

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

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

State of New Hampshire

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

RICHARD J. MAHONEY, CPA
Director, Audit Division
(603) 271-2785


April 8, 2014

To Members of the Capital Budget
Overview Committee

The Capital Budget Overview Committee, as established by RSA 17-J, of which you are a member, will hold a regular business meeting on **Tuesday, April 15, 2014, at 2:30 p.m.** in Room 201 of the Legislative Office Building.

Please find attached information to be discussed at this meeting

Sincerely,


Jeffrey A. Pattison
Legislative Budget Assistant

JAP/pe
Attachments

CAPITAL BUDGET OVERVIEW COMMITTEE
AGENDA

Tuesday, April 15, 2014 at 2:30 p.m. in Room 201 of the Legislative Office Building

(1) **Acceptance of Minutes** of the minutes of the March 4, 2014 meeting

(2) **Old Business:**

CAP 14-010 New Hampshire Hospital – requests a portion of the funds appropriated for Fire Protection Sprinklers be used for the following additional Fire Protection purpose, at a sum not to exceed \$57,000, to install new and modified fire protection sprinklers within the new Admitting Treatment Center in the Acute Psychiatric Services building, as specified in the request dated February 20, 2014. **Tabled 03/04/14**

(3) **New Business:**

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

CAP 14-015 Pease Development Authority – request authorization to expend \$98,200 from the Harbor Dredging and Pier Maintenance fund for the purpose of the State of New Hampshire's Non-Federal Share of the Portsmouth Harbor and Piscataqua River, New Hampshire and Maine, Navigation Improvement Project Feasibility Study and Environmental Assessment (FE/EA), associated with expanding the Piscataqua River Turning Basin, as specified in the request dated March 26, 2014 (CAP 06-015, originally approved May 31, 2006, with subsequent action (CAP 13-016) approved March 5, 2013)

RSA 228:12-a Use of Toll Credits:

CAP 14-012 Department of Transportation – request approval to use \$17,198 of Turnpike Toll Credit, based on the \$85,990 Department's share of costs associated with the project to meet funding match requirements for; a Joint Funding Agreement with the U.S. Geological Survey (USGS) to investigate sources of nitrates in wells near blasting sites, subject to the conditions as specified in the request dated February 28, 2014

CAP 14-018 Department of Transportation – request approval to use up to \$1,337,751 of Turnpike Toll Credit, based on total amended project costs not to exceed \$5,364,848 in federal funds to meet funding match requirements for Boston Express Bus service along the FE Everett Turnpike and I-93 corridors between Manchester and Boston through June 30, 2017, subject to the conditions as specified in the request dated March 31, 2014

Chapter 195:1, V, B, Laws of 2013, Renovation of CTE Center-Salem-State Share:

CAP 14-021 Department of Education – request approval of the Salem CTE action plan in order to spend, obligate, and encumber \$10,775,000 of Capital Budget funding designated as the "Renovation of CTE Center-Salem-State Share", as specified in the request dated April 3, 2014

Chapter 143, Laws of 2013, Budget Law 04-96-96-90515-3005-0300:

CAP 14-020 Department of Transportation – request approval to amend the Department’s Equipment Acquisition Plan for Fiscal Year 2014 by increasing the FY 2014 plan amount by \$205,000, from \$2,500,000 to \$2,705,000 and adding the purchase of light fleet vehicles for the best use of available funding, as specified in the request dated March 25, 2014 (CAP 13-040, originally approved September 24, 2013)

(4) **Miscellaneous:**

(5) **Informational:**

CAP 14-013 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 February 28, 2014

CAP 14-014 Department of Administrative Services – Administrative Services Public Works Design and Construction’s Capital Budget and Maintenance Projects Monthly Report, February 2014

CAP 14-016 Department of Information Technology – Chapter 195:42, IV, Laws of 2013 – Business One Stop Quarterly Status Report, April 2014

CAP 14-017 Department of Corrections, jointly with the Department of Administrative Services – Chapter 195:1, IV, Laws of 2013 – Women’s Prison Quarterly Report, March 31, 2014

CAP 14-019 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 period ending March 31, 2014

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

CAPITAL BUDGET OVERVIEW COMMITTEE

MINUTES

March 4, 2014

The Capital Budget Overview Committee met on Tuesday, March 4, 2014 at 2:00 p.m. in Room 201 of the Legislative Office Building.

