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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 20, 2015

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 **Wednesday, May 27, 2015, at 12:00 noon** 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 that reads "Jeffrey A. Pattison".

Jeffrey A. Pattison
Legislative Budget Assistant

JAP/pe
Attachments

CAPITAL BUDGET OVERVIEW COMMITTEE
AGENDA

Wednesday, May 27, 2015 at 12:00 noon in Room 203 of the Legislative Office Building

- (1) **Acceptance of Minutes** of the March 19, 2015 and March 26, 2015 meetings
- (2) **Old Business:**
- (3) **New Business:**

RSA 12-A:29-b Cannon Mountain Advisory Commission:

CAP 15-026 Department of Resources and Economic Development – request approval of the recommendation of the Cannon Mountain Advisory Commission to implement the Cannon Mountain Aerial Tramway & Ski Area capital improvement projects to be funded in the amount of \$625,000 by the Cannon Mountain Capital Improvement Fund, as specified in the request dated May 14, 2015

RSA 12-G:46, III, Harbor Dredging and Pier Maintenance Fund Established:

CAP 15-029 Pease Development Authority – request authorization to expend not more than \$40,000 from the Harbor Dredging and Pier Maintenance fund for the purpose of the permanent installation of the truck scale at the Market Street Marine Terminal, as specified in the request dated May 14, 2015

RSA 228:12-a Use of Toll Credits:

CAP 15-015 Department of Transportation – request approval to use \$50,000 of Turnpike Toll Credit, based on the \$250,000 estimated federal participation costs to meet funding match requirements for; the Statewide project for Transportation Systems Management and Operations (TSMO) Bureau, subject to the conditions as specified in the request dated April 16, 2015

CAP 15-016 Department of Transportation – request approval to use \$34,000 of Turnpike Toll Credit, based on the \$170,000 estimated federal participation 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

CAP 15-019 Department of Transportation – request approval to use \$20,000 of Turnpike Toll Credit, based on the \$100,000 estimated federal participation costs to meet funding match requirements for; the Statewide project for the Advanced Transportation Management System (ATMS) and Traveler Information System (TIS), subject to the conditions as specified in the request dated April 16, 2015

RSA 282-A:112, V, Duties and Powers of Commissioner:

CAP 15-030 New Hampshire Employment Security – requests approval to purchase and install a standing seam metal roof for the NHES Salem office located at 29 South Broadway, Salem, NH and approval to expend federal funds not to exceed \$75,300, including an allowance for all replacement decking, under decking, and snow guards as needed, as specified in the request dated May 8, 2015

CAP 15-031 New Hampshire Employment Security – requests approval to enter into a contract with GMI Asphalt, LLC, for parking lot reconstruction at the NHES Portsmouth facility, located at 2000 Lafayette Road, Portsmouth, NH and approval to expend federal funds not to exceed \$101,550.00, including excavation and parking lot repaving, curbing as needed, and the correction to current drainage systems by revamping existing drains, as specified in the request dated May 8, 2015

Chapter 195:1, V, B, Laws of 2013 as amended by Chapter 237:2, V, Laws of 2014, Capital Budget; Department of Education; CTE Center-Dover:

CAP 15-027 Department of Education – requests approval of the Salem CTE action plan in order to obligate, encumber, and expend an additional appropriation of \$3,025,000 of Capital Budget funding designated as the “Renovation of CTE Center-Salem-State Share”, as specified in the request dated May 14, 2015

CAP 15-028 Department of Education – requests approval of the Dover Career and Technical Education action plan in order to obligate, encumber, and expend an additional appropriation of \$10,475,000 of Capital Budget funding designated as the “Renovation of CTE Center-Dover-State Share”, as specified in the request dated May 14, 2015

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

CAP 15-022 Pease Development Authority, Division of Ports and Harbors – requests approval to expend funds not to exceed \$400,954.87 from the Port Expansion Fund for: (1) Final payment to the U.S. Army Corps of Engineers for the Hampton Seabrook Harbor Dredging - \$202,702.47, (2) Final payment to Sea and Shore Marine Construction for the Hampton Harbor Commercial Fish Pier Rehabilitation - \$82,752.40, (3) 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 - \$6,000, and (4) Main Wharf Inspection to document the condition of the facility to be included in the TIGER Grant application - \$109,500, subject to the conditions as specified in the request dated April 30, 2015

(4) **Miscellaneous:**

(5) **Informational:**

CAP 15-014 Department of Administrative Services – Administrative Services Public Works Design and Construction’s Capital Budget and Maintenance Projects Monthly Report, February 2015

CAP 15-017 Department of Transportation – Chapter 143, Laws of 2013, 04-96-96-960515-30050000-030 footnote – Department’s Monthly Equipment Acquisition Plan status report for the period ending March 31, 2015

CAP 15-018 Department of Corrections, jointly with the Department of Administrative Services
– Chapter 195:1, IV, Laws of 2013 – Women’s Prison Quarterly Report, April 2015

CAP 15-020 Department of Transportation – Chapter 143, Laws of 2013, 04-96-96-964010-
20210000-072 footnote – Quarterly status report of all federal/local airport projects for the
periods ending December 31, 2014 and March 31, 2015

CAP 15-021 Department of Administrative Services – RSA 17-J:4 – Administrative Services
Public Works Design and Construction Capital Budget Projects Quarterly Report, March 2015

CAP 15-023 Department of Administrative Services – Administrative Services Public Works
Design and Construction’s Capital Budget and Maintenance Projects Monthly Report, March
2015

CAP 15-024 Department of Administrative Services – Administrative Services Public Works
Design and Construction’s Capital Budget and Maintenance Projects Monthly Report, April
2015

CAP 15-025 Department of Transportation – Chapter 143, Laws of 2013, 04-96-96-960515-
30050000-030 footnote – Department’s Monthly Equipment Acquisition Plan status report for
the period ending April 30, 2015

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

CAPITAL BUDGET OVERVIEW COMMITTEE
MINUTES
March 19, 2015

The Capital Budget Overview Committee met on Thursday, March 19, 2014 at 2:00 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
Representative David Danielson
Representative Daniel Eaton
Representative Mark McConkey
Senator David Boutin
Senator Lou D'Allesandro
Senator Gary Daniels
Senator Nancy Stiles

Representative Chandler called the meeting to order at 2:09 p.m.

ORGANIZATION OF COMMITTEE:

On a motion by Senator Stiles, seconded by Representative McConkey, that Representative Chandler be nominated as Chairman of the Capital Budget Overview Committee.

The nominations were closed and a unanimous vote was cast for Representative Chandler for Chairman.

On a motion by Senator Boutin, seconded by Representative Cloutier, that Senator Daniels be nominated as Vice Chairman of the Capital Budget Overview Committee.

The nominations were closed and a unanimous vote was cast for Senator Daniels for Vice Chairman.

On a motion by Senator Boutin, seconded by Representative Eaton, that Representative Cloutier be nominated as Clerk of the Capital Budget Overview Committee.

The nominations were closed and a unanimous vote was cast for Representative Cloutier for Clerk.

ACCEPTANCE OF MINUTES:

On a motion by Representative Danielson, seconded by Senator Stiles, that the minutes of the November 18, 2014 meeting be accepted as written. MOTION ADOPTED.

NEW BUSINESS:

RSA 9:26-a, PROHIBITED CHANGES:

CAP 15-003 New Hampshire Liquor Commission – On a motion by Senator D’Allesandro, seconded by Senator Boutin, that the Committee approve the request of the New Hampshire Liquor Commission, to transfer and utilize funds appropriated for the Computer Software-Credit Card capital fund, Chapter 195:1, XII-G, Laws of 2013, for the amount of \$664,000, subject to the conditions as specified in the request dated January 21, 2015. MOTION ADOPTED.

RSA 12-G:46, III, HARBOR DREDGING AND PIER MAINTENANCE FUND ESTABLISHED:

CAP 15-005 Pease Development Authority – On a motion by Senator Stiles, seconded by Senator Boutin, that the Committee approve the request of the Pease Development Authority, Division of Ports and Harbors, to expend not more than \$80,000 from the Harbor Dredging and Pier Maintenance fund for the purpose of purchasing and installing an above ground truck scale at the Market Street Marine Terminal, as specified in the request dated February 5, 2015. MOTION ADOPTED.

RSA 21-I:80, I (d), MAJOR PROJECTS:

CAP 15-002 Department of Administrative Services – On a motion by Representative Danielson, seconded by Senator Boutin, that the Committee approve the request of the Department of Administrative Services, Bureau of Public Works Design and Construction, in conjunction with the Department of Safety, for approval of preliminary plans for the construction of the new Marine Patrol Headquarters in Glendale-Gilford, New Hampshire, as specified in the request dated January 28, 2015. MOTION ADOPTED.

This item (CAP 14-037) was originally approved by the Capital Budget Overview Committee on June 24, 2014.

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

CAP 15-010 University System of New Hampshire – Catherine Provencher, Vice-Chancellor and Treasurer, University System of New Hampshire presented the request and responded to questions of the Committee.

On a motion by Senator Boutin, seconded by Representative Byron, that the Committee table the request of the University System of New Hampshire for approval of each project intended to be financed by the University System of New Hampshire (“USNH”) through any and all transactions relating to the issuance, sale and delivery by the New Hampshire Health and Education Facilities Authority (“NHHEFA”) of its “University System of New Hampshire Issue, Series 2015 Bonds” in a principal amount not to exceed \$85,000,000 from time to time in one or

more series to finance (1) construction, renovation, demolition, property acquisition and related costs of the Keene State College (“KSC”) Pondsides IV; the University of New Hampshire (“UNH”) Holloway Commons Expansion and Hamel Recreation Expansion; and the Plymouth State University (“PSU”) ALLWell North, as approved by the USNH Board of Trustees, and as may be amended or approved by the by the USNH Board of Trustees in the future, consistent with the terms of the issue, (2) planning, design, construction and related costs associated with other student-related facilities that may be approved by the USNH Board of Trustees, and (3) such related issuance, capitalized interest, bond insurance and other costs as may be required; and further, under no circumstances will the State be obligated, directly or indirectly, for the payment of, or interest on, any obligation issued to finance such constructions and acquisition, as specified in the request dated February 12, 2015. MOTION ADOPTED.

The Committee requested information from the University System as to whether there would be increases in room and board fees to support the bond issuance.

INFORMATIONAL:

Representative Chandler gave a status update on what was included in the House Capital Budget for the Women’s Prison.

CAP 15-001 Department of Corrections, jointly with the Department of Administrative Services – Chapter 195:1, IV, Laws of 2013 – Michael Connor, Deputy Commissioner, Department of Administrative Services responded to questions of the Committee regarding Women’s Prison Quarterly Report, January 2015.

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.

On a motion by Representative Danielson, seconded by Representative Cloutier, that the meeting adjourn. (Whereupon the meeting adjourned at 2:17 p.m.)

Representative John Cloutier, Clerk

CAPITAL BUDGET OVERVIEW COMMITTEE

MINUTES

March 26, 2015

The Capital Budget Overview Committee met on Thursday, March 26, 2014 at 12:30 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
Representative David Danielson
Representative Daniel Eaton
Representative Mark McConkey
Senator David Boutin
Senator Gary Daniels
Senator Nancy Stiles

Representative Chandler called the meeting to order at 12:30 p.m.

OLD BUSINESS:

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

The University System of New Hampshire provided CAP 15-010 Additional Information in response to Committee inquiries from the March 19, 2015 Capital Budget Overview Committee meeting.

CAP 15-010 University System of New Hampshire – On a motion by Senator Boutin, seconded by Representative Eaton, that the request be removed from the table. MOTION ADOPTED.

On a motion by Senator Boutin, seconded by Representative Eaton, that the Committee approve the request of the University System of New Hampshire for approval of each project intended to be financed by the University System of New Hampshire (“USNH”) through any and all transactions relating to the issuance, sale and delivery by the New Hampshire Health and Education Facilities Authority (“NHHEFA”) of its “University System of New Hampshire Issue, Series 2015 Bonds” in a principal amount not to exceed \$85,000,000 from time to time in one or more series to finance (1) construction, renovation, demolition, property acquisition and related costs of the Keene State College (“KSC”) Pondsides IV; the University of New Hampshire (“UNH”) Holloway Commons Expansion and Hamel Recreation Expansion; and the Plymouth State University (“PSU”) ALLWell North, as approved by the USNH Board of Trustees, and as may be amended or approved by the by the USNH Board of Trustees in the future, consistent with the terms of the issue, (2) planning, design, construction and related costs associated with other student-related facilities that may be approved by the USNH Board of Trustees, and (3) such related issuance, capitalized interest, bond insurance and other costs as may be required; and further, under no circumstances will the State be obligated, directly or indirectly, for the payment

of, or interest on, any obligation issued to finance such constructions and acquisition, as specified in the request dated February 12, 2015. MOTION ADOPTED. (8-Yes, 1-No)

NEW BUSINESS:

RSA 9:26-a, PROHIBITED CHANGES:

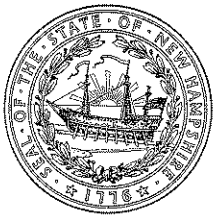
CAP 15-013 New Hampshire Liquor Commission – On a motion by Representative Eaton, seconded by Senator Boutin, that the Committee approve the request of the New Hampshire Liquor Commission, to amend CAP 15-003, originally approved March 19, 2015, for approval to change the plan for utilization of funds appropriated for the Computer Software-Credit Card capital fund, Chapter 195:1, XII-G, Laws of 2013, in the amount of \$664,000, subject to the conditions as specified in the request dated March 23, 2015. MOTION ADOPTED.

DATE OF NEXT MEETING AND ADJOURNMENT:

The next regular meeting of the Capital Budget Overview Committee will be at the Call of The Chair.

On a motion by Senator Boutin, seconded by Representative Eaton, that the meeting adjourn. (Whereupon the meeting adjourned at 12:32 p.m.)

Representative John Cloutier, Clerk



STATE OF NEW HAMPSHIRE
DEPARTMENT of RESOURCES and ECONOMIC DEVELOPMENT
OFFICE of the COMMISSIONER
172 Pembroke Road Concord, New Hampshire 03301

603-271-2411
FAX: 603-271-2629

May 14, 2015

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

REQUESTED ACTION

In accordance with RSA 12-A:29-b, the Department of Resources and Economic Development respectfully requests approval of the recommendation of the Cannon Mountain Advisory Commission to implement the Cannon Mountain Aerial Tramway & Ski Area capital improvement projects summarized in the attached outline, to be funded in the amount of \$625,000 by the Cannon Mountain Capital Improvement Fund.


EXPLANATION

Chapter 134:13, Laws of 1998, authorized the State Treasurer “[t]o provide funds for the Cannon Mountain Capital Improvement Fund (CMCIF)... to borrow from time to time upon the credit of the State such amounts so that the total State obligation shall at no time exceed the sum of \$6,000,000, and for said purpose may issue bonds and notes at such time in the name of and on behalf of the State of New Hampshire in accordance with RSA 6-A.”

The projected June 30, 2015 bonds outstanding total approximately \$3.8 million and therefore this request is within the \$6 million threshold as required by Chapter 134:13, Laws of 1998. However, the Sunapee lease payment revenue source has not kept pace with the Debt Service outlays for Cannon Mountain Capital Program. Chapter 144:90/91, Laws of 2013, authorize Cannon Mountain Net Revenue after fulfilling other allocations to be transferred to the Cannon Mountain Capital Improvement Fund (see attached financial summary). Authorization to apply all Net Revenue of Cannon operations pending passage of FY 2016-2017 Chapter 144 Law as requested.

Also, attached for your information are the minutes from the April 10, 2015 Cannon Mountain Advisory Commission meeting and a project outline detailing the requested projects to be completed between June and December 2015 totaling \$625,000. Said projects will provide snowmaking, lift maintenance, and other operational improvements. The snowmaking improvements will improve public relations and increase revenue, while the other improvements will decrease costs and create efficiencies.

Respectfully submitted,



Jeffrey J. Rose
Commissioner

State of New Hampshire - Department of Resources and Economic Development

Cannon Mountain Aerial Tramway & Ski Area - Spring 2015

Cannon Mountain Capital Improvement Fund (CMCIF) Request - RSA 12-A:29-b

Project	Estimate	Explanation
Snowmaking		
Purchase Excavator	150,000	Utilization on all terrain types and in countless other applications, but predominantly to even and balance snowmaking areas and improve snowmaking efficiency
Purchase AEBI Slope Mower	120,000	Utilization on flat-to-moderate terrain types in order to lower vegetation and increase / improve snowmaking efficiency; current AEBI slope mower nearing end of alpine use life
Purchase Cat (off lease) for Snowmaking Department	95,000	Mittersill expansion and a two-mtn snowmaking system, requires the Snowmaking department to utilize a far more heavy duty utility cat to support its own operations
Purchase Trooper Trax	35,000	New set of (winter) tracks for smaller winter (snowmaking) / summer (trails crew) cat in order to lengthen lifespan of the machine; current tracks have 5 full years on them
100 Units / Polar Vortex Blizzard One	60,000	Groundbreaking snowmaking technology currently in testing at US Army Corps of Engineers Cold Regions Laboratory; hose / gun interface to produce up to 50% more volume
Sub-Total Snowmaking	460,000	
Lift Maintenance		
Zoomer Bullwheel Bearings / Peabody and Tram Brake Cabinet Upgrade	55,000	Bullwheel bearing sets (incl. installation) on two primary lifts and Aerial Tramway brake cabinet upgrade performed by manufacturer via contracted services
Sub-Total Lift Maintenance	55,000	
Other Operations		
Underground Storage Tank (UST) Revisions - Electronic pumps at Maintenance Garage	110,000	UST revisions to meet State and Federal mandates by December 31st; electronic fuel pumps to maximize efficiency and tracking of fuel dispensation
Sub-Total Other Ops	110,000	
GRAND TOTAL	625,000	

STATE OF NEW HAMPSHIRE
DEPARTMENT OF RESOURCES AND ECONOMIC DEVELOPMENT (DRED)
SUMMARY OF CANNON MOUNTAIN CAPITAL IMPROVEMENT FUND (CMCIF) RSA 12-A:29-c
FISCAL YEAR 2013 TO 2019

	Fiscal Year						
	Actual	Actual	Projected				
	2013	2014	2015	2016	2017	2018	2019
Beginning Balance - July 1	\$ (235,207)	\$ (312,371)	\$ (327,226)	\$ (335,892)	\$ (179,937)	\$ (36,985)	\$ 453
Revenue from Sunapee lease payment	502,280	615,399	642,260	662,000	681,000	700,000	721,000
Debt Service:							
Existing	642,357	630,253	608,589	575,361	552,160	529,041	506,488
Actual for bonding in FY 2014 \$489,125 Issue #N219S	-	-	37,001	38,120	38,270	38,370	38,420
Actual for bonding in FY 2015 \$260,325 Issue #N222S	-	-	5,335	27,564	26,993	26,486	25,900
Estimate for bonding \$625,000 in Fall 2015 using a fixed coupon of 5%.	-	-	-	15,000	70,625	68,665	66,705
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Projected Debt Service	642,357	630,253	650,926	656,045	688,049	662,562	637,513
Annual Revenue Over (Under) Debt Service	(140,077)	(14,854)	(8,666)	5,955	(7,049)	37,438	83,487
Transfers of Net Revenue from Cannon Operations	62,913	-	-	150,000	150,000	-	-
Projected Balance - June 30	\$ (312,371)	\$ (327,226)	\$ (335,892)	\$ (179,937)	\$ (36,985)	\$ 453	\$ 83,939
Available to Borrow from Fund	\$ 2,240,414	\$ 2,233,054	\$ 2,468,509	\$ 2,344,595	\$ 2,883,762	\$ 3,420,068	\$ 3,953,533

Assumptions:

1. Sunapee Payments after recovering from 2011-2012 Season, revenue projected to grow @ 2.75% to 3.00%.
2. Future Bond Issues conservatively projected @ 5% Interest Rate.
3. Debt Service for all capital spending request included through FY15. Future requests are projected.
4. *Additional Authorization requested factored into analysis.*
5. Est increase to \$500k per year from annual operations in FY 2016-2017 pending Budget passage Chapter 144

Summary of Transfers from Cannon Operations - Ch. 144:90/91 L'13

Transfer To	Actual FY 13	Actual FY 14	Projected FY 15
To Park Fund	650,000	324,903	500,000
Fish and Game Search & Rescue	50,000		
Cannon Capital (Balance)	62,913		
Total	762,913	324,903	500,000

Cannon Mountain Advisory Commission Meeting April 10, 2015 // Meeting Minutes

In attendance:

CMAC members: Chairman Rich McLeod, Vice Chair Karen Irwin, Senator Jeff Woodburn, Representative Edmond Gionet, Representative John Mullen, State Treasurer Bill Dwyer, Kathy Taylor, Kevin Johnson

Non-members: DRED Commissioner Jeff Rose, NH Director of Parks & Rec Phil Bryce, Cannon/FNSP GM John DeVivo, media member Darrin Wiperman, Jill Mullen

Introductions / review of CMAC statute (McLeod):

10:10 AM gavel / start of meeting / introductions. Review of statute by McLeod.

Old minutes / approval from January (McLeod):

Correction to January meeting minutes; Karen Irwin is Vice Chair, and it was reported that Dennis Murphy is Vice Chair. McLeod had a question regarding whether the intended use of Cannon's FY15 surplus had been discussed / noted in the January meeting minutes. DeVivo agreed to amend the minutes; Irwin motioned approval of the January meeting minutes as amended, Taylor seconded, vote was unanimous.

Current season performance (DeVivo):

- Great start
- Tough Christmas Week after rain (down some 25%)
- Got cold in January, then started snowing
- Tough Prez Week (too much snow / cold) (down some 50%)
- Other weeks have been strong
- Ski season revenue off 2% to last year (*improved to + 1% as of Apr 12*)
- Skier visits ahead 3% to last year (*improved to + 5% as of Apr 12*)

- FYTD numbers (vary widely; one day in time)
- Revenue of \$6.454M is 10% under budget & 1.8% under last year
- Expense of \$5.811M is 14% under budget & 5% over last year
- Net total of \$643K is 38% over budget & 38% under last year
- Biggest question mark remains... what will hit for Workers' Comp (?)

Workers' Comp discussion; details by DeVivo, Rose, Bryce re: earlier discussion with State's insurance bureau last fall about whether to put WC policy / coverage out to bid; verdict was negative, costs would likely have exceeded current costs.

Safety culture discussion; job hazard analyses ongoing, injury rates down (public and team members), mandatory helmet use by Cannon team members next year and beyond.

Numbers discussion; Cannon continues to reel performance back in after suffering heavy losses during two primary vacation weeks, ski season-to-date numbers have remained strong, fiscal year to date numbers improving weekly; largest challenge is power rates, largest question mark is WC costs to hit this spring.

Ongoing capital update (14/15 projects) (DeVivo):

- Elec supply upgrade to Cannonball Quad @ \$145K completion in June
- Ernie's Haus elec switch gear / oil switch @ \$52K completion in June
- Peabody / Notchview water storage tank resurface @ \$26K completion in June

Mittersill project (FSC) update (very rough figures) (DeVivo):

- * New compressor / elec / cooling \$625K completed
- * Baron's Run / Skyline / Ridge Run clearing @ \$250K completed
- * Planning / design of dam / Echo Lake project @ \$100K // out to bid

- * Funding is available (cash) for the dam project @ \$400K
- * Funding is available (cash) for the remaining trail footprint @ \$500K
- * Funding is pending (cash) for the snowmaking on Baron's Run @ \$500K

- * Remaining snowmaking @ \$750K next year (possibly this year)
- * Surface lift @ \$750K next year (possibly this year)

Additional capital projects (funded 2010) (DeVivo):

- * \$312K Mittersill improvements // unlikely to lapse
 - \$50K toward dam project // DES recommendation re: landscaping (2015)
 - \$50K saddle improvement // winch anchor points (2015)
 - \$30K summit patrol hut (2015)
 - \$25K wayfinding signage (2015 or 2016)
 - \$125K base area restroom facility (2016)
 - \$32K parking lot improvements (2016)

Cannon Mountain Capital Improvement Fund update (Bryce):

- \$336K would zero the CMCIF out; deficiency paid off
- Should come from Cannon's net surplus
- Bryce recommends doing it NEXT year, once HB-2 language is such
- Once at zero... Bryce advocates for bonding UP TO \$1M annually
 - But only if Cannon's surplus covers the deficiency in the CMCIF
- Options:
- #1 only bond what the Sunapee \$\$ will cover annually
- #2 bond more and have Cannon surplus cover the difference

2015/16 proposed capital plan (DeVivo):

- \$150K excavator purchase / snowmaking
- \$120K AEBI slope mower / snowmaking
- \$95K Purchase cat off of lease / snowmaking
- \$110K UST revisions / electronic pumps at Maint Garage
- \$60K for 100 Polar Vortex Blizzard One's
- \$55K bullwheel bearings Zoomer / Peabody & Tram Brake cabinet overhaul
- \$35K Trooper Trax / winter snowmaking / summer slopes

- **TOTAL = \$625K**

- **Next year's plan is to request \$1 Million for booster pumphouse overhaul**

Request for recommendation to Commissioner (DeVivo):

McLeod requested a motion to recommend DeVivo's plan to DRED Commissioner Rose. Taylor motioned, Mullen seconded, vote to recommend the capital plan utilizing CMCIF funds was unanimous.

Old business (McLeod):

Johnson requested the floor to detail his analysis of whether Cannon's capital improvements since 2008 have had any impact upon the Franconia business community. His assertion is that based upon no large scale growth in Cannon mountain ticket sales amongst area lodging properties, the capital improvements made by Cannon have had very little true impact upon the local business community. Said assertion was questioned directly by both Bryce and Dwyer.

Senator Woodburn discussed the potential project at The Balsams as a true boost an economic region, but mentioned that neither the Mountain View Grand's recent capital investments, nor Bretton Woods' recent capital improvements, have been proven to have a direct net effect upon their local economies, yet both are known success stories.

New business (McLeod):

None identified.

Next meeting scheduled // Adjournment (McLeod):

The group was polled, and a meeting date of Friday, November 20th, 2015 was selected.

Vice Chair Irwin motioned to adjourn, Mullen seconded, and the vote was unanimous.

May 14, 2015

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 RSA 12-G:46, Harbor Dredging and Pier Maintenance Fund Established, the Pease Development Authority Division of Ports and Harbors is requesting the Capital Budget Overview Committee approve the release of not more than \$40,000.00 for the permanent installation of the truck scale at the Market Street Marine Terminal. The current balance of the fund is \$424,083.86.

On February 5, 2015, the Division submitted a request to expend not more than \$80,000 for the purchase and installation of a truck scale after the scale, which was installed in 1990, failed beyond repair. The scale was successfully installed and operational on February 11 thereby minimizing down time on cargo operations. However, this was only a temporary installation and by regulations of the New Hampshire Department of Agriculture Division of Weights and Measures, the permanent installation must be completed within six (6) months.

To date a total of \$77,996.50 has been expended for the following:

- \$71,879.00 for purchase, delivery and installation of truck scale
- \$2,092.50 for crane service associated with installation
- \$4,025.00 for site work (gravel approach ramps)

The Division has received a proposal from Northeast Scale (attached), the Division's scale contractor, for the permanent installation of the scale in the amount of \$23,879.00. This proposal does not include:

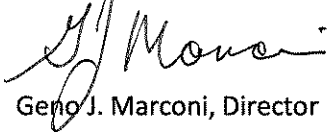
- Crane service
- Crushed stone to fill the pit
- Disposal of the old scale
- Preparation and paving

The Division has requested a revised proposal from Northeast Scale for the cost of the complete permanent installation, including the afore listed items, which has not been received.

Therefore, the Pease Development Authority Division of Ports and Harbors is requesting the Capital Budget Overview Committee approve the expenditure of not more than \$40,000.00 from the Harbor Dredging and Pier Maintenance Fund for the permanent installation of the truck scale at the Market Street Marine Terminal, subject to the following terms and conditions:

- Approval by the Pease Development Authority Board of Directors
- The Division of Ports and Harbors will report the final expense to the Capital Budget Overview Committee upon completion of the project.

Sincerely

A handwritten signature in black ink, appearing to read "Geno J. Marconi". The signature is fluid and cursive, with a prominent initial "G".

Geno J. Marconi, Director

Attachments: Northeast Scale Quotation
Photographs (2)



Solutions for all your
"Weighing Needs!"

40 Londonderry Turnpike 2-E, Hooksett, NH 03106
800-543-4828 / 603-622-0080

Page 1-2
Quotation # TL-3-11-15-REP

March 11, 2015

Attn: Geno Marconi
NH Port Authority

Pricing as Follows:

QTY	Description	Price
Day 1	Labor to remove new above ground scale / Bob cat Jack hammer old pit scale into thirds / cut scale loose underneath / crane old scale out of pit (need crane)	Included
Day 2	Form and pour a concrete wall to cover pit opening into scale house basement	Included
Day 3	Strip forms / fill pit in with crushed stone / Start rebar layout (crushed stone needed)	Included
Day 4	Pour 10' x 70' x 10" concrete slab / Start forming approaches	Included
Day 5	Pour two level 10'x11' approach pads	Included
Day 6	Strip forms (this would be the day all paving should be done.)	Included
Day 7	Install truck scale (need crane)	Included
Day 8	Complete install and final calibration	Included
1	Total to perform the above	\$28,879
1	Optional \$5,000 discount off from above price for trade of existing lower frame, with this discount total price to perform the above is	\$23,879

Customers Responsibilities:

- Paving
- Crane
- Crushed stone and machine to fill the pit
- Any required permits
- Material & machine for required ramps
- Disposal of old scale

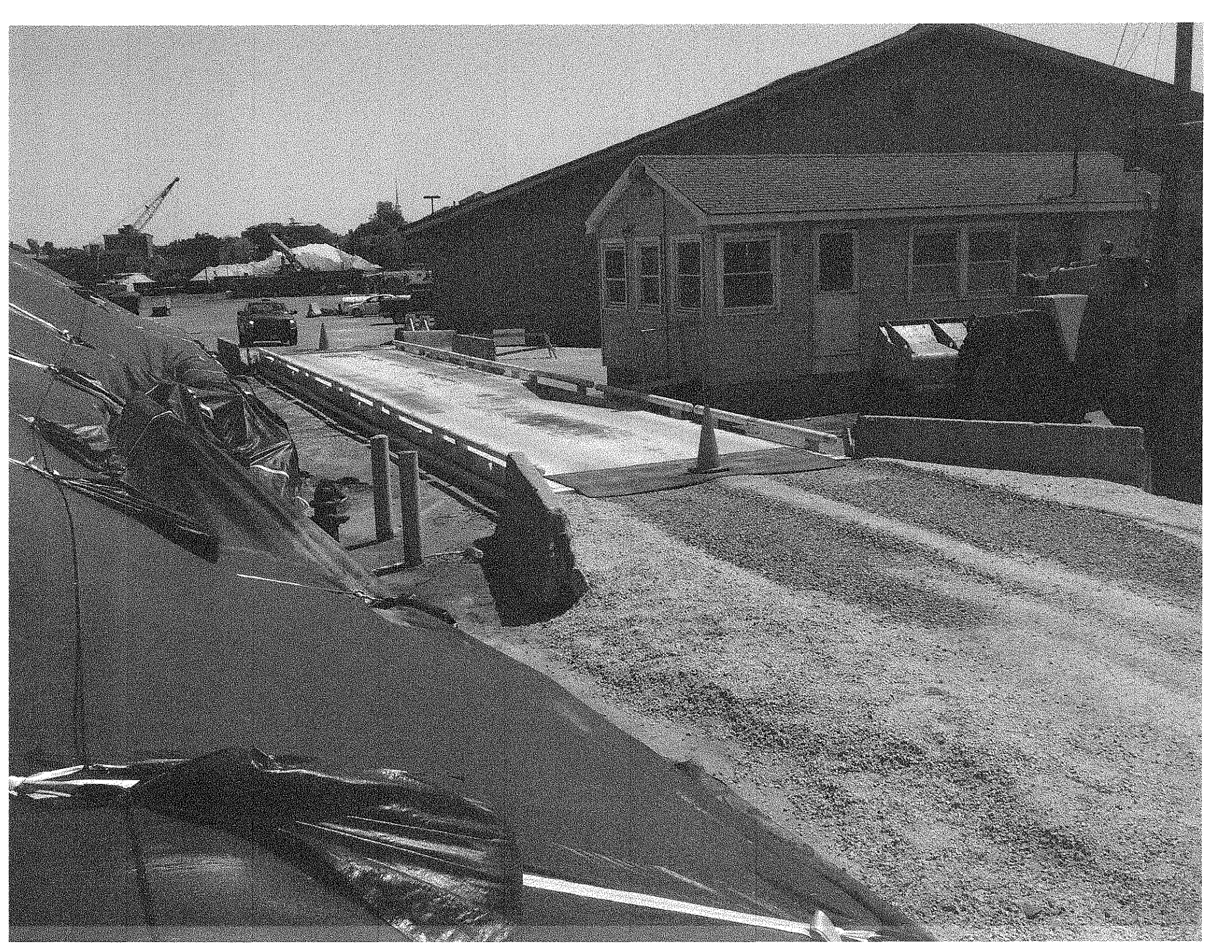
Terms of payment:

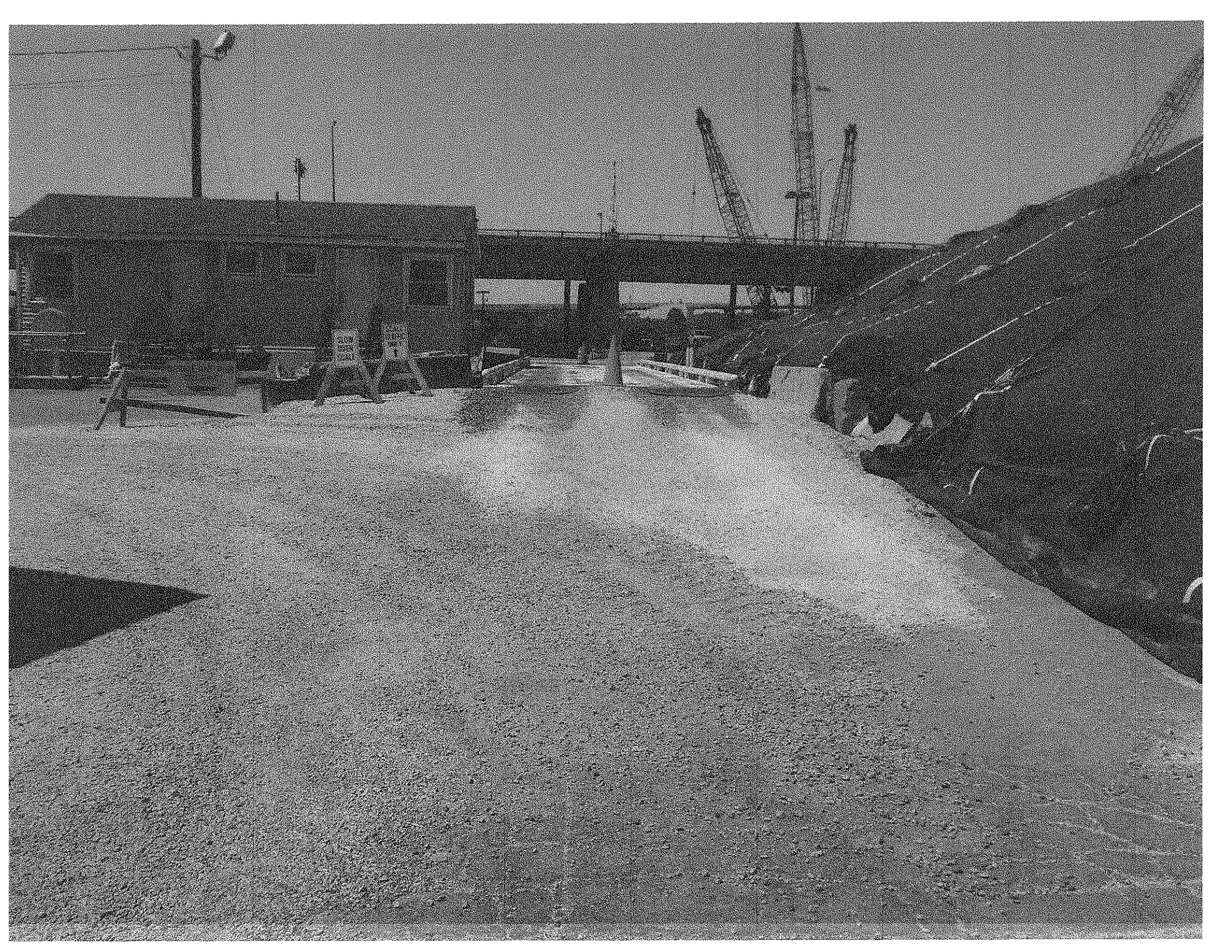
- 50% down payment
- 50% net 30 from completion

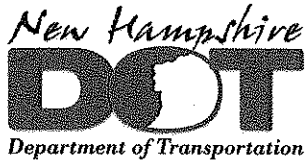
If you have any questions or would like to set up a day for the repairs please feel free to call me at any time.

Respectfully,

Tony Lewis
Northeast Scale Company
800-543-4828







WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



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 a Statewide project for the Transportation Systems Management and Operations (TSMO) Bureau. The estimated federal participation costs are \$250,000. Based on this estimated cost, the amount of Toll Credit needed for Fiscal Year 2016 amounts to \$50,000.

EXPLANATION

The Statewide TSMO project utilizes federal funding participation in the operational support of the Transportation Systems Management and Operations Bureau, the Bureau's Intelligent Transportation Systems (ITS), and its Traveler Information System.

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 cursive script that reads "William Cass".

William Cass, P.E.
Assistant Commissioner



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.

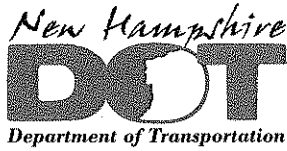
The project is listed programmatically in the Ten Year Plan and it is part of the comprehensive Road and Weather Management Program managed in the Department's Transportation Systems and Management Operations (TSMO) Bureau. The Federal Highway Administration has determined that TSMO activities are eligible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



WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



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 Statewide project for the Advanced Transportation Management System (ATMS) and Traveler Information System (TIS). The estimated federal participation in the TMC's operations costs are \$100,000. Based on these estimated costs, the amount of Turnpike Toll Credit needed for Fiscal Year 2016 amounts to \$20,000.

EXPLANATION

The Statewide ATMS project utilizes federal funding participation in the software development of the Advanced Transportation System Management System (ATMS) and the Traveler Information System (TIS). These programs include the development of automated response planning to improve incident response and to reduce congestion on the state transportation network. This system will enhance the operational response of the Department's Transportation Management Center particularly in Traffic and Road and Weather operations. The system is 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,

William Cass, P.E.
Assistant Commissioner



ADMINISTRATIVE OFFICE

45 SOUTH FRUIT STREET
CONCORD, NH 03301-4857



GEORGE N. COPADIS, COMMISSIONER
RICHARD J. LAVERS, DEPUTY COMMISSIONER

May 8, 2015

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

Dear Chairman Chandler:

REQUESTED ACTION

Pursuant to RSA 282-A:112, V and RSA 17-J, New Hampshire Employment Security requests approval and consent of the Capital Budget Overview Committee to purchase and install a standing seam metal roof for NHES Salem. NHES requests approval of funds to accomplish this goal at the most reasonable competitive bid which is \$75,300, including an allowance for all replacement decking, under decking, and snow guards as needed. The nature of the project is explained below.

