016	\$595,000.00	\$681,800.00



**PEASE**  
INTERNATIONAL  
PORTS AND HARBORS

CAP 16-016

555 Market Street, Suite 1 Portsmouth, NH 03801

March 16, 2016

Representative Gene Chandler, Chairman  
Capital Budget Overview Committee  
Legislative Office Building, Room 206  
33 North Main Street  
Concord, NH 03301

Re: Expenditure Report

Dear Representative Chandler,

As required by a vote of the Capital Budget Overview Committee (CBOC) on August 4, 2015, please accept this report of expenditure from the Harbor Dredging and Pier Maintenance Fund.

The Committee authorized an expenditure of not more than Fifty Thousand Dollars (\$50,000.00) from the fund, subject to the approval of the Pease Development Authority (PDA) Board of Directors, for the purpose of effecting repairs at Division facilities on an as needed basis and reporting to the Committee in writing the specifics of the expenditures. The Division has made the following expenditures:

1. June, 2015 \$5,960.00 NH-DES Wetlands Application Hampton Jetty Repair
2. August 2015 \$8,000.00 replacement of condenser for ice machine at Ports. Fish Pier
3. September 2015 \$18,000.00 removal of an abandon vessel in Hampton Harbor
4. September 2015 \$4,000.00 replacement of electric hoist at Ports. Fish Pier
5. October 2015 \$7,400.00 NH-DES Wetlands Application for dredging Sagamore Creek

There is \$6,640.00 remaining from this August 4, 2015 authorization with an additional amount of \$4,874.00 carried over from the authorization (\$50,000.00) of September 17, 2014 for a total of \$11,514.00 available.

Respectfully Submitted

Geno J. Marconi, Port Director

Attachments: 12 pages

Cc: Pease Development Authority





CAP 15-038

JEFFRY A. PATTISON  
Legislative Budget Assistant  
(603) 271-3161

MICHAEL W. KANE, MPA  
Deputy Legislative Budget Assistant  
(603) 271-3161

*State of New Hampshire*

OFFICE OF LEGISLATIVE BUDGET ASSISTANT  
State House, Room 102  
Concord, New Hampshire 03301

STEPHEN C. SMITH, CPA  
Director, Audit Division  
(603) 271-2785

August 4, 2015

Geno Marconi, Director  
Pease Development Authority  
Division of Ports and Harbors  
555 Market Street, Suite 1  
Portsmouth, New Hampshire 03801

Dear Director Marconi,

The Capital Budget Overview Committee, pursuant to the provisions of RSA 12-G:46, III, on August 4, 2015, approved the request of the Pease Development Authority, Division of Ports and Harbors, to expend not more than \$50,000 from the Harbor Dredging and Pier Maintenance fund for the purpose of effecting repairs at Division facilities on an as-needed basis, as specified in the request dated July 20, 2015.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey A. Pattison".

Jeffrey A. Pattison  
Legislative Budget Assistant

JAP/pe  
Attachment

Cc: Irving Camer, Pease Development Authority ✓



# WETLANDS PERMIT APPLICATION

Water Division/ Wetlands Bureau

Land Resources Management

Check the status of your application: <http://des.nh.gov/onestop>



RSA/Rule: Env-Wq 100-900

Administrative Use Only	Administrative Use Only	Administrative Use Only	File No.:
			Check No.:
			Amount:
			Initials:

### 1. REVIEW TIME:

Indicate your Review Time below. Refer to Guidance Document A for instructions.

Standard Review (Minimum, Minor or Major Impact)

Expedited Review (Minimum Impact only)

### 2. PROJECT LOCATION:

Separate applications must be filed with each municipality that jurisdictional impacts will occur in.