The following members were in attendance:

Representative David Campbell, Chairman
Representative John Cloutier, Clerk
Representative Bernard Benn
Representative Daniel Eaton
Representative John Graham
Representative Ken Weyler
Senator David Boutin, Vice Chairman
Senator Sylvia Larsen
Senator James Rausch
Senator Nancy Stiles

Representative Campbell called the meeting to order at 2:04 p.m.

ACCEPTANCE OF MINUTES:

On a motion by Representative Eaton, seconded by Representative Weyler, that the minutes of the January 16, 2014 meeting be accepted as written. MOTION ADOPTED.

NEW BUSINESS:

RSA 9:26-a PROHIBITED CHANGES:

CAP 14-010 New Hampshire Hospital – Philip Wright, Director of Support Services, and Jim Dall, Chief Financial Officer, New Hampshire Hospital presented the request and responded to questions of the Committee. Michael Connor, Deputy Commissioner, Department of Administrative Services was also present to respond to questions of the Committee.

On a motion by Representative Graham, seconded by Representative Eaton, that the Committee table the request of the New Hampshire Hospital to utilize a portion of the funds appropriated for Fire Protection Sprinklers be used for the following additional Fire Protection purpose, at a sum not to exceed \$57,000, to install new and modified fire protection sprinklers within the new Admitting Treatment Center in the Acute Psychiatric Services building, as specified in the request dated February 20, 2014. MOTION ADOPTED.

The item was tabled due to the lack of information as to what the total cost of the project would be and due to the fact that the current capital project has not been completed.

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

CAP 14-007 Department of Administrative Services, jointly with the Adjutant General's Department – Linda Hodgdon, Commissioner, Department of Administrative Services, and Major General William N. Reddel, III, The Adjutant General, presented the request and responded to questions of the Committee. Michael Connor, Deputy Commissioner, Department of Administrative Services, presented a handout and responded to questions of the Committee. Karen Schlitzer, Assistant Attorney General, Department of Justice, was also present to respond to questions of the Committee.

On a motion by Representative Eaton, seconded by Senator Boutin, that the Committee approve the request of the Department of Administrative Services, jointly with the Adjutant General's Department to utilize the Construction Management Method of contracting to resume construction of the New Hampshire Army National Guard Regional Training Institute in Pembroke, New Hampshire, subject to the conditions as specified in the request dated February 7, 2014. MOTION ADOPTED.

INFORMATIONAL ITEMS:

CAP 14-008 Department of Administrative Services – Linda Hodgdon, Commissioner, Michael Connor, Deputy Commissioner, Department of Administrative Services, and Major General William N. Reddel, III, The Adjutant General, presented a status update, a handout, and responded to questions of the Committee pertaining to the informational item regarding the National Guard Littleton Readiness Center, dated February 4, 2014.

CAP 14-005 Department of Corrections – Chapter 195:1, IV, Laws of 2013 – Michael Connor, Deputy Commissioner, Department of Administrative Services, and William McGonagle, Assistant Commissioner, Department of Corrections presented a status update and a handout regarding the Women's Prison Quarterly Report, January 17, 2014.

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 was set for Tuesday, April 15, 2014 at 3:30 p.m.

On a motion by Representative Cloutier, seconded by Senator Stiles, that the meeting adjourn. (Whereupon the meeting adjourned at 2:41 p.m.)

(Note: At the March 4, 2014 Long Range Capital Planning and Utilization Committee meeting, the meeting time for the April 15, 2014 Capital Budget Overview Committee was changed to 2:30 p.m.)



NEW
HAMPSHIRE
Hospital

CAP 14-010

36 Clinton Street, Concord, New Hampshire 03301-3861
(603) 271-5300 FAX (603) 271-5395 TDD Access: Relay NH 1-800-735-2964

February 20, 2014

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
NH State House
Concord, NH 03301

Dear Chairman Campbell:

Requested Action

In accordance with RSA 9:26 -a the Department of Health and Human Services requests a portion of the funds appropriated for Fire Protection Sprinklers be used for the following additional Fire Protection purpose, at a sum not to exceed \$57,000.