BACKGROUND

NH Employment Security owns offices located at 29 South Broadway, Salem, NH. The space houses Salem Local Office, and has a roof that is original to the building, which was erected in 1993. The roof is more than twenty years old; roofing materials have exceeded life expectancy, resulting in several leaks which NHES continues to repair as needed. Resultant issues of additional repairs vs. replacement include continued degradation of roof material, which may lead to compromised integrity of the building, and therefore the safety of building occupants, and clients. There is also potential that leaks may create a hazardous environment, should intruding moisture result in mold.

A competitive bid process was undertaken resulting in the selection of the lowest qualified bidder consistent with the needs of the project at costs indicated above. A summary of selection process is available for review.

No State General Revenue funds will be expended in NHES Salem roof replacement project. The project will be 100% federally funded.

Under RSA 282-A:112, V and RSA 17-J, NH Employment Security is subject to Capital Budget Overview Committee approval for capital improvements exceeding \$50,000.00.

Thank you for your consideration in this matter.

Sincerely,

George N. Copadis
Commissioner

Subject:

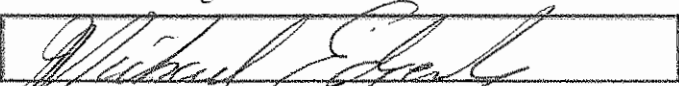
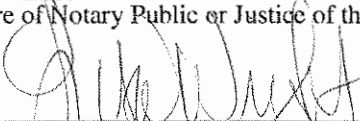
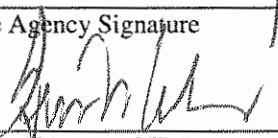
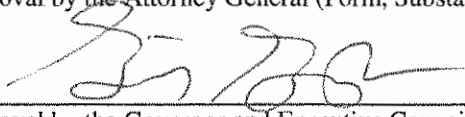
Salem Standing Seam Metal Roof Project

AGREEMENT

The State of New Hampshire and the Contractor hereby mutually agree as follows:

GENERAL PROVISIONS

I. IDENTIFICATION.

1.1 State Agency Name NH Employment Security		1.2 State Agency Address 45 South Fruit Street, Concord, NH 03301	
1.3 Contractor Name RTD Enterprises dba RTD Roofing VC # 209024 B001		1.4 Contractor Address PO Box 247, Madison, ME, 04950	
1.5 Contractor Phone Number 207-696-3964	1.6 Account Number 010-027-8041-500-0226	1.7 Completion Date June 30, 2016	1.8 Price Limitation \$75,300.00
1.9 Contracting Officer for State Agency George N. Copadis, Commissioner		1.10 State Agency Telephone Number 603-228-4000	
1.11 Contractor Signature 		1.12 Name and Title of Contractor Signatory Michael Edgerly, Roofing Manager	
1.13 Acknowledgement: State of <u>Maine</u> , County of <u>Somerset</u> On <u>04-28-15</u> , before the undersigned officer, personally appeared the person identified in block 1.12, or satisfactorily proven to be the person whose name is signed in block 1.11, and acknowledged that s/he executed this document in the capacity indicated in block 1.12.			
1.13.1 Signature of Notary Public or Justice of the Peace  [Seal] <i>Lisa E. Wright</i> <i>Notary Public, Maine</i>			
1.13.2 Name and Title of Notary or Justice of the Peace <i>My Commission Expires August 23, 2021</i>			
1.14 State Agency Signature 		1.15 Name and Title of State Agency Signatory George N. Copadis, Commissioner	
1.16 Approval by the N.H. Department of Administration, Division of Personnel (if applicable) By: _____ Director, On: _____			
1.17 Approval by the Attorney General (Form, Substance and Execution) By:  On: <u>5/15/15</u>			
1.18 Approval by the Governor and Executive Council By: _____ On: _____			

2. EMPLOYMENT OF CONTRACTOR/SERVICES TO BE PERFORMED. The State of New Hampshire, acting through the agency identified in block 1.1 ("State"), engages contractor identified in block 1.3 ("Contractor") to perform, and the Contractor shall perform, the work or sale of goods, or both, identified and more particularly described in the attached EXHIBIT A which is incorporated herein by reference ("Services").

3. EFFECTIVE DATE/COMPLETION OF SERVICES.

3.1 Notwithstanding any provision of this Agreement to the contrary, and subject to the approval of the Governor and Executive Council of the State of New Hampshire, this Agreement, and all obligations of the parties hereunder, shall not become effective until the date the Governor and Executive Council approve this Agreement ("Effective Date").

3.2 If the Contractor commences the Services prior to the Effective Date, all Services performed by the Contractor prior to the Effective Date shall be performed at the sole risk of the Contractor, and in the event that this Agreement does not become effective, the State shall have no liability to the Contractor, including without limitation, any obligation to pay the Contractor for any costs incurred or Services performed. Contractor must complete all Services by the Completion Date specified in block 1.7.

4. CONDITIONAL NATURE OF AGREEMENT.

Notwithstanding any provision of this Agreement to the contrary, all obligations of the State hereunder, including, without limitation, the continuance of payments hereunder, are contingent upon the availability and continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available appropriated funds. In the event of a reduction or termination of appropriated funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this Agreement immediately upon giving the Contractor notice of such termination. The State shall not be required to transfer funds from any other account to the Account identified in block 1.6 in the event funds in that Account are reduced or unavailable.

5. CONTRACT PRICE/PRICE LIMITATION/PAYMENT.

5.1 The contract price, method of payment, and terms of payment are identified and more particularly described in EXHIBIT B which is incorporated herein by reference.

5.2 The payment by the State of the contract price shall be the only and the complete reimbursement to the Contractor for all expenses, of whatever nature incurred by the Contractor in the performance hereof, and shall be the only and the complete compensation to the Contractor for the Services. The State shall have no liability to the Contractor other than the contract price.

5.3 The State reserves the right to offset from any amounts otherwise payable to the Contractor under this Agreement those liquidated amounts required or permitted by N.H. RSA 80:7 through RSA 80:7-c or any other provision of law.

5.4 Notwithstanding any provision in this Agreement to the contrary, and notwithstanding unexpected circumstances, in no event shall the total of all payments authorized, or actually made hereunder, exceed the Price Limitation set forth in block 1.8.

6. COMPLIANCE BY CONTRACTOR WITH LAWS AND REGULATIONS/ EQUAL EMPLOYMENT OPPORTUNITY.

6.1 In connection with the performance of the Services, the Contractor shall comply with all statutes, laws, regulations, and orders of federal, state, county or municipal authorities which impose any obligation or duty upon the Contractor, including, but not limited to, civil rights and equal opportunity laws. In addition, the Contractor shall comply with all applicable copyright laws.

6.2 During the term of this Agreement, the Contractor shall not discriminate against employees or applicants for employment because of race, color, religion, creed, age, sex, handicap, sexual orientation, or national origin and will take affirmative action to prevent such discrimination.

6.3 If this Agreement is funded in any part by monies of the United States, the Contractor shall comply with all the provisions of Executive Order No. 11246 ("Equal Employment Opportunity"), as supplemented by the regulations of the United States Department of Labor (41 C.F.R. Part 60), and with any rules, regulations and guidelines as the State of New Hampshire or the United States issue to implement these regulations. The Contractor further agrees to permit the State or United States access to any of the Contractor's books, records and accounts for the purpose of ascertaining compliance with all rules, regulations and orders, and the covenants, terms and conditions of this Agreement.

7. PERSONNEL.

7.1 The Contractor shall at its own expense provide all personnel necessary to perform the Services. The Contractor warrants that all personnel engaged in the Services shall be qualified to perform the Services, and shall be properly licensed and otherwise authorized to do so under all applicable laws.

7.2 Unless otherwise authorized in writing, during the term of this Agreement, and for a period of six (6) months after the Completion Date in block 1.7, the Contractor shall not hire, and shall not permit any subcontractor or other person, firm or corporation with whom it is engaged in a combined effort to perform the Services to hire, any person who is a State employee or official, who is materially involved in the procurement, administration or performance of this Agreement. This provision shall survive termination of this Agreement.

7.3 The Contracting Officer specified in block 1.9, or his or her successor, shall be the State's representative. In the event of any dispute concerning the interpretation of this Agreement, the Contracting Officer's decision shall be final for the State.

8. EVENT OF DEFAULT/REMEDIES.

8.1 Any one or more of the following acts or omissions of the Contractor shall constitute an event of default hereunder ("Event of Default"):

- 8.1.1 failure to perform the Services satisfactorily or on schedule;
- 8.1.2 failure to submit any report required hereunder; and/or
- 8.1.3 failure to perform any other covenant, term or condition of this Agreement.

8.2 Upon the occurrence of any Event of Default, the State may take any one, or more, of all, of the following actions:

- 8.2.1 give the Contractor a written notice specifying the Event of Default and requiring it to be remedied within, in the absence of a greater or lesser specification of time, thirty (30) days from the date of the notice; and if the Event of Default is not timely remedied, terminate this Agreement, effective two (2) days after giving the Contractor notice of termination;
- 8.2.2 give the Contractor a written notice specifying the Event of Default and suspending all payments to be made under this Agreement and ordering that the portion of the contract price which would otherwise accrue to the Contractor during the period from the date of such notice until such time as the State determines that the Contractor has cured the Event of Default shall never be paid to the Contractor;
- 8.2.3 set off against any other obligations the State may owe to the Contractor any damages the State suffers by reason of any Event of Default; and/or
- 8.2.4 treat the Agreement as breached and pursue any of its remedies at law or in equity, or both.

9. DATA/ACCESS/CONFIDENTIALITY/PRESERVATION.

9.1 As used in this Agreement, the word "data" shall mean all information and things developed or obtained during the performance of, or acquired or developed by reason of, this Agreement, including, but not limited to, all studies, reports, files, formulae, surveys, maps, charts, sound recordings, video recordings, pictorial reproductions, drawings, analyses, graphic representations, computer programs, computer printouts, notes, letters, memoranda, papers, and documents, all whether finished or unfinished.

9.2 All data and any property which has been received from the State or purchased with funds provided for that purpose under this Agreement, shall be the property of the State, and shall be returned to the State upon demand or upon termination of this Agreement for any reason.

9.3 Confidentiality of data shall be governed by N.H. RSA chapter 91-A or other existing law. Disclosure of data requires prior written approval of the State.

10. TERMINATION. In the event of an early termination of this Agreement for any reason other than the completion of the Services, the Contractor shall deliver to the Contracting Officer, not later than fifteen (15) days after the date of termination, a report ("Termination Report") describing in detail all Services performed, and the contract price earned, to and including the date of termination. The form, subject matter, content, and number of copies of the Termination

Report shall be identical to those of any Final Report described in the attached EXHIBIT A.

11. CONTRACTOR'S RELATION TO THE STATE. In the performance of this Agreement the Contractor is in all respects an independent contractor, and is neither an agent nor an employee of the State. Neither the Contractor nor any of its officers, employees, agents or members shall have authority to bind the State or receive any benefits, workers' compensation or other emoluments provided by the State to its employees.

12. ASSIGNMENT/DELEGATION/SUBCONTRACTS. The Contractor shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the N.H. Department of Administrative Services. None of the Services shall be subcontracted by the Contractor without the prior written consent of the State.

13. INDEMNIFICATION. The Contractor shall defend, indemnify and hold harmless the State, its officers and employees, from and against any and all losses suffered by the State, its officers and employees, and any and all claims, liabilities or penalties asserted against the State, its officers and employees, by or on behalf of any person, on account of, based or resulting from, arising out of (or which may be claimed to arise out of) the acts or omissions of the Contractor. Notwithstanding the foregoing, nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, which immunity is hereby reserved to the State. This covenant in paragraph 13 shall survive the termination of this Agreement.

14. INSURANCE.

14.1 The Contractor shall, at its sole expense, obtain and maintain in force, and shall require any subcontractor or assignee to obtain and maintain in force, the following insurance:

14.1.1 comprehensive general liability insurance against all claims of bodily injury, death or property damage, in amounts of not less than \$250,000 per claim and \$2,000,000 per occurrence; and

14.1.2 fire and extended coverage insurance covering all property subject to subparagraph 9.2 herein, in an amount not less than 80% of the whole replacement value of the property.

14.2 The policies described in subparagraph 14.1 herein shall be on policy forms and endorsements approved for use in the State of New Hampshire by the N.H. Department of Insurance, and issued by insurers licensed in the State of New Hampshire.

14.3 The Contractor shall furnish to the Contracting Officer identified in block 1.9, or his or her successor, a certificate(s) of insurance for all insurance required under this Agreement. Contractor shall also furnish to the Contracting Officer identified in block 1.9, or his or her successor, certificate(s) of insurance for all renewal(s) of insurance required under this Agreement no later than fifteen (15) days prior to the expiration date of each of the insurance policies. The certificate(s) of insurance and any renewals thereof shall be

attached and are incorporated herein by reference. Each certificate(s) of insurance shall contain a clause requiring the insurer to endeavor to provide the Contracting Officer identified in block 1.9, or his or her successor, no less than ten (10) days prior written notice of cancellation or modification of the policy.

15. WORKERS' COMPENSATION.

15.1 By signing this agreement, the Contractor agrees, certifies and warrants that the Contractor is in compliance with or exempt from, the requirements of N.H. RSA chapter 281-A ("*Workers' Compensation*").

15.2 To the extent the Contractor is subject to the requirements of N.H. RSA chapter 281-A, Contractor shall maintain, and require any subcontractor or assignee to secure and maintain, payment of Workers' Compensation in connection with activities which the person proposes to undertake pursuant to this Agreement. Contractor shall furnish the Contracting Officer identified in block 1.9, or his or her successor, proof of Workers' Compensation in the manner described in N.H. RSA chapter 281-A and any applicable renewal(s) thereof, which shall be attached and are incorporated herein by reference. The State shall not be responsible for payment of any Workers' Compensation premiums or for any other claim or benefit for Contractor, or any subcontractor or employee of Contractor, which might arise under applicable State of New Hampshire Workers' Compensation laws in connection with the performance of the Services under this Agreement.

16. WAIVER OF BREACH. No failure by the State to enforce any provisions hereof after any Event of Default shall be deemed a waiver of its rights with regard to that Event of Default, or any subsequent Event of Default. No express failure to enforce any Event of Default shall be deemed a waiver of the right of the State to enforce each and all of the provisions hereof upon any further or other Event of Default on the part of the Contractor.

17. NOTICE. Any notice by a party hereto to the other party shall be deemed to have been duly delivered or given at the time of mailing by certified mail, postage prepaid, in a United States Post Office addressed to the parties at the addresses given in blocks 1.2 and 1.4, herein.

18. AMENDMENT. This Agreement may be amended, waived or discharged only by an instrument in writing signed by the parties hereto and only after approval of such amendment, waiver or discharge by the Governor and Executive Council of the State of New Hampshire.

19. CONSTRUCTION OF AGREEMENT AND TERMS.

This Agreement shall be construed in accordance with the laws of the State of New Hampshire, and is binding upon and inures to the benefit of the parties and their respective successors and assigns. The wording used in this Agreement is the wording chosen by the parties to express their mutual

intent, and no rule of construction shall be applied against or in favor of any party.

20. THIRD PARTIES. The parties hereto do not intend to benefit any third parties and this Agreement shall not be construed to confer any such benefit.

21. HEADINGS. The headings throughout the Agreement are for reference purposes only, and the words contained therein shall in no way be held to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Agreement.

22. SPECIAL PROVISIONS. Additional provisions set forth in the attached EXHIBIT C are incorporated herein by reference.

23. SEVERABILITY. In the event any of the provisions of this Agreement are held by a court of competent jurisdiction to be contrary to any state or federal law, the remaining provisions of this Agreement will remain in full force and effect.

24. ENTIRE AGREEMENT. This Agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire Agreement and understanding between the parties, and supersedes all prior Agreements and understandings relating hereto.

EXHIBIT A

SCOPE

This document defines specific services, permits, materials, products, labor, tools, equipment and transportation necessary for all phases of installation of a new standing seam metal roof at NHES, 29 South Broadway, Salem, NH, 03079.

Transportation charges are included in overall cost of job and will not be paid independently.

Contractor is responsible for obtaining and verifying all measurements and dimensions.

Contractor is responsible for all field measurements to determine material quantities; this includes roof inspection above and below roof decking to inspect potential damage that may need repair prior to new roof installation.

SPECIFICATIONS

- A. Contractor will be responsible for obtaining all materials, permits, and approvals from all pertinent agencies.
- B. Contractor will inspect roof to determine what work is required prior to new roof application.
- C. Contractor will remove all roofing materials and gutters from existing roof.
- D. Contractor is responsible for disposal of all materials stripped from roof or due to construction.
- E. Contractor will inspect decking and replace deteriorated decking with current code materials.
- F. Existing decking is ½" CDX plywood. Any deteriorated CDX plywood will be removed and replaced with full sheets of CDX ½" plywood. CDX ½" plywood will be glued, renailed and reseamed where necessary. Half inch Advantech plywood should be installed in alternating pattern from existing CDX panels, not to exceed Salem roof building code.
- G. Replacement decking costs will be quoted on material and labor rates on a per sheet basis.
- H. Contractor will install a 20" pan, mechanical seam (double crimp), 24 gage, Galvalume with Kynar 500, Hylar 5000, or equal, Fluoropon resin finish standing seam metal roof with drip edge, rake trim, valley flashing, and roof cap. Texture will be smooth. Product will be Energy Star. NHES will select color.
- I. Contractor will install new Roof Ridge Vents on peak of main roof and on foyer roof.
- J. Contractor will install color guard metal snow guards as needed & discussed at walk-through: over mechanical units & rear door. Other areas will be determined before project completion.
- K. Ice & water shield, i.e. bithethane, will be applied to at least the first 6 feet along perimeter of roof, completely covering foyer roof and lcoves. There will be a minimum of 5 feet applied to either side of valleys. 30-lb non-perforated asphalt saturated roofing felt will be used on the rest of the roof.
- L. Contractor will properly seal any roof penetration.
- M. Contractor will remove, replace and properly seal step flashing on abutting walls in lcoves.
- N. Contractor will properly flash abutting walls to manufacturer's recommendation. This will be a minimum of six (6) inches and properly sealed into bricked sidewalls.
- O. Contractor will replace metal drip edge.

- P. Work required prior to installation of new roof will meet or exceed roof manufacturer's specifications.

PRODUCT & WORKMANSHIP WARRANTY

Contractor will: guarantee installation for a period of two years for weather tightness from date of acceptance; warranty material to be free of defects in material and workmanship for a period of five years; and, warranty finish against color fade, chalking and film integrity per manufacturer's specifications. Warranty remains in place after contract completion date.

HOURS OF WORK

Work will be done any day of the week during normal business hours.

PROTECTION OF THE PUBLIC, OF EMPLOYEES, AND OF PROPERTY

- A. Contractor will construct, furnish and install all signs, lights, reflectors, and all protection devices, such as fences and barricades, required for protection of NHES employees and the public. Safety measures must be satisfactory to NHES Plant Maintenance Engineer III Jesse Propri. The grounds around NHES 29 Broadway, Salem, NH, 03079, will be open to public and staff during the time work is in progress. Contractor will be responsible for roping off or barricading sufficient area around worksite to keep visitors and state personnel from being exposed to construction hazards.
- B. Contractor will keep all access roads and walkways clear of debris, materials and construction equipment.
- C. Contractor will provide temporary weather protection during the interval between demolition and installation of new construction to ensure no water leakage or damage occurs to structure or interior areas of existing building.
- D. Contractor will provide and maintain adequate fire protection in the form of fire extinguishers or other effective means of extinguishing fire, ready for instant use, distributed around the project and in and about temporary inflammable structures or equipment during construction work.
- E. Gasoline and other flammable liquids will be stored in and dispensed from UL listed safety containers in conformance with National Board of Fire Underwriters' recommendations. Storage will not be within the building.
- F. Contractor will obtain all permits necessary to accomplish project and will furnish NH Employment Security with appropriate Material Safety Data Sheets prior to commencement of project.
- G. Contractor will replace/repair to new condition damage resulting from work to building, shrubs, plants, trees, lawns, HVAC units, generator, irrigation, etc.

TEMPORARY FACILITIES & SERVICES

- A. Contractor will provide suitable, secure storage for materials that may be damaged by open-air storage. Contractor will maintain storage, ensuring good condition, on-site. Delivery and storage locations will be coordinated with and approved by NHES Plant Maintenance Engineer III Jesse Propri.
- B. Services and facilities will comply with applicable Federal, State and Municipal regulations.

SAFETY ISSUES & COMPLIANCE REQUIREMENTS

- A. Safety and protection of Contractor, NHES personnel and clients, the public, and NHES property is vital. Contractor will furnish safety devices wherever needed and required, taking

necessary precautions to protect life and property. Work will interfere as little as possible with NHES business.

- B. Work will be performed professionally, in a manner compliant with existing municipal, state, and federal safety laws, rules, regulations and standards including but not limited to OSHA and U.S. Department of Labor, to ensure safety of workers, NHES staff and the general public.

RUBBISH AND DEBRIS

- A. Contractor will properly dispose of debris, rubbish, and other materials resulting from on-site demolition off-site in accordance with applicable laws, rules, regulations and ordinances.
- B. Contractor will provide on-site dumpster placed in accordance with instructions given by NHES Plant Maintenance Engineer III Jesse Propri.
- C. Contractor will maintain grounds surrounding project site. Worksite must be kept clean, safe and presentable to the public. Construction debris will be picked up at the end of each day's work and removed from worksite on a weekly basis, if not more often. At the conclusion of the project, all scaffolding, barricades, equipment and debris will be removed from worksite promptly.

QUALIFICATION OF EMPLOYEES

Contractor employees will be qualified to perform contractual duties. NHES may require Contractor remove from worksite any employee deemed objectionable for any reason.

NHES CONTACT FOR WORK PERFORMED UNDER CONTRACT

NHES contact for work performed under this contract is **Plant Maintenance Engineer III, Jesse Propri, who can be reached via telephone (o) 603-228-4027, (c) 603-419-9757, or email: Jesse.B.Propri@nhes.nh.gov**. Mr. Propri will direct all work efforts performed under this contract. **Direct Contractual questions to Helen A. Dinsmore, who can be reached via telephone (o) 603-228-4158, or email: Helen.A.Dinsmore@nhes.nh.gov**.

EXHIBIT B

INVOICE

Contractor will invoice NH Employment Security following completion and acceptance of project by NHES Plant Maintenance Engineer III, Jesse Propri, or by NHES Administrative Services Supervisor, Ernie Liakas.

NH Employment Security will make payment through normal state payment processes, which is up to 30 days following the receipt of approved invoice. No travel related charges will be paid under this contract.

Invoice must include:

- 1.) Date the work was done
- 2.) Worksite address

Total Allowance for Metal Roof Plates: \$60,150

**Cost will be higher if there is
A need to bolster/replace decking
Due to rot, or to meet decking
Requirements**

Total Allowance for Replacement Decking: \$13,600

Advantech: ½ inch square edge

**Total Allowance for Replacement Plywood @
\$35 per sheet, Material & labor, if/as needed \$350.00**

**Total Allowance for Additional Color Guard
Metal Snow Guards @ \$60 per lineal foot \$1,200.00**

TOTAL CONTRACT NOT TO EXCEED \$75,300.00

**Invoices will be sent to: Helen A. Dinsmore
Program Specialist I
NH Employment Security
45 South Main St
Concord NH 03301-4857**

EXHIBIT C

TERM & EXTENSION

This agreement will be for a term beginning upon Governor and Council approval and terminating on June 30, 2016. Warranties will remain in place after contract expires.

DAMAGE

Contractor will agree that any damage to building (s), materials, equipment, grounds or other property during performance of services will be repaired at his expense. Contractor agrees to return all buildings, materials, equipment, grounds or property to original or better condition and acceptance by a representative of NH Employment Security. Contractor agrees to obtain prior approval of NH Employment Security representative for sub-contractor performing repair work.

CONFIDENTIALITY & CRIMINAL RECORD

Contractor and employees will be required to sign and submit **STATEMENT OF CONFIDENTIALITY OF RECORDS FORM (DES 1726)**, and **CRIMINAL RECORDS FORM (DES 2135)**, prior to any work being done. During the course of this agreement any personnel scheduled to enter NH Employment Security facility must have these forms in place prior to entrance into the facility. **Criminal Records checks are \$25 for each employee. Contractors assume this fee.**

INSURANCE

Contractor will furnish a Certificate of Insurance as evidence of Comprehensive General Liability insurance against all claims of bodily injury, death or property damage, in amounts not less than \$250,000 per claim and \$2,000,000 per occurrence or Umbrella Liability Insurance coverage with limits of not less than \$2,000,000 per occurrence. Contractor also agrees to maintain workers' compensation and employer's liability insurance for all employees engaged in performance of agreement.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

Contractor certifies that primary participant, and its principals, to the best of his knowledge and belief, are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency. Contractor will inform NH Employment Security of any changes in status.

SUB-CONTRACTING

Contractors must submit names of all sub-contractors used in performance of work for approval by NHES Plant Maintenance Engineer III Jesse Propri. If a sub-contractor refuses to perform, Contractor may substitute another sub-contractor for the same or a lower price, with any cost savings rebated to NH Employment Security.

DAVIS-BACON ACT

Davis-Bacon Act and Related Acts, apply to contractors and subcontractors performing on federally funded/assisted contracts in excess of \$2,000 for construction, alteration, or repair (including painting and decorating) of public buildings or public works. Under these Acts contractors and subcontractors must pay laborers and mechanics prevailing wages and fringe benefits for corresponding work on similar projects in the area, as determined by Department of Labor. Contractor must provide NHES w/weekly certified payroll. When there is no Davis-Bacon assignation applicable Wage Determination is realized by using the lowest skilled craft above laborer, excluding power equipment rate. Prevailing Wages are listed in Attachment C.

AMERICANS WITH DISABILITIES ACT

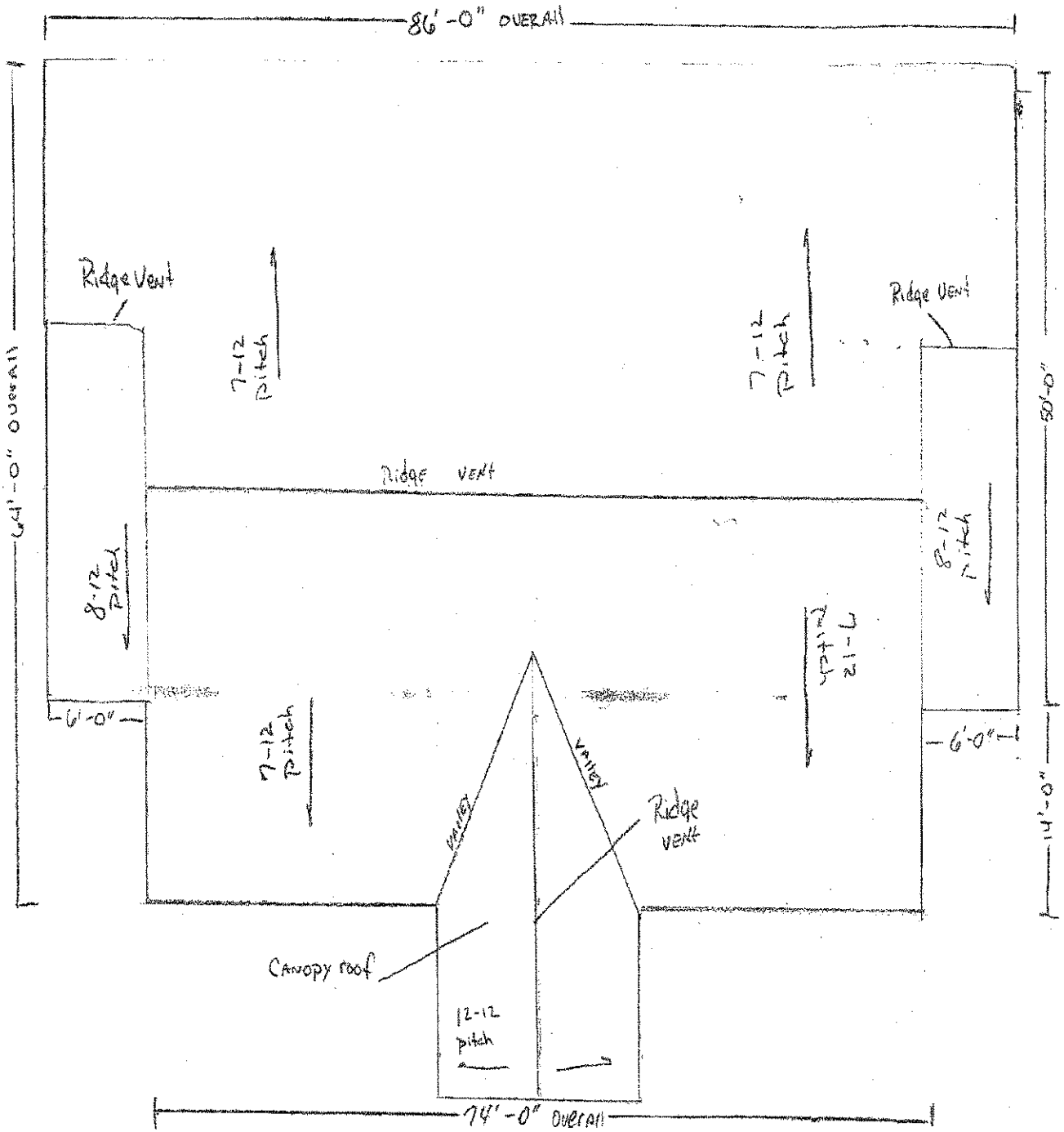
The undersigned agrees to comply with all Federal, State and Local ADA rules and regulations.

PAYMENT/PERFORMANCE BOND: MILLER ACT

Contractor agrees to comply with The Miller Act bond requirement and NHRS 447:16. A

Payment Bond, with a surety satisfactory for **protection of all persons supplying labor and material in carrying out work provided for in the contract**. Amount of **payment bond shall equal total amount payable by terms of contract** unless officer awarding contract determines, in writing supported by specific finds, that a payment bond in that amount is impractical, in which case contracting officer shall set amount of payment bond. Amount of bond shall not be less than total amount of contract. A payment bond is required for contract valued \$35,000 – 99,999 Dollars. **A Performance Bond** is required for contracts totaling \$100,000 Dollars or more.

ATTACHMENT A
SALEM OFFICE



ATTACHMENT B

Davis-Bacon Wage Determinations, Rockingham County

General Decision #: NH140013 01/17/2014 NH13 Superseded General Decision #: NH20130013
 State: New Hampshire Construction Type: Building County: Rockingham County in New Hampshire.
 BUILDING CONSTRUCTION PROJECTS (does not include single family homes or apartments up to and
 including 4 stories). Modification Number Publication Date BRME0003-001 05/01/2013

0 01/03/2014

1 01/17/2014

	Rates	Fringes
BRICK POINTER/CAULKER/CLEANER.....	\$ 29.90	18.55

CARP0118-006 10/01/2013	Rates	Fringes
CARPENTER (Acoustical Ceiling Installation, Drywall Hanging, Form Work and Floor Layer Including Carpet, Hardwood and Resilient).....	\$ 25.71	17.95

ELEC0490-004 09/01/2013		
ELECTRICIAN		
Electrician.....	\$ 27.75	18.03
Low Voltage Wiring Installer.....	\$ 20.06	15.40

* ELEV0004-002 01/01/2014		
ELEVATOR MECHANIC.....	\$ 52.32	26.785+a+b
a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Christmas Day and the Friday after Thanksgiving.		
b. VACATION: Employer contributes 8% of basic hourly rate for 5 years or more of service; 6% of basic hourly rate for 6 months to 5 years of service as vacation pay credit.		

* IRON0007-007 09/16/2013		
IRONWORKER (Reinforcing and Structural).....	\$ 22.57	19.75

LABO0976-001 06/01/2013		
LABORER: Common or General (Industrial Work Only).....	\$ 19.71	16.42

LABO0976-002 06/01/2013		
LABORER: Concrete Worker (forms/demolition/removal, pouring/leveling).....	\$ 19.71	16.42

SUNH2011-009 02/22/2011		
CARPENTER (Drywall Finishing/Taping Only).....	\$ 27.02	11.69
CARPENTER	\$ 23.53	8.25
Excludes Acoustical Ceiling Installation, Drywall Finishing/Taping, Hanging, Formwork		
CONCRETE FINISHER.....	\$ 20.65	0.00
GLAZIER.....	\$ 20.25	4.07
LABORER: Common or General.....	\$ 16.46	0.00
LABORER: Mason Tender - Brick.....	\$ 18.15	7.97
OPERATOR: Backhoe.....	\$ 19.30	6.52
OPERATOR: Excavator.....	\$ 21.27	7.63
OPERATOR: Loader.....	\$ 22.03	0.95
PAINTER: Brush and Roller.....	\$ 16.15	0.00
PLUMBER/PIPEFITTER, Includes HVAC Pipe Work.....	\$ 25.34	5.85
ROOFER.....	\$ 17.55	3.25
SHEET METAL WORKER (HVAC Duct Installation Only).....	\$ 25.50	13.90
SPRINKLER FITTER (Fire Sprinklers).....	\$ 24.91	5.74
TRUCK DRIVER.....	\$ 20.47	6.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within scope of classifications listed may be added after award only as provided in labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists classification and wage rates that have been found to be prevailing for cited type(s) of construction in area covered by wage determination. Classifications are listed in alphabetical order of "identifiers" that indicate whether particular rate is union or non-union.

Union Identifiers: An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters, PLUM, indicate the international union and the four-digit number, 0198, that follows indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2011, following these characters is effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example. Union prevailing wage rates will be updated to reflect changes in collective bargaining agreements governing rates. 0000/9999: weighted union wage rates will be published annually each January.

Non-Union Identifiers: Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates rates are not union majority rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be: * an existing published wage determination; * a survey underlying a wage determination; * a Wage and Hour Division letter setting forth a position on a wage determination matter; * a conformance (additional classification and rate) ruling. On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed. With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7).

Write to: Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board).

Write to: Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION

ATTACHMENT C
 Click on sheet to open 2 page form
Certified Payroll Sheet Internet Address
<http://www.dol.gov/whd/forms/wh347.pdf>

U.S. Department of Labor
 Employment Standards Administration
 Wage and Hour Division

PAYROLL

(For Contractor's Optional Use; See Instructions at www.dol.gov/esa/whd/forms/wh347instr.htm)



Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.

NAME OF CONTRACTOR	OR SUBCONTRACTOR	ADDRESS	OMB No.: 1215-0143 Expires: 12/31/2011
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PAYROLL NO.	FOR WEEK ENDING	PROJECT AND LOCATION	PROJECT OR CONTRACT NO.
-------------	-----------------	----------------------	-------------------------

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF HOURS OF REGULAR WORK	(3) WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT PAID	(8) DEDUCTIONS					(9) NET WAGES PAID FOR WEEK	
			S	M	T	W	T	F	S				FICA	WITH- HOLDING TAX	OTHER	TOTAL DEDUCTIONS			
																	1		2

With completion of Form WH-347 (if optional), it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 1.1, 5.5(e). The Copeland Act (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to "submit weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 5.5(a)(3)(i) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and Federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 55 minutes to complete this collection, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates of any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, ESA, U.S. Department of Labor, Room 53602, 200 Constitution Avenue, N.W. Washington, D.C. 20210

[over]

ATTACHMENT D

Certified Payroll Sheet Instruction Internet Address

<http://www.dol.gov/whd/forms/wh347instr.htm>

Wage and Hour Division (WHD)

Instructions For Completing Payroll Form, WH-347

WH-347 (PDF)

OMB Control No. 1235-0008, Expires 01/31/2015.

General: Form WH-347 has been made available for the convenience of contractors and subcontractors required by their Federal or Federally-aided construction-type contracts and subcontracts to submit weekly payrolls. Properly filled out, this form will satisfy the requirements of Regulations, Parts 3 and 5 (29 C.F.R., Subtitle A), as to payrolls submitted in connection with contracts subject to the Davis-Bacon and related Acts.

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(a). The Copeland Act (40 U.S.C. § 3145) requires contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) Regulations at 29 C.F.R. § 5.5(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Under the Davis-Bacon and related Acts, the contractor is required to pay not less than prevailing wage, including fringe benefits, as predetermined by the Department of Labor. The contractor's obligation to pay fringe benefits may be met either by payment of the fringe benefits to bona fide benefit plans, funds or programs or by making payments to the covered workers (laborers and mechanics) as cash in lieu of fringe benefits.

This payroll provides for the contractor to show on the face of the payroll all monies to each worker, whether as basic rates or as cash in lieu of fringe benefits, and provides for the contractor's representation in the statement of compliance on the payroll (as shown on page 2) that he/she is paying for fringe benefits required by the contract and not paid as cash in lieu of fringe benefits. Detailed instructions concerning the preparation of the payroll follow:

Contractor or Subcontractor: Fill in your firm's name and check appropriate box.

Address: Fill in your firm's address.

Payroll No.: Beginning with the number "1", list the payroll number for the submission.

For Week Ending: List the workweek ending date.

Project and Location: Self-explanatory.

Project or Contract No.: Self-explanatory.

Column 1 - Name and Individual Identifying Number of Worker: Enter each worker's full name and an individual identifying number (e.g., last four digits of worker's social security number) on each weekly payroll submitted.

Column 2 - No. of Withholding Exemptions: This column is merely inserted for the employer's convenience and is not a requirement of Regulations, Part 3 and 5.

Column 3 - Work Classifications: List classification descriptive of work actually performed by each laborer or mechanic. Consult classification and minimum wage schedule set forth in contract specifications. If additional classifications are deemed necessary, see Contracting Officer or Agency representative. An individual may be

shown as having worked in more than one classification provided an accurate breakdown of hours worked in each classification is maintained and shown on the submitted payroll by use of separate entries.

Column 4 - Hours worked: List the day and date and straight time and overtime hours worked in the applicable boxes. On all contracts subject to the Contract Work Hours Standard Act, enter hours worked in excess of 40 hours a week as "overtime".

Column 5 - Total: Self-explanatory

Column 6 - Rate of Pay (Including Fringe Benefits): In the "straight time" box for each worker, list the actual hourly rate paid for straight time worked, plus cash paid in lieu of fringe benefits paid. When recording the straight time hourly rate, any cash paid in lieu of fringe benefits may be shown separately from the basic rate. For example, "\$12.25/.40" would reflect a \$12.25 base hourly rate plus \$0.40 for fringe benefits. This is of assistance in correctly computing overtime. See "Fringe Benefits" below. When overtime is worked, show the overtime hourly rate paid plus any cash in lieu of fringe benefits paid in the "overtime" box for each worker; otherwise, you may skip this box. See "Fringe Benefits" below. Payment of not less than time and one-half the basic or regular rate paid is required for overtime under the Contract Work Hours Standard Act of 1962 if the prime contract exceeds \$100,000. In addition to paying no less than the predetermined rate for the classification which an individual works, the contractor must pay amounts predetermined as fringe benefits in the wage decision made part of the contract to approved fringe benefit plans, funds or programs or shall pay as cash in lieu of fringe benefits. See "FRINGE BENEFITS" below.