ADDRESS: **Hampton State Park**

TOWN/CITY: **Hampton**

TAX MAP: **299**

BLOCK:

LOT: **22**

UNIT:

USGS TOPO MAP WATERBODY NAME: **Atlantic Ocean**

NA

STREAM WATERSHED SIZE:

NA

LOCATION COORDINATES (If known): **Easting 1213464 Northing 145928**

Latitude/Longitude  UTM  State Plane

### 3. PROJECT DESCRIPTION:

Provide a brief description of the project outlining the scope of work. Attach additional sheets as needed to provide a detailed explanation of your project. DO NOT reply "See Attached" in the space provided below.

**The proposed project involves maintenance, by way of making repairs to several sections of the north jetty feature of the Federal Navigation Project (FNP). The proposed work involves reconstructing sections of the north jetty. The repair work will be performed within the same footprint of the existing structure and may take place from land, floating-plant or a combination of the two. The proposal is the alternative with the least adverse impact.**

### 4. SHORELINE FRONTAGE

NA This lot has no shoreline frontage.

SHORELINE FRONTAGE: **2300 ft**

Shoreline frontage is calculated by determining the average of the distances of the actual natural navigable shoreline frontage and a straight line drawn between the property lines, both of which are measured at the normal high water line.

### 5. RELATED PERMITS, ENFORCEMENT, EMERGENCY AUTHORIZATION, SHORELAND, ALTERATION OF TERRAIN, ETC...

### 6. NATURAL HERITAGE BUREAU & DESIGNATED RIVERS:

See the Instructions & Required Attachments document for instructions to complete a & b below.

a. Natural Heritage Bureau File ID: NHB 15 - 1703

b.  Designated River the project is in ¼ miles of: \_\_\_\_\_ ; and  
date a copy of the application was sent to Local River Advisory Committee: Month: \_\_\_ Day: \_\_\_ Year: \_\_\_

NA

[shoreland@des.nh.gov](mailto:shoreland@des.nh.gov) or (603) 271-2147

NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095

[www.des.nh.gov](http://www.des.nh.gov)

**7. APPLICANT INFORMATION (Desired permit holder)**

LAST NAME, FIRST NAME, M.I.: **Geno J. Marconi, Director**

TRUST / COMPANY NAME: **New Hampshire Port Authority**

MAILING ADDRESS: **555 Market St**

TOWN/CITY: **Portsmouth**

STATE: **NH**

ZIP CODE: **03801**

EMAIL or FAX: **g.marconi@peasedev.org**

PHONE: **603 436 8500**

ELECTRONIC COMMUNICATION: By initialing here: **gjm**, I hereby authorize DES to communicate all matters relative to this application electronically

**8. PROPERTY OWNER INFORMATION (If different than applicant)**

LAST NAME, FIRST NAME, M.I.:

TRUST / COMPANY NAME:

MAILING ADDRESS:

TOWN/CITY:

STATE:

ZIP CODE:

EMAIL or FAX:

PHONE:

ELECTRONIC COMMUNICATION: By initialing here \_\_\_\_\_, I hereby authorize DES to communicate all matters relative to this application electronically

**9. AUTHORIZED AGENT INFORMATION**

LAST NAME, FIRST NAME, M.I.: **Tracy R. Shattuck**

COMPANY NAME: **New Hampshire Port Authority**

MAILING ADDRESS: **555 Market St**

TOWN/CITY: **Portsmouth**

STATE: **NH**

ZIP CODE: **03801**

EMAIL or FAX: **t.shattuck@peasedev.org**

PHONE: **603 436 8500**

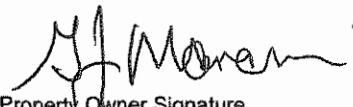
ELECTRONIC COMMUNICATION: By initialing here **trs**, I hereby authorize DES to communicate all matters relative to this application electronically

**10. PROPERTY OWNER SIGNATURE:**

See the Instructions & Required Attachments document for clarification of the below statements

By signing the application, I am certifying that:

1. I authorize the applicant and/or agent indicated on this form to act in my behalf in the processing of this application, and to furnish upon request, supplemental information in support of this permit application.
2. I have reviewed and submitted information & attachments outlined in the Instructions and Required Attachment document.
3. All abutters have been identified in accordance with RSA 482-A:3, I and Env-Wt 100-900.
4. I have read and provided the required information outlined in Env-Wt 302.04 for the applicable project type.
5. I have read and understand Env-Wt 302.03 and have chosen the least impacting alternative.
6. Any structure that I am proposing to repair/replace was either previously permitted by the Wetlands Bureau or would be considered grandfathered per Env-Wt 101.47.
7. I have submitted a Request for Project Review (RPR) Form ([www.nh.gov/nhdhr/review](http://www.nh.gov/nhdhr/review)) to the NH State Historic Preservation Officer (SHPO) at the NH Division of Historical Resources to be reviewed for the presence of historical/ archeological resources.
8. I authorize DES and the municipal conservation commission to inspect the site of the proposed project.
9. I have reviewed the information being submitted and that to the best of my knowledge the information is true and accurate.
10. I understand that the willful submission of falsified or misrepresented information to the New Hampshire Department of Environmental Services is a criminal act, which may result in legal action.
11. I am aware that the work I am proposing may require additional state, local or federal permits which I am responsible for obtaining.
12. The mailing addresses I have provided are up to date and appropriate for receipt of DES correspondence. DES will not forward returned mail.

⇒   
Property Owner Signature

**Geno J. Marconi**

Print name legibly

**6/10/15**

Date

shoreland@des.nh.gov or (603) 271-2147  
NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095  
[www.des.nh.gov](http://www.des.nh.gov)

For each jurisdictional area that will be/has been impacted, provide square feet and, if applicable, linear feet of impact

**Permanent:** impacts that will remain after the project is complete.

**Temporary:** impacts not intended to remain (and will be restored to pre-construction conditions) after the project is complete.

JURISDICTIONAL AREA	PERMANENT Sq. Ft. / Lin. Ft.	TEMPORARY Sq. Ft. / Lin. Ft.
Forested wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Scrub-shrub wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Emergent wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Wet meadow	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Intermittent stream	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Perennial Stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Intermittent stream	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Perennial stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Tidal water	28,800 / 2300 <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Salt marsh	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Sand dune	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland buffer	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Undeveloped Tidal Buffer Zone (TBZ)	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Previously-developed upland in TBZ	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - Lake / Pond	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - River	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - Tidal Water	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
<b>TOTAL</b>	<b>28,800 / 2300</b>	<b>/</b>

**14. APPLICATION FEE:** See the Instructions & Required Attachments document for further instruction

Minimum Impact Fee: Flat fee of \$ 200

Minor or Major Impact Fee: Calculate using the below table below

Permanent and Temporary (non-docking) 28,800 sq. ft. X \$0.20 = \$ 5760

Temporary (seasonal) docking structure: \_\_\_\_\_ sq. ft. X \$1.00 = \$ \_\_\_\_\_

Permanent docking structure: \_\_\_\_\_ sq. ft. X \$2.00 = \$ \_\_\_\_\_

Projects proposing shoreline structures (including docks) add \$200 = \$ 200

Total = \$ 5960

The Application Fee is the above calculated Total or \$200, whichever is greater = \$ 5960

[shoreland@des.nh.gov](mailto:shoreland@des.nh.gov) or (603) 271-2147

NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095

[www.des.nh.gov](http://www.des.nh.gov)

# Proposal

Page No.

of

Pages

ATTN: GenO

**CHILDS HVAC**  
P.O. Box 804  
PLAISTOW, NEW HAMPSHIRE 03865  
(603) 642-7462 FAX (603) 642-5130

PROPOSAL SUBMITTED TO <i>Port Authority</i>	PHONE	DATE <i>8-5-15</i>
STREET	JOB NAME	
CITY, STATE and ZIP CODE <i>Portsmouth NH,</i>	JOB LOCATION	
ARCHITECT	DATE OF PLANS	JOB PHONE