- Install new and modified fire protection sprinklers within the new Admitting Treatment Center in the Acute Psychiatric Services building.

Explanation


Chapter 253:1:VII-A, laws of 2011, Capital Budget appropriate the amount of \$1,125,000.00 to replace sprinkler systems, which had developed leaks since the system was installed in the late 1980's. After bidding and constructing the work, applying charges for a clerk of the works, and adding sprinklers to the existing Greenhouse in the APS Building, a budget surplus of \$104,943.27 exists to date. Approximately \$48,000.00 of this surplus is designated for work in the spring of 2014 on the sprinkler system main supply line and associate valve. A final budget surplus of approximately \$57,000.00 is expected after final liquidation of the contract allowance.

Request is hereby made that the surplus be applied to the following work.

The Hospital has a separate capital project for design and construction of an Admitting Treatment Center. The architect indicates the funding provided will be very tight, because the necessary features make hospital construction more expensive than standard estimating guidelines. Sprinkler alterations and additions will be needed for that work, and we request work be funded in part by the funds available in Chapter 253:1:VII-A.

We request your permission to apply these funds accordingly.

Respectfully submitted:



Robert J. MacLeod, DHA, FACHE
Chief Executive Officer
NH Hospital

Approved by:



Deputy Commissioner
Nicholas A. Toumpas
Commissioner

for



PORTS AND HARBORS

March 26, 2014

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

Dear Chairman Campbell:

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 approval to expend \$98,200.00 for the purpose of the State of New Hampshire's Non-Federal Share of the Portsmouth Harbor and Piscataqua River, New Hampshire and Maine, Navigation Improvement Project Feasibility Study and Environmental Assessment (FE/EA) as outlined in the letter from the Department of the Army attached hereto. This project is for the expansion of the uppermost turning basin in the ship channel of the Piscataqua River (Turning Basin Project). The current balance of the fund is \$501,972.91.

HISTORY

- In 1986, the US Army Corps of Engineers (the Corps) issued a Navigation Safety and Improvement Study that identified the uppermost turning basin for expansion. The Navigation Project of the Piscataqua River is designed for ships of a maximum length of seven hundred and fifty (750) feet. The uppermost turning basin is eight hundred (800) feet wide
- May 31, 2006, the Capital Budget Overview Committee authorized the expenditure of \$375,000 to fund the Non-Federal Cost-Sharing Agreement with the Corps for the Feasibility Study
- March 5, 2013, the Capital Budget Overview Committee authorized the expenditure of \$90,000 for additional investigations associated with the Project Feasibility Study.

PURPOSE

As outlined in the attached letter from the Department of the Army Corps of Engineers, there are steps remaining for the completion of the Feasibility Study:

- Draft Report for Public Review
- Final Draft Report and Draft Chief of Engineers Report to the Civil Works Review Board (CWRB)
- Draft Chief's Report and Supporting Final Feasibility Report/EA to State (Governor) and Federal Agency Review

- Assistant Secretary of the Army Review and Office of Management and Budget Review and Approval.

Currently, the State Licensed Pilots are turning 749 foot long ships in an 800 foot wide turning basin with daylight and high tide only restrictions.

Therefore, the Pease Development Authority Division of Ports and Harbors requests authorization to expend \$98,200.00 from the Harbor Dredging and Pier Maintenance Fund.

Sincerely



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

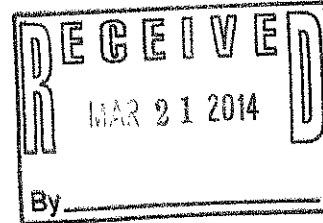
Attachments: 2



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD MA 01742-2751
March 18, 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 purpose of this letter is to update you on the financial status of the Portsmouth Harbor and Piscataqua River, New Hampshire, and Maine, Navigation Improvement Project Feasibility Study and Environmental Assessment (FS/EA) and to request additional funding to complete the study and complete the required reviews and Federal and State regulatory approvals. The Pease Development Authority and the Corps of Engineers are conducting the study under a Feasibility Cost-Sharing Agreement executed June 12, 2006, and amended May 23, 2013. Recent Corps guidance allows us to update and modify the project management plan and project cost-sharing requirements without going through the process of formally amending the cost-sharing agreement.