Column 7 - Gross Amount Earned: Enter gross amount earned on this project. If part of a worker's weekly wage was earned on projects other than the project described on this payroll, enter in column 7 first the amount earned on the Federal or Federally assisted project and then the gross amount earned during the week on all projects, thus "\$163.00/\$420.00" would reflect the earnings of a worker who earned \$163.00 on a Federally assisted construction project during a week in which \$420.00 was earned on all work.

Column 8 - Deductions: Five columns are provided for showing deductions made. If more than five deduction are involved, use the first four columns and show the balance deductions under "Other" column; show actual total under "Total Deductions" column; and in the attachment to the payroll describe the deduction(s) contained in the "Other" column. All deductions must be in accordance with the provisions of the Copeland Act Regulations, 29 C.F.R., Part 3. If an individual worked on other jobs in addition to this project, show actual deductions from his/her weekly gross wage, and indicate that deductions are based on his gross wages.

Column 9 - Net Wages Paid for Week: Self-explanatory.

Totals - Space has been left at the bottom of the columns so that totals may be shown if the contractor so desires.

Statement Required by Regulations, Parts 3 and 5: While the "statement of compliance" need not be notarized, the statement (on page 2 of the payroll form) is subject to the penalties provided by 18 U.S.C. § 1001, namely, a fine, possible imprisonment of not more than 5 years, or both. Accordingly, the party signing this statement should have knowledge of the facts represented as true.

Items 1 and 2: Space has been provided between items (1) and (2) of the statement for describing any deductions made. If all deductions made are adequately described in the "Deductions" column above, state "See Deductions column in this payroll." See "FRINGE BENEFITS" below for instructions concerning filling out paragraph 4 of the statement.

Item 4 FRINGE BENEFITS - Contractors who pay all required fringe benefits: If paying all fringe benefits to approved plans, funds, or programs in amounts not less than were determined in the applicable wage decision of the Secretary of Labor, show the basic cash hourly rate and overtime rate paid to each worker on the face of the payroll and check paragraph 4(a) of the statement on page 2 of the WH-347 payroll form to indicate the payment. Note any exceptions in section 4(c).

Contractors who pay no fringe benefits: If not paying all fringe benefits to approved plans, funds, or programs in amounts of at least those that were determined in the applicable wage decision of the Secretary of Labor, pay any remaining fringe benefit amount to each laborer and mechanic and insert in the "straight time" of the "Rate of Pay" column of the payroll an amount not less than the predetermined rate for each classification plus the amount of fringe benefits determined for each classification in the application wage decision. Inasmuch as it is not necessary to pay time and a half on cash paid in lieu of fringe benefits, the overtime rate shall be not less than the

sum of the basic predetermined rate, plus the half time premium on basic or regular rate, plus the required cash in lieu of fringe benefits at the straight time rate. In addition, check paragraph 4(b) of the statement on page 2 the payroll form to indicate the payment of fringe benefits in cash directly to the workers. Note any exceptions in section 4(c).

Use of Section 4(c), Exceptions

Any contractor who is making payment to approved plans, funds, or programs in amounts less than the wage determination requires is obliged to pay the deficiency directly to the covered worker as cash in lieu of fringe benefits. Enter any exceptions to section 4(a) or 4(b) in section 4(c). Enter in the Exception column the craft, and enter in the Explanation column the hourly amount paid each worker as cash in lieu of fringe benefits and the hourly amount paid to plans, funds, or programs as fringe benefits. The contractor must pay an amount not less than the predetermined rate plus cash in lieu of fringe benefits as shown in section 4(c) to each such individual for all hours worked (unless otherwise provided by applicable wage determination) on the Federal or Federally assisted project. Enter the rate paid and amount of cash paid in lieu of fringe benefits per hour in column 6 on the payroll. See paragraph on "Contractors who pay no fringe benefits" for computation of overtime rate.

Public Burden Statement: We estimate that it will take an average of 55 minutes to complete this collection of information, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection of information, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, ESA, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Note: In order to view, fill out, and print PDF forms, you need Adobe® Acrobat® Reader® version 5 or later, which you may download for free at www.adobe.com/products/acrobat/readstep2.html. To save the completed forms on your workstation, you need to use the "Save As" method to save the file. For example, move your mouse cursor over the PDF link and click on your "RIGHT" mouse button. This will cause a menu to be displayed, from which you will select the proper save option -- depending upon which browser you are using:

For Microsoft IE users, select "Save Target As"

For Netscape Navigator users, select "Save Link As"

Once you've selected the proper save option for your browser, and have saved the file to a location you specified, go to your program menu and start the Adobe Acrobat® Reader. Once open, locate the PDF file you saved and open it directly in Acrobat®.

State of New Hampshire Department of State

CERTIFICATE

I, William M. Gardner, Secretary of State of the State of New Hampshire, do hereby certify that R.T.D. ENTERPRISES doing business in New Hampshire as R.T.D. ENTERPRISES, INC., a(n) Maine corporation, is authorized to transact business in New Hampshire and qualified on June 14, 2001. I further certify that all fees and annual reports required by the Secretary of State's office have been received.



In TESTIMONY WHEREOF, I hereto
set my hand and cause to be affixed
the Seal of the State of New Hampshire,
this 4th day of May, A.D. 2015

A handwritten signature in cursive script, appearing to read "William M. Gardner".

William M. Gardner
Secretary of State

CERTIFICATE OF VOTE
RTD ENTERPRISES, Inc. DBA RTD ROOFING

From 1-1-15 to the present Troy Emery & Robbie Emery,
Date

[Signatures] _____, President & Vice President, respectively,
Signatures of The Emery Brothers Title

of RTD Enterprises, Inc. DBA RTD Roofing hereby authorize Mike Edgerly,

[Signature] _____, Roofing Division Manager, to execute, submit, deliver
Signature MIKE Title

and amend, on behalf of RTD Enterprises, Inc. DBA RTD Roofing any and all documents or contracts in connection with NH Employment Security Salem Standing Seam Metal Roof agreement. Intended effective dates: 1-1-15 through June 30, 2016.

Acknowledgement: State of Maine, County of Somerset on

May 15, 2015 before the undersigned officer, personally appeared

Troy Emery and Michael Edgerly
Authorizing Person- Troy & Robbie Emery Person being Authorized - Person signing the contract Mike

identified as

President & Vice President, respectively and Roofing Division Manager
Title of Authorizing People Title of Person being Authorized

or satisfactorily proven to be the people whose names are signed as

Troy Emery and Robbie Emery and Michael Edgerly
Authorizing Person The Emery Brothers Person being Authorized Mike

above, and acknowledged that they executed this document in the capacity indicated.

[Signature] _____ [Seal]
Signature of Notary Public/Justice of Peace

Lisa E. Wright
Notary Public, Maine
My Commission Expires August 23, 2021

Name & Title of Notary Public/Justice of Peace Commission Expires

**RTD ROOFING
MEETING OF BOARD OF DIRECTORS
BY WRITTEN CONSENT**

We, the undersigned, Troy Emery & Robbie Emery, being the President & Vice President, respectively, of RTD Enterprises DBA RTD Roofing hereby consent in writing to the following action:

VOTED:

This written consent will take the place of the meeting of directors and will constitute a written waiver of notice thereof.

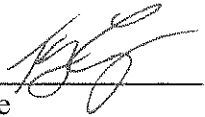
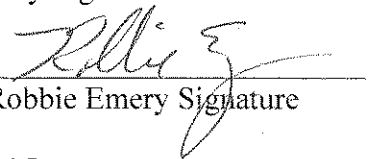
FURTHER VOTED:

From 1-1-15 to present, **Mike Edgerly**, 
Mike Edgerly Signature

Roofing Division Manager of RTD Enterprises DBA RTD Roofing is hereby authorized to execute,
Title

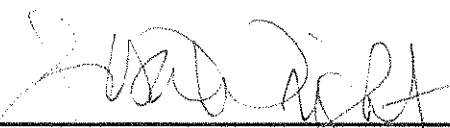
submit, deliver and amend, on behalf of RTD Enterprises DBA RTD Roofing any and all documents or contracts in connection with NH Employment Security, 29 South Broadway, Salem, NH, 03079, Roof Replacement agreement.

Intended Effective Dates applied 1-1-15 through **June 30, 2016**.

<u>Troy Emery</u>	
President's Name	Troy Emery Signature
<u>Robbie Emery</u>	
Vice President's Name	Robbie Emery Signature

Acknowledgement: State of Maine, County of Somerset on May 15, 2015,

Before the undersigned officer, personally appeared Mike Edgerly, identified as Roofing Division Manager, Troy Emery, identified as President, and Robbie Emery, identified as Vice President, or satisfactorily proven to be the people whose names are signed above, and acknowledge that they executed this document in the capacity indicated.



Signature of Notary Public/Justice of Peace
[Seal]
Lisa E. Wright
Notary Public, Maine
My Commission Expires August 23, 2021

Name & Title of Notary Public/Justice of Peace/Commission Expires



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
4/27/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER		CONTACT NAME: Tricia Shepard	
Cross Insurance-Augusta		PHONE (A/C, No, Ext): (207) 622-4787	FAX (A/C, No): 207 623-1248
116 Community Drive		E-MAIL ADDRESS: tshepard@crossagency.com	
Augusta ME 04330		INSURER(S) AFFORDING COVERAGE	
		INSURER A: Chartis Insurance	
		INSURER B: Hartford Ins Co	
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES CERTIFICATE NUMBER: **CL153231620** REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR		PROP6190712	11/17/2014	11/17/2015	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COM/OP AGG \$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC					
B	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		04 UEN ZR0951	3/9/2015	3/9/2016	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ Medical payments \$ 5,000
	A <input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$					
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A				WC STATUTORY LIMITS OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Pollution Liability Cov		PROU6190713	11/17/2014	11/17/2015	LIMIT: \$1,000,000 DEDUCTIBLE: \$2,500

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
Refer to policy for exclusionary endorsements and special provisions.

CERTIFICATE HOLDER	CANCELLATION
NH Employment Security 45 South Fruit Street Concord, NH 03301	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE
	Tricia Shepard/TJA <i>Tricia S. Shepard</i>



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

04/28/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Tom Honan c/o Hays Companies of New England 133 Federal Street Second Floor Boston, MA 02110	CONTACT NAME: PHONE (A/C, No, Ext): (617) 723-7775		FAX (A/C, No): (617) 723-5155	
	E-MAIL ADDRESS:			
INSURED Surge Resources, Inc. Alt. Emp: RTD Enterprises, Inc 920 Candia Road Manchester, NH 03109	INSURER(S) AFFORDING COVERAGE		NAIC #	
	INSURER A : Zurich-American Insurance Company		16535	
	INSURER B :			
	INSURER C :			
	INSURER D :			
	INSURER E :			
INSURER F :				

COVERAGES

CERTIFICATE NUMBER: 14NH001865117

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/> Y <input type="checkbox"/> N	N/A	WC 48-65-810-09	10/01/2014	10/01/2015	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
				Location Coverage Period:	10/01/2014	10/01/2015	Client# 1692-NH

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Coverage is provided for only those co-employees of, but not subcontractors to:
 RTD Enterprises, Inc
 No Specific Location
 Berlin, NH 03570
 Salem NH
 Standing seam metal roof

CERTIFICATE HOLDER**CANCELLATION**

NH Employment Security
 45 South Fruit Street
 Concord, NH 03301

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Salem Standing Seam Metal Roof
Pre-Bid Conference: 3/31/15, 10AM; Bid Opening 4/14/15, 2:00:PM
2 RFPs Distributed: 1 Ad; 1 NHES Database Responses; 2 Bids

Company Name / Contractor Heard About Bid How	Vendor Information	Bid	Mandatory Walk Through Attendance Reason for Not Bidding			
MCCI Dave Patten Union Leader	175 Lincoln St., Ste 101, Manchester, NH, 03103 603-627-9506 dave@mcci-nh.com	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">\$87,330; \$100 per sheet</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">\$14,300; \$27.50 per foot</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px; text-align: center;">\$102,630</td> </tr> </table>	\$87,330; \$100 per sheet	\$14,300; \$27.50 per foot	\$102,630	Yes, Attended Walk-Through #2 BID
\$87,330; \$100 per sheet						
\$14,300; \$27.50 per foot						
\$102,630						
RTD Roofing Mike Edgerly NHES Database	PO Box 247, Madison, ME, 04950 207-696-3964 mike@rtdroofing.com	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">\$60,150; \$35 per sheet</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">\$13,600; \$60 per foot</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px; text-align: center;">\$75,300</td> </tr> </table>	\$60,150; \$35 per sheet	\$13,600; \$60 per foot	\$75,300	Yes, Attended Walk-Through #1 BID
\$60,150; \$35 per sheet						
\$13,600; \$60 per foot						
\$75,300						
NHES Salem roof is original to building, which was erected in 1993. There have been several leaks repaired, but no inspection report detailing those repairs.						

Ads: Eagle Tribune, Union Leader; NH-PTAP, Construction Summary, Onvia, MyBid, Reed Business, ISQft, McGraw-Hill, Works in Progress, etc.
 NHES Database: All bidders previously responding to similar NHES projects advertised in Newspaper or on Internet.



GEORGE N. COPADIS, COMMISSIONER
RICHARD J. LAVERS, DEPUTY COMMISSIONER

May 8, 2015

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

Dear Chairman Chandler:

REQUESTED ACTION

Pursuant to RSA 282-A:112, V and RSA 17-J, Department of Employment Security requests approval and consent of the Capital Budget Overview Committee to enter into a contract with GMI Asphalt, LLC, for parking lot reconstruction at NHES Portsmouth facility, 2000 Lafayette Road, Portsmouth, NH, 03801.

NH Employment Security requests approval to expend funds to accomplish this goal at a cost not to exceed \$101,550.00. Costs are consistent with the most reasonable competitive bid and include excavation and repaving of NHES Portsmouth parking lot, including curbing as needed, and of the correction to current drainage systems by revamping existing drains.

BACKGROUND

NH Employment Security, Portsmouth, has concern for employees, as well as clients and potential liability related to the parking lot due to low and uneven areas across the entire lot which preclude effective drainage and create hazardous walking conditions. Due to the rigors of time and climate, the parking lot continues to wear and drain inconsistently. Resultant issues include ineffective storm drains, causing puddling throughout the parking lot and creating a hazardous environment, especially in inclement weather when pooling and freezing of water creates icy patches across the lot. In an effort to address and eliminate this liability NH Employment Security bid this job in 2015. A detailed statement of work is attached herewith as Exhibit A.

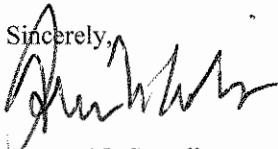
A competitive bid process was undertaken, resulting in the selection of the lowest qualified bidder consistent with the needs of the project at costs indicated above. A summary of selection process is available for review.

No State General Revenue funds will be expended in reconstruction of this parking lot. The project will be 100% federally funded.

Under RSA 282-A:112, V and RSA 17-J, NH Employment Security is subject to Capital Budget Overview Committee approval for capital improvements exceeding \$50,000.00.

Thank you for your consideration in this matter.

Sincerely,

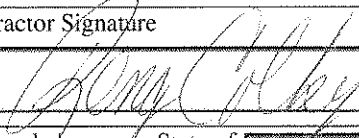
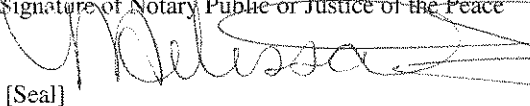
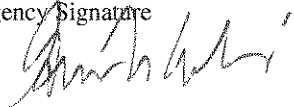
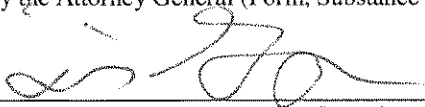

George N. Copadis
Commissioner

Subject: Portsmouth Parking Lot FORM NUMBER P-37 (version 1/09)

AGREEMENT
The State of New Hampshire and the Contractor hereby mutually agree as follows:

GENERAL PROVISIONS

1. IDENTIFICATION.

1.1 State Agency Name <div style="border: 1px solid black; padding: 5px; text-align: center;">NH Employment Security</div>		1.2 State Agency Address <div style="border: 1px solid black; padding: 5px; text-align: center;">45 South Fruit Street, Concord, NH 03301</div>	
1.3 Contractor Name <div style="border: 1px solid black; padding: 5px; text-align: center;">GMI Asphalt, LLC VC #172481 B001</div>		1.4 Contractor Address <div style="border: 1px solid black; padding: 5px; text-align: center;">288 Laconia Road, Belmont, NH, 03220</div>	
1.5 Contractor Phone Number <div style="border: 1px solid black; padding: 5px; text-align: center;">603-524-0200</div>	1.6 Account Number <div style="border: 1px solid black; padding: 5px; text-align: center;">010-027-8041-500-0226</div>	1.7 Completion Date <div style="border: 1px solid black; padding: 5px; text-align: center;">June 30, 2016</div>	1.8 Price Limitation <div style="border: 1px solid black; padding: 5px; text-align: center;">\$101,550.00</div>
1.9 Contracting Officer for State Agency <div style="border: 1px solid black; padding: 5px; text-align: center;">George N. Copadis, Commissioner</div>		1.10 State Agency Telephone Number <div style="border: 1px solid black; padding: 5px; text-align: center;">603-228-4000</div>	
1.11 Contractor Signature <div style="border: 1px solid black; padding: 5px; text-align: center;"></div>		1.12 Name and Title of Contractor Signatory <div style="border: 1px solid black; padding: 5px; text-align: center;">George N. Copadis, Commissioner</div>	
1.13 Acknowledgement: State of NH , County of Belknap On 5/6/15 , before the undersigned officer, personally appeared the person identified in block 1.12, or satisfactorily proven to be the person whose name is signed in block 1.11, and acknowledged that s/he executed this document in the capacity indicated in block 1.12.			
1.13.1 Signature of Notary Public or Justice of the Peace <div style="border: 1px solid black; padding: 5px; text-align: center;"> [Seal]</div>		MELISSA M. SMITH, Notary Public My Commission Expires December 23, 2019	
1.13.2 Name and Title of Notary or Justice of the Peace <div style="border: 1px solid black; padding: 5px; height: 20px;"></div>			
1.14 State Agency Signature <div style="border: 1px solid black; padding: 5px; text-align: center;"></div>		1.15 Name and Title of State Agency Signatory <div style="border: 1px solid black; padding: 5px; text-align: center;">George N. Copadis, Commissioner</div>	
1.16 Approval by the N.H. Department of Administration, Division of Personnel (if applicable) By: _____ Director, On: _____			
1.17 Approval by the Attorney General (Form, Substance and Execution) By:  On: 5/15/15			
1.18 Approval by the Governor and Executive Council By: _____ On: _____			

2. EMPLOYMENT OF CONTRACTOR/SERVICES TO BE PERFORMED. The State of New Hampshire, acting through the agency identified in block 1.1 ("State"), engages contractor identified in block 1.3 ("Contractor") to perform, and the Contractor shall perform, the work or sale of goods, or both, identified and more particularly described in the attached EXHIBIT A which is incorporated herein by reference ("Services").

3. EFFECTIVE DATE/COMPLETION OF SERVICES.
3.1 Notwithstanding any provision of this Agreement to the contrary, and subject to the approval of the Governor and Executive Council of the State of New Hampshire, this Agreement, and all obligations of the parties hereunder, shall not become effective until the date the Governor and Executive Council approve this Agreement ("Effective Date").
3.2 If the Contractor commences the Services prior to the Effective Date, all Services performed by the Contractor prior to the Effective Date shall be performed at the sole risk of the Contractor, and in the event that this Agreement does not become effective, the State shall have no liability to the Contractor, including without limitation, any obligation to pay the Contractor for any costs incurred or Services performed. Contractor must complete all Services by the Completion Date specified in block 1.7.

4. CONDITIONAL NATURE OF AGREEMENT. Notwithstanding any provision of this Agreement to the contrary, all obligations of the State hereunder, including, without limitation, the continuance of payments hereunder, are contingent upon the availability and continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available appropriated funds. In the event of a reduction or termination of appropriated funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this Agreement immediately upon giving the Contractor notice of such termination. The State shall not be required to transfer funds from any other account to the Account identified in block 1.6 in the event funds in that Account are reduced or unavailable.

5. CONTRACT PRICE/PRICE LIMITATION/ PAYMENT.
5.1 The contract price, method of payment, and terms of payment are identified and more particularly described in EXHIBIT B which is incorporated herein by reference.
5.2 The payment by the State of the contract price shall be the only and the complete reimbursement to the Contractor for all expenses, of whatever nature incurred by the Contractor in the performance hereof, and shall be the only and the complete compensation to the Contractor for the Services. The State shall have no liability to the Contractor other than the contract price.
5.3 The State reserves the right to offset from any amounts otherwise payable to the Contractor under this Agreement those liquidated amounts required or permitted by N.H. RSA 80:7 through RSA 80:7-c or any other provision of law.

5.4 Notwithstanding any provision in this Agreement to the contrary, and notwithstanding unexpected circumstances, in no event shall the total of all payments authorized, or actually made hereunder, exceed the Price Limitation set forth in block 1.8.

6. COMPLIANCE BY CONTRACTOR WITH LAWS AND REGULATIONS/ EQUAL EMPLOYMENT OPPORTUNITY.
6.1 In connection with the performance of the Services, the Contractor shall comply with all statutes, laws, regulations, and orders of federal, state, county or municipal authorities which impose any obligation or duty upon the Contractor, including, but not limited to, civil rights and equal opportunity laws. In addition, the Contractor shall comply with all applicable copyright laws.
6.2 During the term of this Agreement, the Contractor shall not discriminate against employees or applicants for employment because of race, color, religion, creed, age, sex, handicap, sexual orientation, or national origin and will take affirmative action to prevent such discrimination.
6.3 If this Agreement is funded in any part by monies of the United States, the Contractor shall comply with all the provisions of Executive Order No. 11246 ("Equal Employment Opportunity"), as supplemented by the regulations of the United States Department of Labor (41 C.F.R. Part 60), and with any rules, regulations and guidelines as the State of New Hampshire or the United States issue to implement these regulations. The Contractor further agrees to permit the State or United States access to any of the Contractor's books, records and accounts for the purpose of ascertaining compliance with all rules, regulations and orders, and the covenants, terms and conditions of this Agreement.

7. PERSONNEL.
7.1 The Contractor shall at its own expense provide all personnel necessary to perform the Services. The Contractor warrants that all personnel engaged in the Services shall be qualified to perform the Services, and shall be properly licensed and otherwise authorized to do so under all applicable laws.
7.2 Unless otherwise authorized in writing, during the term of this Agreement, and for a period of six (6) months after the Completion Date in block 1.7, the Contractor shall not hire, and shall not permit any subcontractor or other person, firm or corporation with whom it is engaged in a combined effort to perform the Services to hire, any person who is a State employee or official, who is materially involved in the procurement, administration or performance of this Agreement. This provision shall survive termination of this Agreement.
7.3 The Contracting Officer specified in block 1.9, or his or her successor, shall be the State's representative. In the event of any dispute concerning the interpretation of this Agreement, the Contracting Officer's decision shall be final for the State.

Contractor Initials RC
Date 5/16/18

8. EVENT OF DEFAULT/REMEDIES.

8.1 Any one or more of the following acts or omissions of the Contractor shall constitute an event of default hereunder ("Event of Default"):

- 8.1.1 failure to perform the Services satisfactorily or on schedule;
- 8.1.2 failure to submit any report required hereunder; and/or
- 8.1.3 failure to perform any other covenant, term or condition of this Agreement.

8.2 Upon the occurrence of any Event of Default, the State may take any one, or more, or all, of the following actions:

- 8.2.1 give the Contractor a written notice specifying the Event of Default and requiring it to be remedied within, in the absence of a greater or lesser specification of time, thirty (30) days from the date of the notice; and if the Event of Default is not timely remedied, terminate this Agreement, effective two (2) days after giving the Contractor notice of termination;
- 8.2.2 give the Contractor a written notice specifying the Event of Default and suspending all payments to be made under this Agreement and ordering that the portion of the contract price which would otherwise accrue to the Contractor during the period from the date of such notice until such time as the State determines that the Contractor has cured the Event of Default shall never be paid to the Contractor;
- 8.2.3 set off against any other obligations the State may owe to the Contractor any damages the State suffers by reason of any Event of Default; and/or
- 8.2.4 treat the Agreement as breached and pursue any of its remedies at law or in equity, or both.

9. DATA/ACCESS/CONFIDENTIALITY/PRESERVATION.

9.1 As used in this Agreement, the word "data" shall mean all information and things developed or obtained during the performance of, or acquired or developed by reason of, this Agreement, including, but not limited to, all studies, reports, files, formulae, surveys, maps, charts, sound recordings, video recordings, pictorial reproductions, drawings, analyses, graphic representations, computer programs, computer printouts, notes, letters, memoranda, papers, and documents, all whether finished or unfinished.

9.2 All data and any property which has been received from the State or purchased with funds provided for that purpose under this Agreement, shall be the property of the State, and shall be returned to the State upon demand or upon termination of this Agreement for any reason.

9.3 Confidentiality of data shall be governed by N.H. RSA chapter 91-A or other existing law. Disclosure of data requires prior written approval of the State.

10. TERMINATION. In the event of an early termination of this Agreement for any reason other than the completion of the Services, the Contractor shall deliver to the Contracting Officer, not later than fifteen (15) days after the date of termination, a report ("Termination Report") describing in detail all Services performed, and the contract price earned, to and including the date of termination. The form, subject matter, content, and number of copies of the Termination

Report shall be identical to those of any Final Report described in the attached EXHIBIT A.

11. CONTRACTOR'S RELATION TO THE STATE. In the performance of this Agreement the Contractor is in all respects an independent contractor, and is neither an agent nor an employee of the State. Neither the Contractor nor any of its officers, employees, agents or members shall have authority to bind the State or receive any benefits, workers' compensation or other emoluments provided by the State to its employees.

12. ASSIGNMENT/DELEGATION/SUBCONTRACTS. The Contractor shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the N.H. Department of Administrative Services. None of the Services shall be subcontracted by the Contractor without the prior written consent of the State.

13. INDEMNIFICATION. The Contractor shall defend, indemnify and hold harmless the State, its officers and employees, from and against any and all losses suffered by the State, its officers and employees, and any and all claims, liabilities or penalties asserted against the State, its officers and employees, by or on behalf of any person, on account of, based or resulting from, arising out of (or which may be claimed to arise out of) the acts or omissions of the Contractor. Notwithstanding the foregoing, nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, which immunity is hereby reserved to the State. This covenant in paragraph 13 shall survive the termination of this Agreement.

14. INSURANCE.

14.1 The Contractor shall, at its sole expense, obtain and maintain in force, and shall require any subcontractor or assignee to obtain and maintain in force, the following insurance:

14.1.1 comprehensive general liability insurance against all claims of bodily injury, death or property damage, in amounts of not less than \$250,000 per claim and \$2,000,000 per occurrence; and

14.1.2 fire and extended coverage insurance covering all property subject to subparagraph 9.2 herein, in an amount not less than 80% of the whole replacement value of the property.

14.2 The policies described in subparagraph 14.1 herein shall be on policy forms and endorsements approved for use in the State of New Hampshire by the N.H. Department of Insurance, and issued by insurers licensed in the State of New Hampshire.

14.3 The Contractor shall furnish to the Contracting Officer identified in block 1.9, or his or her successor, a certificate(s) of insurance for all insurance required under this Agreement. Contractor shall also furnish to the Contracting Officer identified in block 1.9, or his or her successor, certificate(s) of insurance for all renewal(s) of insurance required under this Agreement no later than fifteen (15) days prior to the expiration date of each of the insurance policies. The certificate(s) of insurance and any renewals thereof shall be

Contractor Initials RC
Date 5/5/15

attached and are incorporated herein by reference. Each certificate(s) of insurance shall contain a clause requiring the insurer to endeavor to provide the Contracting Officer identified in block 1.9, or his or her successor, no less than ten (10) days prior written notice of cancellation or modification of the policy.

15. WORKERS' COMPENSATION.

15.1 By signing this agreement, the Contractor agrees, certifies and warrants that the Contractor is in compliance with or exempt from, the requirements of N.H. RSA chapter 281-A ("*Workers' Compensation*").

15.2 To the extent the Contractor is subject to the requirements of N.H. RSA chapter 281-A, Contractor shall maintain, and require any subcontractor or assignee to secure and maintain, payment of Workers' Compensation in connection with activities which the person proposes to undertake pursuant to this Agreement. Contractor shall furnish the Contracting Officer identified in block 1.9, or his or her successor, proof of Workers' Compensation in the manner described in N.H. RSA chapter 281-A and any applicable renewal(s) thereof, which shall be attached and are incorporated herein by reference. The State shall not be responsible for payment of any Workers' Compensation premiums or for any other claim or benefit for Contractor, or any subcontractor or employee of Contractor, which might arise under applicable State of New Hampshire Workers' Compensation laws in connection with the performance of the Services under this Agreement.

16. WAIVER OF BREACH. No failure by the State to enforce any provisions hereof after any Event of Default shall be deemed a waiver of its rights with regard to that Event of Default, or any subsequent Event of Default. No express failure to enforce any Event of Default shall be deemed a waiver of the right of the State to enforce each and all of the provisions hereof upon any further or other Event of Default on the part of the Contractor.

17. NOTICE. Any notice by a party hereto to the other party shall be deemed to have been duly delivered or given at the time of mailing by certified mail, postage prepaid, in a United States Post Office addressed to the parties at the addresses given in blocks 1.2 and 1.4, herein.

18. AMENDMENT. This Agreement may be amended, waived or discharged only by an instrument in writing signed by the parties hereto and only after approval of such amendment, waiver or discharge by the Governor and Executive Council of the State of New Hampshire.

19. CONSTRUCTION OF AGREEMENT AND TERMS.

This Agreement shall be construed in accordance with the laws of the State of New Hampshire, and is binding upon and inures to the benefit of the parties and their respective successors and assigns. The wording used in this Agreement is the wording chosen by the parties to express their mutual

intent, and no rule of construction shall be applied against or in favor of any party.

20. THIRD PARTIES. The parties hereto do not intend to benefit any third parties and this Agreement shall not be construed to confer any such benefit.

21. HEADINGS. The headings throughout the Agreement are for reference purposes only, and the words contained therein shall in no way be held to explain, modify, amplify or aid in the interpretation, construction or meaning of the provisions of this Agreement.

22. SPECIAL PROVISIONS. Additional provisions set forth in the attached EXHIBIT C are incorporated herein by reference.

23. SEVERABILITY. In the event any of the provisions of this Agreement are held by a court of competent jurisdiction to be contrary to any state or federal law, the remaining provisions of this Agreement will remain in full force and effect.

24. ENTIRE AGREEMENT. This Agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire Agreement and understanding between the parties, and supersedes all prior Agreements and understandings relating hereto.

Contractor Initials RC
Date 5/5/15

EXHIBIT A

GENERAL

New Hampshire Employment Security (NHES) intends to contract for completed NHES Portsmouth Parking Lot. Contractor is responsible for any permits that may be required for project. Contractor is responsible for all measurements, accessibility, and general character of the site and will be familiar with specification requirements.

SCOPE

This document indicates specific services, materials, products, labor, tools, equipment and/or transportation necessary to provide all phases of parking lot pavement grading, resurfacing, and striping at NH Employment Security, 2000 Lafayette Road, Portsmouth, NH, 03801.

EXPECTED WORK SCHEDULE

Successful contractor will be required to complete work within a 9-calendar day work time frame to include two (2) weekends OR as accepted by NHES representative.

SPECIFICATIONS

A. Contractor will:

1. Be experienced in safe and effective treatments of asphalt covered areas.
2. Ensure all construction materials and methods are in accordance with federal, state, and municipal mandates, and with applicable section of latest edition of New Hampshire Department of Transportation Standard Specifications for road and bridge construction.
3. Acquire all permits, materials, and approvals necessary to complete project.

B. Contractor will saw cut, remove and dispose of existing pavement in defined area, measurements for which contractor is responsible.

C. Contractor will excavate area to a depth of eighteen inches(18") and compact underline material prior to adding new fill material.

D. Contractor will:

1. Contractor must Submit Schedule Prior to Start of Project.
2. Contractor is responsible for contacting **Dig Safe before work begins.**
3. Contractor will be shown location of Irrigation System and Held Responsible for Replacing/Repairing any Damaged Areas.
4. Contractor will be Responsible for All Measurements.
5. Contractor to Provide Traffic & Safety Barricades.
6. Level entire parking area, driveway, and rear walkway with 2" bituminous Type B base course, NHDOT-401 pavement to sub grade elevation, ensuring drainage is away from building and no puddling occurs.
7. Remove bituminous curb & sidewalks.
8. Reclaim existing pavement from entire parking lot and rear entrance walkway. Reclaim

and grade in one weekend.

9. Compact & level to properly grade parking lot.
10. Reclaimed material may be used in areas to establish proper draining and run off.
11. Grade & compact reclaimed material in one weekend.
12. Remove excess material from site.
13. Saw cut at limits of work.
14. Adjust & repair as needed storm drain castings where applicable to ensure drainage slopes away from building.
15. Install 2" Type B binder course.
16. Sweep binder course as needed.
17. Apply tack coat to 2" bituminous type B base course prior to applying final 1" wearing course as applicable.
18. Install cape or granite curbs, ensuring three (3) A.D.A. Ramps. Please bid both options. Curbing height on street side should be a minimum of 4 inches upon project completion.
19. Install bituminous sidewalks 2" binder course, 1" wearing course.
20. Contractor will use care to assure that no asphalt is spread or dumped on grass or sidewalk areas. Loam & seed disturbed areas.
21. Install Parking Lines.
 - a. Contractor will be experienced in safe and effective application of striping paint. Employees performing work will be knowledgeable and fully trained. Contractor will furnish his own equipment required for parking lot striping applications and procedures.
 - b. Restripe parking area to original format using 100% acrylic latex paints meeting or exceeding current federal v.o.c. specifications. All paint is white except yellow speed dips.
 - c. Paint will be well mixed in manufacturing process and properly ground when incorporating pigments in order to conform to requirements as specified.
 - d. Paint will not liver, thicken, curdle, gel, settle excessively, or otherwise show objectionable properties during storage & will be readily mixed manually to smooth, uniform consistency.
 - e. Paint will dry on paved surface to a strongly adherent film that will not turn dark in sunlight or show considerable discoloration with age.
 - f. Paint will be easily and uniformly applicable with mechanical line-marking equipment & will have excellent covering properties.
 - g. Lines should be applied on dry pavement under humidity conditions of 80% or less.
 - h. Repaint all stencils including handicap spaces to original format using 100% acrylic latex paints meeting current federal v.o.c. specifications.
 - i. Contractor will stripe/mark parking lot in accordance with sketch for lot.

- j. Work will be done during weekend or weekday evenings.
- k. One-week minimum notice is required prior to any work being done. However, due to the nature of New England weather, there will be a 24-hour confirmation to established schedule, which may be subject to change.
- l. Contractor will, in order to eliminate parking problems for NH Employment Security employees, complete the work during off-hours over a weekend (Saturday or Sunday) and must coordinate the work with a NH Employment Security representative.
- m. Contractor will coordinate with NH Employment Security Plant Maintenance Engineer III Jesse Propri, see 2.08 for contact details, to use NHES stencils.
- n. Contractor must provide NHES with specifications of products used.

SAFETY & COMPLIANCE:

PROTECTION OF THE PUBLIC, EMPLOYEES, AND PROPERTY

Safety and protection of all, including Contractor employees, NH Employment Security personnel, clients, and property is of utmost concern. Contractor will, at his expense wherever necessary or required, furnish safety devices and take necessary precautions to protect life and property.

Work will be compliant with current State and Federal safety regulations and standards including, but not limited to, OSHA and U.S. Department of Labor to ensure safety of worker, NH Employment Security staff and the general public.

Contractor will call Dig Safe before beginning any work.

Contractor is responsible for all measurements.

Work will interfere as little as possible with NH Employment Security business.

- A. Contractor will construct, furnish and install all signs, lights, reflectors, and protection devices, such as fences and barricades, required for safekeeping of Contractor, NHES employees, NHES clients, and the public. Safety measures must be sufficient to meet need and approved by NHES Plant Maintenance Engineer III, Jesse Propri.

NHES, 2000 Lafayette Road, Portsmouth, NH, 03801, will be open to public and staff while work is in progress. Contractor will be responsible for roping off or barricading sufficient area around worksite to safeguard all from exposure to construction hazards and ensure safety of all.

- B. Contractor will keep all access roads and walkways clear of debris, materials and construction equipment.
- C. Contractor will provide and maintain adequate fire protection, in the form of fire extinguishers or other effective means of extinguishing fire, ready for instant use, distributed around the project and in and about temporary inflammable structures or equipment during construction work.
- D. Gasoline and other flammable liquids will be stored in and dispensed from UL listed safety containers in conformance with National Board of Fire Underwriters' recommendations. Storage will not be within the building.
- E. Contractor will provide all Material Safety Data Sheets prior to project start date.

- F. Contractor will replace/repair to new condition damage resulting from work to building, shrubs, plants, trees, lawns, HVAC units, generator, irrigation, etc.

COMPLIANCE

Contractor will work professionally, in a manner compliant with existing municipal, state, and federal safety laws, rules, regulations and standards including but not limited to OSHA and U.S. Department of Labor, to ensure safety of workers, NHES staff, and the general public.

QUALIFICATION OF EMPLOYEES

Contractor employees will be qualified to perform contractual duties. NHES may require Contractor to remove from worksite any employee deemed incompetent, careless or otherwise objectionable.

Contractor will provide employees with picture identification badges clearly denoting company name and employee name. ID will be worn by Contractor while on NHES property.

RUBBISH AND DEBRIS

- A. Contractor will properly dispose of debris, rubbish, and other materials resulting from on-site demolition off-site in accordance with applicable laws, rules, regulations and ordinances.
- B. Contractor will provide on-site dumpster placed in accordance with instructions given by NHES Plant Maintenance Engineer III Jesse Propri.
- C. Contractor will maintain grounds surrounding project site. Worksite must be kept clean, safe and presentable to the public. Construction debris will be picked up at the end of each day's work and removed from worksite on a weekly basis, if not more often. At the conclusion of the project, all scaffolding, barricades, equipment and debris will be removed from worksite promptly.

WARRANTY

Contractor will guarantee workmanship for a period of two years from date of acceptance of completed work.

Warranty material must be free of defects for a period of five years.

NHES CONTACT for WORK PERFORMED UNDER CONTRACT

NHES contact for work performed under this contract is Plant Maintenance Engineer III, Jesse Propri, who can be reached via telephone (o) 603-228-4027, (c) 603-419-9757, or email:

Jesse.B.Propri@nhes.nh.gov. Mr. Propri will direct all work efforts performed under this contract.