**We Propose** hereby to furnish material and labor — complete in accordance with specifications below, for the sum of:

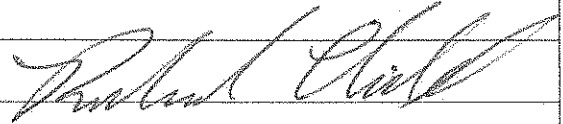
dollars (\$ 8000.00 )

Payment to be made as follows:

*1/2 agreed amount to order unit*

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature



Note: This proposal may be withdrawn by us if not accepted within \_\_\_\_\_ days.

We hereby submit specifications and estimates for:

*Removal of old ice machine condenser unit and installation of new condenser unit will connect refriger. lines electrical and secure to platform will remove all junk and debris*

*price includes all parts labor*

*old unit is losing freon every three days*

## AGREEMENT

THIS AGREEMENT, made effective this September 8, 2015, between Pease Development Authority - Division of Ports and Harbors ("PDA" or "Owner"), an agency of the State of New Hampshire established pursuant to N.H. RSA 12-G:1 et. seq. with a principal place of business at 55 International Drive, Pease International Tradeport, Portsmouth, NH 03801 and Luis Elias, State Line Construction, 115 Lafayette Road, Hampton Falls, NH 03844 ("Contractor").

WITNESSETH: That for and in consideration of the payments and agreements hereinafter mentioned:

1. The Contractor will remove a certain 70 foot vessel (HIN M8ZMT832K202) known as the Guest List from Hampton Harbor in Hampton Beach, NH and have it towed or transported to a specified location designated by the Owner at the Hampton Harbor Marina parking lot where the Contractor will dismantle the boat in its entirety and completely dispose of it off site (the "Project").

2. The Contractor will commence work in accordance with the Contract Documents on or before September 8, 2015 and complete the dismantling and disposal of the boat no later than September 19th, 2015.

3. The Contractor agrees to comply with the terms of the Contract and to perform all of the work described in the Contract Documents for the sum of Eighteen Thousand and 00/100 (\$18,000.00) Dollars (the "Contract Price").

4. The term "Contract Documents" means and includes the following:

- (A) Agreement
- (B) Insurance Certificate(s)

5. The Contractor will furnish all of the materials, supplies, tools, equipment, labor, supervision and other items and services necessary for the completion of the Project.

6. Owner agrees to pay the Contractor the sum of Eight Thousand and 00/100 (\$8,000.00) up-front to have the boat relocated to the Hampton Harbor Marina parking lot. Upon the satisfactory completion of all the dismantling and disposal work under the terms of this Agreement and clearing and cleaning up the site where the vessel is dismantled, Contractor shall provide PDA

with a final bill for services. Upon receipt of the final bill for services, PDA agrees to pay Contractor the sum of Two Thousand and 00/100 Dollars per month until Contractor is paid in full.

7. This Agreement is not assignable by the Contractor and any attempt at assignment is void.

8. This Agreement shall be binding upon all parties hereto and their respective heirs, executors, administrators, successors, and assigns.

9. This Agreement is executed in a number of counterparts, each of which is an original and constitutes the entire agreement between the parties. This Agreement shall be construed according to the laws of the State of New Hampshire. No portion of this Agreement shall be understood to waive the sovereign immunity of the State or PDA. This Agreement shall not be amended or modified except by an agreement in writing signed by the parties.

### 10. Insurance.

The Contractor agrees to take out and maintain during the term of this Agreement adequate insurance coverage, at its expense, as set forth in Exhibit 1 of this Agreement with an insurance company or companies acceptable to the Owner to cover the liability accepted by the Contractor in the indemnity provisions of this Agreement.