Under the amended agreement, the total study cost was estimated at \$930,000, to be shared equally by the Government and the PDA, or \$465,000 each. There are a number of major tasks remaining to bring this study to conclusion. A revised study cost estimate is enclosed which lays out the several remaining steps and the estimated effort and cost to complete each.

In brief the remaining steps in the process are as follows:

Draft Report for Public
Review
(31 March 2014)

The Draft documents would be completed and published via Public Notice for a 30-day review period. Concurrently the Corps would apply for State approvals from NH & ME for the dredging.

Final Draft Report and Draft
Chief of Engineers Report To
CWRB
(26 August 2014)

The reports would be revised to address public review and receipt of State approvals. A final draft and draft chief of Engineers report would be prepared, submitted for Corps HQ review and further revised before transmittal to the CWRB. The Corps and PDA staff would travel to DC to present the project to the Board.

Draft Chief's Report and Supporting Final Feasibility Report/EA to State (Governor) and Federal Agency Review (September 2014)
 Assistant Secretary of the Army review and Office of Management and budget Review and Approval (December 2014)

CWRB approval clears the release of the draft Chief's Report for transmittal to the Governor and Federal agency heads for review after final edits. The Chief's report and supporting documents may require updates based on comments received.

The ASA reviews the documents and prepares its own summaries with Corps assistance. Document package is forwarded to OMB for that office's review and comment. Responses are developed before OMB prepares its own report returns the package to the ASA. ASA signs the FONSI and forwards the package to Congress for action. This concludes the Feasibility Phase.

The total study cost, prior to any Sponsor in-kind costs, is now estimated at \$1,126,400, with Federal and Non-Federal shares at \$563,200 each, leaving a remaining Non-Federal contribution of \$98,200. Ultimately any Sponsor in-kind credits would be added to the total study cost and credited against the Sponsor's share. At this time, an additional cash contribution of \$67,400 is requested from the Pease Development Authority to complete the public review process and then prepare a revised report and supporting documents for submittal to the Civil Works Review Board (CWRB) for a decision. The submittal date for documents for consideration at the August CWRB meeting is July 10, 2014. Please provide a check made payable to "FAO, USAED, New England District". The remaining \$30,800 of the Non-Federal share may be provided after July 1, 2014.

We look forward to continuing to work with you to complete this important navigation study. If you have any questions or require additional information, please contact Mr. Mark Habel of my staff at (978) 318-8871.

Sincerely,


 John R. Kennelly
 Chief, Planning Branch

Enclosure

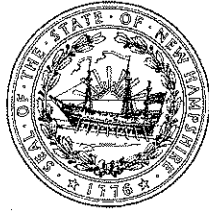
Copy Furnished (with Enclosure):

Mr. Geno Marconi
Director, Pease Development Authority
Division of Ports and Harbors
P.O. Box 369
Portsmouth, New Hampshire 03802

**Table 1. Portsmouth Harbor and Piscataqua River Navigation Improvement Project
Feasibility Study Estimate - Amendment Number 2
January 2014**