Direct Contractual questions to Helen A. Dinsmore, who can be reached via telephone (o) 603-228-4158, or email: Helen.A.Dinsmore@nhes.nh.gov.

EXHIBIT B

INVOICE

Contractor will invoice NHES following completion and acceptance of project by NHES Plant Maintenance Engineer III, Jesse Propri, or by NHES Administrative Services Supervisor, Ernie Liakas. NHES may authorize partial payment.

NHES will make payment through normal state payment processes, which is up to 30 days following receipt of approved invoice. No travel related charges will be paid under this contract.

Total Cost for Portsmouth Parking Lot Replacement: \$91,550.00

Costs for unforeseen issues: \$10,000.00*

***Costs must be authorized in advance**

TOTAL CONTRACT NOT TO EXCEED \$ 101,550.00

Invoice must include:

- 1.) Date work was done
- 2.) Worksite address
- 3.) Brief description of work completed

Invoices will be sent to: Helen A. Dinsmore
Program Specialist I
NH Employment Security
45 South Main St
Concord NH 03301-4857

EXHIBIT C

TERM & EXTENSION

This agreement will begin upon Governor and Council approval and terminate June 30, 2016.

TERMINATION

Either party may terminate this agreement at any time. Terminating party must give written notice of termination, by certified mail, at least thirty days (30) prior to effective termination date. If Contractor fails to perform services this agreement will, without notice, become void and of no effect, with no liability on the part of NH Employment Security beyond date Contractor fails to perform required services.

DAMAGE

Contractor will agree damage to buildings, materials, equipment, grounds or other property during performance of services will be repaired at his expense. Contractor will agree to return buildings, materials, equipment, grounds or property to original or better condition and acceptance by NH Employment Security representative. Contractor will agree to obtain prior approval of NH Employment Security representative for sub-contractor performing repair work.

CONFIDENTIALITY & CRIMINAL RECORD

Contractor and employees will sign and submit STATEMENT OF CONFIDENTIALITY OF RECORDS FORM (DES 1726), and CRIMINAL RECORDS FORM (DES 2135), prior to any work being done. During the course of this agreement any personnel scheduled to enter NH Employment Security must have these forms in place prior to entrance. Criminal Records checks are \$25 for each employee. Contractors assume this fee.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

Contractor certifies primary participant and its principals, to the best of his knowledge and belief, are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency. Contractor will inform NH Employment Security of changes in this status.

SUB-CONTRACTING

Contractor must submit names of all sub-contractors used in performance of work for approval by NH Employment Security representative. If a sub-contractor refuses to perform, Contractor may substitute another sub-contractor for the same or a lower price, but cost savings must be rebated to NH Employment Security.

ACCEPTANCE OR REJECTION BY NH EMPLOYMENT SECURITY

NH Employment Security reserves the right to accept or reject proposals.

DAVIS-BACON ACT

Davis-Bacon Act and Related Acts, apply to contractors and subcontractors performing on federally funded/assisted contracts in excess of \$2,000 for construction, alteration, or repair (including painting and decorating) of public buildings or public works. Under these Acts contractors and subcontractors must pay laborers and mechanics prevailing wages and fringe benefits for corresponding work on similar projects in the area, as determined by Department of Labor.

AMERICANS WITH DISABILITIES ACT

Contractor will agree to comply with all Federal, State and Local ADA rules and regulations.

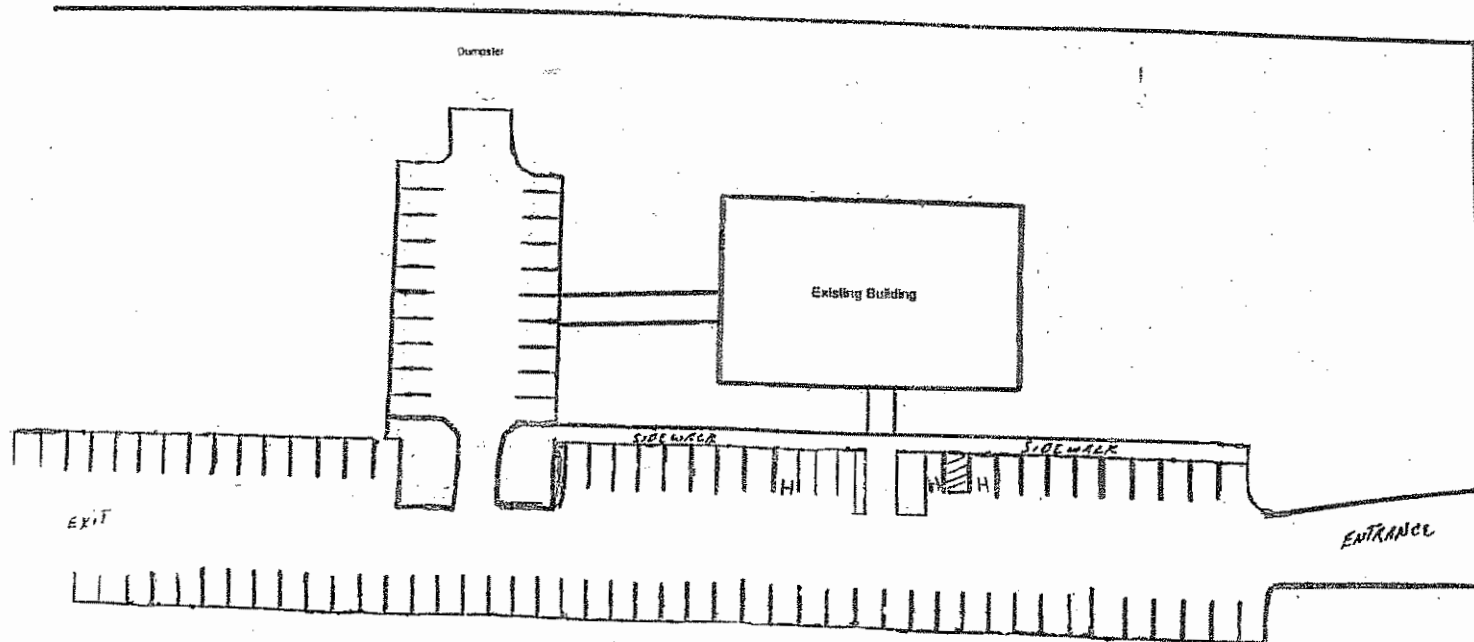
PAYMENT/PERFORMANCE BOND: MILLER ACT

Contractor agrees to comply with The Miller Act bond requirement and NHRS 447:16. **A Payment Bond**, with a surety satisfactory for **protection of all persons supplying labor and material in carrying out work provided for in the contract**. Amount of **payment bond shall equal total amount payable by terms of contract** unless officer awarding contract determines, in writing supported by specific finds, that a payment bond in that amount is impractical, in which case contracting officer shall set amount of payment bond. Amount of bond shall not be less than total amount of contract. A payment bond is required for contract valued \$35,000 – 99,999 Dollars. **A Performance Bond** is required for contracts totaling \$100,000 Dollars or more.

85 Spaces
3 ADA

PORTSMOUTH LOCAL OFFICE
NH Employment Security
2000 Lafayette Road
Portsmouth, NH 03801-5673

ATTACHMENT A



ATTACHMENT B
Davis-Bacon Wage Determinations, Rockingham County

General Decision Number: NH150013 01/23/2015 NH13, Superseded General Decision Number: NH20140013

State: New Hampshire Construction Type: Building County: Rockingham County in New Hampshire.

BUILDING CONSTRUCTION PROJECTS (not single family homes or apartments up to and including 4 stories).

Note: Executive Order (EO) 13658 establishes an hourly minimum wage of \$10.10 for 2015 that applies to all contracts subject to the Davis-Bacon Act for which the solicitation is issued on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.10 (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract. EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/02/2015
1	01/23/2015

BRME0003-001 05/01/2014	Rates	Fringes
BRICK POINTER/CAULKER/CLEANER	\$ 30.36	19.18

CARP0118-006 10/01/2014		
CARPENTER (Acoustical Ceiling Installation, Drywall Hanging, Form Work and Floor Layer Including Carpet, Hardwood and Resilient)	\$ 25.91	18.37

ELEC0490-004 06/01/2014		
ELECTRICIAN		
Electrician Low Voltage Wiring	\$ 27.75	17.45
Installer	\$ 20.06	14.60

* ELEV0004-002 01/01/2015		
ELEVATOR MECHANIC	\$ 53.30	28.385

- a. PAID HOLIDAYS: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Christmas Day and the Friday after Thanksgiving.
- b. VACATION: Employer contributes 8% of basic hourly rate for 5 years or more of service; 6% of basic hourly rate for 6 months to 5 years of service as vacation pay credit.

IRON0007-007 03/16/2014		
IRONWORKER (Reinforcing and Structural)	\$ 22.65	20.17

LABO0976-001 06/01/2013		
LABORER: Common or General (Industrial Work Only)	\$ 19.71	16.42

LABO0976-002 06/01/2013

LABORER: Concrete Worker (removing forms, demolition and removal of concrete, pouring and leveling of concrete)	\$ 19.71	16.42

SUNH2011-009 02/22/2011		
CARPENTER (Drywall Finishing/Taping Only)	\$ 27.02	11.69
CARPENTER, Excludes Acoustical Ceiling Installation, Drywall Finishing/Taping, Drywall Hanging, and Formwork	\$ 23.53	8.25
CONCRETE FINISHER	\$ 20.65	0.00
GLAZIER	\$ 20.25	4.07
LABORER: Common or General	\$ 16.46	0.00
LABORER: Mason Tender – Brick	\$ 18.15	7.97
OPERATOR: Backhoe	\$ 19.30	6.52
OPERATOR: Excavator	\$ 21.27	7.63
OPERATOR: Loader	\$ 22.03	0.95
PAINTER: Brush and Roller	\$ 16.15	0.00
PLUMBER/PIPEFITTER, Includes HVAC Pipe Work	\$ 25.34	5.85
ROOFER	\$ 17.55	3.25
SHEET METAL WORKER (HVAC Duct Installation Only)	\$ 25.50	13.90
SPRINKLER FITTER (Fire Sprinklers)	\$ 24.91	5.74
TRUCK DRIVER	\$ 20.47	6.70

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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 Unlisted classifications needed for work not included within scope of classifications listed may be added after award only as provided in labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).
 =====

The body of each wage determination lists classification and wage rates that have been found to be prevailing for cited type(s) of construction in area covered by wage determination. Classifications are listed in alphabetical order of identifiers" that indicate whether particular rate is union or non-union.

Union Identifiers: An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows indicates the local union number or district council number where applicable , i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2011, following these characters is effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example. Union prevailing wage rates will be updated to reflect changes in collective bargaining agreements governing rates. 0000/9999: weighted union wage rates will be published annually each January.

Non-Union Identifiers: Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates rates are not union majority rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing

the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be: * an existing published wage determination; * a survey underlying a wage determination; * a Wage and Hour Division letter setting forth a position on a wage determination matter; * a conformance (additional classification and rate) ruling. On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed. With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Construction Wage Determinations

Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7).

Write to: Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board).

Write to: Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION

Click on sheet to open 2 page form
Certified Payroll Sheet Internet Address
<http://www.dol.gov/whd/forms/wh347.pdf>



U.S. Department of Labor
 Employment Standards Administration
 Wage and Hour Division

PAYROLL

(For Contractor's Optional Use; See Instructions at www.dol.gov/esa/whd/forms/wh347instr.htm)

Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.

Rev. Dec. 2008

NAME OF CONTRACTOR	OR SUBCONTRACTOR	ADDRESS	OMB No.: 1215-0149 Expire: 12/31/2011
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PAYROLL NO.	FOR WEEK ENDING	PROJECT AND LOCATION	PROJECT OR CONTRACT NO.
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(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OR NUMBER	(2) IND. OR SUBCONTRACTOR IDENTIFICATION	(3) JOB OR CLASSIFICATION	OR ST.	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS					(9) NET WAIVES PAID FOR WEEK			
				HOURS WORKED EACH DAY										FICA	WITH-HOLDING TAX	OTHER	TOTAL DEDUCTIONS					
				S	S	S	S	S	S	S												

While completion of Form WH-347 is optional, it is mandatory for covered contractor and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. § 1.163(a). The Copeland Act (40 U.S.C. § 3145) requires contractor and subcontractors performing work on Federally financed or assisted construction contracts to furnish weekly a statement with respect to the wages paid each employee during the preceding week. U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 1.163(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and Federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 25 minutes to complete this collection, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administration, Wage and Hour Division, ESHA, U.S. Department of Labor, Room 63502, 200 Constitution Avenue, N.W., Washington, D.C. 20530

Certified Payroll Sheet Instruction Internet Address

<http://www.dol.gov/whd/forms/wh347instr.htm>

Wage and Hour Division (WHD)

Instructions For Completing Payroll Form, WH-347

WH-347 (PDF)

OMB Control No. 1235-0008, Expires 01/31/2015.

General: Form WH-347 has been made available for the convenience of contractors and subcontractors required by their Federal or Federally-aided construction-type contracts and subcontracts to submit weekly payrolls. Properly filled out, this form will satisfy the requirements of Regulations, Parts 3 and 5 (29 C.F.R., Subtitle A), as to payrolls submitted in connection with contracts subject to the Davis-Bacon and related Acts.

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(a). The Copeland Act (40 U.S.C. § 3145) requires contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) Regulations at 29 C.F.R. § 5.5(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Under the Davis-Bacon and related Acts, the contractor is required to pay not less than prevailing wage, including fringe benefits, as predetermined by the Department of Labor. The contractor's obligation to pay fringe benefits may be met either by payment of the fringe benefits to bona fide benefit plans, funds or programs or by making payments to the covered workers (laborers and mechanics) as cash in lieu of fringe benefits.

This payroll provides for the contractor to show on the face of the payroll all monies to each worker, whether as basic rates or as cash in lieu of fringe benefits, and provides for the contractor's representation in the statement of compliance on the payroll (as shown on page 2) that he/she is paying for fringe benefits required by the contract and not paid as cash in lieu of fringe benefits. Detailed instructions concerning the preparation of the payroll follow:

Contractor or Subcontractor: Fill in your firm's name and check appropriate box.

Address: Fill in your firm's address.

Payroll No.: Beginning with the number "1", list the payroll number for the submission.

For Week Ending: List the workweek ending date.

Project and Location: Self-explanatory.

Project or Contract No.: Self-explanatory.

Column 1 - Name and Individual Identifying Number of Worker: Enter each worker's full name and an individual identifying number (e.g., last four digits of worker's social security number) on each weekly payroll submitted.

Column 2 - No. of Withholding Exemptions: This column is merely inserted for the employer's convenience and is not a requirement of Regulations, Part 3 and 5.

Column 3 - Work Classifications: List classification descriptive of work actually performed by each laborer or mechanic. Consult classification and minimum wage schedule set forth in contract specifications. If additional classifications are deemed necessary, see Contracting Officer or Agency representative. An individual may be shown as

having worked in more than one classification provided an accurate breakdown of hours worked in each classification is maintained and shown on the submitted payroll by use of separate entries.

Column 4 - Hours worked: List the day and date and straight time and overtime hours worked in the applicable boxes. On all contracts subject to the Contract Work Hours Standard Act, enter hours worked in excess of 40 hours a week as "overtime".

Column 5 - Total: Self-explanatory

Column 6 - Rate of Pay (Including Fringe Benefits): In the "straight time" box for each worker, list the actual hourly rate paid for straight time worked, plus cash paid in lieu of fringe benefits paid. When recording the straight time hourly rate, any cash paid in lieu of fringe benefits may be shown separately from the basic rate. For example, "\$12.25/.40" would reflect a \$12.25 base hourly rate plus \$0.40 for fringe benefits. This is of assistance in correctly computing overtime. See "Fringe Benefits" below. When overtime is worked, show the overtime hourly rate paid plus any cash in lieu of fringe benefits paid in the "overtime" box for each worker; otherwise, you may skip this box. See "Fringe Benefits" below. Payment of not less than time and one-half the basic or regular rate paid is required for overtime under the Contract Work Hours Standard Act of 1962 if the prime contract exceeds \$100,000. In addition to paying no less than the predetermined rate for the classification which an individual works, the contractor must pay amounts predetermined as fringe benefits in the wage decision made part of the contract to approved fringe benefit plans, funds or programs or shall pay as cash in lieu of fringe benefits. See "FRINGE BENEFITS" below.

Column 7 - Gross Amount Earned: Enter gross amount earned on this project. If part of a worker's weekly wage was earned on projects other than the project described on this payroll, enter in column 7 first the amount earned on the Federal or Federally assisted project and then the gross amount earned during the week on all projects, thus "\$163.00/\$420.00" would reflect the earnings of a worker who earned \$163.00 on a Federally assisted construction project during a week in which \$420.00 was earned on all work.

Column 8 - Deductions: Five columns are provided for showing deductions made. If more than five deduction are involved, use the first four columns and show the balance deductions under "Other" column; show actual total under "Total Deductions" column; and in the attachment to the payroll describe the deduction(s) contained in the "Other" column. All deductions must be in accordance with the provisions of the Copeland Act Regulations, 29 C.F.R., Part 3. If an individual worked on other jobs in addition to this project, show actual deductions from his/her weekly gross wage, and indicate that deductions are based on his gross wages.

Column 9 - Net Wages Paid for Week: Self-explanatory.

Totals - Space has been left at the bottom of the columns so that totals may be shown if the contractor so desires.

Statement Required by Regulations, Parts 3 and 5: While the "statement of compliance" need not be notarized, the statement (on page 2 of the payroll form) is subject to the penalties provided by 18 U.S.C. § 1001, namely, a fine, possible imprisonment of not more than 5 years, or both. Accordingly, the party signing this statement should have knowledge of the facts represented as true.

Items 1 and 2: Space has been provided between items (1) and (2) of the statement for describing any deductions made. If all deductions made are adequately described in the "Deductions" column above, state "See Deductions column in this payroll." See "FRINGE BENEFITS" below for instructions concerning filling out paragraph 4 of the statement.

Item 4 FRINGE BENEFITS - Contractors who pay all required fringe benefits: If paying all fringe benefits to approved plans, funds, or programs in amounts not less than were determined in the applicable wage decision of the Secretary of Labor, show the basic cash hourly rate and overtime rate paid to each worker on the face of the payroll and check paragraph 4(a) of the statement on page 2 of the WH-347 payroll form to indicate the payment. Note any exceptions in section 4(c).

Contractors who pay no fringe benefits: If not paying all fringe benefits to approved plans, funds, or programs in amounts of at least those that were determined in the applicable wage decision of the Secretary of Labor, pay any

remaining fringe benefit amount to each laborer and mechanic and insert in the "straight time" of the "Rate of Pay" column of the payroll an amount not less than the predetermined rate for each classification plus the amount of fringe benefits determined for each classification in the application wage decision. Inasmuch as it is not necessary to pay time and a half on cash paid in lieu of fringe benefits, the overtime rate shall be not less than the sum of the basic predetermined rate, plus the half time premium on basic or regular rate, plus the required cash in lieu of fringe benefits at the straight time rate. In addition, check paragraph 4(b) of the statement on page 2 the payroll form to indicate the payment of fringe benefits in cash directly to the workers. Note any exceptions in section 4(c).

Use of Section 4(c), Exceptions

Any contractor who is making payment to approved plans, funds, or programs in amounts less than the wage determination requires is obliged to pay the deficiency directly to the covered worker as cash in lieu of fringe benefits. Enter any exceptions to section 4(a) or 4(b) in section 4(c). Enter in the Exception column the craft, and enter in the Explanation column the hourly amount paid each worker as cash in lieu of fringe benefits and the hourly amount paid to plans, funds, or programs as fringe benefits. The contractor must pay an amount not less than the predetermined rate plus cash in lieu of fringe benefits as shown in section 4(c) to each such individual for all hours worked (unless otherwise provided by applicable wage determination) on the Federal or Federally assisted project. Enter the rate paid and amount of cash paid in lieu of fringe benefits per hour in column 6 on the payroll. See paragraph on "Contractors who pay no fringe benefits" for computation of overtime rate.

Public Burden Statement: We estimate that it will take an average of 55 minutes to complete this collection of information, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection of information, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, ESA, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Note: In order to view, fill out, and print PDF forms, you need Adobe® Acrobat® Reader® version 5 or later, which you may download for free at www.adobe.com/products/acrobat/readstep2.html. To save the completed forms on your workstation, you need to use the "Save As" method to save the file. For example, move your mouse curser over the PDF link and click on your "RIGHT" mouse button. This will cause a menu to be displayed, from which you will select the proper save option -- depending upon which browser you are using:

For Microsoft IE users, select "Save Target As"

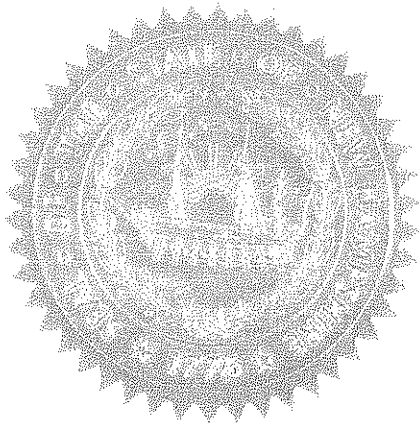
For Netscape Navigator users, select "Save Link As"

Once you've selected the proper save option for your browser, and have saved the file to a location you specified, go to your program menu and start the Adobe Acrobat® Reader. Once open, locate the PDF file you saved and open it directly in Acrobat®.

State of New Hampshire
Department of State

CERTIFICATE

I, William M. Gardner, Secretary of State of the State of New Hampshire, do hereby certify that GMI Asphalt, LLC is a New Hampshire limited liability company formed on September 24, 2004. I further certify that it is in good standing as far as this office is concerned, having filed the annual report(s) and paid the fees required by law; and that a certificate of cancellation has not been filed.



In TESTIMONY WHEREOF, I hereto
set my hand and cause to be affixed
the Seal of the State of New Hampshire,
this 6th day of May, A.D. 2015

A handwritten signature in cursive script, appearing to read "William M. Gardner".

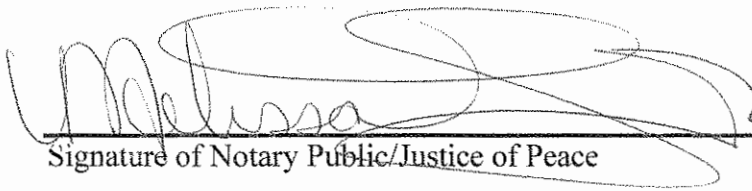
William M. Gardner
Secretary of State

**GMI ASPHALT, LLC
288 LACONIA ROAD
BELMONT, NH, 03220**

I, WARREN Colby, hereby certify that I am a MEMBER of GMI ASPHALT, LLC, a limited liability company under RSA 304-C. I, RENEE Colby, certify that I am President of GMI Asphalt, LLC, and Managing Partner of GMI Asphalt, LLC. I certify that I am authorized to bind the LLC. I further certify that it is understood that State of New Hampshire will rely on this certificate as evidence that the person listed above currently occupies the position indicated and that they have full authority to bind the LLC.

DATED: 5/6/15

ATTEST: Warren Colby MANAGER/owner
Name Title



Signature of Notary Public/Justice of Peace

[Seal]

MELISSA M. SMITH, Notary Public
My Commission Expires December 23, 2019

Name & Title of Notary Public/Justice of Peace and Commission Expires



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
4/15/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

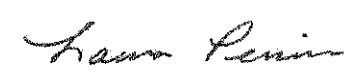
PRODUCER FIAI/Cross Insurance 1100 Elm Street Manchester NH 03101		CONTACT NAME: Carrie Morgan PHONE (A/C No. Ext): (603) 669-3218 FAX (A/C No.): (603) 645-4331 E-MAIL ADDRESS: cmorgan@crossagency.com	
INSURED GMI Asphalt, LLC 288 Laconia Road Belmont NH 03220		INSURER(S) AFFORDING COVERAGE INSURER A: Fireman's Ins. Co. of INSURER B: Granite State WC Manufacturer's INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES CERTIFICATE NUMBER: 15-16 All lines w/ NH WC REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVR	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC		CPA5199142	4/1/2015	4/1/2016	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		CAA5199143	4/1/2015	4/1/2016	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ Medical payments \$ 5,000
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$		CUA5199144	4/1/2015	4/1/2016	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N Y	N/A	1/1/2015	1/1/2016	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

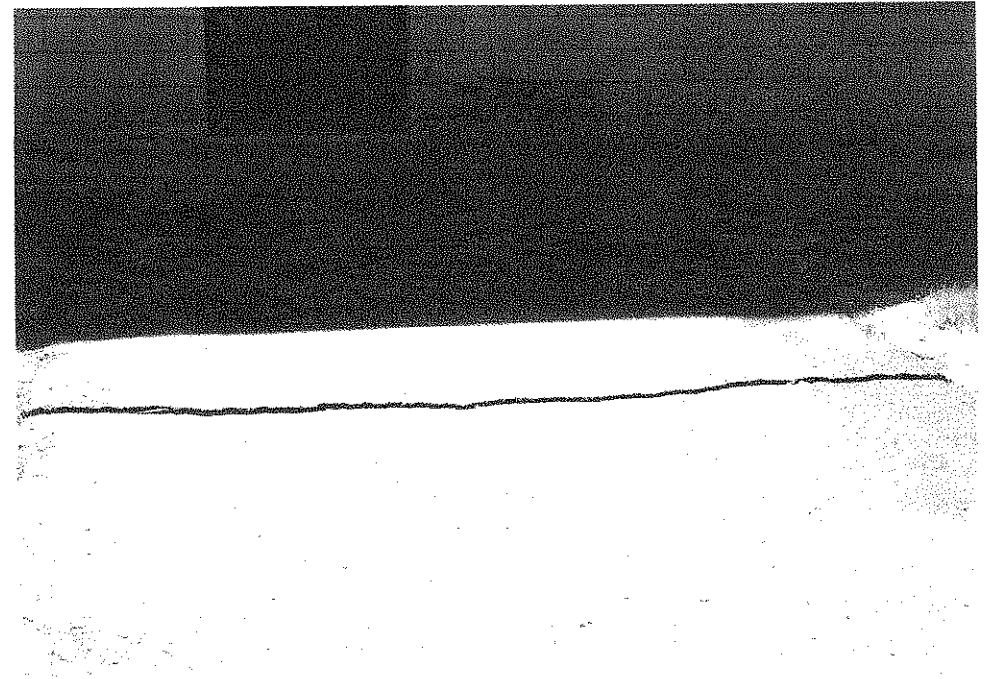
DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
 Re: Portsmouth Parking Lot.

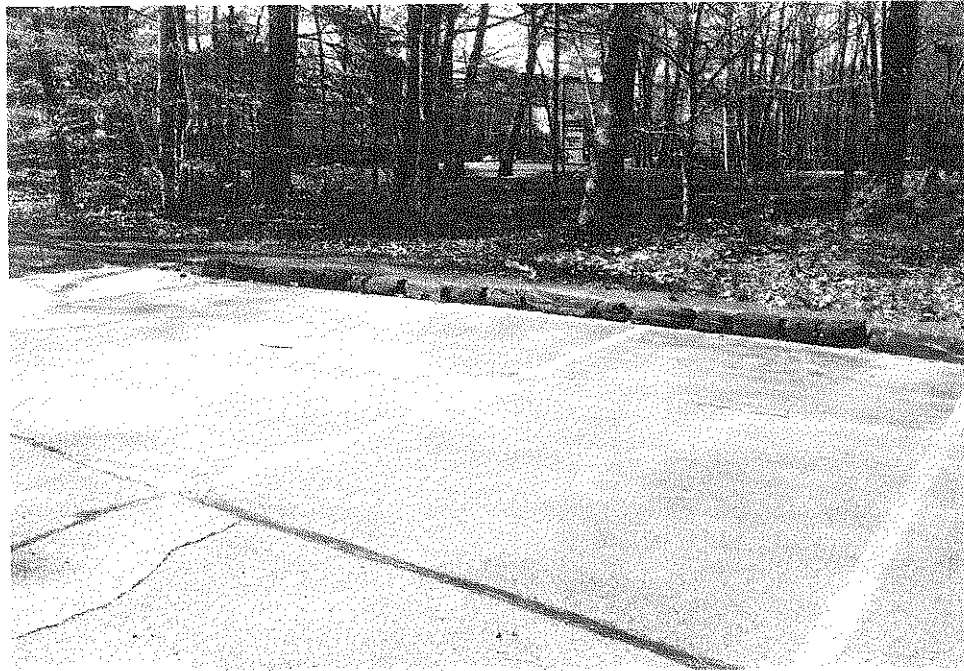
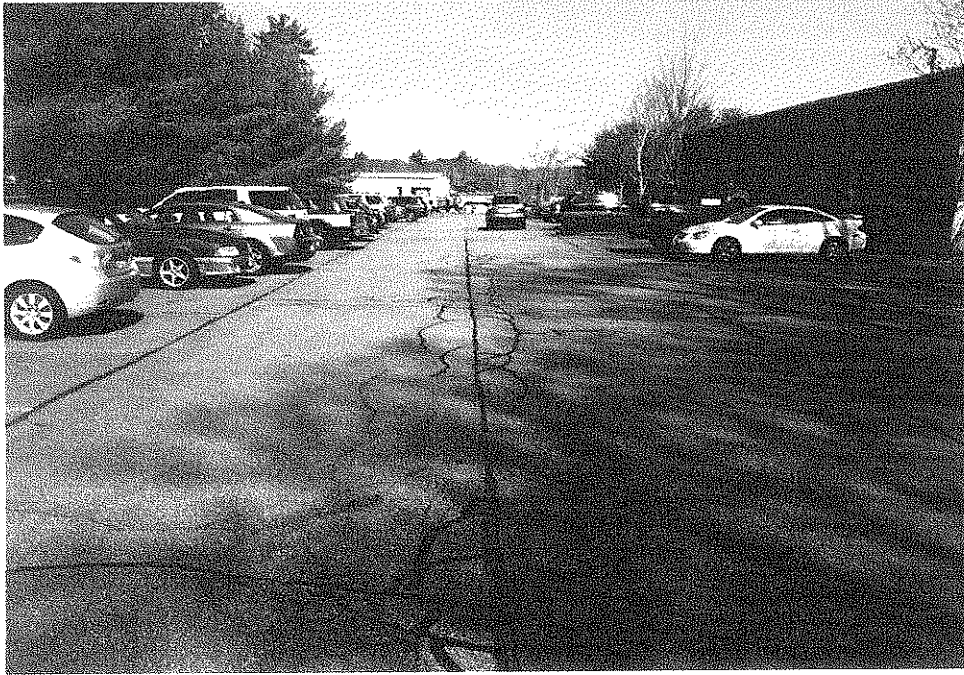
CERTIFICATE HOLDER New Hampshire Employment Security 45 South Fruit Street Concord, NH 03301	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE Laura Perrin/JSC 
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Portsmouth Parking Lot
Mandatory Meeting 04/02/15, 10AM
BID OPENING: 04/16/15, 2:00 PM
4 RFPs Distributed: 3 Ad; 0 Internet; 1 NHES Database Response; 3 Bids

Company Name/Contractor Heard About Bid How	Vendor Information	BID	Mandatory Walk Through
Bell & Flynn, Inc. Brian Bell Union Leader	69 Bunker Hill Ave, Stratham, NH, 03885 bsb@bellandflynn.com 603-778-8511	\$106,000.00	Attended
GMI Asphalt Ron Vaillacourt Union Leader	288 Laconia Road, Belmont, NH, 03220 Ron@GMIasphalt.com 603-344-8902	\$91,550.00	Attended
Hudson Paving Larry Taylor NHES Database	9 Barretts Hill Road, Hudson, NH, 03051 larryhudsonpe@comcast.net 603-882-6854	\$132,720.00	Attended
Eric Brosseau North Hampton Excavation & Rental Union Leader	1 Woodland Road, North Hampton, NH, 03862 eric@nhexcavating.com	NO BID Chose not to Compete	Attended

Ads: Union Leader; Portsmouth Herald, NH-PTAP, Construction Summary, Onvia, MyBid, Reed Business, IsQft, McGraw-Hill, Works In Progress, etc.
 NHES Database: bidders previously responding to similar projects advertised in Newspaper or on Internet.







Virginia M. Barry, Ph.D.
Commissioner of Education
Tel. 603-271-3144

Paul K. Leather
Deputy Commissioner
Tel. 603-271-3801

STATE OF NEW HAMPSHIRE
DEPARTMENT OF EDUCATION
DIVISION OF CAREER TECHNOLOGY AND ADULT LEARNING
BUREAU OF CAREER DEVELOPMENT
21 South Fruit St., Suite 20
Concord, NH 03301
FAX 603-271-4079
Citizens Services Line 1-800-339-9900

May 14, 2015

Representative Gene Chandler
Chairman, Capital Budget Overview Committee
Legislative Office Building, Room 201
Concord, NH 03301

REQUESTED ACTION

Pursuant to Chapter 195:1, V, B, Laws of 2013 (HB 25) as amended by Chapter 237:2, V, B, Laws of 2014 (HB 1350) the Department of Education, Bureau of Career Development, requests approval of the Salem CTE action plan in order to obligate, encumber, and expend additional appropriation of \$3,025,000 of Capital Budget funding designated as the "Renovation of CTE Center - Salem -- State Share."

EXPLANATION

A footnote included in HB 25, Laws of 2013, requires the Department of Education to submit an action plan for approval from the Capital Budget Overview Committee prior to obligating, encumbering, or expending funds appropriated for the renovation of the Salem Career and Technical Education Center.

The Department of Education was appropriated \$10,775,000 of general funds in House Bill 25, Chapter 195:1, V. B., Laws of 2013, for the purpose of renovating the Salem Career and Technical Education facilities and equipment in accordance with RSA 188-E, and received approval of the Capital Budget Over Committee in April of 2014 to obligate, encumber, and expend that appropriation.

Representative Gene Chandler

May 14, 2015

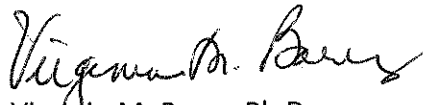
Page 2

House Bill 1350, Laws of 2014, amended the Capital Budget for the Salem Career and Technical Education Center Renovation, by increasing the appropriation by \$3,025,000, such appropriation was previously designated in House Bill 25, Laws of 2013, for the Whitefield Career and Technical Center Renovation project which failed to receive the supermajority vote required at the local level to move forward with that project.

Action Plan for Salem

Substantial planning has taken place; all programs have been reviewed and approved. The need for limited disruption of classes will force the major portion of the construction/renovation to begin in the spring of 2015; currently this construction work has begun. Salem has hired a project manager to oversee the entire construction project in an effort to ensure the integrity of the project. Salem hired Lavallee Brensinger Architects, the conceptual drawings had been submitted, reviewed and approved by this office in October of 2014. Most recently the schematic drawings were submitted and reviewed by this office, feedback was provided, and Salem responded by making the suggested changes. The renovation plans (both drawings and programs) are approved.

Sincerely,

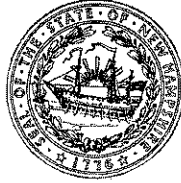


Virginia M. Barry, Ph.D.

Commissioner of Education

VMB/LD/RFF

Virginia M. Barry, Ph.D.
Commissioner of Education
Tel. 603-271-3144



Paul K. Leather
Deputy Commissioner
Tel. 603-271-3801

STATE OF NEW HAMPSHIRE
DEPARTMENT OF EDUCATION
DIVISION OF CAREER TECHNOLOGY AND ADULT LEARNING
BUREAU OF CAREER DEVELOPMENT
21 South Fruit St., Suite 20
Concord, NH 03301
FAX 603-271-4079
Citizens Services Line 1-800-339-9900

May 14, 2015

Representative Gene Chandler
Chairman, Capital Budget Overview Committee
Legislative Office Building, Room 201
Concord, NH 03301

REQUESTED ACTION

Pursuant to Chapter 195:1, V, B, Laws of 2013 (HB 25) as amended by Chapter 237:2, V, A, Laws of 2014 (HB 1350) the Department of Education, Bureau of Career Development, requests approval of the Dover Career and Technical Education action plan in order to obligate, encumber, and expend additional appropriation of \$10,475,000 of Capital Budget funding designated as the "Renovation of CTE Center - Dover--State Share."

EXPLANATION

A footnote included in HB 25, Laws of 2013, requires the Department of Education to submit an action plan for approval from the Capital Budget Overview Committee prior to obligating, encumbering, or expending funds appropriated for the renovation of the Dover Career and Technical Education Center.

The Department of Education was appropriated \$13,800,000 of Capital Budget funds in House Bill 25, Chapter 195:1, V. B., Laws of 2013, for the purpose of renovating the Career and Technical Education Center in Whitefield. In March of 2014, Whitefield was unsuccessful in receiving the supermajority vote required to move their renovation project forward, thus House Bill 1350, Laws of 2014, amended 2013, 195:1, V, A by reassigning \$10,475,000 of that appropriation to Dover (2014, 237:2, V, A) and increasing the Salem CTE Renovation (2014, 237:2, V, B) by \$3,025,000. The Salem action plan is included in a separate letter.

Representative Gene Chandler

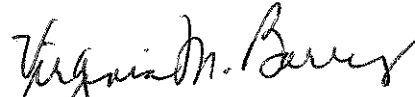
May 14, 2015

Page 2

Action Plan for Dover

Substantial planning has taken place in Dover. The Dover School District Joint Building Committee responsible for the renovation project has hired HMFH Architects, Inc. The Feasibility Study and Visioning Phases of the project are underway.

Sincerely,



Virginia M. Barry, Ph.D.

Commissioner of Education

VMB/LD/RFF

April 30, 2015

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 \$400,954.87 from the Port Expansion Fund for the following purposes:

1. Final payment to the U.S. Army Corps of Engineers for the Hampton Seabrook Harbor Dredging - \$202,702.47
2. Final payment to Sea and Shore Marine Construction for the Hampton Harbor Commercial Fish Pier Rehabilitation - \$82,752.40
3. 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 - \$6,000.00
4. Main Wharf Inspection to document the condition of the facility to be included in the TIGER Grant application - \$109,500.00

The balance of the Port Expansion Fund is \$5,841,077.00

Hampton Seabrook Harbor Dredging

With authorization from the State of New Hampshire, the Pease Development Authority Division of Ports and Harbors entered into an agreement with the U.S. Army Corps of Engineers to conduct a maintenance and improvement dredging project in the harbor. The cost estimates for the project were based on condition surveys conducted by the Corps to determine the volume of sand to be removed. In the period of time between the project design (condition survey) and the end of construction, the volume of sand had increase resulting in a higher construction cost. A letter dated June 30, 2014, the U.S. Army Corps of Engineers is requesting payment of \$238,104.97 (attached). There remains \$35,402.50 in the original authorization. Therefore the Division of Ports and Harbors is requesting authorization to expend not more than \$202,702.47 from the Port Expansion Fund for final payment to the U.S. Army Corps of Engineers for the Hampton Seabrook Dredging project.

Hampton Harbor Commercial Fish Pier Rehabilitation

The rehabilitation of the Hampton Harbor Commercial Fish pier is near completion. During excavation at the site, the contractors discovered several issues that were below ground and above ground that had not initially been identified at the engineering and planning stage which have caused additional costs not anticipated.