The Contractor shall either (i) require each of its subcontractors to procure and to maintain during the life of his subcontract the type and amounts of insurance specified above or (ii) insure the activities of its subcontractor in the Contractor's policy.

### 11. Indemnification

The Contractor shall indemnify, hold harmless and defend the Owner and the State of New Hampshire, their officers, board members, agents and employees (the "Indemnitees") from and against all losses, suits, claims, liabilities, penalties, fines, judgments, costs and expenses, including without limitation attorneys' fees, consultants' fees and experts' fees arising out of, or in any manner predicated upon personal/bodily injury, death or property damage resulting from, related to, caused by or arising out of (or which may be claimed to arise out of) the Contractor's performance of its

obligations under this Agreement; and is caused in whole or in part by any negligent or willful act or omission of the Contractor, its subcontractors, anyone directly or indirectly employed by either the Contractor or its subcontractors, or anyone for whose acts any of the foregoing may be liable. The agreements contained in the preceding sentence do not extend to claims for damages caused by gross negligence or willful misconduct of the Indemnitees.

In any and all claims against the Indemnitees or any one of the Indemnitees by any employee of the Contractor, its subcontractors, anyone directly or indirectly employed by an employee or subcontractor of the Contractor, or anyone for whose acts of such employees and subcontractors may be liable, the indemnification obligation shall not be limited in any way by a limitation on the amount of damages, compensation or benefits payable by or for the Contractor or any subcontractor under workers' compensation acts, disability benefit acts or other employee benefits acts.

In the event that any action or proceeding is brought against the Indemnitees or any one of the Indemnitees by reason of any matter for which the Contractor has hereby agreed to indemnify, hold harmless and defend, the Contractor, upon notice from the Indemnitees or any one of them, covenants to resist or defend such action or proceeding with counsel acceptable to the Indemnitees or any one of them as the case may be.

Notwithstanding the foregoing, nothing herein shall be deemed to constitute a waiver of the sovereign immunity of PDA or the State of New Hampshire which is hereby reserved to PDA and the State of New Hampshire.

The provisions of this indemnification shall survive the expiration or termination of this Agreement, and the Contractor's obligations hereunder shall apply whenever any one of the Indemnitees incur costs or liabilities described above.

#### 12. Default and Termination.

If the Contractor:

- a. fails to begin work under this Agreement within the time specified in the notice to proceed;
- b. fails to perform the work with sufficient workers and equipment or with sufficient materials to assume prompt completion of said

work;

- c. performs the work unsuitably, or neglects or refuses to remove material or to perform anew such work as may be rejected as unacceptable or unsuitable;
- d. discontinues the prosecution of the work;
- e. fails to resume work which has been discontinued, within a reasonable time after notice to do so;
- f. becomes insolvent or is declared bankrupt, or commits any act of bankruptcy or insolvency;
- g. makes an assignment for the benefit of creditors; or
- h. for any other cause whatsoever, fails to carry on the work in an acceptable manner,

the Owner will give notice in writing to the Contractor for such delay, neglect or default. If the Contractor does not proceed in accordance with said notice, then the Owner will, upon written notification from its Representative of the fact of such delay, neglect or default and the Contractor's failure to comply with such notice, have full power and authority without violating this Agreement, to take the delivery of services out of the hands of the Contractor. The Owner may enter into an agreement for the completion of this Agreement according to the terms and conditions hereof, or use such other methods as in its opinion will be required for the completion of said Agreement in an acceptable manner.

All extra costs and charges incurred by the Owner as a result of such delay, neglect or default, together with the cost of completing the services under this Agreement will be deducted from any monies due or which may become due to Contractor. If such expense exceeds the sum which would have been payable under this Agreement then the Contractor shall be liable and shall pay to the Owner the amount of such excess within thirty (30) days of notice from Owner.