Study Task	May 2013 Update	Expended thru 8 March 2014	Revised Budget thru Completion of Internal Review Process	Estimated Additional Cost thru Public Review	Estimated Additional Cost thru CWRB Meeting	Estimated Additional Cost thru Final Chief's Report	Total Remaining Study Phases	Total Revised Budget
0 Project Management	0	0	0	1,280	6,400	6,400	14,080	14,080
1 Study Management	146,000	309,437.57	318,726	11,900	14,738	25,972	52,610	371,336
2 Public & Agency Involvement (Public Review Process)	41,000	see #1						
Reproduce and Distribute Public Review Copies				4,226			4,226	4,226
Prepare Public Notice and Transmittals				3,804			3,804	3,804
Public Information Meetings/Hearings				5,837			5,837	5,837
Prepare and File State Regulatory Applications				2,818			2,818	2,818
Respond to Public and Agency Comments and Revise Reports				6,763			6,763	6,763
3 Alternative Formulation Briefing	37,000	see #1						0
4 NEPA Documents, Environmental Resources, Agency Coordination								
A Feasibility NEPA Efforts	81,000	138,503.79	149,528	9,159	4,509	3,382	17,049	166,577
B Benthic Analysis	6,000	4,900.00	4,900				0	4,900
IOS North Disposal Site Investigations		See #4A	20,345	3,382			0	20,345
Nearshore Beach Placement Site Investigation and Coordination		see #4A					3,382	3,382
Endangered Species Coordination (Atlantic/Shortnose Sturgeon)								0
5 Sediment & Biological Characterization Studies for Dredge Material Studies in Dredge Area	12,000	see #4A	4,560				0	4,560
Sample Analysis (grain size, etc.)	5,000	4,559.60	4,560				0	4,560
Studies At Disposal Sites	22,630	see #4A	500				0	500
Sample Analysis (grain size, benthic, etc.)	17,370	2,351.11	2,351				0	2,351
Suitability Determination for Dredged Material Disposal								0
6 Cultural Resource Studies	12,408	9,349.10	9,349		999	500	1,499	10,848
Research and Coordination								
Remote Sensing Archaeological Survey of Turning Basin	34,592	34,592.42	34,592				0	34,592
7 Economic Analysis	78,000	78,277.87	78,278		6,763	4,509	11,272	89,550
8 Hydrodynamic/Hydraulic Data Collection and Analysis								
Hydraulic Engineering	70,319	69,937.87	69,938				0	69,938
ADCP Contract to Monitor Currents	35,681	35,681.21	35,681				0	35,681
9 Geotechnical Analysis	20,007	15,751.20	15,751				0	15,751
Geotechnical Engineering Analysis and Report	5,000	6,031.78	6,032				0	6,032
Geology Support	90,993	90,993.10	90,993				0	90,993
Subsurface Exploration (Boring & Probing) Costs								0
10 Design Analysis	22,000	17,697.25	17,697				0	17,697
Civil Engineering Design Development and Report	6,000	1,845.24	1,845				0	1,845
CADD Support--Drawings								0
11 Cost Estimates	12,000	13,611.01	16,161				0	16,161
Development of Cost Estimates								0
Development of Contingency Risk Analysis, M2 and TPCS	22,000	21,152.00	21,152		2,624	1,283	3,907	3,907
12 Hydrographic Surveys	4,000	1,552.01	1,552				0	1,552
13 Real Estate Investigations and Report	2,000	see #1	0	0	2,000		2,000	2,000
14 Financial Analysis	48,000							
15 Feasibility Report (Write and Produce Draft Feasibility Report)								
16 Agency Technical Review	45,000	24,387.55	24,388	4,123			4,123	28,510
Technical Review of Draft Feasibility Report and EA		0.00	0.00	5,000			5,000	5,000
Economic Model Certification								0
Cost Estimate and Risk Certification								0
17 Washington Level Final Feasibility Report and Review	25,000	see #1						
ATR of Post-Public Review Draft Report					5,702		5,702	5,702
Prepare Draft Final Report		0.00			3,019		3,019	3,019
18 Civil Works Review Board	15,000							
Reproduce Report Copies					5,400		5,400	5,400
Prepare and Revise CWRB Submittal Package					3,623		3,623	3,623
District CWRB Attendance (Labor Only)					11,884		11,884	11,884
19 Miscellaneous Costs								
Safety	1,000	666.06	666				0	666
District Counsel/Real Estate Review	4,000	773.93	774				0	774
MSG Support		2,900.29	2,900	1,200	1,800	1,480	4,480	7,380
Travel and Per Diem Costs	3,000	1,043.91	1,044	800	3,000	400	4,200	5,244
Government Vehicles	2,000							
20 Contracting Division Support	4,000	3,405.60	3,406	0			0	3,406
21 State and Agency Review Process								
Prepare Final Draft Report and S&A Package						3,623	3,623	3,623
Prepare Local Transmittals						2,415	2,415	2,415
Reproduce and Mail Report Copies						4,000	4,000	4,000
Respond to S&A Comments						4,669	4,669	4,669
Respond to ASA and OMB Comments						2,918	2,918	2,918
TOTAL - Before Credit for Sponsor's In-Kind Services	930,000	910,246	933,109	53,528	84,224	61,550	193,264	1,126,374
Total Study Direct Study Costs	465,000	26,764	26,764	26,764	42,112	30,775	96,632	563,187
Federal Share (50%)	465,000	26,764	26,764	26,764	42,112	30,775	96,632	563,187
Non-Federal Cash Share (50%)	0	0.00						
23 Sponsor's In-Kind Support and Participation								
Sponsor's CWRB Attendance and Presentation				10,000			10,000	10,000
Project Delivery Team Support				2,000			2,000	2,000
Real Estate Documentation								
Sponsor's Up-Front Cash Share	465,000	1,820,492	1,866,218	26,764	42,112	30,775	96,632	563,187
One-Half of Sponsor's In-Kind Contribution								
Sponsor's Share of Study Costs After In-Kind Credits								
Completed Tasks								
								196,374
								98,187
								67,412
								30,775