- Installation of a temporary hoist for the commercial fishermen and additional small boat docks for use during construction (\$26,603.31)
- Electrical upgrades to the underground fuel system (\$30,775.69)
- Upgrades to the two (2) jib cranes (\$29,600.00)

The Division of Ports and Harbors is requesting the release of \$82,752.40 additional funds to close out the project.

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 \$6,000.00 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, the Division's contracted "on-call" marine engineering company and subject to final approval by the Pease Development Authority Board of Directors.

Main Wharf Inspection

It is recognized marine industry standard to routinely inspect marine terminal facilities. The Main Wharf at the Market Street Marine Terminal is due an inspection for two (2) purposes:

1. It has been 9.5 years since the last inspection
2. The inspection is necessary to determine the level of funding request to be made to the TIGER Program as part of the Main Wharf Rehabilitation and Expansion Application

Therefore the Pease Development Authority Division of Ports and Harbors requests authorization to expend not more than \$109,500.00 from the Port Expansion Fund for a Main Wharf Inspection in accordance with the attached proposal from Appledore Marine Engineering, the Division's "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 particularly prominent.

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

Attachments: June 30, 2014 letter from Army Corps
April 10, 2014 TIGER consulting proposal; Appledore Marine Engineering
March 16, 2015 inspection proposal; Appledore Marine Engineering
Main Wharf Expansion Graphic
2014 TIGER Narrative



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

June 30, 2014

Engineering/Planning Division
Planning Branch

Mr. David R. Mullen
Executive Director
Pease Development Authority
55 International Drive
Portsmouth, New Hampshire 03801

Dear Mr. Mullen:

The Corps has completed the close-out of our contract with Southwind Construction Corporation and final accounting for the Hampton Harbor Navigation Improvement and Maintenance Dredging Project, Hampton and Seabrook, New Hampshire. The final apportionment of project costs between the Federally funded maintenance dredging, the cost-shared improvement project to deepen the inner harbor, and the State-funded maintenance of the inner harbor and upper Hampton anchorage area, has been completed in accordance with our Project Partnership Agreement (PPA) executed September 12, 2012. The documentation of this apportionment and the final distribution of costs between the Government and the Authority is attached. Also attached is a copy of the after-dredge survey showing the newly constructed revised harbor features, and the computation of final dredging volumes.

The final cost of the Section 107 improvement project was \$2,380,149.70, with the Authority responsible for ten percent of that cost up-front (238,014.97) and an additional ten percent after completion, for a total non-Federal share of \$476,029.94, as provided for in Articles II.D and II.F. of the PPA.

The Authority's final cost for maintenance of the improved inner harbor areas to the State's prior maintained depth of 6 feet was \$1,010,915.75, as covered in Articles II.E and VI of the PPA.

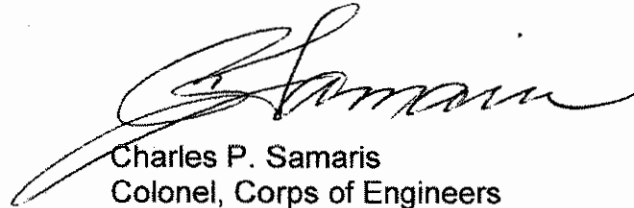
The Authority's final cost for dredging the upper 6-foot recreational boating anchorage at Hampton was \$72,228.68.00, as covered in Article II.K.4 of the PPA.

The total cost to the Authority for these three components of the combined project was \$1,559,174.36.

In accordance with the PPA, the Authority had provided a total of \$1,308,154.31, including \$154.31 in funds carried over from the Authority's share of feasibility study costs, as of September 14, 2012. This leaves a remaining balance due of \$251,020.05. This includes \$238,104.97 which is the Authority's ten percent additional post-construction payment for the Section 107 improvement, which may be paid over time. In accordance with Article VI of the PPA, please provide a check in the amount of \$251,020.05 payable to "FAO, USAED, New England District", or advise the District if you elect to pay the additional ten percent amount over time with interest as provided in the PPA.

If you have any questions or require additional information, please contact the Project Manager, Mr. Mark Habel, at (978) 318-8871.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Samaris", with a long, sweeping underline that extends to the left and under the first part of the name.

Charles P. Samaris
Colonel, Corps of Engineers
District Engineer

Enclosure



Appledore Marine Engineering, LLC

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

April 10, 2015

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 VII Grant Application for the Rehabilitation and Expansion of the New Hampshire Port
Authority Main Wharf
Portsmouth, NH
Appledore Project No. 1989P4

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 has approximately \$500 million in funding available for a seventh 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 VII 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, particularly with respect to scrap metal, were included in the analysis and application. It is our understanding that some operations have changed and 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 VII requirements for assessment of economic distress. This information, along with economic impact multipliers, facilitates the estimation of near- and long-term jobs impacts. 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 VII 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 VI 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 Availability (NOFA) 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 benefit-cost and other economic analyses as needed for the economic portion of the TIGER VII application. Documentation of the benefit-cost analysis, as well as supplementary tables appropriate for online posting or other forums, is also developed.

Task 4: Development and Compilation of TIGER VI Application

HDR will work with Appledore Marine Engineering, LLC, and the Port of New Hampshire to update and finalize the TIGER VII application. The port will be responsible for submission to U.S. DOT.

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. Pre-applications are due May 4, 2015, and the application is due on June 5, 2015.

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. Payment will be due within thirty (30) days of invoice.

Task 1	Review Previous Application & Data Collection	\$1,000	
Task 2	Economic Analysis	\$1,500	
Task 3	Supplementary Documentation	\$1,500	
Task 4	Development of Tiger VII Application	\$2,000	
Total		\$6,000	

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 _____, 2015

By: _____
Pease Development Authority – Division of Ports and Harbors



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 16, 2015

Captain Geno Marconi
Director Division of Ports and Harbors
555 Market Street, PO Box 369
Portsmouth, New Hampshire 03802

Re: Proposal to Provide Marine Engineering Services
Main Wharf Routine Inspection

Dear Captain Marconi:

Appledore Marine Engineering, LLC. (AME) is pleased to present this proposal for Marine Engineering services for the above-referenced project. This proposal will discuss the Background, Scope of Services, Schedule of Work and Fee for the services required to complete the work. This project includes the Routine above and underwater inspection of the Main Wharf at the Market Street Marine Terminal, in accordance with this scope of work.

BACKGROUND

The main wharf is constructed of steel caisson supporting concrete pile caps and deck. The structure was constructed in two vintages, 1964 and 1977. The structure was previously inspected in 1996 and 2006. The last inspection determined that the structure was in overall Fair condition with \$3,600,000 in recommended repairs. In accordance with the ASCE Underwater Investigations practice manual it is recommended that marine structures in the marine environment be inspected every 4 years.

This inspection is being undertaken to assess the general condition of the wharf structure and provide recommendations for repairs.

It is anticipated that a likely follow on task would be to conduct concrete coring of the primary structural elements. The core samples would allow detailed material testing that would be used to define the repair design project if required.

SCOPE OF SERVICES

The Scope of Services includes document research, coordination with terminal personnel and local marine authorities, and conducting a Routine above and underwater inspection. The findings will be summarized in a report with recommendations and budgetary maintenance and repair construction costs.

AME has identified the following tasks as necessary to complete the scope of work:

Task 1: Routine Inspection

This inspection will include a Level 1 inspection that is limited to outwardly visible defects and relying on sampling small percentages from a Level 2 inspection on 10% of the structure to infer overall structural condition. The Level 1 inspection will involve visual/tactile techniques on 100-percent of the above water and underwater elements, as well as a Level 2, detailed inspection, on approximately 10-percent of the underwater elements. The detailed inspection includes cleaning the element at three (3) elevations to remove loose material and marine growth. For steel elements, we will obtain ultrasonic thickness readings and voltage potential measurements. The intent of the field inspection is to identify general defects and modes of deterioration, which will be used to provide overall structural condition assessments and recommendations. Where recommendations are based on sampling on a limited percent of the elements, the findings will be extrapolated to the remainder of the structure to provide budgetary estimate for the anticipated repairs.

The field inspection will be completed by an in-house team of engineer-divers. The team will be led by a licensed professional engineer and all team members will be commercially certified divers. Diving operations will be scheduled around slack tides.

Excluded from this scope of work are utilities, lights, cranes, towers, piping, ladders and handrails.

Task 2: Routine Inspection Report

Following the field inspection outlined in Task 1, AME will prepare a routine inspection report that will summarize the results of the inspection. The report will describe the observed conditions, provide photographic documentation, and outline recommended repair items. Repair recommendations will be phased based on priority taking into account both structural condition and operational capabilities.

SCHEDULE

AME understands that this work will need to be coordinated around facility operations and will work with the Port Director to develop a logical time and schedule to perform the field investigation. Upon completion of Task 1, AME will provide a draft report for review within 30 calendar days. AME will issue a final report within one (1) week of receipt of any comments.

FEES FOR CONSULTING SERVICES

Fees for Consulting Services will be on a firm fixed fee basis in accordance with the following schedule:

Total Fixed Fee	\$ 109,500
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AME will invoice the PDA-DPH monthly based on the percent completed on the project. Payment will be due within thirty (30) days from the date of invoice. If this letter satisfactorily sets forth your understanding of our agreement, please sign and return a copy to us. Receipt of the signed copy will serve as our Notice to Proceed (NTP).

Thank you for giving us the opportunity to present a proposal for this work and to continue serving PDA-DPH. If you have any questions or require additional information, please do not hesitate to contact me.

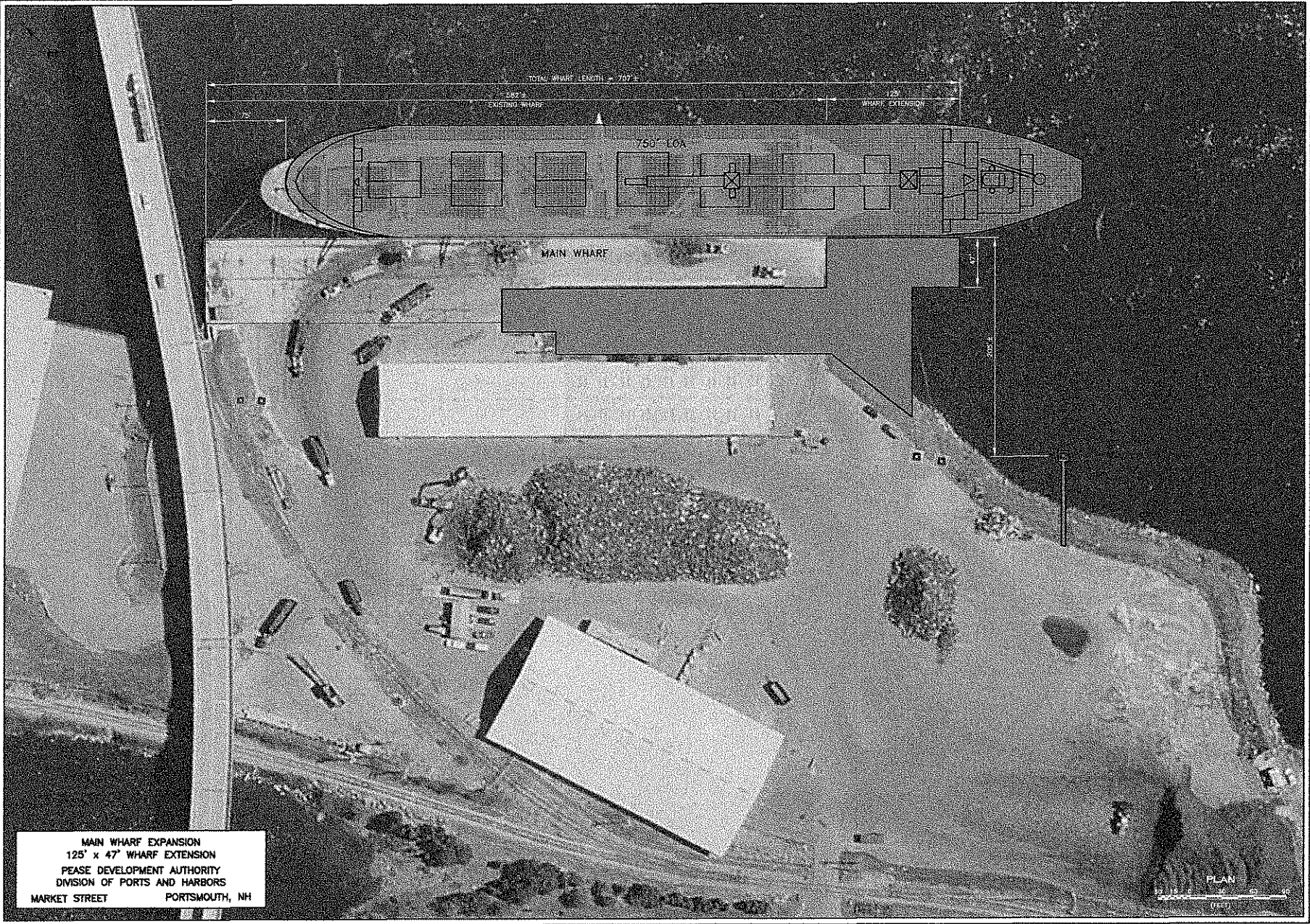
Regards,



Noah J. Elwood, P.E.
President

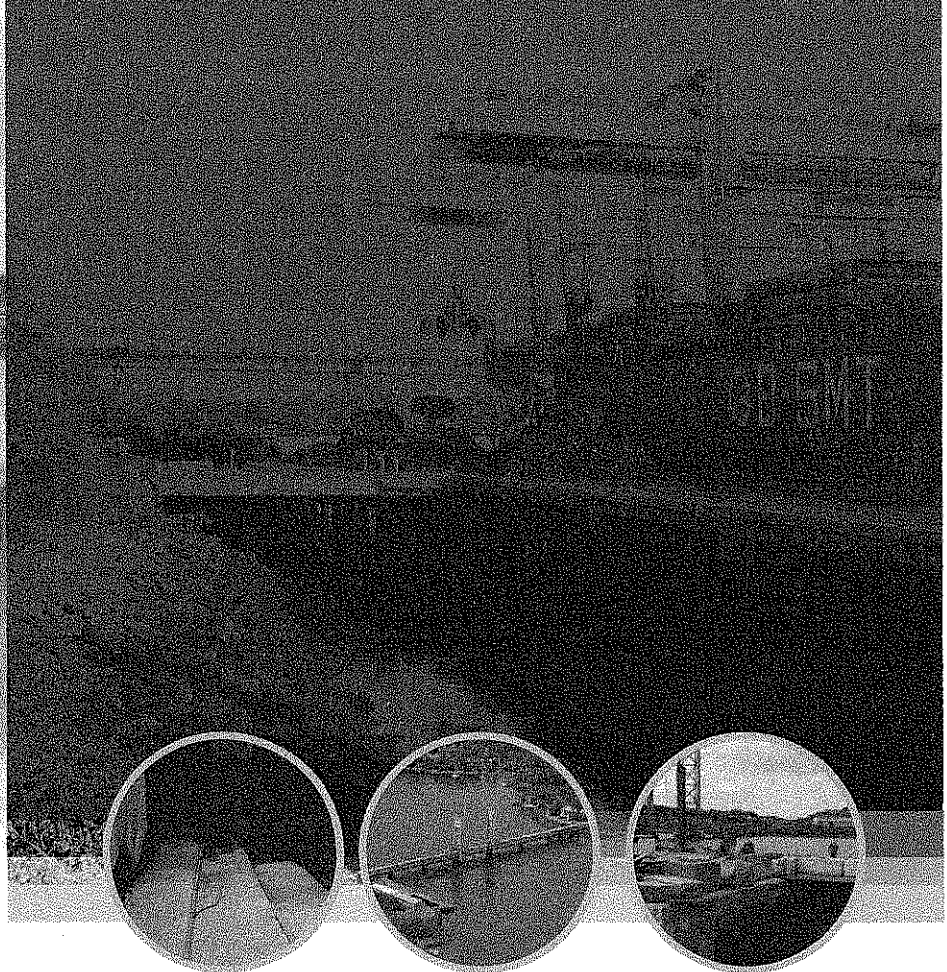
Accepted this _____ day of _____, 2015

By: _____
For the Pease Development Authority Division of Ports and Harbors



MAIN WHARF EXPANSION
 125' x 47' WHARF EXTENSION
 PEASE DEVELOPMENT AUTHORITY
 DIVISION OF PORTS AND HARBORS
 MARKET STREET PORTSMOUTH, NH

PLAN
 1" = 100'
 (REV)



USDOT
TIGER
DOT.GOV



FY 2014 TIGER Grant Application for

MAIN WHARF EXPANSION

April 2014

Submitted by:

Pease Development Authority

Division of Ports and Harbors

555 Market Street

Portsmouth, NH 03801



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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

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 VI Grant Funding Request

TIGER Grant Request: \$12 million
State & Local Match: \$ 5 million
Total Project Cost: \$ 17 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>

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 the deteriorating wharf access bridges (one of 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.

Main wharf expansion is estimated to cost \$17 million, and the State of New Hampshire is committed to providing \$5.0 million toward the project, representing 29 percent of the total project cost. TIGER VI funding of \$12 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 2016 without significant main wharf improvements.

Summary of Economic Benefits

State of Good Repair	\$4.6 million
Economic Competitiveness	\$22.6 million
Quality of Life	\$2.8 million
Sustainability	\$2.8 million
Safety	\$2.5 million
Job Creation	221
Benefit Cost Ratio	1.4

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 \$1.40 in public benefits and provides 221 short-term construction related jobs.

Project Purpose and 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 2013, the Terminal handled 304,500 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 Grimm Industries all rely heavily on the port for marine shipping of freight and support. Between 2011 and 2012, tonnage handled at the Terminal had 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 fact, the 304,500 tons was actually a reduction from 2012 volumes 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 southern bridge is of the same construction and vintage and is in severe condition; without immediate attention this access bridge will need to be closed in the near term. 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 three years, if the wharf is not completely rehabilitated.



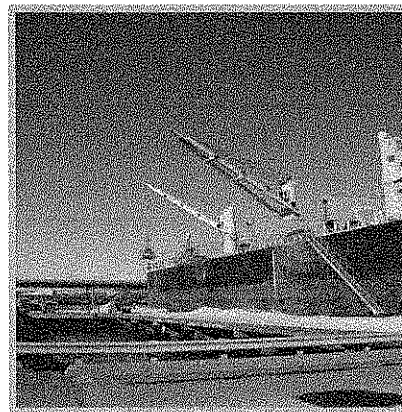
Existing port customers are experiencing increased demand for their products and are looking to the Terminal to provide shipping and receiving services to accommodate this business activity. In addition, the Port Director of the Market Street Marine Terminal has been approached by businesses interested in utilizing the port, but concerned about the wharf's structural integrity and size. Specifically, 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.

- 304,500 tons of bulk and break-bulk cargo
- 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.



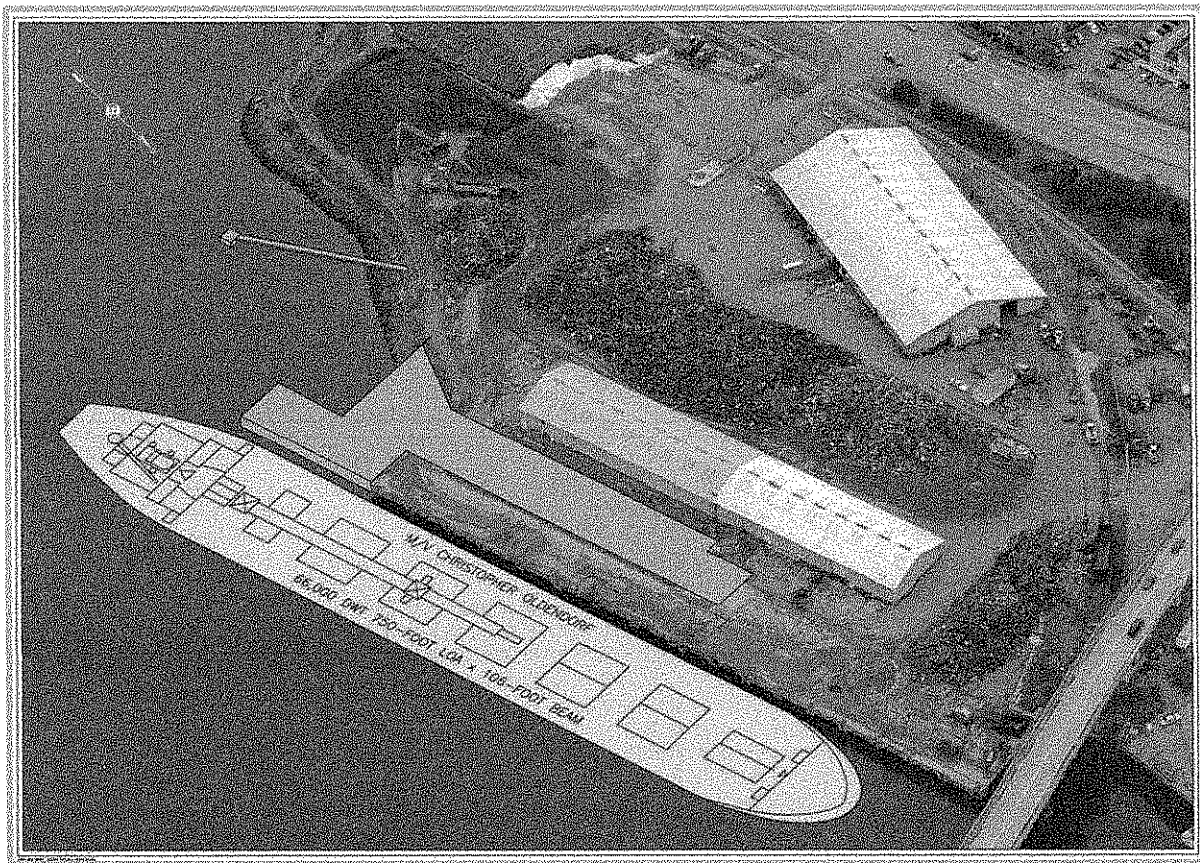
Positioning the port to support the increased activity anticipated in the near-term is of vital interest to the state, region and nation as a whole. The project represents a real opportunity to sustain current, and generate new, economic activity, but timing is of the essence. The main

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 VI 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 it will include a 24 square foot offshore mooring dolphin. The 29,000 square foot expansion will replace the deteriorating wharf access bridges 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



Project Parties

The Pease Development Authority 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.

Grant Funds and Sources/Uses of Project Funds

The Market Street Marine Terminal main wharf rehabilitation and expansion project is estimated at \$17.0 million. The State of New Hampshire will provide a match of \$5.0 million, representing 29 percent of the total project cost. Pease Development Authority Division of Ports and Harbors is requesting a TIGER grant of \$12 million. Detail related to the individual project cost elements, as well as the allocation of both TIGER VI funding and State of New Hampshire funding, is provided in the Project Readiness section of this application.

Project Readiness

If awarded funding, the Market Street Marine Terminal project is positioned to receive obligated funds by September 30, 2016. 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.

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:

- ☒ Repair deteriorated caissons (install protective jackets and sacrificial anodes) to restore structural integrity and extend service life
- ☒ Recoat portions of the steel sheet pile bulkhead to extend service life
- ☒ Repair deteriorated concrete superstructure elements to restore structural integrity and extend service life
- ☒ Resurface deteriorated concrete deck to restore structural integrity and drainage
- ☒ 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:

- ☒ Construct a 130' +/- long extension at the south end of the wharf to provide additional berth length for vessels
- ☒ Remove existing approach bridges and construct a 304' +/- long structure along the shore side face of the existing wharf to improve operational flexibility and safety
- ☒ 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.

Financial Feasibility

The Market Street Marine Terminal main wharf rehabilitation and expansion project is estimated at \$17.0 million. The State of New Hampshire will provide a match of \$5.0 million and PDA-DPH is requesting a TIGER grant of \$12.0 million. The table below presents the individual project cost elements, as well as the allocation of both TIGER VI funding and State of New Hampshire funding across each element.

Project Costs and Funding

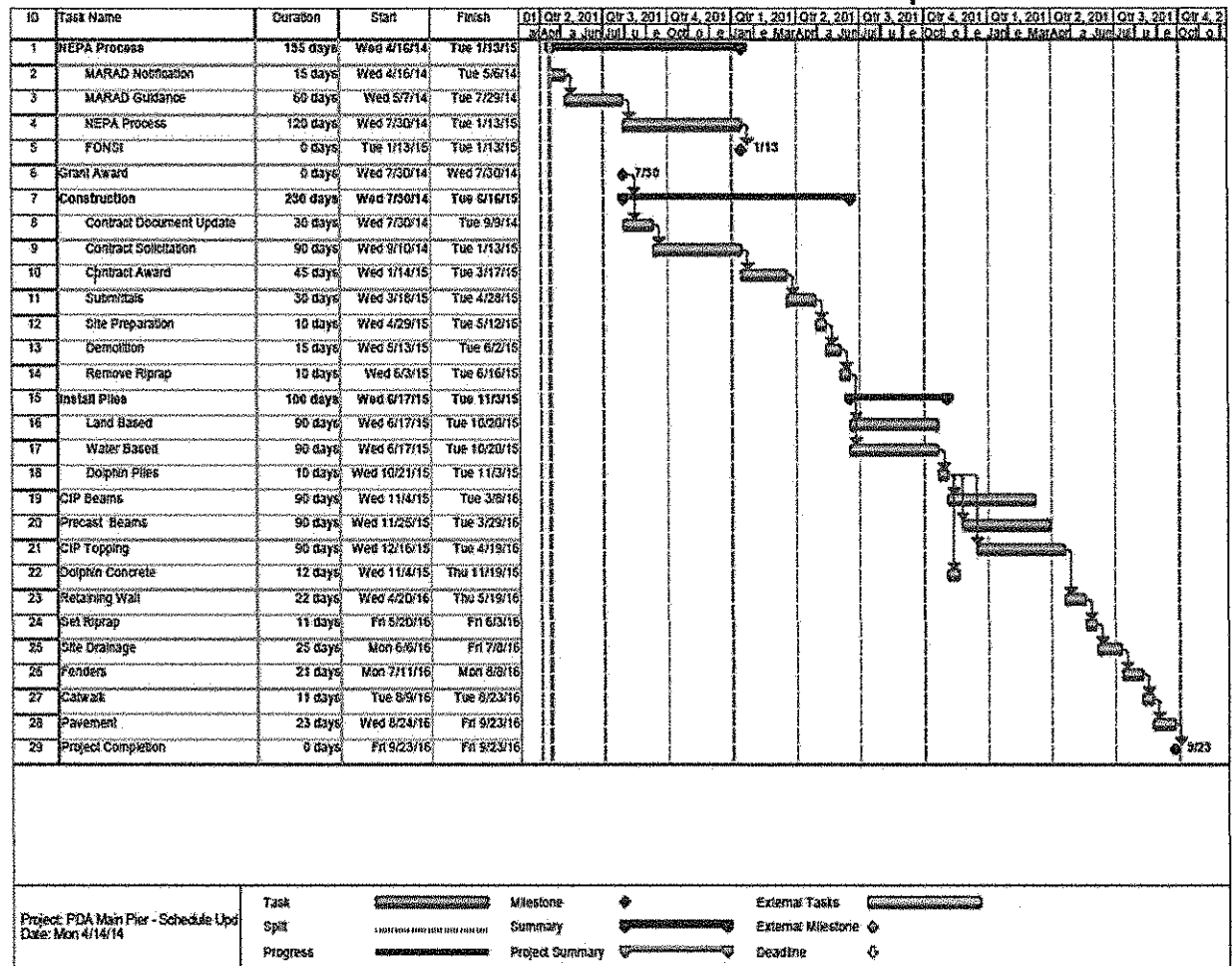
	Project Costs	TIGER VI Funds	State of NH Funds
Expansion			
▪ Demolition	\$ 324,450	\$ 229,219	\$ 95,230
▪ Retaining Wall	\$ 346,080	\$ 244,501	\$ 101,579
▪ Caissons	\$ 4,758,600	\$ 3,361,885	\$ 1,396,714
▪ Superstructure	\$ 5,407,500	\$ 3,820,324	\$ 1,587,176
▪ Deck Appurtenances	\$ 270,375	\$ 191,016	\$ 79,359
▪ Dolphin	\$ 730,013	\$ 515,744	\$ 214,26
Expansion Subtotal	\$ 11,837,018	\$ 8,362,690	\$ 3,474,327
Dock Repairs			
▪ Caisson repairs	\$ 519,120	\$ 366,751	\$ 152,369
▪ Bulkhead recoating	\$ 22,712	\$ 16,045	\$ 6,666
▪ Deck repairs	\$ 892,238	\$ 630,354	\$ 261,884
▪ Mooring hardware repairs	\$ 64,890	\$ 45,844	\$ 19,046
▪ Fender system repairs	\$ 54,075	\$ 38,203	\$ 15,872
Dock Repairs Subtotal	\$ 1,553,034	\$ 1,097,197	\$ 455,837
Subtotal	\$ 13,390,052	\$ 9,459,887	\$ 3,930,164
▪ Mobilization and Demobilization	\$ 237,930	\$ 168,094	\$ 69,836
Subtotal	\$ 13,627,982	\$ 9,627,982	\$ 4,000,000
▪ Contractor OH&P (25%)	\$ 3,406,995	\$ 2,406,995	\$ 1,000,000
Total Construction Cost	\$ 17,034,977	\$ 12,034,977	\$ 5,000,000

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.

Project Schedule

With approval of this grant application, the Terminal main wharf rehabilitation and expansion will be advertised in September 2014, with a contract award in January 2015. The project will be completed by the end of September 2016. The project schedule is provided below and provides construction detail, along with the environmental approval expected dates and the schedule for soliciting contracts.

Market St. Marine Terminal Main Wharf Rehabilitation & Expansion Schedule



Assessment of Project Risks and Mitigation Strategies

With TIGER VI 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 VI 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.

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.

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.

Environmental Approvals

The environmental approvals for the Market Street Marine Terminal main wharf rehabilitation Project has 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 VI 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 January 2015.

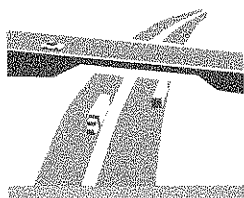
Performance Management

The Pease Development Authority will have resources available to collect and report information on the performance of the project in terms of achieving the long-term outcomes discussed below.

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.

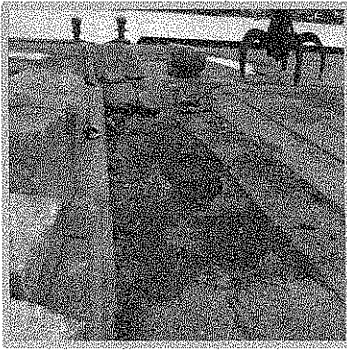


Save

\$1.8 Million
in Highway
Maintenance

State of Good Repair

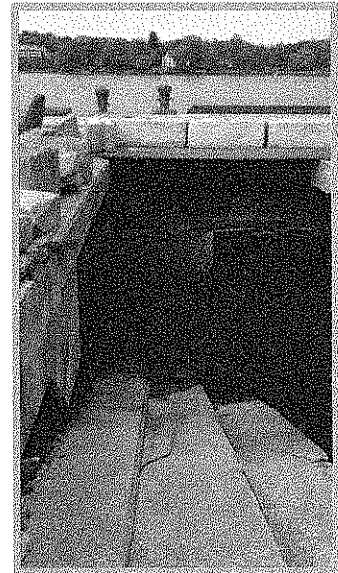
The main wharf at the Market Street Marine Terminal is in overall Poor condition due to continued degradation of the 1964 and 1977 vintage marine structures that comprise the wharf. In 2005, a structural analysis was completed that recommended reductions in live load capacity, along with restrictions 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 southern bridge is of a similar vintage and is deteriorating rapidly. It is uncertain how much longer the bridge will remain structurally sound enough to remain open.



Loaded trucks are currently restricted from utilizing the bridge. A video of the Market Street Marine Terminal and the Main Wharf is provided at the following link: <http://youtu.be/INbu7mwckp8>.

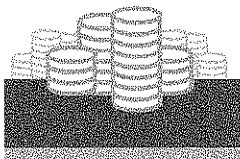
The proposed rehabilitation and expansion project will extend the length of the main wharf by 125 linear feet, add a 24 square foot mooring dolphin, and increase the wharf deck area by 29,000 square feet. The access bridge condition will be addressed by decking the area between the existing shoreline 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 efficient and operational marine facility that is better able to provide the marine support services needed 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.



State of Good Repair Benefits

- Generates Discounted Highway Maintenance Savings of \$1.8 million in discounted (at 7%) benefits.
- Creates a residual value of infrastructure after 30 years of wharf use equal to \$2.7 million.
- Improves marine facilities.



**\$21.1 Million in
Shipper Cost
Savings**

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 of significant scrap metal products, 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 \$21.1 million in discounted benefits over 30 years, with enhanced productivity an additional discounted benefit of \$1.4 million.

Existing Conditions and Economic Role of the Port

The Market Street Marine Terminal receives regular shipments of scrap metal, the State of New Hampshire's fourth largest export. It also receives highway deicing salt and provides cargo handling for a number of special projects, including power plant components, vacuum tanks, and windmill turbines. In 2013, the Terminal handled approximately 75,000 tons of salt, 42,000 tons of gypsum, and 172,500 tons of scrap metal. Special projects, such as windmill parts and large pieces of equipment were also 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.



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, shredded scrap is now being shipped from Maine to the port on rail cars where it is sent overseas. Currently, this scrap is shipped from Maine on a weekly basis. The current design for the Sarah Mildred Long Bridge, which crosses the Piscataqua River near the port, incorporates rail improvements. This enhanced rail infrastructure will support the port's existing rail access and augment the facility's ability to move intermodal rail freight, further supporting existing and future business. Grimm Industries, the largest scrap metal shipper at the port,

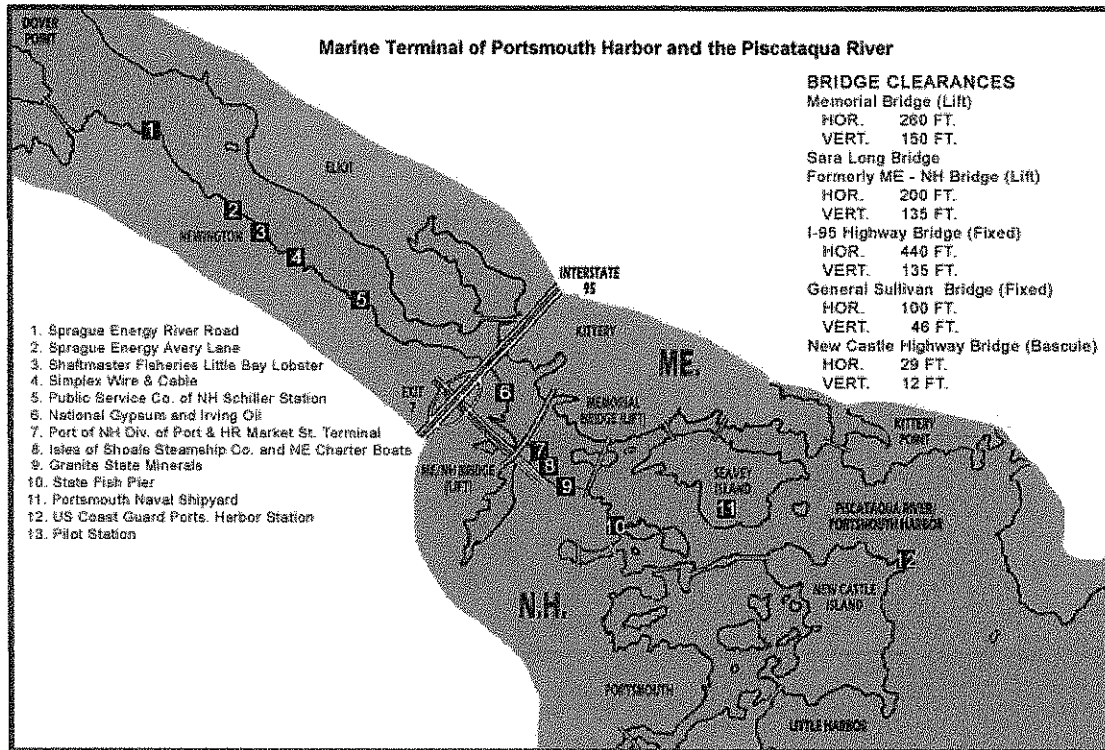
has indicated that an improved main wharf is expected to facilitate increased scrap metal activity at the port. Thus, an improved wharf is anticipated to promote economic activity locally and increase exports.

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.

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.

Marine Terminal of Portsmouth and the Piscataqua River



Source: Port of New Hampshire website

With main wharf improvements, existing businesses are expected to increase their tonnage by an estimated one to three percent annually, depending on the cargo transported. 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.

Economic Growth Opportunities

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, as demonstrated in the letter of support written by the Yarmouth Port Director. 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. As noted in their letter of support, 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.

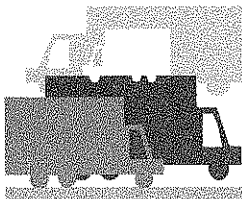
"Northeast Marine Development cannot initiate a short sea shipping project with the current condition of the wharf in Portsmouth. We are positioned to start service when the expansion project is completed"

Dale Wood, CEO, NE Marine Development." Dale Wood, CEO, Northeast Marine Development

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.

Economic Competitiveness Benefits

- Discounted Shipper Cost Savings of \$21.1 million.
- Discounted Productivity Benefits of \$1.4 million.
- Supports growth of existing customer business.
- Promotes growth of new business, including exporters.



\$2.8 Million in
Roadway

**Congestion
Reduction
Benefits**

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. Commercial, non-industrial 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, 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 make the harbor operate more efficiently and more safely overall. It will also result in congestion reduction benefits by facilitating marine cargo transport, rather than truck. This will help to support the quality of life in region as highway congestion, particularly on I-95, continues to increase over time.

Quality of Life Benefits

- Discounted Highway Congestion Reduction Benefits of \$2.8 million.
- Supports attraction of business and recreational visitors to the City of Portsmouth and Town of Kittery.





Save

\$2.8 Million in
Emissions
Reductions

Environmental Sustainability

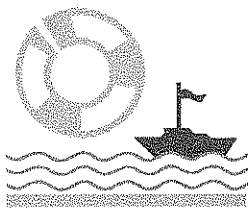
Promoting a more environmentally sustainable transportation system is an important goal of the TIGER program. Rehabilitating and expanding the main wharf at the Market Street Marine Terminal will provide measurable emissions reductions, energy efficiency improvements, and other environmental benefits by facilitating 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, CO2, SO2 and PM, is a significant benefit of this project.

Environmental Sustainability Benefits

- Discounted Emissions Reduction Benefit of \$2.8 million.
- Rehabilitation, rather than replacement, of wharf section.
- Limited impact to Piscataqua riverbed.



Save

\$2.5 Million in
Roadway
Accidents

Safety and Security

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 \$2.5 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.