#### 13. Termination Without Fault.

Notwithstanding the default provisions of Section 12, the Owner, for any cause, including but not limited to an order of any federal authority or petition of the Contractor due to circumstances beyond its control, may by written notice to the Contractor terminate this Agreement or any portion thereof subject to condition (a) provided below.



Notwithstanding anything to the contrary contained in these conditions, it is understood and agreed by the parties hereto that all obligations of the Owner hereunder, including the continuance of payments, are contingent upon the availability and continued appropriation of State funds, and in no event shall Owner be liable for payments hereunder in excess of such available or appropriated funds. In the event of a reduction, termination or failure to appropriate any or all such available funds or appropriations or a reduction of expenditure of State funds, the Owner may, by written notice to the Contractor, immediately terminate this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Contract, effective on the date first above written.

Pease Development Authority

\_\_\_\_\_ By: \_\_\_\_\_  
Date David R. Mullen, Executive Director

Luis Elias  
State Line Construction

By: \_\_\_\_\_

9/6/2015 Title: O W N E R  
Date



145 Heritage Ave. #2  
 Portsmouth, NH 03801  
 Phone: 603-431-0077  
 Fax: 603-433-0022

0036627

09-10-15A07:59 RCVD

090115PG

# Packing Slip

Date	Invoice #
9/3/2015	77350

Bill To
PEASE DEVELOPMENT AUTHORITY PORT 555 Market Street Portsmouth, NH 03801

P.O. No.	Project
Wit	

Line #	Description	Ordered	Backordered	Delivered	Rate	Amount
	CM 1 Ton Loadstar Model L with Weather Kit & Heavy Duty Pendant 30' Chain with 20' Cord		0	1	4,000.00	4,000.00

*Replace Hook at P.P*

*[Signature]*

P2009 A7507 909

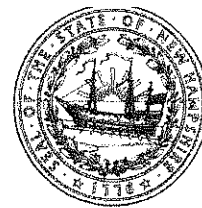
<b>Total</b>	\$4,000.00
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# WETLANDS PERMIT APPLICATION

Water Division/ Wetlands Bureau  
Land Resources Management

Check the status of your application: <http://des.nh.gov/onestop>



RSA/Rule: Env-Wt 100-900

<i>Administrative Use Only</i>	<i>Administrative Use Only</i>	<i>Administrative Use Only</i>	File No.:
			Check No.:
			Amount:
			Initials:

### 1. REVIEW TIME:

Indicate your Review Time below. Refer to Guidance Document A for instructions.

Standard Review (Minimum, Minor or Major Impact)

Expedited Review (Minimum Impact only)

### 2. PROJECT LOCATION:

Separate applications must be filed with each municipality that jurisdictional impacts will occur in.

ADDRESS: **n/a**

TOWN/CITY: **Newcastle**

TAX MAP: **6**

BLOCK: **n/a**

LOT: **n/a**

UNIT: **n/a**

USGS TOPO MAP WATERBODY NAME: **Sagamore Creek**

NA

STREAM WATERSHED SIZE:

NA

LOCATION COORDINATES (If known): **Easting 1233217.6 Northing 205026.0**

Latitude/Longitude  UTM  State Plane

### 3. PROJECT DESCRIPTION:

Provide a brief description of the project outlining the scope of work. Attach additional sheets as needed to provide a detailed explanation of your project. DO NOT reply "See Attached" in the space provided below.

**Maintenance dredge of Sagamore Creek Federal Navigation Project**

### 4. SHORELINE FRONTAGE

NA This lot has no shoreline frontage.

SHORELINE FRONTAGE:

Shoreline frontage is calculated by determining the average of the distances of the actual natural navigable shoreline frontage and a straight line drawn between the property lines, both of which are measured at the normal high water line.