Change in Total Budget Since May 2013 Update
Federal and Non-Federal 50% Share
Portion Required in State FY14
Portion Required in State FY15



CAP 13-016

JEFFRY A. PATTISON
Legislative Budget Assistant
(603) 271-8161

MICHAEL W. KANE, MPA
Deputy Legislative Budget Assistant
(603) 271-8161

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

RICHARD J. MAHONEY, CPA
Director, Audit Division
(603) 271-2785

March 6, 2013

Geno Marconi, Director
Pease Development Authority
Division of Ports and Harbors
P.O. Box 369
Portsmouth, New Hampshire 03802-0369

Dear Director Marconi,

The Capital Budget Overview Committee, pursuant to the provisions of RSA 12-G:46, III, on March 5, 2013, approved the request of the Pease Development Authority, Division of Ports and Harbors, to expend \$90,000 from the Harbor Dredging and Pier Maintenance fund for the purpose of completing the additional investigations associated with the Project Feasibility Study conducted by the U.S. Army Corps of Engineers associated with expanding the Piscataqua River Turning Basin, as specified in the request dated January 30, 2013.

The Capital Budget Overview Committee approved the original request (CAP 06-015) on May 31, 2006.

Sincerely,

A handwritten signature in cursive script that reads "Jeffrey A. Pattison".

Jeffrey A. Pattison
Legislative Budget Assistant

JAP/pe
Attachment



PEASE
INTERNATIONAL
PORTS AND HARBORS

January 30, 2013

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

Dear Chairman Campbell:

In accordance with RSA 12-G: 46 Harbor Dredging and Pier Maintenance Fund Established, on May 31, 2006, the Capital Budget Overview Committee approved the request of the Pease Development Authority, Division of Ports and Harbors (PDA-DPH) to expend up to \$375,000 from the fund for the PDA-DPH's cost-share of the expense for a Project Feasibility Study with the U.S. Army Corps of Engineers (The Corps) for engineering and design associated with expanding the Piscataqua River Turning Basin (EXHIBIT #1). The PDA-DPH entered into a Feasibility Cost Share Agreement (FCSA) with The Corps on June 12, 2006.

A Project Information Sheet is provided for your reference (EXHIBIT #2).

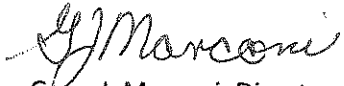
In a letter dated April 27, 2011, a request for final payment for the FCSA was sent by The Corps to the PDA-DPH. In that letter, The Corps indicated that there would be additional costs associated with the study in order to evaluate alternative disposal sites for the dredge materials (EXHIBIT #3).

On August 17, 2012, the PDA-DPH received a formal request from The Corps, in the form of a proposed amendment to the FCSA, for an additional Non-Federal Share of \$90,000 to complete the study (EXHIBIT #4).

The current available balance of the Harbor Dredging and Pier Maintenance Fund is \$347,897.00.