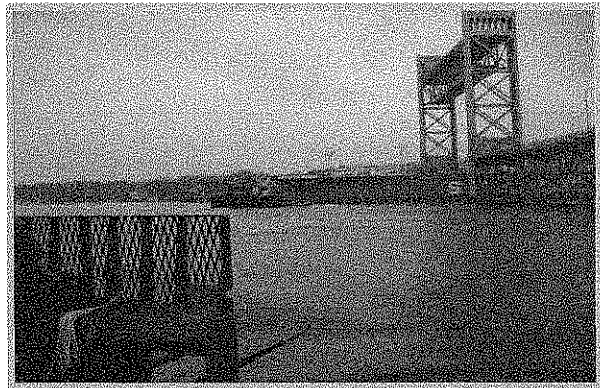
The port is also critical to the harbor's emergency response capabilities from the perspective of assisting marine vessels that are distressed. For example, early in 2013 a marine vessel traveled upstream and collided with the Sarah Mildred Long Bridge, which was subsequently closed for several weeks. The Market Street Marine Terminal was integral in reclaiming the vessel and returning it to the port safely. 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.

Portsmouth Naval Shipyard

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.

Fire and Oil Spill Safety and Security

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.

Safety Benefits

- * Discounted Accident Reduction Benefits of \$2.5 million due to marine use for freight transport, rather than truck.
- * Support to Portsmouth Naval Shipyard.
- * Fire and Oil Spill Safety and Security.

Job Creation & Near-Term Economic Activity

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.

Job Creation

Based on the project schedule and capital budget for the main wharf improvement, the project is estimated to involve 67 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 \$76,923 of government spending, one job-year is created. Using the CEA method and assuming an overall main wharf expenditure of \$17 million, 221 jobs are estimated to be directly created by the investment.

Construction Jobs

Pile Drivers	13
Operating Engineers	10
Carpenters	8
Laborers	12
Ironworkers	5
Electricians	3
Superintendents	4
Field Engineers	4
Surveyors	3
Project Managers	3
Coffee Wagon	2
TOTAL	67

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.

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.

Jobs

- * 221 jobs using CEA method.
- * 60-100 jobs to support Northeastern Marine Logistics operations at port, once wharf is rehabilitated and expanded.

Evaluation of Expected Project Costs and Benefits

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.

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 2016, 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 \$17.0 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 2016, 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 2014 and an additional \$50,000 per year in 2015 and 2016. After closure, no operating or maintenance expenditures are anticipated.

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, seven categories of benefits were measured: 1) shipper cost savings; 2) accident reductions; 3) emissions reductions; 4) pavement maintenance savings; 5) roadway congestion reductions; 6) residual value of infrastructure after 30 years; and 7) productivity benefits. The following describes these benefits categories and their applicability to the TIGER long-term outcomes primary selection criteria.

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 \$21.1 million over 30 years, assuming a seven percent discount rate.

Productivity Benefits

Freight shippers have many options for transporting their cargo, and each business makes their location and logistics decisions based on a variety of factors. It is presumed that existing port customers are utilizing the Market Street Marine Terminal because it is operationally efficient for them to do so. As specifically stated by existing port customers, expansion of the port could allow them to expand operations and shipping volumes by using the low-cost rail connections and port facilities. If the port were to close, these businesses would either need to limit their expansion plans and/or find an alternative location. This shift would generate a loss in productivity for existing port customers who are forced to rework their logistics and site location away from their preferred site. Thus, maintaining and expanding the port results in estimated productivity benefits for users of the improved facility. The analysis estimates \$1.4 million in discounted project-induced productivity benefits.

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 \$2.5 million with the wharf rehabilitation and expansion.

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, CO₂, NO_x, SO₂, and PM, varying by auto and truck. The expansion of the main wharf will result in emissions benefits estimated to be \$2.8 million.

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 \$1.8 million. Congestion reduction benefits are estimated to be another \$2.8 million over the 30-year analysis period.

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 \$2.7 million has been calculated.

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 VI Grant Program guidance (7%), the rehabilitation will result in:

- Total benefits of \$35.2 million in present value terms
- Total costs of \$24.7 million in present value terms
- Total net present value of \$10.4 million, with a benefit-cost ratio of 1.4.

Assuming a discount rate of three percent yields a BCR of 1.9.

Benefit-Cost Summary – Main Wharf Rehabilitation and Expansion

BENEFIT (7% discount rate)		BENEFIT (3% discount rate)	
• Shipper Cost Savings	\$21.1	• Shipper Cost Savings	\$36.5
• Productivity Benefit	\$1.4	• Productivity Benefit	\$2.4
• Accident Reduction	\$2.5	• Accident Reduction	\$4.4
• Emissions Reduction	\$2.8	• Emissions Reduction	\$3.0
• Pavement Maintenance Savings	\$1.8	• Pavement Maintenance Savings	\$3.2
• Congestion Reduction	\$2.8	• Congestion Reduction	\$4.8
• Residual Value	\$2.7	• Residual Value	\$12.9
<i>PV of Total Benefits</i>	\$35.2	<i>PV of Total Benefits</i>	\$67.3
COSTS		COSTS	
• Capital Costs	\$13.8	• Capital Costs	\$15.5
• Maintenance Costs	\$10.9	• Maintenance Costs	\$19.6
<i>PV of Total Costs</i>	\$24.7	<i>PV of Total Costs</i>	\$35.1
• Net Present Value (NPV)	\$10.4	• Net Present Value (NPV)	\$32.1
• Benefit-Cost Ratio (BCR)	1.4	• Benefit-Cost Ratio (BCR)	1.9

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 VI 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 \$68.6 million in present value terms
- ⌘ Total costs of \$24.7 million in present value terms
- ⌘ Total net present value of \$43.8 million, with a benefit-cost ratio of 2.8.

Assuming a discount rate of three percent yields a BCR of 3.8 in this alternative, more robust, scenario. A complete discussion of the Benefit-Cost Analysis is provided in a Technical Appendix included with this application.

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.

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/>

Evaluation of Project Performance

Wharf Inspections

Once rehabilitation is complete, inspection of the wharf structures will be performed on a periodic basis in accordance with industry standards and the American Society of Civil Engineers Practice manual No. 101. Wharf inspection reports will be evaluated to gauge project longevity and will be used to coordinate future preservation efforts as needed. The success of the rehabilitation effort will be evaluated as part of this inspection process. In addition, division personnel engaged in day-to-day operations of the wharf will also provide key input into this process. Their constant contact with and operation of the wharf facilities provides keen insight into the success and performance of the wharf rehabilitation.

Reporting

Pease Development Authority has successfully implemented federal grants from Federal Aviation Administration, Department of Defense, and Department of Commerce and has met and exceeded their reporting requirements. Similar reporting will be accomplished to meet the TIGER VI requirements.

Labor Compliance Tracking

All labor compliance tracking requirements associated with this federal grant program will be met.

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.

Federal Wage Rate Certification

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.

List of Attachments

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



State of New Hampshire

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

CAP 15-014

LINDA M. HODGDON
Commissioner
(603) 271-3201

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

March 25, 2015

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 2015.**

Dear Chairman Chandler:

Please find transmitted herewith the Administrative Services', Bureau 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 2015.

Sincerely,

Linda M. Hodgdon
Commissioner

LMH/mkl
Encl.

cc: Michael P. Connor, Deputy Commissioner
Theodore Kupper, Administrator, Bureau of
Public Works Design and Construction

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

February 2015

Town	Project Number	Project Title/Agency	Bid Date	Estimate	BidAmount
Concord	80635-C	Health & Human Services Window Repairs (27/29 Hazen Drive)	2/26/2015	\$630,000.00	\$488,000.00
	80782R-B	Materials & Research Lab Noise Mitigation (DOT Project Mgr: Alan Rawson, DOT Project No. 15262D) 96 - Transportation	2/26/2015	\$90,000.00	\$159,996.00
Rochester	80743R-B	Turnpike Maintenance Facility - Rebid 96 - Transportation	2/25/2015	\$4,800,000.00	\$4,997,000.00

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

February 2015

Town	Project Number	Project Title/Agency	Ad Date
Berlin	80814R-A	Jericho Mountain Bathhouse Replacement 35 - Dept of Resources & Economic Development	2/3/2015
Concord	80635-C	Health & Human Services Window Repairs (27/29 Hazen Drive)	2/3/2015
	80782R-B	Materials & Research Lab Noise Mitigation (DOT Project Mgr: Alan Rawson, DOT Project No. 15262D) 96 - Transportation	2/3/2015
	80818-A	Implementation of Measures Materials & Research Retro Study. 14 - Administrative Services	2/3/2015
Glencliff	80735-C	Glencliff Hydro Dam Repair 91 - Glencliff Home	2/24/2015
Rochester	80743R-B	Turnpike Maintenance Facility - Rebid 96 - Transportation	2/3/2015
Statewide	80808R-B	North Pavilion Wing AC Upgrade & SYSC Heat Loop Repair 95 - Health and Human Services Commissioner	2/24/2015

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

February 2015

Town	Project Number	Project Title/Agency	Final Date	Final Amount
Concord	80740-A	State House Room 100 Door. 14 - Administrative Services	2/23/2015	\$29,998.00
	80740-B	State House Room 100 Door. 14 - Administrative Services	2/18/2015	\$75,248.40
	80749-A	LOB Elevator Upgrade. 14 - Administrative Services	2/23/2015	\$24,546.69
	80758-B	South Office Park South Campus Paving Phase III. 14 - Administrative Services	2/24/2015	\$678,134.95
Glenclyff	80810-A	Glenclyff Sewer Repair. 91 - Glenclyff Home	2/18/2015	\$29,454.03
Manchester	80649-B	Boiler House Bldg. New Roof (YDC). (Job #90097401) 41 - Youth Development Services	2/19/2015	\$202,777.50
Salem	80733R-A	New Salem Liquor & Wine Outlet. 77 - Liquor Commission	2/12/2015	\$127,587.85

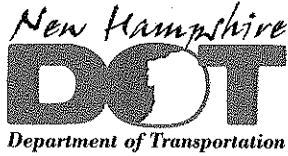
Administrative Services
Public Works Design and Construction
Monthly Summary of Projects
Finaled

February 2015

<u>Town</u>	<u>Project Number</u>	<u>Project Title/Agency</u>	<u>Final Date</u>	<u>Final Amount</u>
Concord	80740-A	State House Room 100 Door. 14 - Administrative Services Planning and design services for the State House Room 100 Door.	2/23/2015	\$29,998.00
	80740-B	State House Room 100 Door. 14 - Administrative Services This project added a second door as a means of egress to improve life safety and added a panic device at the new door, due to the large capacity of the room.	2/18/2015	\$75,248.40
	80749-A	LOB Elevator Upgrade. 14 - Administrative Services Professional engineering services for the Legislative Office Building Elevator.	2/23/2015	\$24,546.69
	80758-B	South Office Park South Campus Paving Phase III. 14 - Administrative Services This project was the third phase of pavement rehabilitation for the Hugh Gallen, State Office Park South Campus roadways and parking lots. The project rehabilitated various segments of roadway and parking areas. Work also included repairs and installation of new drainage systems within the work areas.	2/24/2015	\$678,134.95
Glenclyff	80810-A	Glenclyff Sewer Repair. 91 - Glenclyff Home Professional Engineering Service to evaluate the Glenclyff Home's sewer system.	2/18/2015	\$29,454.03

Page 2
Finaled Projects

Manchester	80649-B	Boiler House Bldg. New Roof (YDC). (Job 41 - Youth Development Services	2/19/2015	\$202,777.50
		This project removed and replaced all three (3) roofs on the Boiler House Building and perform structural reinforcements per plans and specifications.		
Salem	80733R-A	New Salem Liquor & Wine Outlet. 77 - Liquor Commission	2/12/2015	\$127,587.85
		Professional Design Service and construction Administrative Services for the proposed NH Liquor Store in Salem. The project was abandoned.		



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CAP 15-017



JEFF BRILLHART, P.E.
ACTING COMMISSIONER

Bureau of Mechanical Services
April 6, 2015

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

Informational Item

In accordance with Chapter 143, Laws of 2013, 04-96-96-960515-30050000-030 footnote, attached is the Department's Monthly Equipment Acquisition Plan status report for the period ending March 31, 2015, which is submitted for review by the Capital Budget Overview Committee.

Explanation

Chapter 143, Laws of 2013, 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."

Sincerely,



David J. Brillhart, P.E.
Acting Commissioner

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

**Equipment Acquisition Plan Status Report
Fiscal Year 2015**

March 2015

Prepared by:

William J. Dusavitch

Administrator

Submitted by:

David J. Brillhart, P.E.

Acting Commissioner

Department of Transportation - Bureau of Mechanical Services

Equipment Acquisition Plan Status Report

Fleet Purchasing Process

Chapter 143 Laws of 2013, 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 **March 2015**, 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 2015 Equipment Acquisition Status Report
March 2015

ITEM	Plan as approved by CBOC and G&C			Actual Purchase Information adjusted based on Bids					Notes
	Planned Quantity	Planned Unit Cost	Planned Total	Purchased Quantity	Amended Quantity (I-93)	Bid Price Including Options	Total Cost	Date Purchased	
3-5 Ton Cab & Chassis	15	\$94,000	\$1,410,000	15	6	\$90,220	\$1,894,620	9/9/2014 & 1/16/2015	
(airbag deduct)		-\$500			6	-\$500	-\$3,000		
4/6 C.Y. Dump Bodies**	15	\$11,000	\$165,000	15	6	\$10,949	\$229,929	9/30/2014 & 12/14/2014	
Hydraulic Systems - Single Wing *	0	\$15,000	\$0	15		\$15,649	\$234,735	11/14/2014	
Hydraulic Systems - Double Wing *	15	\$21,500	\$322,500		6	\$22,599	\$135,594	12/24/2014	
6 C.Y. Load Covers	15	\$1,000	\$15,000	15	6	\$750	\$15,750	9/30/2014 & 12/8/2014	
5 C.Y. Hydraulic Spreaders	0	\$10,500	\$0		6	\$12,226	\$73,356	3/2/2015	
Diagnostic Equipment/Software	1	\$46,000	\$46,000	0					
Wet Systems									
Tandem Cab & Chassis	2	\$118,000	\$236,000	2	1	\$125,600	\$376,800	9/9/2014 & 1/16/2015	
10/12 C.Y. Dump Bodies***	2	\$13,500	\$27,000	2	1	\$14,519	\$43,557	9/30/2014 & 12/14/2014	
Hydraulic Systems - Single Wing *	0	\$15,000	\$0	1		\$15,649	\$15,649	11/14/2014	
Hydraulic Systems - Double Wing *	2	\$21,500	\$43,000	1	1	\$22,559	\$45,118	12/24/2014	
12 C.Y. Load Covers	2	\$1,000	\$2,000	2	1	\$990	\$2,970	9/30/2014 & 12/8/2014	
11 C.Y. Hydraulic Spreaders	0	\$13,500	\$0		1	\$16,506	\$16,506	3/2/2015	
Diagnostic Equipment/Software	1	\$27,000	\$27,000	0					
Wet Systems									
1-1/2 Ton Dump Truck w/ Plow-diesel		\$57,000				\$53,952			
gas		\$44,677			2	\$44,677	\$89,354	2/17/2015	
2 C.Y. Spreader	2	\$8,000			2				A
3/4 Ton Extended Cab Pickup	23	\$22,000	\$506,000	27		\$24,716	\$667,332	2/18/2015	
W/ Service Body				1		\$10,373	\$10,373	3/12/2015	
W/ Diesel Engine				1		\$31,619	\$31,619	2/18/2015	
Miscellaneous Fleet Repair Equipment	1	\$500	\$500						
		Total:	\$2,800,000			Total:	\$3,880,262		

Budget

Class 30 Appropriation	\$2,800,000
Class 030 Transfer	\$1,142,000
Total expenditures to Date	<u>\$3,880,262</u>
Available Balance	\$61,738

A = Requisitions have been processed

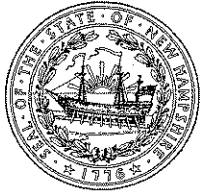
B = Bids have been recieved

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 CORRECTIONS
OFFICE OF THE COMMISSIONER

P.O. BOX 1806
CONCORD, NH 03302-1806
603-271-5603 FAX: 603-271-5643
TDD Access: 1-800-735-2964
www.nh.gov/nhdoc

CAP 15-018

William L. Wrenn
Commissioner

Helen E. Hanks
Assistant Commissioner

April 9, 2015

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

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

RE: WOMEN'S PRISON QUARTERLY REPORT – April 2015

Dear Chairman Chandler:

In accordance with NH Laws of 2013, Chapter 195:1, IV, enclosed please find a copy of the March 2015 Quarterly Report for the Women's Prison project.

Since our report from January 2015, the Department of Administrative Services (DAS) and the Department of Corrections (DOC) have worked with Gilbane Building Co. (Gilbane), to review bids from sub-contractors based on the 100% complete design documents from SMRT. These bids were the basis that formed the Guaranteed Maximum Price (GMP) numbered 2 and 2a. The total of the GMPs was rejected by DAS and DOC formally in March 2015. The proposed GMPs were \$54,566,558.10 this included the total of the work already done and the proposed work to be completed. This is significantly over the allocation for the project.

We are currently working on two fronts to reduce the gap between budgeted and proposed:

- 1.) Establishing a series of value management work sessions with Gilbane and SMRT to reduce the estimated cost while maintaining the necessary programming for female offenders and creating maximum operational efficiencies in the design.
- 2.) Continue working with NH Legal Assistance to make sure the facility resulting from the value management process meets the requirements as outlined in their litigation (Woods et al v. Wrenn, 2012 and Fiandaca v. Cunningham, 1987) to prevent unnecessary court action.
- 3.) Update the Design and Construction Documents resulting from the value management sessions
- 4.) Review a new Guaranteed Maximum Price for consideration.

We thank the members of the Committee for your attention to budget and attention to the issues; and your concern for the people of New Hampshire who will be well served by this important project.


Thank you for your continued support with this project. Please feel free to contact Assistant Commissioner Helen Hanks at 271-5603 or by email at hhanks@nhdoc.state.nh.us if you have any questions.

Sincerely,



William L. Wrenn,
Commissioner

Sincerely,



Joseph Bouchard,
Assistant Commissioner, DAS

Enclosures

Cc: Michael Connor, DAS Deputy Commissioner
Helen Hanks, DOC Assistant Commissioner

Women's Prison Quarterly Report
Chapter 195:1, IV, 2013 Session HB25
Submitted on April 1, 2015

We provide the following update for your review and use.

Since the report in January the following events have taken place:

1. The NH Department of Administrative Services (DAS) and NH Department of Corrections (DOC) have worked with Gilbane to review bids from sub-contractors based on the 100% complete design documents from SMRT. Those sub-contractor bids are the basis for the Gilbane GMP 2/2A.
2. DAS and DOC have received and rejected Guaranteed Maximum Price number 2/2A, totaling \$49,831,615.
3. The final cost for GMP1 Site Preparation is as follows (includes amounts from all projects in Contract B):

a. GMP1+	\$3,893,376.00	construction complete
b. Adjustments*	\$712,834.45	construction complete
c. Changes**	\$128,732.65	construction complete
d. Total	\$4,734,943.10	

*Adjustments include costs for whole project absorbed by GMP1 and costs moved from GMP2 into GMP1 based on a 35 million dollar construction value for the whole project; P&P Bond for entire project; Builders Risk Insurance for entire project; crushing of 30,000 additional yards of select gravels for use in phase II (a net savings to the project);

**Changes includes: change orders to GMP1 that increase the contract (GMP1 value) and are funded from the State's contingency for this project.

+note that GMP1 includes costs of the women's prison project. Underground Storage Tank removal and limited Steam Line repair at the men's prison.

4. DAS/BPW has determined that the following amount of the initial appropriation of \$38,000,000 remains:
 - a. Remain for GMP2*** \$31,812,187.00 available women's prison only
 - b. UST removal surplus**** \$65,793.00 (includes contingency).
 - c. Total \$31,877,980.00

***This number considers the GMP1 total (women's prison funding line only), the \$640,000 currently reserved for FFE, BPW Fees, Arts %, other contract commitments (A,C) and claims. Gilbane has made additional claims for pre-construction fee increase and general conditions increase totaling \$442,109. These have been denied to date, but have been subtracted from the amount available for GMP2. The current adjusted claim by Gilbane is \$43,769.12 for additional estimating work and \$161,966.42 for additional General Conditions plus 140,000 in additional Pre-Construction fee for GMP2.

****This surplus would need to be re-assigned by the CBO from the UST removal to the women's prison project.

5. The DAS and DOC have worked with the Attorney General and the Governor's Office on a strategy to move forward with the project.
6. Work on the site ceased in December with a stable site.
Note: the upper 'range' fill area is temporarily stabilized and will required permanent stabilization during PH 2.
7. DAS presented under RSA 674.54 to the City of Concord Planning Board a second time and anticipates complete comments in the next week.
8. DAS has provided drawings to the NH Department of Safety Office of the Fire Marshal for review.

Currently the Team is working on the following:

1. An analysis of the funding remaining and required for the Women's Prison Construction, Steam Line Construction, Additional FFE, Additional fees and Additional costs due to changes in the schedule. (Attached).
2. Value Management work sessions with Gilbane and SMRT are being organized to meet specific Value Management goals.
3. Conversations between DOC and New Hampshire Legal Assistance (NHLA) are ongoing to make sure that the facility resulting from the value management process meets the requirements of the pending lawsuits.
4. Amount of funding billed and paid (4/1/2014):

	paid	remaining
a. A/E Contract A (thru Requisition 15)	\$1,988,781	\$311,219
b. Gilbane Contract B (thru Req 12)	\$4,370,393	++\$33,302,507
c. Other (BPW Fee/% for Arts-transfer)	\$0	\$210,000
d. <u>Contracts C, E, F+unencumbered^{!!}</u>	<u>\$92,541</u>	<u>\$721,259</u>
e. TOTAL	\$6,451,715	\$34,473,285

 - f. This equals a total for all appropriations including A/E fees, Steam Line Repair, UST removal, and Women's Prison Construction appropriations which total \$40,925,000.

++this number includes the contingency and remaining steam-line work - this number represents a snapshot in time and may not match other spread sheets.

!! Please reference attached spreadsheet outlining status of current contracts

We are working toward the following goals:

1. DOC to meet with NHLA to review proposed project scope cuts.
2. Value Manage the project in cooperation with Gilbane, SMRT and possibly the current bidders.
3. Update the Construction Documents as required reflecting that value.
4. Establish a viable schedule based on the required scope of re-design, bidding and associated work required. The current draft schedule is attached.

The Construction Management process has been challenging to integrate with the traditional New Hampshire procurement processes that are in place. We will continue to work to resolve the challenges to budget and process that have been presented.

We thank you for your attention to the budget and your concern for the people of New Hampshire who will be well served by this important project.

CONTRACT PO LINES				PAID OUT	REMAINING	%compl
PO LINES (design) CONTRACT A				A	A	
1	Contract A	\$ 2,300,000.00	02-46-46-460030-17670000	\$ 1,988,780.92	\$ 311,219.08	86%
2	Contract A (Part of Construction Admin)	\$ 138,300.00	02-46-46-460030-12890000	\$ -	\$ 138,300.00	0.00%
TOTAL		\$ 2,438,300.00		\$ 1,988,780.92	\$ 449,519.08	81.56%

PO LINES (construction) CONTRACT B				B	B	
1	Women's Prison Construction	\$ 34,454,783.00	includes CM 02-46-46-460030-12890000	\$ 4,174,000.71	\$ 30,280,782.29	12.11%
2	UST Construction	\$ 118,000.00	02-46-46-460030-12900000	\$ 60,996.84	\$ -	100.00%
	UST LEFT OVER		02-46-46-460030-12900000		\$ 57,003.16	
3	Steamline Construction	\$ 425,000.00	02-46-46-460030-88760000	\$ 38,859.79	\$ 386,140.21	9.14%
	Steamline LEFT OVER		02-46-46-460030-88760000			
4	Women's Prison Contingency (des/const)	\$ 2,422,717.00	02-46-46-460030-12890000	\$ 96,535.73	\$ 2,326,181.27	3.98%
5	UST Contingency	\$ 12,000.00	02-46-46-460030-12900000	\$ -	\$ 12,000.00	0.00%
6	Steamline Contingency	\$ 30,400.00	02-46-46-460030-88760000	\$ -	\$ 30,400.00	0.00%
7	ARTS	\$ 75,000.00	02-46-46-460030-12890000	\$ -	\$ 75,000.00	0.00%
8	BPW Fees	\$ 135,000.00	02-46-46-460030-12890000	\$ -	\$ 135,000.00	0.00%
TOTAL		\$ 37,672,900.00		\$ 4,370,393.07	\$ 33,302,506.93	11.60%

PO LINES (under statewide contracts)				C,E,F,FFE	C,E,F,FFE	
*	FFE funding - purchase of equipment	\$ 640,000.00	purch by DOC 02-46-46-460030-12890000	\$ -	\$ 640,000.00	0.00%
*	Contract C - commissioning (DuB/K)	\$ 110,000.00	statewide 02-46-46-460030-12890000	\$ 39,600.00	\$ 70,400.00	36.00%
*	Contract E - design for steamlines (MJ)	\$ 39,600.00	statewide 02-46-46-460030-88760000	\$ 34,791.14	\$ 4,808.86	87.86%
*	Contract F - pre-bid design work (SMRT)	\$ 24,200.00	statewide 02-46-46-460030-12890000	\$ 18,150.00	\$ 6,050.00	75.00%
TOTAL		\$ 813,800.00		\$ 92,541.14	\$ 721,258.86	11.37%

TOTAL PO LINES 13/14 \$ 40,925,000.00 \$ 6,451,715.13 \$ 34,473,284.87 15.76%

TOTAL APPROPRIATIONS \$ 40,925,000.00

NH Women's Correctional Facility

Revised Schedule

Remain with Gilbane Construction (CM) and Obtain G&C approval

3/12/2015

SMRT/State Team/Gilbane value engineering	3/13/2015	3/31/2015	0.5 months
SMRT and state team to complete redesign	4/1/2015	7/1/2015	3 months
Gilbane to review and provide GMP#2.1	7/1/2015	9/15/2015	1.5 months
Negotiate GMP #2.1	9/16/2015	10/16/2015	1 month
Meet with G&C and obtain G&C approval	10/17/2015	12/23/2015	2 months
Notice to Proceed with Construction	12/31/2015		
Actual Construction	3/31/2016	9/30/2017	18 months
Construction Complete	9/30/2017		



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

Bureau of Aeronautics
April 21, 2015

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

Informational Item

In accordance with Chapter 143, Laws of 2011, 04-96-96-964010-20210000-072 footnote, attached is the Department's Quarterly Report(s) for the Period Ending December 31, 2014 and March 31, 2015, which is submitted for review by the Capital Budget Overview Committee

Explanation

Chapter 143, Laws of 2011, 04-96-96-964010-20210000-072 footnote reads as follows: "The Aeronautics Division shall report quarterly to the Capital Budget Overview Committee on the status of all federal/local airport projects. The Commissioner of Transportation with prior approval of the Capital Budget Overview Committee and Governor and Council, may reduce the above first priority allocation to provide airport development funds for other airport that have approved federal grants for projects."

04-96-96-964010-20210000-072 is used as a pass through for additional Federal Aviation Administration (FAA) Airport Improvement Program (AIP) discretionary grant funding that was not originally budgeted in the FY 2014/2015 State Capital Budget. The Dillant-Hopkins Airport runway project and Skyhaven Airport Runway project was granted 2 years ahead of schedule.

Sincerely,

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

William Cass, P.E.
Assistant Commissioner

Capital Budget Oversight Committee Quarterly Report
 New Hampshire Department of Transportation, Bureau of Aeronautics
 Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Projects

Appropriation for FAA AIP Projects *\$7,942,500.00

Airport	Project Description	Accounting Unit	Encumbered Amount	Expended Amount	Encumbered Balance	Explanation	Design and Construction	Start Date	Completion Date
Dillant-Hopkins Airport (Keene)	Runway 02/20 Rehabilitation SBG 08-10- 2012	2021	\$3,315,223.00	\$2,909,542.54	\$405,680.46	Partial Payment # 1-5 for State Block Grant # SBG 08-10-2012	Yes	January 15, 2014	December 31, 2017
Skyhaven Airport (Rochester, NH)	Reconstruct Runway 15/33 SBG 15-05-2012	2021	\$3,411,339.00	\$2,044,379.47	\$1,366,959.53	Partial Payment # 1-4 for State Block Grant # SBG 15-05-2012	Yes	June 18, 2014	June 30, 2017
Revision Date March 31, 2015			Total	\$6,726,562.00	\$4,953,922.01	\$1,772,639.99			



State of New Hampshire

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

Joseph B. Bouchard
Assistant
Commissioner
(603) 271-3201

April 23, 2015

The Honorable Gene Chandler, Chairman
Capital Budget Overview Committee
State House, Room 105
Concord, NH 03301

**Re: ADMINISTRATIVE SERVICES PUBLIC WORKS DESIGN AND
CONSTRUCTION CAPITAL BUDGET PROJECTS QUARTERLY REPORT
MARCH 2015**

Dear Chairman Chandler,

In accordance with RSA 17-J, please find transmitted herewith the Administrative Services, Bureau of Public Works Design and Construction quarterly summary and schedule of Capital Budget Projects for the quarter ending March 30, 2015.

Sincerely,

A handwritten signature in black ink that reads "Joseph B. Bouchard".

Joseph B. Bouchard
Assistant Commissioner

JBB/rjk
Enclosure

cc: Michael Connor, Deputy Commissioner
Theodore Kupper, Administrator, BPW

**CAPITAL BUDGET PROJECTS QUARTERLY REPORT
CURRENT PROJECTS
As of 3/31/15**

UA = USING AGENCY
N = NEGOTIATIONS
D = DESIGN
C = CONSTRUCTION
H = HOLD

Item #	Agency	Description	Acctg. Unit	Initial Appropriation	Balance Forward	Expended Amount	Encumbered Balance	Unencumbered Balance	Project Number	Explanation	N	D	C	H	Estimated Project
1	Adjutant General	13-195:IA Unspecified Minor Military Construction	08530000			\$ (80,848)	\$ (22,747)	\$ (38,660)	80731/ Design	Project under design, bid date Summer 2015		X			Winter 2015
2	Adjutant General	13-195:IB Land Acquisition	08710000		\$ 1,000,000	\$ (855,735)	\$ (1,041)	\$ (143,225)	-	Purchase of first parcel completed, second parcel pending purchase and sales	X				Spring 2015
3	Adjutant General	13-195:IC Statewide Readiness	08720000		\$ 491,233	\$ (468,226)	\$ (459,501)	\$ (220,011)	80744	Construction ongoing			X		Summer
4	Adjutant General	13-195:ID Federal Property Conv to	09040000		\$ 250,000	\$ (23)	\$ (125,000)	\$ 1,249,770	Design	Design has commenced	X				Winter 2015
5	Adjutant General	13-195:IE Manchester Field Maintenance Shop Design	09070000			\$ (1,425)		\$ (1,043)	80802/ 80803	DAS-BPW and Adjutant General Dep't selected consultants, design to commence		X			Spring 2015
6	Adjutant General	13-195:IF Columbarium Expansion	09140000			\$ (966)		\$ (966)		Awaiting approval of project from the federal government				X	TBD
7	Adjutant General	13-195:IG Manchester RC Restoration & Modernization	12450000		\$ 348,704	\$ (593,920)	\$ (103,487)	\$ (107,553)	80744/ Design	Construction ongoing			X		Summer 2015
8	Adjutant General	13-195:IH Veterans Cemetery	12460000		\$ 30,000	\$ (22,958)	\$ (22,958)	\$ 7,042		Developing plan				X	TBD
9	Adjutant General	13-195:II Underground Storage Tank	12470000		\$ 25,000	\$ (15,400)	\$ (1,950)	\$ 7,650		Completed Funds to lapse					Completed
10	Administrative Services-Statewide Projects	13-195:II-A1 - Emergency Repair- All State Owned Facilities	12480000		\$ 500,000	\$ (3,349)	\$ (39,420)	\$ 457,231		As Needed					
11	Administrative Services-Statewide Projects	13-195:II-A2 - Statewide Energy Efficiency Improvements	12490000		\$ 421,230	\$ (165,092)	\$ (163,094)	\$ 93,044		Projects under design	X				Jun-15
12	Administrative Services-General Services	13-195:II-B1 - Records and Archives-New Roof	12510000		\$ 465,000	\$ (180,533)	\$ (34,618)	\$ 249,850		Project Completed. Funds to lapse					Project Completed
13	Administrative Services-General Services	13-195:II-B2 - DHHS HVAC Repairs	12520000		\$ 487,507	\$ (23,513)	\$ (463,994)			Contract Approved by G&C. Project Underway			X		Jul-15
14	Administrative Services-General Services	13-195:II-B3 - Morton Building Cooling Tower	12530000		\$ 169,671	\$ (58,062)	\$ (111,609)			Contract Approved by G&C. Project Substantially Complete.			X		Substantially Complete
15	Administrative Services-General Services	13-195:II-B4 - State House Dome Repair	12540000		\$ 349,860	\$ (2,375)	\$ (346,235)	\$ 1,250		Contractor Selected. Structural issues regarding placement of staging on the roof. Structural Engineer to analyze options for safe staging erection. Funding to be extended. Project delayed until platform can be constructed to support scaffolding				X	Nov-16
16	Administrative Services-General Services	13-195:II-B5 - State House Annex Replace Roof	12720000		\$ 436,000	\$ (6,320)	\$ (317,080)	\$ 112,600		Contract Approved by G&C. Project to begin in early summer of 2015			X		Sep-15
17	Administrative Services-General Services	13-195:II-B6 - State House Life/Safety Facilities Upgrade	12730000		\$ 78,502	\$ (73,502)	\$ (5,000)			Project Completed					Project Completed
18	Administrative Services-General Services	13-195:II-B7 - Legislative Office Building Elevator Upgrade	12760000		\$ 280,327	\$ (266,408)	\$ (13,765)	\$ 153		Project Completed					Project Completed
19	Administrative Services-Bureau of Facilities and Asset Management	13-195:II-C1 - Dolloff Domestic Water Main Replacement	12770000		\$ 255,600	\$ (156,124)	\$ (49,588)	\$ 49,888		Project Substantially Complete. Funds to lapse			X		Project Completed
20	Administrative Services-Bureau of Facilities and Asset Management	13-195:II-C2 - Driveway/Parking & Walkway Paving Phase 3	12780000		\$ 760,481	\$ (622,285)	\$ (5,670)	\$ 132,525		Project Completed. Funding to lapse					Project Completed

21	Administrative Services- Bureau of Facilities and Asset Management	13-195:II-C3 - Main Building Asbestos Abatement/Lead Paint Control	12790000		\$ 630,000	\$ (284,674)	\$ (229,017)	\$ 116,309		Project Underway		X	Jul-15
22	Administrative Services- Bureau of Facilities and Asset Management	13-195:II-C4 - Main Building Window Replacement Phase 1	12810000		\$ 422,160	\$ (335,856)	\$ (86,304)			Project Underway		X	Jul-15
23	Administrative Services- Bureau of Court Facilities	13-195:II-D1 - Coos County Courthouse Bullnose Repairs	12820000		\$ 121,504	\$ (20,257)	\$ (5,065)	\$ 96,182		Project Completed. Funds to lapse			Project Completed
24	Administrative Services- Bureau of Court Facilities	13-195:II-D2 - Concord District Courthouse- New Roof	12830000		\$ 234,500	\$ (219,670)	\$ (14,830)			Project Completed			Project Completed
25	Administrative Services- Bureau of Court Facilities	13-195:II-D3 - Rockingham County Superior Court - Replace Roof	12840000		\$ 506,775	\$ (23,999)	\$ (482,776)			Project Underway		X	Jul-15
26	Administrative Services- Bureau of Court Facilities	13-195:II-D4 - Rockingham County Superior Court - Replace Cooling	12850000		\$ 190,148	\$ (180,070)	\$ (10,078)	\$ 0		Project Completed			Project Completed
27	Administrative Services- Bureau of Court Facilities	13-195:II-D5 - Manchester Circuit Courthouse - Install Generator	12860000		\$ 407,280	\$ (96,038)	\$ (311,243)			Project Underway		X	May-15
28	Administrative Services- Bureau of Court Facilities	13-195:II-D6 - Lebanon District Court - Replace Roof	12870000		\$ 130,750	\$ (88,163)		\$ 42,587		Project Completed. Funding to lapse			Project Completed
29	Agriculture, Department of	13-195:III-A - NH Building Eastern	12880000		\$ 220,900	\$ (62,448)		\$ 158,452	80753 B	Project Completed. Funding to			Project
30	Corrections, Department of	13-195:IV-A - 224 Bed Women's Prison and Transitional Housing	12890000		\$37,717,633	\$ (4,138,464)	\$ (32,955,901)	\$ 623,268		Site Work Underway		X	Dec-16
31	Corrections, Department of	13-195:IV-B - Remove and replace 2 - 20,000 gal oil tanks and 1-5,000 gal	12900000		\$ 130,000	\$ (20,791)	\$ (65,163)	\$ 44,046		Project Completed. Funds to lapse			Completed
32	Corrections, Department of	13-195:IV-C - Electronic Medical	12910000		\$ 500,000			\$ 500,000		Off Project	X		Dec-16
33	Education, Department of	13-195:V-A - Renovation of CTE Center Whitefield State Share	12920000		\$13,500,000			\$ 13,800,000		A from Whitefield Renovation to Dover Renovation. Substantial planning has taken place in Dover. HMFH Architects, Inc. has been hired. The Feasibility Study and Visioning Phases of the project are underway.		X	June 2017
34	Education, Department of	13-195:V-B - Renovation of CTE Center Salem State Share	12930000		\$10,775,000			\$ 10,475,000		Brensinger Architects and a project manager. Conceptual drawings have been submitted, reviewed and approved by this office. Department feedback on schematic drawings has been given to Salem; Salem's response is required prior to approval.		X	Spring 2017

35	Environmental Services, Department of	13-195:VI-A - Dam Repairs and Reconstruction	12940000		\$ 1,706,997	\$ (826,539)	\$ (33,510)	\$ 846,949	n/a	Goose Pond Dam – completed drilling and subsurface investigation to determine source of seepage; design underway. Mendums Pond Dam – engineering analysis and conceptual design completed, gate repairs and implementation of seepage control measures underway. Baker River Flood Control Dams Emergency Action Plans – Consultant selected; contract negotiated and awaiting G&C approval. Seaver Reservoir - design and permitting completed	Sep-15
36	Environmental Services, Department of	13-195:VI-B - Drinking Water SRF Matching Funds	12960000		\$ 3,425,988			\$ 3,425,988	n/a	Match for federal SRF program- the Drinking Water State Revolving Loan Fund provides low interest loans to municipalities for infrastructure projects. It is funded by a federal grant that requires a 20% match, which was provided via the capital budget in FY13. DES has existing loans already in place, equaling \$25.1M and anticipated loan requests under the 2014 federal grant equaling \$5.4M, which will effectively use all of the remaining state match appropriation from FY13	Revolving
37	Environmental Services, Department of	13-195:VI-C - Clean Water SRF Matching Funds	12970000		\$ 1,970,352			\$ 1,970,352	n/a	Match for federal SRF program- the Clean Water State Revolving Loan Fund provides low interest loans to municipalities for infrastructure projects. It is funded by a federal grant that requires a 20% match, which was provided via the capital budget in FY13. DES has existing loans already in place, equaling \$60M and anticipated loan requests under the 2014/2015 federal grant equaling \$33.6M, which will effectively use all of the remaining state match appropriation from FY13. Typically it takes an	Revolving
38	Environmental Services, Department of	13-195:VI-D - Flood Warning and Operations Improvements	12980000		\$ 195,287	\$ (50,597)	\$ (90,392)	\$ 54,298	n/a	Direct Readout Ground Station – Procurement and installation of equipment complete and system operational. Remote Operation of Newfound Lake Dam Procurement and installation of equipment complete and system fully operational. Installation of gage stations in flood-prone communities- equipment for the new station at the Gunnison Lake D2 Flood Control Site in Goshen	Sep-15