### 5. RELATED PERMITS, ENFORCEMENT, EMERGENCY AUTHORIZATION, SHORELAND, ALTERATION OF TERRAIN, ETC...

### 6. NATURAL HERITAGE BUREAU & DESIGNATED RIVERS:

See the Instructions & Required Attachments document for instructions to complete a & b below.

a. Natural Heritage Bureau File ID: NHB 15 - 3046

b.  Designated River the project is in ¼ miles of: \_\_\_\_\_; and  
date a copy of the application was sent to Local River Advisory Committee: Month: \_\_\_ Day: \_\_\_ Year: \_\_\_\_\_

NA

[shoreland@des.nh.gov](mailto:shoreland@des.nh.gov) or (603) 271-2147  
NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095  
[www.des.nh.gov](http://www.des.nh.gov)

**7. APPLICANT INFORMATION (Desired permit holder)**LAST NAME, FIRST NAME, M.I.: **Geno J. Maroni, Director**TRUST / COMPANY NAME: **New Hampshire Port Authority**MAILING ADDRESS: **555 Market St**TOWN/CITY: **Portsmouth**STATE: **NH**ZIP CODE: **03801**EMAIL or FAX: **g.marconi@peasedev.org**PHONE: **603 436-8500**ELECTRONIC COMMUNICATION: By initialing here: **GJM**, I hereby authorize DES to communicate all matters relative to this application electronically**8. PROPERTY OWNER INFORMATION (If different than applicant)**

LAST NAME, FIRST NAME, M.I.:

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MAILING ADDRESS:

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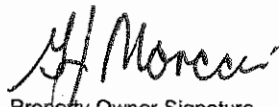
ELECTRONIC COMMUNICATION: By initialing here \_\_\_\_\_, I hereby authorize DES to communicate all matters relative to this application electronically

**9. AUTHORIZED AGENT INFORMATION**LAST NAME, FIRST NAME, M.I.: **Tracy R. Shattuck**COMPANY NAME: **New Hampshire Port Authority**MAILING ADDRESS: **555 Market St**TOWN/CITY: **Portsmouth**STATE: **NH**ZIP CODE: **03801**EMAIL or FAX: **t.shattuck@peasedev.org**PHONE: **603 436-8500**ELECTRONIC COMMUNICATION: By initialing here **TRS**, I hereby authorize DES to communicate all matters relative to this application electronically**10. PROPERTY OWNER SIGNATURE:**

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 Property Owner Signature	Geno Marconi, Director Print name legibly	10/6/15 Date
---	--	-----------------

[shoreland@des.nh.gov](mailto:shoreland@des.nh.gov) or (603) 271-2147  
 NHDES Wetlands Bureau, 29 Hazen Drive, PO Box 95, Concord, NH 03302-0095  
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Emergent wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Wet meadow	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Intermittent stream	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Perennial Stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Intermittent stream	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Perennial stream / River	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Bank - Lake / Pond	/ <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Tidal water	37000 / <input type="checkbox"/> ATF	/ <input type="checkbox"/> ATF
Salt marsh	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Sand dune	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Prime wetland buffer	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Undeveloped Tidal Buffer Zone (TBZ)	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Previously-developed upland in TBZ	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - Lake / Pond	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - River	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
Docking - Tidal Water	<input type="checkbox"/> ATF	<input type="checkbox"/> ATF
<b>TOTAL</b>	<b>37000 /</b>	<b>/</b>

**14. APPLICATION FEE:** See the Instructions & Required Attachments document for further instruction

Minimum Impact Fee: Flat fee of \$ 200

Minor or Major Impact Fee: Calculate using the below table below

Permanent and Temporary (non-docking) 37000 sq. ft. X \$0.20 = \$ 7400.00

Temporary (seasonal) docking structure: \_\_\_\_\_ sq. ft. X \$1.00 = \$

Permanent docking structure: \_\_\_\_\_ sq. ft. X \$2.00 = \$

Projects proposing shoreline structures (including docks) add \$200 = \$

Total = \$ 7400.00

The Application Fee is the above calculated Total or \$200, whichever is greater = \$ 7400.00

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