Therefore, the Division of Ports and Harbors requests the Capital Budget Overview Committee approve the Division of Ports and Harbors' request to expend \$90,000 from the Harbor Dredging and Pier Maintenance Fund, subject to final approval from the Pease Development Authority Board of Directors, for the purpose of completing the additional investigations associated with the Project Feasibility Study conducted by the U.S. Army Corps of Engineers.

Sincerely,

A handwritten signature in cursive script, appearing to read "G. Marconi".

Geno J. Marconi, Director
Division of Ports and Harbors

Attachments: 4 Exhibits



CAP 06-015

MICHAEL L. BUCKLEY, CPA
Legislative Budget Assistant
(603) 271-3161

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

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

CATHERINE A. PROVENCHER, CPA
Director, Audit Division
(603) 271-2785

06-05-06 10:37 AM

June 1, 2006

Geno Marconi, Director
Pease Development Authority
Division of Ports and Harbors
P. O. Box 369
Portsmouth, NH 03802-0369

Dear Director Marconi,

The Capital Budget Overview Committee, pursuant to the provisions of RSA 12-G:46, on May 31, 2006 approved the request of the Pease Development Authority, Division of Ports and Harbors to expend up to \$375,000 from the Harbor Dredging and Pier Maintenance Fund for the PDA's share of the expense for a project feasibility study for engineering and design associated with expanding the Piscataqua River Turning Basin, as specified in your letter dated May 2, 2006.

Sincerely,

Michael L. Buckley
Michael L. Buckley, CPA
Legislative Budget Assistant

MLB/car
Attachment

FAXED
6-5-06
Mark John



US Army Corps
of Engineers
New England District

Project Information Sheet

Portsmouth Harbor and Piscataqua River New Hampshire & Maine Feasibility Study for Navigation Improvement