39	Health and Human Services, Department of	13-195:VII-A - Glencliff Fire & ADA Code Compliance	29100000		\$ 436,728	\$ (10,230)	\$ (426,498)			Public Works combined with Building Security below as one project. Submittals being completed, construction to start				X	11/1/2015
40	Health and Human Services, Department of	13-195:VII-B - APS Security & Safety Upgrades	29140000		\$ 467,169	\$ (43,442)	\$ (363,727)	\$ 60,000	60	Project to commence once 10-bed crisis unit is finished mid-				X	12/1/2015
41	Health and Human Services, Department of	13-195:VII-C - Glencliff Residential Building Security	29220000		\$ 207,616		\$ (206,918)	\$ 698		Public Works combined with Fire & ADA code above as one project. Submittals being completed, construction to start pending weather, estimated completion date Oct. 2015.				X	11/1/2015
42	Health and Human Services, Department of	13-195:VII-D - Glencliff Hydro Dam Repair	29230000		\$ 619,824	\$ (81,053)	\$ (63,942)	\$ 474,829		Bid open March 25th, contract process underway. Estimated completion date Oct. 2015.	X				11/1/2015
43	Health and Human Services, Department of	13-195:VII-E - New Heights Incremental Modernization	29240000		\$ 4,620,455	\$ (936,372)	\$ (764,980)	\$ 2,919,103		The expansion of Medicaid and the Health Insurance Premium Program (HIPP) are complete. The "Bridge to Market" transition to commercial health plans is in progress. The modified completion date provides for post implementation support of NHPP and completion of Medicaid enhancements based on the timeline extended by CMS.				X	Jul-17
44	Health and Human Services, Department of	13-195:VII-F - Child Support Systems Maintenance & Enhancements	29250000		\$ 1,396,132	\$ (4,106,271)		\$ (2,023,651)		New system deployed October 2014.				X	TBD
45	Health and Human Services, Department of	13-195:VII-G - Food Protection	29300000		\$ 280,000		\$ (138,387)	\$ 141,613		Contract passed G&C on 3/13/15. Expect to use approximately 60% of funds by June 30, 2015, and will need any unspent funds to be available for SFY 17.					Jun-15
46	Health and Human Services, Department of	13-195:VII-H - Psychiatric Crisis Beds	29460000		\$ 1,965,197	\$ (398,669)	\$ (1,548,269)	\$ 18,260	66	Project continues with a completion date of mid-August 2015.				X	Aug-15
47	Health and Human Services, Department of	13-195:VII-I - Bridges Modernization Project	29470000		\$ 500,000			\$ 500,000		Project is on hold pending completion of IT Strategy for Legacy Systems project. The Legacy Systems 50-50 Federal Match" project to determine direction for replatforming options.				X	Jun-17
48	Information Technology, Department of	13-195:VIII-A - Enterprise Licensing Solution	29550000		\$ 2,293,068	\$ (528,681)	\$ (529,229)	\$ 1,235,158		Phase I for conversion on target to be live 12/2015. In negotiations with vendor to add additional licensing boards	X	X	X		Dec-15

49	Information Technology, Department of	13-195.VIII-B - Network Access Control	29630000	\$ 407,126	\$ (33,522)	\$ (122,599)	\$ 251,005		State infrastructure set up is complete. Pilot has been implemented successfully in "monitor" mode. Will be changing to "active" mode by end of March which will complete the capital project			X	Jun-15
50	Judicial Branch	13-195.IX-A - E-Court Initiative	29810000	\$ 3,219,604	\$ (1,153,109)	\$ (16,000)	\$ 2,050,495		Construction			X	Sep-19
51	Judicial Branch	13-195.IX-B - Furnishings and Security Equipment - Cheshire	29940000						Project Completed				Dec-13
52	Justice, Department of	13-195.X-A - Installation of Video Conferencing Hardware	79470000	\$ 62,000			\$ 62,000	N/A	IT request - equipment	X			Jan-16
53	Justice, Department of	13-195.X-B - ProLaw Upgrade	79490000	\$ 430,865		\$ (29,137)	\$ 401,729	N/A	IT request-software & hardware		X		Jan-16
54	Legislative Branch	13-195.XI-A - House of Rep Voting System Software	79500000	\$ 391,010	\$ (78,855)		\$ 312,155		Per agency RSA 17-J does not apply; did not status update of project. Legislative project				
55	Liquor Commission	13-195.XII-A - New Salem Retail Store	79510000	\$ 5,298,330	\$ (107)	\$ (161,404)	\$ 5,136,818		Cancelled; will be renting space. Funds to lapse				
56	Liquor Commission	13-195.XII-B - Hampton North and	79520000	\$ 6,379,364			\$ 6,379,364		Est Start - April 2015		X		???
57	Liquor Commission	13-195.XII-C - New Epping Retail Store	79530000	\$ 3,846,139			\$ 3,846,139		Cancelled; will be renting space. Funds to lapse				
58	Liquor Commission	13-195.XII-D - New Warner Retail Store	79540000	\$ 3,500,000			\$ 3,500,000		Cancelled; will be renting space. Funds to lapse				Unknown - TBD
59	Liquor Commission	13-195.XII-E - Renovate Space from Retail to Office	79550000	\$ 750,495	\$ (68,633)	\$ (681,862)	\$ 0		Construction started in March 2015			X	Summer 2015
60	Liquor Commission	13-195.XII-F - Nashua Retail Store-Parking Lot	79560000	\$ 73,609	\$ (46,703)	\$ (2,839)	\$ 24,068		Project Completed				Summer 2014
61	Liquor Commission	13-195.XII-G - Computer Software - Credit Card	79570000	\$10,000,000	\$ (62,688)	\$ (19,240)	\$ 9,918,071		Reissuing RFP				Spring - 2017
62	Resources and Economic Development, Department of	13-195.XIII-A - State Park Improvements	79580000	\$ 956,711	\$ (246,965)	\$ (177,281)	\$ 592,465	PR 1451	Various projects completed. Others @ 50%. Push date out for bathhouses		X	X	Nov-15
63	Resources and Economic Development, Department of	13-195.XIII-B - Roofing and Repair - State Parks	79590000	\$ 961,633	\$ (723,424)	\$ (211,164)	\$ 27,044	PR 1424	Various projects completed. In total @ 75%		X	X	Sep-15
64	Resources and Economic Development, Department of	13-195.XIII-C - Sherman Adams Building Entrance Replacement	79600000	\$ 320,281	\$ (301,152)	\$ (19,104)	\$ 25	80755	98% complete. Wait for spring.			X	Jun-15
65	Resources and Economic Development, Department of	13-195.XIII-D - Hampton North Beach Seawall Repair	79610000	\$ 3,638,184	\$ (1,399,489)	\$ (936,534)	\$ 1,302,160	80727	Project 75% complete.			X	Jun-15
66	Resources and Economic Development, Department of	13-195.XIII-E - Radio Systems	79620000	\$ 171,322	\$ (162,320)		\$ 9,003		Complete				Complete
67	Resources and Economic Development, Department of	13-195.XIII-F - Fire Tower Repairs	79720000	\$ 360,000	\$ (45,976)	\$ (19,024)	\$ 295,000	FL 1406	Site assessments complete. Bids go out Jan 19 2015		X		Nov-15
68	Resources and Economic Development, Department of	13-195.XIII-G - Memorial 400th Anniversary - Rye Harbor State Park	79730000	\$ 50,000	\$ (39,521)		\$ 20,479		Project Completed. Funds to lapse				Completed
69	Safety, Department of	13-195.XIV-A - Radio Interoperability Infrastructure Upgrade General Fund Portion	79740000	\$ 300,000			\$ 300,000		UA - In the process of completing an RFP for a statewide study of the system.	X			TBD
70	Secretary of State	13-195.XV-A - Shelving Replacement & Fire Suppression	79750000	\$ 664,336	\$ (85,117)	\$ (521,302)	\$ 57,917	80756	Project Underway			X	Jun-14

71	Transportation, Department of	13-195:XVI-A- 5 Percent Match for Federal Aviation Admin Projects	79760000		\$ 1,664,676	\$ (416,232)	\$ (894,093)	\$ 594,438		UA - in progress		X	X		Jun-19
72	Transportation, Department of	13-195:XVI-B - Public Transit Bus & Facility Matching Funds	79770000		\$ 545,000			\$ 545,000		UA - in progress		X			Jun-18
73	Transportation, Department of	13-195:XVI-C - Freight Rail - State Matching Funds	79780000		\$ 600,000	\$ (48,636)	\$ (101,364)	\$ 450,000		UA - in progress		X			Jun-20
74	NH Veterans Home	13-195:XVII-A - Equipment Upgrades	79790000		\$ 455,383	\$ (26,174)	\$ (21,200)	\$ 408,009	80754R	90% design complete. Waiting word on request for federal matching funds			X		Unknown - TBD
75	Community College System	13-195:XVIII-A - Lump Sum Capital Projects	79800000		\$11,656,112	\$ (316,280)		\$ 11,339,832		Lump sum dollars received in FY14 are in the planning stages and multiple contracts have been encumbered since September 30, 2013					
76	Safety, Department of	13-195:2-I:A - Radio Interoperability Infrastructure Upgrade - Highway Fund Portion	79820000		\$ 1,700,000			\$ 1,700,000		UA - In the process of completing an RFP for a statewide study of the system.		X			TBD
77	Safety, Department of	13-195:2-I:B - Fire Academy Bldg Upgrades & Critical Maintenance	79830000		\$ 365,157	\$ (329,592)	\$ (35,565)			UA- Contract awarded and encumbered. Work in process.			X		Feb 2015
78	Safety, Department of	13-195:2-I:C - Land Acquisition & Improvements	79840000		\$ 987,698	\$ (987,697)		\$ 1		UA- Land purchased. Construction firm selected. Finishing up design. Construction to begin in June of 2015					Dec 2014
79	Safety, Department of	13-195:2-I:D - NH Marine Patrol Headquarters	79850000		\$ 9,370,667	\$ (358,990)	\$ (8,930,231)	\$ 81,447				X			May 2016
80	Transportation, Department of	13-195:2-II:A - Underground Fuel Tank Replacement Statewide	79860000		\$ 2,854,369	\$(1,992,641)	\$ (325,189)	\$ 536,539	14567	UA - in progress		X	X		Dec-15
81	Transportation, Department of	13-195:2-II:B - Project Development Computer Systems Replacement	79870000		\$ 3,260,000	\$ (441,000)	\$ (266,700)	\$ 2,552,300		UA - in progress		X			Nov-19
82	Transportation, Department of	13-195:2-II:C - JOMB Data Center HVAC & UPS Replacement	79880000		\$ 494,626	\$ (233,242)	\$ (80,806)	\$ 180,578		UA - in progress			X		Dec-15
83	Transportation, Department of	13-195:2-II:D - Welcome Info Center Critical & Deferred Maintenance	79890000		\$ 966,746	\$ (35,123)	\$ (422,856)	\$ 508,767		UA - in progress			X		May-15
84	Transportation, Department of	13-195:2-II:E - New Patrol Shed PS528 Derry, Design, Engineering & Construction	79900000		\$ 3,174,830	\$ (115,600)	\$ (216,539)	\$ 2,842,691		UA - in progress		X			Mar-16
85	Transportation, Department of	13-195:2-II:F - New Patrol Shed PS602 Strafford, Design	79910000		\$ 57,470	\$ (4,181)	\$ (35,879)	\$ 17,410		UA - in progress				X	
86	Transportation, Department of	13-195:2-II:G - Sarah Long Bridge - Tiger Grant Federal Match	79920000		\$ 5,000,000			\$ 5,000,000		On Hold				X	
87	University of New Hampshire	13-195:3 - Lump Sum Capital Projects	79810000		\$ 2,830,759	\$(2,140,298)		\$ 690,462		the total \$8M appropriated. The campus project breakdown is as follows: UNH: \$4.5M total \$500k: Vet Lab \$2.5M: McConnell \$1.5M: Stadium Lights KSC: \$1M: Visual & Media Arts Center PSU: \$2.5M: AllWell					Expected to spend \$6M before 6/30/14 & remaining \$2M to be between July 1-Dec 31 (FY15)

88	Information Technology, Department of	13-195:24-I-Productivity Suit	88810000		\$ 2,192,025	\$ (191,824)	\$ (141,671)	\$ 1,858,530	Phase I and Phase 2 at 95% completion (MS Office & XP to Windows 7 Upgrade). Phase 3 in discussion with vendors	X			Phase 1 & 2 Jun-15 (with exceptions) Phase 3-Jun-2017 (Browser compatibility pilot)
89	Information Technology, Department of	13-195:42-I - Business One Stop	88820000		\$ 1,890,788	\$ (702,013)	\$ (14,542)	\$ 1,174,233	Phase II for automated forms on schedule. To be live June 2015. Phase III for business intelligence on hold until Summer 2015.		X	X	Jun-17

CAPITAL BUDGET PROJECTS QUARTERLY REPORT
AMENDED/EXTENDED
As of 3/31/15

UA = USING AGENCY
N = NEGOTIATIONS
D = DESIGN
C = CONSTRUCTION
H = HOLD

Item #	Agency	Description	Acct. Unit	Initial Appropriation	Balance Forward	Expended Amount	Encumbered Balance	Unencumbered Balance	Project Number	Explanation	N	D	C	H	Estimated Project Completion Date
1	Corrections, Department of	09-145:1-IV-F Sewer/Storm System - EPA Order 05-13 & DOIT Productivity Suite Desktop Security	17720000												Completed. Funds reappropriated
2	Administrative Services - Court Facilities	2009,145:15, II (b) Northern Carroll County New Roof, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
3	Administrative Services - General Services	2009, 145:1.II, B, I Johnson Hall Renovations/Repairs, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
4	Administrative Services - General Services	2 LOB Critical Maintenance, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
5	Administrative Services - General Services	3. DHHS replace Chillers, Tower Repairs													Completed. Funds reappropriated
6	Administrative Services - General Services	4. Johnson Hall New Roof, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
7	Administrative Services - General Services	5. State Library-Repaint Brck, Internal Repairs, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
8	Administrative Services - General Services	(a) Supreme Court Parking Lot, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
9	Administrative Services - General Services	(b) Supreme Court ADA Access, and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
10	Administrative Services - General Services	(c) Morton Building New Roof													Completed. Funds reappropriated
11	Administrative Services - General Services	(d) State House Ice Stop System and DOIT Productivity Suite Desktop Security													Completed. Funds reappropriated
12	Administrative Services - Bureau of Facilities & Asset Management	Bow Brook Pond Dredging & Dam Stoplog, and Productivity Suite Desktop Security													Completed. Funds reappropriated
13	Corrections, Department of	09-145:1-IV-E MSU & Admin Bld Replace Sprinkler System & DOIT Productivity Suite Desktop Security	17710000												Completed. Funds reappropriated
14	Corrections, Department of	c.1 Residential Treatment Unit Phase 2, and Business One Stop													Completed. Funds reappropriated
15	Administrative Services - Court Facilities	Merrimack District Court House and Business One Stop													Completed. Funds reappropriated
16	Education, Department of	09-145:1-V-C Regional Career & Technical Education Center, State Share & Business One Stop	17760000		\$ 1,277,690			\$ 1,277,690							Completed. Funds reappropriated
17	NH Veterans Home	A. 09-145:1-XIII-A Life Safety Infrastructure Upgrades & Business One Stop	17940000		\$ 500,910		\$ (4,015)	\$ 496,895							Completed. Funds reappropriated
18	NH Veterans Home	B. 10-145:1-XIII-B Master Plan	17950000												Project complete
19	NH Veterans Home	C. 09-145:1-XIII-C Central Shipping & Receiving/Multi-purpose Center & Business One Stop	17960000		\$ 91,980			\$ 91,980							Completed. Funds reappropriated
20	Education, Department of	11-224:327, I Kindergarten Construction Bonded Appropriation & Business One Stop	87050000		\$ 15,298			\$ 15,298					X		The Office of Building Aid in the NH Department of Education has indicated that the entire balance of \$15,298.30 should be encumbered, thus leaving no balance unencumbered as of this date. Project is expected to be completed by June, 2015.
21	Adjutant General	07264:1-I-C Armory Alarm Fire System & Business One Stop	04770000												Completed. Funds reappropriated
22	Corrections, Department of	07264:1-V-C Structural Wall & Beam Repair Men's Prison & Business One Stop	05100000												Completed. Funds reappropriated
23	Corrections, Department of	07264:1-V-G Residential Treatment Unit Phase I Concord & Business One Stop	05140000												Completed. Funds reappropriated
24	Dept of Environmental Services	07264:1-VII-C Hazardous Waste Superfund Match & Business One Stop	05220000		\$ 342,756	\$ (31,903)	\$ (285,301)	\$ 25,552							funding continuing groundwater monitoring work conducted by environmental consultants at the Troy Mills and NH Plating Sites. EPA requires a 10% State match in connection to this funding. EPA periodically invoices NHDES for this match as expenses are incurred. Achieving regulatory closure at Superfund sites requires decades of treatment and/or monitoring. Closure of these sites is not anticipated prior to June 2020
25	Environmental Services, Department of	07264:1-VII-G Gorham Office Repairs & Renovation & Business One Stop	05260000							N/A					Completed. Funds reappropriated
26	Environmental Services, Department of	10-29 4.I Doors Pond & Business One Stop	18320000							N/A					Completed. Funds reappropriated
27	Health and Human Services, Department of	11-253:1-VII-K Warehousing Infrastructure/Inventory	09710000		\$ 100,000			\$ 100,000		UA					TBD
28	Health and Human Services, Department of	11-253:1-VII-O Brown Bld at Glencliff Window Replacement & Business One Stop	09750000		\$ 9,846		\$ (9,846)			Complete					Completed. Funds reappropriated

29	Health and Human Services, Department of	09-145:1-VII-A Facility Study Plant Infrastructure Efficiencies & Business One Stop	18200000											Complete			Complete
30	Health and Human Services, Department of	07264:1-IX-D Construction of Community Residence &/or Additional Supported Housing Beds & Business One Stop	05320000														Completed. Funds reappropriated
31	Health and Human Services, Department of	Bridges Enhancements & Business One Stop	02510000		\$ 386,106			\$ 386,106									Completed. Funds reappropriated
32	Resources and Economic Development, Department of	05259:1-IX-E MT Washington Electrification and Business One Stop	04200000														Completed. Funds reappropriated
33	Adjutant General	09-145:1-I-B DE Storage Bid - Additional Power & Lighting, Power & Lighting Improvements	17380000		\$ 52,824	\$ (96,568)	\$ (5,083)	\$ (543)	80659	Complete							Complete
34	Administrative Services - Bureau of Facilities & Asset Management	09-145:1-II-C3 Main Bld Kitchen, Bakery, Connector & Industrial	17550000		\$ 173,718			\$ 173,718								X	Apr-15
35	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-4 Main Kitchen Roof, Bakery, Connector, & Industrial Shop - Raze Buildings & Create Parking Lot	09370000		\$ 486,785	\$ (1,079)	\$ (137,645)	\$ 348,061								X	Apr-15
36	Safety, Department of	11-253:2-II-A Standby Generator Replacement - Hayes Bid (33 Hazen Dr)	86940000		\$ 501,505	\$ (145,220)	\$ (336,571)	\$ 19,713	80599R-A	Install new generator and DMV relocate existing generator to Dover DMV. Contract awarded and encumbered. Work in process.					X	Apr-15	
37	Administrative Services - Bureau of Facilities & Asset Management	11-253:1, II, B, 2 Lakes Region Facility Campus Environmental Survey II, and DOT Productivity Suite Desktop Security															Completed. Funds reappropriated
38	Corrections, Department of	13-195:23-C2- Steam Line & Injectors at Men's Prison	88760000		\$ 491,597	\$ (29,436)	\$ (427,141)	\$ 35,020	80659	Complete							Complete
39	Transportation, Department of	11-253:2-III-B Statewide Radio Communication Replacement	86960000		\$ 3,869	\$ (3,300)		\$ 569		Completed							Done
40	Transportation, Department of	11-253:2-III-C Statewide Salt Sheds	86970000		\$ 29,109			\$ 29,109		UA - in progress			X				Jun-15
41	Transportation, Department of	11-253:2-III-D New Patrol Shed & Salt Storage-Salem	86980000		\$ 3,485,829	\$ (148,349)	\$ (73,788)	\$ 3,263,692		UA - Selecting site, no work request to date			X				Oct-16
42	Transportation, Department of	11-253:2-III-E TMC Equipment Room Upgrade	86990000		\$ 431			\$ 431		Completed							Done
43	Adjutant General	11-253:1-I-A Statewide Facility Improvements	09300000		\$ 230,062	\$ (591,015)	\$ (315,037)	\$ (257,520)	80719	Complete							Complete
44	Adjutant General	11-253:1-I-B Readiness Center Restoration & Modernization	09310000		\$ 122,642	\$ (87,270)	\$ (29,918)	\$ 49,323	Various	Funds to be fully utilized							Funds to be fully utilized
45	Adjutant General	07264:1-I-B Armory Statewide Auxiliary Power	04760000		\$ 311,365	\$ (115,002)	\$ (94,998)	\$ 135,090		Developing Scope of work for remaining funds. No lapse anticipated					X	TBD	
46	Adjutant General	07264:1-I-F Regional Training Institute Construction	04800000		\$ (107,666)	\$ (4,662,580)	\$ (23,499,710)	\$ (25,555,093)	80342	Construction ongoing				X			Winter 2015
47	Administrative Services - Court Facilities	11-253:1:11-A-1 Rockingham County Reson/Drainage	09320000		\$ 19,576			\$ 19,576		Completed, Funds to lapse							Completed
48	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-1 Hugh Gallen OPS-FACP Replacement	09340000		\$ 345,000			\$ 345,000		Project on hold pending repairs to system that may negate the need to replace. Funds to lapse			X				On Hold
49	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-3 Driveway Paving/Parking & Walkway Paving Phase II	09360000		\$ 50,609	\$ (29,256)		\$ 21,354		Phase II construction completed. Funding to lapse							Phase II Completed
50	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-5 Lakes Region Facility Roof Repair	09380000		\$ 218,594	\$ (51,044)	\$ (8,851)	\$ 158,699		Phase I of the roof repairs completed for Powell Building. Phase II repairs out to bid			X				Phase I completed. Phase I July 2015
51	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-6 Huge Gallen OPS Main Building ADA Restrooms	09390000		\$ 101,792	\$ (14,373)		\$ 87,419		Project Completed. Funding to lapse							Jan-14
52	Administrative Services - Bureau of Facilities & Asset Management	11-253:1-II-B-7 Philbrook Ctr Renovation	09400000		\$ 133,537	\$ (97,055)		\$ 36,481		Funds being encumbered to repair sewer problem. No lapse anticipated							Completed Nov 2013
53	Administrative Services - FDM	11-253:1-II-C-1 FDM IT Infrastructure	09410000		\$ 816,390	\$ (170,775)		\$ 645,615		UA-Balance or capital running (\$645K) being held for upgrading aging computer and telecommunications equipment and computer software licenses in fiscal years 2016 and 2017.				X			Jun-17
54	Administrative Services - FDM	11-253:1-II-C-2 ERP Phase II HR & Payroll System	09420000		\$ 363,560	\$ (9,700)		\$ 353,860		UA-Balance or capital running (\$350K) being held for implementation of additional NIFIRST Infor/Lawson ERP functional modules such as Strategic Sourcing and Asset Management, and for Human Resources consolidation as required by law.				X			Jun-17

55	Administrative Services - General Services	11-253:1:II-D-1 Emergency Repairs - All Facilities	09430000	\$ 1,000,000	\$ (546,187)	\$ (172,776)	\$ 281,037	As needed				As Needed
56	Administrative Services - General Services	11-253:1:II-D-5 ST House Dome Renovation & Repair	09470000	\$ 592,792	\$ (74,448)	\$ (518,275)	\$ 70	Contractor selected. Structural issues regarding placement of staging on the roof. Structural Engineer to analyze options for safe staging erection. Funding to be extended. Project delayed until platform can be constructed to support scaffolding.	X			Nov-16
57	Administrative Services - General Services	11-253:1:II-D-6 HHS Window Repairs	09480000	\$ 681,341	\$ (41,403)	\$ (14,966)	\$ 624,972	Consultant reviewing causes for leaks and options to remedy problem. Not enough money to pay for entire scope of work. Project put out to bid to complete work on the worst windows. Bids are in. Project going to G&C	X			Nov-15
58	Administrative Services - General Services	11-253:1:II-D-7 Annex Windows	09490000	\$ 11,700			\$ 11,700	Project Completed. Funding to lapse				Completed
59	Administrative Services - FDM	11-253:2:I-A ERP Phase 2 Highway Funds	86930000					UA-NH/FIRST implementation services completed. Last payment on contract made in February 2014.				Completed
60	Administrative Services - Court Facilities	09-145:1-II-A1 Hillsborough County North Asbestos Abatement	17430000	\$ 1,027,198			\$ 1,027,198	Project Completed. Funding to lapse				Completed 3/2014
61	Administrative Services - Court Facilities	09-145:1-II-A2 Master Plan for Courts	17440000	\$ 450,000			\$ 450,000	On Hold				On Hold
62	Administrative Services - Bureau of Facilities & Asset Management	09-145:1-II-C4 Hugh Gallen Park Office Parking	17560000	\$ 0			\$ 0	Phase II construction completed				Completed
63	Administrative Services - FDM	09-145:1-II-E3 ERP Phase II	17610000					Completed				Completed
64	Administrative Services - Court Facilities	05259:1-II-A2-Cheshire County & Keen District Court Design & Renovate Temporary Space	03700000	\$ 173,276	\$ (7,440)		\$ 165,836	Completed study of Merrimack County Superior and Probate Court Space Needs and Cost Estimate to construct new facilities. Funding to lapse				Study Completed
65	Administrative Services - FDM	03240:1-II-C2 ERP	03200000					Completed				Completed
66	Community College System	11-253:1:XVI-A Manchester Community College Student Center	86580000	\$ 69,402	\$ (14,800)		\$ 54,602	MCC Student center is complete, but still has a punch list remaining. To be completed by the end of this fiscal year.				
67	Community College System	11-253:1:XVI-B Career/Tech Bld	86890000	\$ 2,045,824	\$ (292,682)		\$ 1,753,142					
68	Community College System	09-145:1-III-A Critical Maintenance	17620000	\$ 99,916			\$ 99,916	To be completed by the end of this fiscal year. No lapse anticipated				
69	Community College System	09-145:1-III-E Health Science Bld	17660000	\$ 220,453			\$ 220,453	To be completed by the end of this fiscal year				
70	Corrections, Department of	09-145:1-IV-A Women Prison & Transitional Housing Site/Design	17670000	\$ 1,506,675	\$ (1,195,456)	\$ (311,219)		SMRT	X			Dec-16
71	Corrections, Department of	09-145:1-IV-B MSU Dorms, CCU, SPU, MSC, MCN Bathroom Repair	17680000									Complete
72	Corrections, Department of	09-145:1-IV-D Admin East Wing Upgrade	17700000	\$ 31,732			\$ 31,732	UA - Nearing Completion	X			Jun-15
73	Corrections, Department of	07264:1-V-A Men's Prison Electronic Security Upgrade	05080000	\$ 51,563		\$ (38,870)	\$ 12,693	UA - Nearing Completion	X			Jun-15
74	Education, Department of	11-253:1:IV-A Pre-engineering Tech Career Pathway	09510000	\$ 100,000			\$ 100,000	Continuing	X			June 2016
75	Education, Department of	11-253:1:IV-B Renovation of CTE Ctr Pinkerton	09520000	\$ 148,694	\$ (108,366)		\$ 40,328	Continuing. Construction balance as of March 31, 2015 is \$40,327.91. Additional invoices totaling \$26,448.80 have been approved; payment is expected to occur after March 31. Invoicing of the remaining \$13,879.11 is expected prior to June, 2015.	X			Billing not yet finalized; payment should be completed by June 30, 2015.
76	Education, Department of	11-253:1:IV-C Renovation of CTE Ctr Laconia	09530000					Project Complete				Project Complete
77	Education, Department of	09-145:1-V-A Pre-engineer Technology	17740000	\$ 25,071			\$ 25,071	Continuing	X			June 2017
78	Employment Security, Department of	11-253:1:V-A Renovation Toby Bld & Upgrade Construction	09540000	\$ 10,909,965	\$ (94,308)	\$ (521,116)	\$ 11,909,541	Project Complete				Project Complete
79	Environmental Services, Department of	11-253:1:VI-A CWRF Loan Program	09550000	\$ 10,195,364	\$ (4,057,848)		\$ 6,137,516	match for federal SRF program				Revolving
80	Environmental Services, Department of	11-253:1:VI-B DWSRF State Match	09560000	\$ 5,712,752	\$ (2,505,558)		\$ 3,207,194	match for federal SRF program				Revolving
81	Department of Environmental Services,	11-253:1:VI-C Dam Repairs/Reconstruction	09570000	\$ 66,849	\$ (15,365)	\$ (51,485)		project completed				
82	Department of Environmental Services,	11-253:1:VI-D Great Bay Oil Spill Protection Strategy	09580000	\$ 450,947	\$ (91,850)		\$ 359,097	project completed				

83	Environmental Services, Department of	11-253:1-VI-E WRBP Capital Improvements	09590000	\$ 3,950,000			\$ 3,950,000	problematic digester heat exchangers is underway and repairs, retrofits or replacement will be implemented based on report recommendations, cost/benefit assessment and available budget. The main electrical switchgear upgrade construction project bid opening is scheduled for April 1, 2015. If awarded, anticipated construction completion date is January 2016.			Jan-16
84	Environmental Services, Department of	11-253:1-VI-F Suncook River Infrastructure Protection Project	09600000	\$ 885,379	\$ (64,964)	\$ (479,880)	\$ 340,535	All environmental permits secured, construction contractors have been pre-qualified and bid documents will be issued by the end of March for the Leighton Brook phase of work. Construction is expected to commence in the late summer of 2015 and be complete by October 31, 2015.			Dec-15
85	Environmental Services, Department of	09-145:1-VI-A WRBP Improvements	17770000	\$ 8,601,628	\$ (64,900)	\$ (65,348)	\$ 8,610,292	Completion of the UV/plant water upgrade project is anticipated by October 2015. Additional engineering studies and subsequent design and construction projects will be implementation as necessary to upgrade the aging wastewater infrastructure, with current priorities identified in the solids handling process areas at the WWT/P			Oct-15
86	Environmental Services, Department of	09-145:1-VI-B DWSRF Matching Funds	17780000					project completed			
87	Environmental Services, Department of	07264:1-VII-A DWSRF Matching Funds	05200000					n/a-project complete			
88	Environmental Services, Department of	07264:1-VII-B WWSRF Matching Funds	05210000					n/a-project complete			
89	Environmental Services, Department of	07264:1-VII-F Dam Repairs, Removal & Reconstruction	05250000					project completed			
90	Environmental Services, Department of	03240:1-V-A Hazardous Waste Superfund Match	03330000	\$ 202,074	\$ (21,910)	\$ (180,164)		funding continuing monitoring and remediation work at the Chlor Alkali site in Berlin and the Kearsarge Metallurgical Corporation site in Conway. EPA requires a 10% State match in connection to this funding. EPA periodically invoices NHDES for this match as expenses are incurred.			Achieving regulatory closure at Superfund sites requires decades of treatment and/or monitoring. Closure of these sites is not anticipated prior to June 2020.
91	Fish and Game, Department of	11-253:1-XVII-A Jones Pond Dam Repair/Protection	86900000	\$ 51,775	\$ (51,775)			Project Completed - Scheduled to Lapse 6/30/15			Nov-14
92	Fish and Game, Department of	09-145:3-III Point of Service Registration	18090000	\$ 400,000			\$ 400,000	Scheduled to Lapse 6/30/15			X Jun-15
93	Fish and Game, Department of	05259:3-II Hatchery System Modernization	04410000	\$ 267,791			\$ 267,791	Scheduled to Lapse 6/30/15			X Jun-15
94	Health and Human Services, Department of	11-253:1-VII-A Fire Protection Sprinklers	09610000	\$ 104,943	\$ (5,338)	\$ (84,524)	\$ 15,081	80620R-A Project Complete. Funds to lapse		X	Complete
95	Health and Human Services, Department of	11-253:1-VII-B Fire Safety/ADA Compliance	09620000	\$ 44,387	\$ (26,282)		\$ 18,105	80626-A Project Complete. Funds to lapse			Fall 2014
96	Health and Human Services, Department of	11-253:1-VII-D APS Repair/Renovation Roof, Windows & Curtain Wall	09640000	\$ 1,725,807	\$ (20,364)		\$ 1,705,443	80638-B Project Complete			Completed
97	Health and Human Services, Department of	11-253:1-VII-E Boiler House Bld New Roof	09650000	\$ 87,133	\$ (84,253)	\$ (2,444)	\$ 435	80649-A Project complete waiting for invoice for retainage		X	Completed
98	Health and Human Services, Department of	11-253:1-VII-G New Heights Incremental Renewal	09670000	\$ 1,836,450	\$ (724,814)	\$ (13,081)	\$ 1,098,555	This is a multi-phased project, the New HEIGHTS user interface and business rules have been converted from a legacy solution to Java. The modification of the project end date supports completion of remaining work on CMS modified timeline.		X	Dec-17
99	Health and Human Services, Department of	11-253:1-VII-H Electronic Health Records	09680000	\$ 115,200	\$ (38,700)	\$ (38,700)	\$ 37,800	Rollout begins March 2015, completion June 2015. Carry forward requested to keep ability to pay invoices received July 2015		X	Aug-15

100	Health and Human Services, Department of	11-253:1.VII-H Regional Assessment Database II	09690000	\$ 157,512	\$ (162,387)	\$ (90,684)	\$ (95,559)		UA-Application development and testing in progress by DHHS.		X	Jun-16
101	Health and Human Services, Department of	11-253:1.VII-J Video Conferencing Administrative Appeals Unit	09700000	\$ 32,021	\$ (30,406)		\$ 1,615		UA-Equipment delivered & installation of video conference lines complete.		X	Jun-16
102	Health and Human Services, Department of	11-253:1.VII-L Replatform Option Application	09720000	\$ 361,100			\$ 361,100	No change to Explanation	On hold, waiting for 09-145:17-IVC Legacy Systems 50-50 Federal Match" project to determine direction for replatforming options.		X	Jun-17
103	Health and Human Services, Department of	11-253:1.VII-M Handicap Access & Elevator	09730000	\$ 14,273			\$ 14,273		Project Complete. Funds to lapse			Completed
104	Health and Human Services, Department of	11-253:1.VII-N DPHS Radiochemistry Lab Improvements	09740000	\$ 36,557	\$ (29,581)	\$ (6,724)	\$ 252	80643	AC unit installed. Agency formulating request to Cap Bud Cmte to use remaining funds for other lab improvements			Complete
105	Health and Human Services, Department of	11-253:1.VII-P Howard Rec Bid Renovation, Roof, Brickwork	09760000	\$ 68,776			\$ 68,776		Project Complete. Funds to lapse			Project Completed
106	Health and Human Services, Department of	11-253:1.VII-Q Access Front Door Release II	09770000	\$ 867,405	\$ (3,882,146)	\$ (6,652,014)	\$ (9,666,755)		This project consists of many staggered projects which are deployed as they are complete. Currently working on an a Kiosk project to control traffic in the DO's, a Virtual DO project to support new model for managing caseloads, automation of LTC intake services and enhanced client self service.		X	Nov-16
107	Health and Human Services, Department of	09-145:1.VII-B Incremental renewal of Heights Phase II	18210000		\$ (413,301)	\$ (91,089)	\$ (504,390)		The timeline has been extended to 6/15 This is because of delays caused by a shortage of testing resources, ACA implementation, and updates to the JAVA standards. Coding and testing of screens is underway. Groups of screens are being deployed incrementally.		X	Jun-15
108	Health and Human Services, Department of	09-145:17-IVC Legacy Systems 50-50 Federal Match	18190000	\$ 250,000			\$ 250,000		RFI performed. Next step is RFP. Project On Hold due to limited resources and other priorities.	X		Jun-16
109	Health and Human Services, Department of	07264:1-IX-C Glencliff-Brown Bld Patient Room Floor Abatement, Tunnel Repair, Admin Bld Roof Replacement	05310000	\$ 57,006	\$ (1,089)		\$ 55,916	80364-B	Approval has been received for utility tunnel repair, timing depends on additional capital projects as these funds are to be merged with the additional work projects.		X	TBD
110	Information Technology, Department of	11-253:1.VIII-B Network Operations Infrastructure upgrade & VOIP	09790000	\$ 640,546	\$ (331,025)	\$ (220,086)	\$ 89,434		Project is progressing. Design complete, rollout underway for new and migration agencies		X	TBD
111	Information Technology, Department of	11-253:1.VIII-C Business One Stop Center	09800000	\$ 923,864	\$ (337,862)	\$ (571,108)	\$ 14,893		Under construction		X	Jun-15
112	Judicial Branch	11-253:1.IX-A Prisoner Video Conference	09810000						UA-34 of 34 Primary Project Units Implemented, 0 of 5 Supplemental Project Units Implemented		X	Phase 1: Completed 35 of 35 units 3/13; Phase 2: Completed 3 of 5 units-target 10/13
113	Judicial Branch	11-253:1.IX-B Call Center	09820000	\$ 698	\$ (690)		\$ 8		UA-Implemented, on schedule		X	Jan-13
114	Judicial Branch	11-253:1.IX-C E-Court initiative	09830000	\$ 388,056	\$ (82,512)	\$ (304,649)	\$ 895		UA-Design Phase-RFP Completed; Contract negotiations nearing completion		X	Jun-16
115	Liquor Commission	11-253:1.X-A Hooksett North & South Additions	09840000	\$ 2,433,557	\$ (2,241,387)	\$ (75,540)	\$ 116,630					Completed
116	Liquor Commission	11-253:1.X-C Chesterfield - New Store	09860000	\$ 50,378			\$ 50,378					Completed - 6/13
117	Pease Development Resources and Economic Development, Department of	08005:1-XII-A Rye Harbor Commercial Fish Pier	05650000	\$ 8,740	\$ (943)		\$ 7,797	NA	Work has been completed. Funds to lapse			Completed
118	Resources and Economic Development, Department of	11-253:1.XII-A Fire Tower Maintenance	09890000	\$ 82,560	\$ (301)	\$ (3,250)	\$ 79,009	FL 1406	Funds to be spent or encumbered by end of FY15		X	Nov-15
119	Resources and Economic Development, Department of	11-253:1.XII-B State Park Repairs	09900000	\$ 26,651	\$ (9,180)		\$ 17,471	(various)	All available funds to be encumbered. No lapse anticipated			Projects complete
120	Resources and Economic Development, Department of	11-253:1.XII-C MT Washington-Adams Bld Concrete Repair	09910000	\$ 179,941	\$ (20,889)		\$ 159,051		Tower Balcony Complete. Cementitious coating work going out to bid Feb 2015. Encumbered FY15		X X	Aug-15
121	Resources and Economic Development, Department of	11-253:1.XII-F Cannon MT Upgrades/Snowmaking	09940000						Various Electrical/Water Upgrades & Snowmaking Projects		X	Jun-15

122	Resources and Economic Development, Department of	09-145:1-X-C Mittersill Expansion	17860000	\$ 312,611	\$ (480)		\$ 312,131		Various improvement projects. Funds to be contracted / encumbered by end of FY15.				X		Jun-15
123	Resources and Economic Development, Department of	09-145:1-X-B MT Washington Tip Top House Repairs	17850000	\$ 20,761	\$ (15,261)		\$ 5,500		Project Complete. No funds anticipated for lapse.						Project Complete
124	Revenue, Department of	09-145:1-XI-A Tax System 2010	17880000	\$ 876,582	\$ (640,764)	\$ (18,940)	\$ 216,938		one ongoing technology modernization project, a contract with the Technology Transfer Center at UNH to develop a new system for our municipal services unit related to local tax rate setting. The unencumbered balance is being held open as a non-lapsing FY15 item, per the Department's request in 12/2014.				X		6/30/2015 for encumbered balance.
125	Safety, Department of	11-253:1-XIII-A E911 Next Generation	09950000	\$ 3,702,000			\$ 3,702,000		UA- RFPs developed and released. Awaiting replies.				X		TBD
126	Safety, Department of	11-253:1-XIII-B Suncook River Property Acquisition & Hazard Mitigation	09960000	\$ 52,488			\$ 52,488		UA-Mitigation projects complete in Allentown, Pembroke, Epsom & Chichester. Project complete. UA- RFPs issued and contract with vendor at 12/20/2013 G&C meeting. Contractor on site engaging in product development with Dept of Safety staff. 18-24 mo implementation process, DMV highest priority						Mar-14
127	Safety, Department of	09-145:2-I-A DMV VISION Project Continuation	17970000	\$ 6,320,950	\$ (1,573,320)	\$ (3,906,023)	\$ 841,608		UA-See DMV Vision Project. Capital projects will be needed & used in accomplishing the overall project				X		Dec-15
128	Safety, Department of	07264:2-ID OIT Projects for DMV	05560000	\$ 979,089		\$ (516,956)	\$ 462,133		UA - Ongoing				X		Dec-15
129	Transportation, Department of	11-253:1-XIV-A 2.5 2.5% Match for FAA Projects	09970000	\$ (84,134)	\$ (4,868,220)	\$ (2,171,975)	\$ (2,318,363)		UA - Ongoing				X	X	Jun-19
130	Transportation, Department of	11-253:1-XIV-B Bus Replacement-Transit Match	09980000	\$ 183,500			\$ 183,500		UA - Ongoing				X	X	Dec-17
131	Transportation, Department of	11-253:2-III-A Underground Fuel Tank Replacement	86950000					14567	Completed						Done
132	Transportation, Department of	09-145:1-XII-A FAA Project	17890000	\$ 905,905	\$ (3,519,518)	\$ (2,544,723)	\$ (2,427,530)		UA - Ongoing				X	X	Jun-19
133	Transportation, Department of	09-145:1-XII-B Public Transit Bus Matching Funds	17900000	\$ 70,051			\$ 70,051	69009	UA - Grant & Bid process underway				X		Jun-16
134	Transportation, Department of	09-145:1-XII-C Airport Navigation Equipment	17910000	\$ 5,784			\$ 5,784		UA - Ongoing				X	X	Jun-17
135	Transportation, Department of	09-145:1-XII-E Rail Bridge Repair	17930000	\$ 73,974			\$ 73,974	66017K	UA - Under construction					X	Dec-15
136	Transportation, Department of	09-145:2-II-C Automated Fueling System - Phase II	18020000	\$ 356,559	\$ (3,101)	\$ (352,217)	\$ 1,241	28736	UA - in design phase				X	X	Jan-16
137	Transportation, Department of	07264:1-XIV-A 5-10% Match for FAA Projects	05440000	\$ (49,571)	\$ (403,966)	\$ (36,820)	\$ (91,158)		UA - Ongoing				X	X	Jun-17
138	Transportation, Department of	07264:1-XIV-C Rail Match	05460000	\$ 364,108	\$ (125,172)	\$ (158,050)	\$ 80,885		UA - in planning phase				X		Jul-15
139	Transportation, Department of	07264:2-II-E Fuel Center Computer System	05610000	\$ 9,807	\$ (434)	\$ (9,373)			UA - Ongoing					X	Dec-15
140	Transportation, Department of	07264:1-XIV-B Public Transit Bus Replacement	05450000					98967Z	Completed						Done
141	Transportation, Department of	05259:1-XIII-F Railroad Acquisition Right of 1st Refusal Rail Match	04350000	\$ 499,787			\$ 499,787		UA - Ongoing				X		Ongoing
142	Transportation, Department of	99226:1-XIII-C Acquisition for Railroad & Airport Properties	01560000	\$ 326,109			\$ 326,109		UA - Ongoing				X		Ongoing
143	NH Veterans Home	11-253:1-XV-A Electronic Medical Records	86870000	\$ 76,567		\$ (46,230)	\$ 30,337	DOIT # 2014-	DOIT # 2015-090 now is on its way to AG's office for approval				X		Jun-16

CAPITAL BUDGET FY14/15 PROJECTS QUARTERLY REPORT - MARCH 2015

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Description	Acctg. Unit	Initial Appropriation	Expended Amount	Encumbered Amount	Unencumbered Balance	Project Number	Explanation	Status				Estimated Project Completion Date	Notes
								N	D	C	H		
State Owned Facilities - Energy & Lighting Improvements - FY14/15	12490000	500,000.00											
Shaded items are complete													
Rooftop A/C Units Replacement at Fish & Game Headquarters		\$34,925.00	\$34,925.00	\$34,925.00			Replacement of 5 York RTU units cooling only, at Fish & Game Headquarters.					Completed	
Add window treatments for insulation and solar gain reduction		\$34,651.85	\$34,651.85	\$34,651.85			Not included in overall renovation cost, addition to project for Employment Security Tobey bldg					Completed	
Replacing 1 boiler with 3 smaller boilers		\$20,000.00	\$19,000.00	\$20,000.00			Retrofitting boiler to more efficient boilers that will cover the full load without having one large boiler on all the time for the Adjutant General in Franklin					Completed	Last payment is the 5% which is being held for BPW fee's.
Lighting retrofit		\$6,465.00	\$6,465.00	\$6,465.00			Replacing 48 T-12, lamps with 20 new LED lamps at the North Pavilion, Main Bldg.					Completed	
Retro commissioning energy items listed from McFarland Johnson Study		\$42,950.00		\$42,950.00			Energy Conservation Study implementation measures for NH Hospital's APS building	X				November 2015	
IMMI Lighting Retrofit		\$9,780.57	\$9,780.57	\$9,780.57			Replaced all interior florecent lighting with IMMI LED technology in the Keene liquor store					Completed	
retrofit per retro commissioning		\$51,636.00	\$49,476.44	\$51,636.00		80794	Make implementations per measures identified from the retro commissioning study for Fire Standards Dorm Building.					Completed	This project totalled \$62,545 only \$51,636 which includes clerking are from EE funding source.
Boiler replacement		\$25,000.00	\$23,750.00	\$25,000.00		80745B	Replacing (2) VFD's to more efficient models would enable the cooling tower to run more efficiently at the Rockingham County Courthouse					Completed	Waiting for payments to process.
Cooling tower		\$41,000.00	\$12,815.02	\$41,000.00			Energy Efficiency achieved by Changing from 40hp to 15hp with Morton Building Cooling tower		X			June 2015	This project totalled \$209,878 only \$41k from EE funding source.
Washer machine upgrade		\$54,440.00	\$28,740.00	\$54,440.00			Energy Efficiency upgrade of laundry equipment (washers/dryers) at the Vet's Home		X			June 2015	
Whole building lighting audit		\$40,000.00			\$40,000.00		Lighting retrofits identified in PSNH audit from the Berlin prison.		X			June 2015	
Add Solar to both air monitoring stations.		\$14,978.00		\$14,978.00			Solar array's for both Londonderry and Peterborough Air Monitoring Stations		X			May 2015	
Faucet replacement		\$1,723.66	\$1,723.66	\$1,723.66			Replace water faucets at the Flume to eliminate loss of hot water from faucets being left on after use.					Completed	

CAPITAL BUDGET FY14/15 PROJECTS QUARTERLY REPORT - MARCH 2015

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								N	D	C	H		
Install Fire place insert at Salem Rest area to reduce Heat loss		\$7,494.25		\$7,494.25			Reduce heat loss by installing a fireplace insert into the fireplace in the lobby. This will stop heat from being sucked out through the flue.					Completed	
Improve heating efficiency within DOT sheds to heat with wood.		\$48,345.00	\$14,243.22	\$48,345.00			2 New boilers for Hooksett and Chester with the Lempster location being a BioFuel boiler for Fuel and wood.			X		June 2015	
Boiler replacement		\$16,000.00	\$16,000.00	\$16,000.00			Replace existing boiler with new EE boiler at Liquor Commission HQ building.					Completed	
Implementation of measures found in Retro-Cx study		\$51,000.00		\$51,000.00		80736R	Retro-Cx study measure implementation at Materials and Resarch. Going out with some of David's projects to improve noise.					Fall 2014	
Unallocated Balance		(\$389.33)			(\$389.33)								
Subtotal		\$500,000.00	\$251,570.76	\$460,389.33	\$39,610.67								

Total Unencumbered Balance prior rebates \$39,610.67
 Unassigned Rebates Applied \$587.07
 Total Unencumbered Balance \$40,197.74

CAPITAL BUDGET FY12/13 PROJECTS QUARTERLY REPORT - MARCH 2015

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Description	Acctg. Unit	Initial Appropriation	Expended Amount	Encumbered Amount	Unencumbered Balance	Project Number	Explanation	Status				Estimated Project Completion Date
								N	D	C	H	
State Owned Facilities - Energy & Lighting Improvements FY12/13	09440000	500,000.00										
Shaded items are complete												
Troops - Lighting upgrade for Dept. of Safety		\$39,024.95	\$39,024.95	\$39,024.95			Dept. of Safety - Lighting upgrade					Completed
Convert Metal Halide lighting to LED lighting for DOJ		\$5,496.00	\$5,496.00	\$5,496.00			Dept. of Justice Conversion to LED lighting.					Completed
Convert T12 to T8 lighting at the Flume		\$1,276.43	\$1,276.43	\$1,276.43			Upgrade lighting for the Flume Visitor Center.					Completed
Energy Management System for DOT Traffic		\$37,923.39	\$37,923.39	\$37,923.39			DOT - Traffic Building Management System					Completed
State owned flashing lights for DOT Traffic		\$8,960.57	\$8,960.57	\$8,960.57			DOT - LED Beacons					Completed
Retrofitting Commercial Dishwasher, NHH - Concord NH		\$71,784.00	\$71,784.00	\$71,784.00			NH Hospital to replace old unit with new more efficient dishwasher unit.					Completed
Upgrade Boiler efficiency, Bridges House Concord, NH		\$20,057.98	\$20,057.98	\$20,057.98			Bridges House - Upgrade Boiler to furnace					Completed
Boilers - Hillsouth courthouse		\$46,202.00	\$46,202.00	\$46,202.00			DAS - Hills South Courthouse -upgrade boiler to condensing NG					Completed
DAS - Clamp on Data Logger		\$760.00	\$760.00	\$760.00			To record energy readings at project sites before and after installation to confirm savings					Completed
New construction at Anna Philbrook		\$75,000.00	\$75,000.00	\$75,000.00			Anna Philbrook energy efficiency upgrades - lighting, insulation, etc.					Completed
Parking lot lighting Retrofit for Employment Security		\$37,750.00	\$37,750.00	\$37,750.00			Retrofit of the Concord- employment security parking lot. Changing to LED fixtures.					Completed
Steam Jacket Pilot at State House		\$1,999.00	\$1,999.00	\$1,999.00			Insulate steam pipes with Steam Jackets to save BTU's and money					Completed
Commercial Grade Washing Machine Retrofit for NH Vets Home		\$13,061.00	\$13,061.00	\$13,061.00			Washing machine at NH Vets home failed and an EE Ozone washer will replace it.					Completed
DOT, Wood Boilers added to Candia and Bow		\$67,386.51	\$67,386.51	\$67,386.51			Reduce energy at each location from dropping fuel cost by burning wood as primary source of heat.					Completed
DES, Air Source Heat Pumps 4 locations (Gilson Road, Air Port Rd., Peirce Island and Water St.)		\$10,222.99	\$10,222.99	\$10,222.99			Retrofitting heat pumps for new efficient air source heat pumps to have better overall savings.					Completed
LED Exterior Wall Packs- Concord Prison Facility		\$25,800.00	\$25,800.00	\$25,800.00			LED Wall Packs for the Concord Prison facility to help increase energy efficiency and public safety.					Completed
DOT - Lighting trial at Dover C&J Park and Ride.		\$17,174.00	\$17,174.00	\$17,174.00			ISI lighting Pilot for DOT Londonderry Park N Ride location					Completed

CAPITAL BUDGET FY12/13 PROJECTS QUARTERLY REPORT - MARCH 2015

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								N	D	C	H	
Garage & Parking lot		\$10,425.00	\$10,425.00	\$10,425.00			Fish & Game HeadQuarters retrofit LED garage lighting and new LED parking lot lighting.					Completed
Retrofitting T-12 lamps with LED		\$330.00	\$330.00	\$330.00			Retrofit some lighting fixtures from T12 to LED for part of the DAS - South Pavilion Main Building					Completed
LED lighting and occupancy sensors at Rochester District Court		\$1,612.80	\$1,612.80	\$1,612.80			replace damaged lighting with more efficient for Rochester Courthouse					Completed
LED Lamp and fixture retrofit at the Seabrook Welcome Center		\$5,561.00		\$5,561.00			Removing T8 and MH lamps and fixtures to replace with new 4' T8 LED lamps and 12' T8 Fixtures at Seabrook Welcome Center					May 2015
BPW Clerk costs							BPW Clerk costs					
Unallocated Balance		\$2,192.38			\$2,192.38							
Subtotal		\$500,000.00	\$492,246.62	\$497,807.62	\$2,192.38							

Total Unencumbered Balance

\$2,192.38

CAPITAL BUDGET FY10/11 PROJECTS MONTHLY REPORT - MARCH 2015

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Description	Acctg. Unit	Initial Appropriation	Expended Amount	Encumbered Balance	Unencumbered Balance	Project Number	Explanation	Status				Estimated Project Completion Date
								N	D	C	H	
State Owned Facilities - Energy & Lighting Improvements - FY10/11	17590000	3,000,000.00				80478						
Laundry - Ozone systems & washing machines		\$197,873.00	\$197,873.00	\$197,873.00			Glenciff, NHH, Tilton vets home, JJS Manchester					Complete
Lighting		\$2,079.00	\$2,079.00	\$2,079.00			JJS Manchester Campus, Older Buildings, Self performing					Complete
Lighting		\$6,329.30	\$6,329.30	\$6,329.30			WRBP Franklin WWTF, Self performing					Complete
Low-flow Bathroom Fixtures		\$82,251.29	\$82,251.29	\$82,251.29			Replace toilets, urinals & faucets - DES/DHHS HDQTRS					Complete
Motion Activated power strips		\$19,625.00	\$19,625.00	\$19,625.00			Pilot program for reducing plug-loads at Walker Building					Complete
Install infrared heaters in maintenance areas		\$60,049.54	\$60,049.54	\$60,049.54			Traffic Building B, Infrared heaters in maintenance bays					Complete
Phase 1 Lighting - new fixtures & switching		\$218,953.52	\$218,953.52	\$218,953.52		80478/A	Main Building: 1:1 replacement of T12 lights w/ HPT8 Fluorescents					Complete
Re-design lighting for better controls		\$338,535.65	\$338,535.65	\$338,535.65		80478/B&G	Brown Building: Switching for emergency lighting, switching & reduction in garage					Complete
Re-design for better controls		\$101,589.00	\$101,589.00	\$101,589.00		80478/F&N	Adj Gen. Helicopter Hangar: Allow for better switching					Complete
Re-design for better controls		\$134,670.95	\$134,670.95	\$134,670.95		80478/E&O	JJS Sununu Building: Switching for emergency lighting, switching					Complete
Lighting - 1:1 Fixture Replacement. DOT District 1 & Glenciff		\$193,876.38	\$193,876.38	\$193,876.38		80478/D	DOT District 1, Glenciff & DES-Gorham: 1:1 replacement of T12 lights w/ HPT8 Fluorescents					Complete
Lighting - 1:1 Fixture Replacement. DOT District 5 area		\$198,526.00	\$198,526.00	\$198,526.00		80478/C	DOT District 5: 1:1 replacement of T12 lights w/ HPT8 Fluorescents					Complete
Re-design lighting for better controls		\$214,490.00	\$214,490.00	\$214,490.00		80478/H&I	Walker Building: Switching for emergency lighting					Complete
Lighting - 1:1 Fixture Replacement		\$158,212.68	\$158,212.68	\$158,212.68		80478/K	DOT Districts 2,3,4: 1:1 replacement of T12 lights w/ HPT8 Fluorescents					Complete
Rework lighting for better/more efficient fixtures		\$43,300.00	\$43,300.00	\$43,300.00		80478/M	Morton Building: Rework lighting for better/more efficient fixtures					Complete
Street light replacement		\$1,367.79	\$1,367.79	\$1,367.79			Replace incandescent streetlights w/ CFL at Glenciff					Complete
Add motion sensors to existing lights		\$1,858.66	\$1,858.66	\$1,858.66			Liquor Headquarters: Add motion sensors to existing lights					Complete
Low-flow Bathroom Fixtures		\$11,391.00	\$11,391.00	\$11,391.00			Liquor Headquarters: Replace toilets, urinals & faucets with lower flow units					Complete
Replace Store lighting		\$3,442.00	\$3,442.00	\$3,442.00			Liquor Store #1: Install new fixtures in store area					Complete
Replace Street lights w/ LED's		\$91,372.05	\$91,372.05	\$91,372.05		80478/L	Hazen Drive Parking Lot Lights					Complete
Rework lighting for better/more efficient fixtures		\$60,900.00	\$60,900.00	\$60,900.00		80478/J	Supreme Court Building: Better/more efficient fixtures					Complete
Provide & Install waste oil furnace		\$12,650.00	\$12,650.00	\$12,650.00			Office Park South Transportation Garage: Use waste oil from vehicles to offset steam heating costs					Complete
Miscellaneous Plug Load Items		\$4,127.35	\$4,127.35	\$4,127.35			Timers, motion activated strips, meters etc					Complete
Provide Steam Engine		\$188,693.67	\$188,693.67	\$188,693.67		20009/C	Glenciff In conjunction w/ ARRA project					Complete
Replace Boilers (2)		\$94,344.02	\$94,344.02	\$94,344.02			Replace existing #2 boilers w/ new gas fired at Dept. of Corrections					Complete
Install GEM venturi style steam traps		\$2,274.00	\$2,274.00	\$2,274.00			DAS - Laundry					Complete
LED Christmas Lights		\$3,957.60	\$3,957.60	\$3,957.60			convert DAS - Gov's Mansion from incandescent to LED					Complete
Cooling Project		\$40,498.00	\$40,498.00	\$40,498.00			Optimize cooling in server room at DoIT, 27 Hazen					Complete

CAPITAL BUDGET FY10/11 PROJECTS MONTHLY REPORT - MARCH 2015

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								N	D	C	H	
Washer/dryer		\$16,968.00	\$16,968.00	\$16,968.00			more efficient smaller model to replace old units at Vets Home					Complete
Convert T12 to T8		\$1,366.88	\$1,366.88	\$1,366.88			DRED self-install at Bear Brook					Complete
Convert T12 to T8		\$6,759.84	\$6,759.84	\$6,759.84			DRED self-install at Mt. Washington					Complete
Convert T12 to T8 at Hampton and Hooksett		\$3,486.45	\$3,486.45	\$3,486.45			DOT self-install for Turnpikes					Complete
IVAC Steam valve replacement		\$5,500.01	\$5,500.01	\$5,500.01			Employment Security improve system efficiency in Concord.					Complete
Convert MH fixtures to T5HO		\$13,702.00	\$13,702.00	\$13,702.00			Dept. of Corrections self-install at Concord Warehouse.					Complete
Convert MH fixtures to T5HO		\$4,239.80	\$4,239.80	\$4,239.80			Dept. of Corrections self-install in Concord Kitchen/Cafeteria.					Complete
Replacing an equivalent number of HID lighting to T8's		\$750.00	\$750.00	\$750.00			DRED - Trails Garage self-install Pittsburg - AKA Lake Francis"					Complete
DAS - Laundry replacement		\$1,449.98	\$1,449.98	\$1,449.98			Replace washer & Dryer in Annex Building, self install.					Complete
Replace old insulation with R19.		\$2,388.96	\$2,388.96	\$2,388.96			DAS - R19 install in LOB					Complete
Replace old insulation with R19.		\$1,350.52	\$1,350.52	\$1,350.52			DAS- R19 install in Pillsbury Building					Complete
Replace Steam Trap Cage Units and replace flanged valve & Pilot		\$8,793.64	\$8,793.64	\$8,793.64			Londergan Hall, replacing Steam Trap Cage Units and flange valve & pilot.					Complete
Replace Steam Trap Cage Units		\$3,779.16	\$3,779.16	\$3,779.16			Johnson Hall & Spaulding Hall replacing Steam Trap Cage Units.					Complete
Adding Thermostatic controls		\$6,972.00	\$6,972.00	\$6,972.00			Thermostatic controls on Spaulding Hall.					Complete
Adding Thermostatic controls		\$8,647.95	\$8,647.95	\$8,647.95			Thermostat and remote sensor along with Thermostatic controls installed in State House.					Complete
Replacing old existing A/C units with Energy Efficient ones		\$7,595.35	\$7,595.35	\$7,595.35			Retrofitting A/C units in the Dept. of Justice.					Complete
Add R19 insulation to the current insulation in building.		\$330.69	\$330.69	\$330.69			DAS - R19 install in Walker house					Complete
Replace 4 existing old windows with new energy star ones.		\$1,431.71	\$1,431.71	\$1,431.71			Londergan hall replacing 4 windows					Complete
Steam Trap replacements		\$14,257.74	\$14,257.74	\$14,257.74			Steam Trap replacements for the State House, Old Labor Building, S.H-Annex, Library, Storrs St. Warehouse & Justice					Complete
Boiler Replacement		\$3,237.35	\$3,237.35	\$3,237.35			smaller, more efficient unit at White Farm, Concord NH.					Complete
Boiler replacement		\$240,182.14	\$240,182.14	\$240,182.14		80603/A&B	Boiler replacement at H&HS - 29 Hazen Drive.					Complete
Timer for Hazen Dr. water Chiller		\$350.00	\$350.00	\$350.00			Adding timer to the water chiller for drinking water at 29 Hazen Drive.					Complete
Replace HID w/fluorescent		\$1,470.08	\$1,470.08	\$1,470.08			Replaced existing lighting with more efficient lighting at the Vets Cemetery.					Complete
LED Flood light Retrofit		\$330.00	\$330.00	\$330.00			Replace existing fixtures by changing to an LED flood light replacement at Johnson, Spaulding and Londergan Halls.					Complete
Window Quilts		\$26,545.85	\$26,545.85	\$26,545.85			Adding window quilts to Plymouth Circuit Court, Jaffrey Circuit Court Houses to help with temperature control.					Complete
Upgrade lighting from T12 to T8's, including upgraded switches and stage lighting.		\$7,925.35	\$7,925.35	\$7,925.35			Upgrade lighting from T12 to T8's. Dropping number of lamps and including sensors to the Tactical Center at Police Standards.					Complete
Induction lighting		\$1,627.35	\$1,627.35	\$1,627.35			Retrofit of the Lobby can lighting at Police Standards to induction lighting.					Complete
Insulate window treatments		\$3,479.08	\$3,479.08	\$3,479.08			New window treatments to block sun in summer for more efficient cooling in Johnson Hall.					Complete

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Description	Acctg. Unit	Initial Appropriation	Expended Amount	Encumbered Balance	Unencumbered Balance	Project Number	Explanation	Status				Estimated Project Completion Date
								N	D	C	H	
Wallpack garage door lighting.		\$7,075.00	\$7,075.00	\$7,075.00			Replace wallpack lighting on DOT Mechanical Services. Above each garage door.					Complete
VSD pump retrofit		\$7,500.00	\$7,500.00	\$7,500.00			VSD retrofit for Milford fish hatchery. To improve efficiency and life of pump.					Complete
Steam Trap inventory		\$11,832.18	\$11,832.18	\$11,832.18		80704/A	Inventory of steam traps at Glenclif to locate traps for repair.					Complete
Occupancy Sensors		\$796.00	\$796.00	\$796.00			Install new Occupancy Sensors to reduce energy use at the Supreme Court.					Complete
Install wood pellet stove		\$3,120.00	\$3,120.00	\$3,120.00			Install wood pellet stove in admin. building of the Vet's Cemetery with a single zone central forced air system.					Complete
Steam Jacket insulation		\$9,799.00	\$9,799.00	\$9,799.00			Insulate steam pipes with Steam Jackets to save BTU's and money for the Annex and Dept. of Justice.					Complete
DAS/BPW Purchase balometer		\$2,899.75	\$2,899.75	\$2,899.75			Used to measure CFM - DAS/BPW equipment					Complete
Lighting upgrade to LED lighting for Range and command booth for Police Std.		\$5,409.66	\$5,409.66	\$5,409.66			LED Lighting upgrade for Police Standards training range and command booth center, Concord					Complete
Installation of Electrical Meter		\$9,999.00	\$9,999.00	\$9,999.00			Installing electrical meter to be able to track energy usage at Glencriff Home.					Complete
North Yard T12-T8 upgrade - Concord Prison Facility		\$14,440.00	\$14,440.00	\$14,440.00			North Yard T12-T8 upgrade to the Concord Prison facility to help increase energy efficiency.					Complete
Lighting for Discovery Room, Hall and Flag pole lighting		\$2,805.58	\$2,805.58	\$2,805.58			Retrofitting existing incandescent bulbs in Discovery Room, Hall and Flag Pole lighting with LED lighting at the Headquarters building of F&G.					Complete
LED Lighting retrofit		\$1,892.25	\$1,892.25	\$1,892.25			Upgrading from HPS to LED at DRED's Salem Rest Area					Complete
LED Lighting retrofit		\$1,930.65	\$1,930.65	\$1,930.65			Upgrading from HPS to LED at DRED's Greenfield State Park					Complete
Submetering for electricity tracking		\$40,000.00		\$40,000.00			Installation of Submetering to help monitor electrical usage			X		Spring 2015
Smart Jackets		\$7,645.00	\$7,645.00	\$7,645.00			Installation of Smart Jackets and Insulation Jackets for Johnson Hall					Complete
7 Day Digital timers		\$449.10	\$449.10	\$449.10			Energy Office Digital Timer Supply					Complete
Cap off steam hot water and install electric, use heat exchanger in winter		\$2,292.07	\$2,292.07	\$2,292.07			Reduce water heating costs by using a heat exchanger instead of steam at 64 South Street.					Complete
BPW Clerk costs		\$37,267.09	\$37,267.09	\$37,267.09			BPW Clerk costs					
Unassigned Rebates Applied		\$50,000.00										
Unallocated Balance		\$692.34				\$692.34						
Subtotal		\$3,050,000.00	\$3,009,307.66	\$3,049,307.66		\$692.34						

CAPITAL BUDGET FY10/11 PROJECTS MONTHLY REPORT - MARCH 2015

UA = USING AGENCY
 N = NEGOTIATIONS
 D = DESIGN
 C = CONSTRUCTION
 H = HOLD

Description	Acctg. Unit	Initial Appropriation	Expended Amount	Encumbered Balance	Unencumbered Balance	Project Number	Explanation	Status				Estimated Project Completion Date
								N	D	C	H	
Total Unencumbered Balance					\$692.34							

UA = USING AGENCY
 N = NEGOTIATIONS
 D = DESIGN
 C = CONSTRUCTION
 H = HOLD



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

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

April 2, 2015

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 MARCH 2015.**

Dear Chairman Chandler:

Please find transmitted herewith the Administrative Services', Bureau 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 March 2015.

Sincerely,

Handwritten signature of Joseph B. Bouchard in cursive script.
Joseph B. Bouchard
Assistant Commissioner

LMH/mkl
Encl.

cc: Michael P. Connor, Deputy Commissioner
Theodore Kupper, Administrator, Bureau of
Public Works Design and Construction

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

March 2015

Town	ProjectNumber	Project Title/Agency	Ad Date
Concord	80813	APS Exterior Building Improvements - NHH. 94 - N.H. Hospital	3/31/2015
Laconia	80668-D	Powell Building Roof Replacement - Lakes Region Facility. 14 - Administrative Services	3/3/2015
Nashua	80832R-A	Nashua CHP Site Improvements 12 - Adjutant General	3/24/2015

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

March 2015

Town	ProjectNumber	Project Title/Agency	Bid Date	Estimate	BidAmount
Berlin	80814R-A	Jericho Mountain Bathhouse Replacement 35 - Dept of Resources & Economic D	3/5/2015	\$471,000.00	\$495,300.00
Glencliff	80735-C	Glencliff Hydro Dam Repair 91 - Glencliff Home	3/25/2015	\$507,595.00	\$441,785.00
Laconia	80668-D	Powell Building Roof Replacement - Lakes Region Facility. 14 - Administrative Services	3/25/2015	\$190,000.00	\$199,000.00

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

March 2015

Town	ProjectNumber	Project Title/Agency	Final Date	Final Amount
Concord	80609R-D	Tobey Building Renovation. 27 - Employment Security	3/27/2015	\$17,557,965.42
	80818-A	Implementation of Measures Materials & Research Retro Study. 14 - Administrative Services	3/12/2015	\$1,976.44
Hampton	80791-A	Hampton Beach Parking Drainage. 35 - Dept of Resources & Economic Development	3/18/2015	\$33,178.69

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

March 2015

Town Number	Project	Project Title/Agency	Final Date	Final Amount
Concord	80609R-D	Tobey Building Renovation. 27 - Employment Security This project renovated the vacant, mothballed Tobey Building on the Gov. Hugh J. Gallen State Office Park campus into a new regional headquarters and office for the Dept. of Employment Security. In addition to the renovation, a parking deck was constructed to provide parking for 205 vehicles.	3/27/2015	\$17,557,965.42
80818-A		Implementation of Measures Materials & Research Retro Study. 14 - Administrative Services Professional engineering services for redesign for mitigation of the Materials and Research noise at 5 Hazen Drive.	3/12/2015	\$1,976.44
Hampton	80791-A	Hampton Beach Parking Drainage. 35 - Dept of Resources & Economic Development Professional structural/civil engineering services to provide background data and information for improvement to the parking lot at Hampton Beach State Park.	3/18/2015	\$33,178.69



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

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

May 5, 2015

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 APRIL 2015.**

Dear Chairman Chandler:

Please find transmitted herewith the Administrative Services', Bureau 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 April 2015.

Sincerely,

A handwritten signature in cursive script that reads "Joseph B. Bouchard".

Joseph B. Bouchard
Assistant Commissioner

LMH/mkl
Encl.

cc: Michael P. Connor, Deputy Commissioner
Theodore Kupper, Administrator, Bureau of
Public Works Design and Construction

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

April 2015

<u>Town</u>	<u>ProjectNumber</u>	<u>Project Title/Agency</u>	<u>Ad Date</u>
Concord	80635-D	Health & Human Services Window Repairs (27/29 Hazen Drive) 14 - Administrative Services	4/28/2015
	80747-D	State House Annex Roof Replacement 14 - Administrative Services	4/28/2015

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

April 2015

Town	ProjectNumber	Project Title/Agency	Bid Date	Estimate	BidAmount
Nashua	80832R-A	Nashua CHP Site Improvements 12 - Adjutant General	4/7/2015	\$131,830.00	\$128,600.00
Statewide	80808R-B	North Pavilion Wing AC Upgrade & SYSC Heat Loop Repair 95 - Health and Human Services Com	4/7/2015	\$117,000.00	\$146,000.00

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

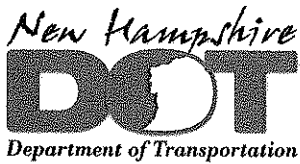
April 2015

Town	Project Number	Project Title/Agency	Final Date	Final Amount
Concord	80609R-B	Tobey Building Renovation. 27 – Employment Security Professional services for design and construction administration of the renovation of the Tobey Building on Governor Hugh Gallen State Office Park campus. Also included are design services for a 300 car parking deck structure.	4/15/2015	\$1,450,256.47
	80736R-A	Fire Academy HVAC & Training Props (Safety). 23 - Safety Mechanical Engineering Services for the Fire Academy HVAC and Burn Building Roof Replacement.	4/1/2015	\$ 12,194.62
	80749-B	Legislative Office Building Elevator Upgrade 14 - Administrative Services This project upgraded two elevators, sprinklers, detectors and fire alarm panel at the LOB.	4/23/2015	\$ 345,786.00
	80750-A	Morton Building Cooling Tower 14 – Administrative Services Mechanical Engineering Services for replacement of the John O. Morton Building cooling tower.	4/13/2015	\$ 54,884.94
Glencliff	80804-A	Glencliff Home SPCC Plan 91 – Glencliff Home Professional Services to update the Glencliff Home SPCC Plan.	4/7/2015	\$ 5,400.00

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

April 2015

Town	ProjectNumber	Project Title/Agency	Final Date	Final Amount
Concord	80609R-B	Tobey Building Renovation. 27 - Employment Security	4/15/2015	\$1,450,256.47
	80736R-A	Fire Academy HVAC & Training Props (Safety). 23 - Safety	4/1/2015	\$12,194.62
	80749-B	Legislative Office Building Elevator Upgrade 14 - Administrative Services	4/23/2015	\$345,786.00
	80750-A	Morton Building Cooling Tower. 14 - Administrative Services	4/13/2015	\$54,884.94
Glenclyff	80804-A	Glenclyff Home SPCC Plan 91 - Glenclyff Home	4/7/2015	\$5,400.00



WILLIAM CASS, P.E.
ASSISTANT COMMISSIONER

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Bureau of Mechanical Services
May 5, 2015

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

Informational Item

In accordance with Chapter 143, Laws of 2013, 04-96-96-960515-30050000-030 footnote, attached is the Department's Monthly Equipment Acquisition Plan status report for the period ending April 30, 2015, which is submitted for review by the Capital Budget Overview Committee.

Explanation

Chapter 143, Laws of 2013, 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."

Sincerely,

A handwritten signature in black ink that reads "William Cass".

William Cass, P.E.
Assistant Commissioner

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

**Equipment Acquisition Plan Status Report
Fiscal Year 2015**

April 2015

Prepared by:

William J. Dusavitch

Administrator

Submitted by:

William Cass, P.E.

Acting Commissioner

Department of Transportation - Bureau of Mechanical Services

Equipment Acquisition Plan Status Report

Fleet Purchasing Process

Chapter 143 Laws of 2013, 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 **April 2015**, 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 2015 Equipment Acquisition Status Report
April 2015

ITEM	Plan as approved by CBOC and G&C			Actual Purchase Information adjusted based on Bids					Notes
	Planned Quantity	Planned Unit Cost	Planned Total	Purchased Quantity	Amended Quantity (I-93)	Bid Price Including Options	Total Cost	Date Purchased	
3-5 Ton Cab & Chassis	15	\$94,000	\$1,410,000	15	6	\$90,220	\$1,894,620	9/9/2014 & 1/16/2015	
(airbag deduct)		-\$500			6	-\$500	-\$3,000		
4/6 C.Y. Dump Bodies**	15	\$11,000	\$165,000	15	6	\$10,949	\$229,929	9/30/2014 & 12/14/2014	
Hydraulic Systems - Single Wing *	0	\$15,000	\$0	15		\$15,649	\$234,735	11/14/2014	
Hydraulic Systems - Double Wing *	15	\$21,500	\$322,500		6	\$22,599	\$135,594	12/24/2014	
6 C.Y. Load Covers	15	\$1,000	\$15,000	15	6	\$750	\$15,750	9/30/2014 & 12/8/2014	
5 C.Y. Hydraulic Spreaders	0	\$10,500	\$0		6	\$12,226	\$73,356	3/2/2015	
Diagnostic Equipment/Software	1	\$46,000	\$46,000	0					
Wet Systems		\$5,500			6				A
Tandem Cab & Chassis	2	\$118,000	\$236,000	2	1	\$125,600	\$376,800	9/9/2014 & 1/16/2015	
10/12 C.Y. Dump Bodies***	2	\$13,500	\$27,000	2	1	\$14,519	\$43,557	9/30/2014 & 12/14/2014	
Hydraulic Systems - Single Wing *	0	\$15,000	\$0	1		\$15,649	\$15,649	11/14/2014	
Hydraulic Systems - Double Wing *	2	\$21,500	\$43,000	1	1	\$22,559	\$45,118	12/24/2014	
12 C.Y. Load Covers	2	\$1,000	\$2,000	2	1	\$990	\$2,970	9/30/2014 & 12/8/2014	
11 C.Y. Hydraulic Spreaders	0	\$13,500	\$0		1	\$16,506	\$16,506	3/2/2015	
Diagnostic Equipment/Software	1	\$27,000	\$27,000	0					
Wet Systems		\$5,500			1				A
1-1/2 Ton Dump Truck w/ Plow-diesel		\$57,000				\$53,952			
gas		\$44,677			2	\$44,677	\$89,354	2/17/2015	
2 C.Y. Spreader	2	\$8,000			2	\$4,590	\$9,180	4/15/2015	
3/4 Ton Extended Cab Pickup	23	\$22,000	\$506,000	27		\$24,716	\$667,332	2/18/2015	
W/ Service Body				1		\$10,373	\$10,373	3/12/2015	
W/ Diesel Engine				1		\$31,619	\$31,619	2/18/2015	
Miscellaneous Fleet Repair Equipment	1	\$500	\$500						
		Total:	\$2,800,000			Total:	\$3,889,442		

Budget

Class 30 Appropriation	\$2,800,000
Class 030 Transfer	\$1,142,000
Total expenditures to Date	<u>\$3,889,442</u>
Available Balance	\$52,558

A = Requisitions have been processed

B = Bids have been recieved

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