March 1, 2012



696 Virginia Road, Concord Massachusetts, 01742-2751

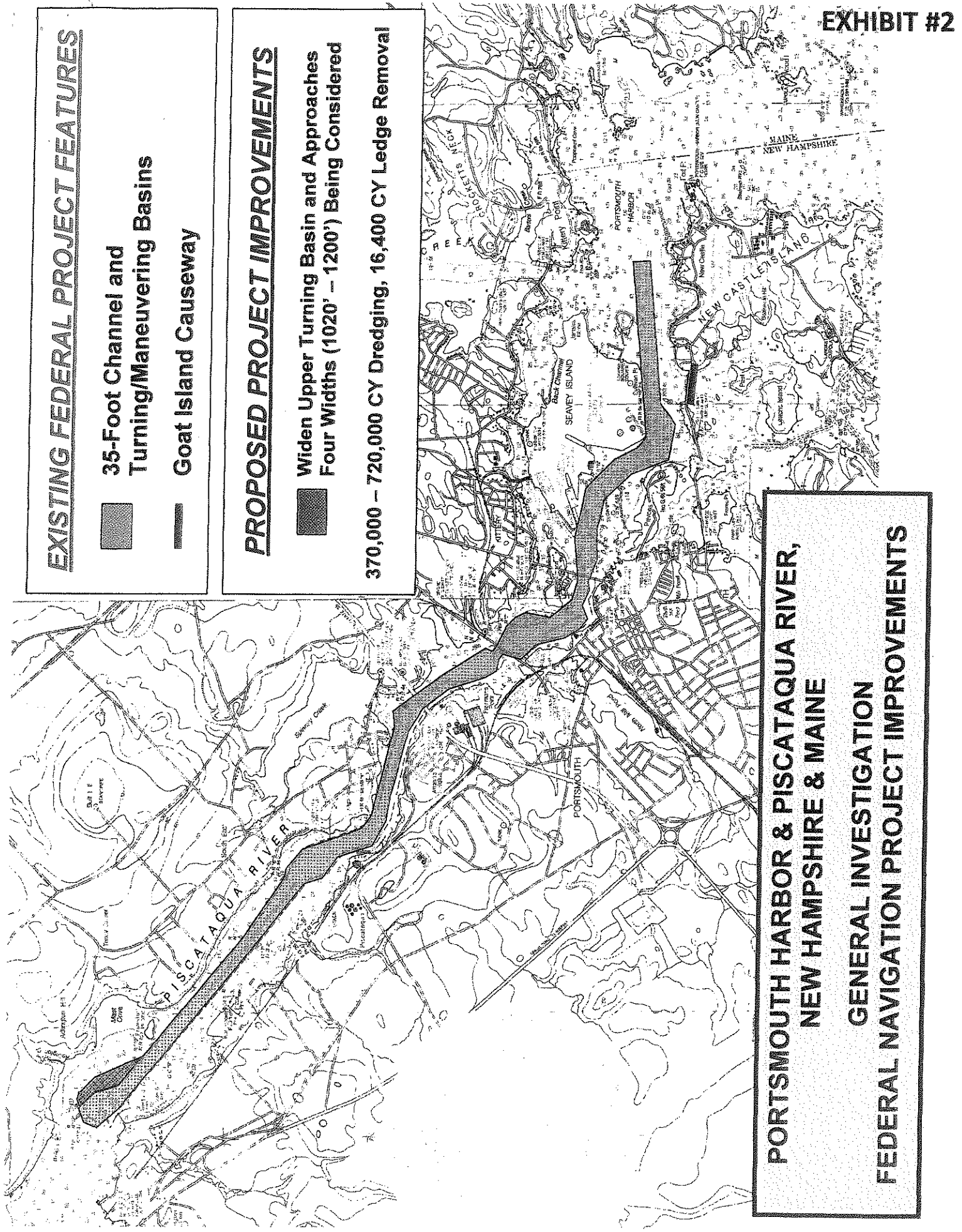
1. **Project:** The purpose of this study is to determine the feasibility of modifying the existing Federal navigation project on the Piscataqua River to increase the width of the upper Turning Basin. This study was directed by Section 437 of the Water Resources Development Act of 2000.
2. **Location of Project:** The Piscataqua River forms a portion of the state boundary between Maine and New Hampshire. Portsmouth Harbor, located at the mouth of the river, is about 45 miles northeast of Boston Harbor, Massachusetts, and 37 miles southwest of Portland Harbor, Maine. The existing Federal project includes a 35-foot deep channel, 400 feet wide, extending from deep water in Portsmouth Harbor (river mile 2.6) upstream to river mile 8.8. The project also included widening the bends at Henderson Point, Gangway Rock, Badgers Island, the Maine-New Hampshire Interstate Bridge and Boiling Rock, a 950-foot wide turning basin upstream of Boiling Rock, and an 850-foot wide turning basin at the upstream end of the Federal channel.
3. **Project Description:** This study will investigate widening the existing turning basin from about 850 feet to a width of about 1,100 feet. The existing width of the turning basin causes major safety concerns for LPG and other bulk shippers, and limits the existing and future use of the terminals. All aspects of Federal interest, including engineering feasibility, economic justification, design optimization, environmental acceptability and cultural resource impact, are being analyzed in detail during the feasibility study.
4. **Sponsor:** The New Hampshire Pease Development Authority, Division of Ports and Harbors (NHPDA) is the study sponsor.
5. **Schedule:** The Corps will continue feasibility-level study efforts with completion in FY 2012. Current efforts include: coordination with New Hampshire, Maine and Massachusetts officials to identify sites for placement of dredged material; final evaluation of alternatives and selection of a recommended plan; and preparation of a final report and environmental assessment. These reports will be subject to a higher level and a number of reviews in response to WRDA 2007 requirements.
6. **Costs:** The Feasibility Study is cost shared 50/50 with the NHPDA. A Feasibility Cost Sharing Agreement was originally executed with NHPDA in June 2006, and an amendment is currently being processed. Design and construction is estimated to cost about \$14 Million dollars. The project will require Congressional authorization and future appropriations.
7. The Corps New England District contact is the Project Manager, Mr. Richard Heidebrecht, at 978-318-8513, or richard.w.heidebrecht@usace.army.mil.

EXISTING FEDERAL PROJECT FEATURES

-  35-Foot Channel and Turning/Maneuvering Basins
-  Goat Island Causeway






PROPOSED PROJECT IMPROVEMENTS

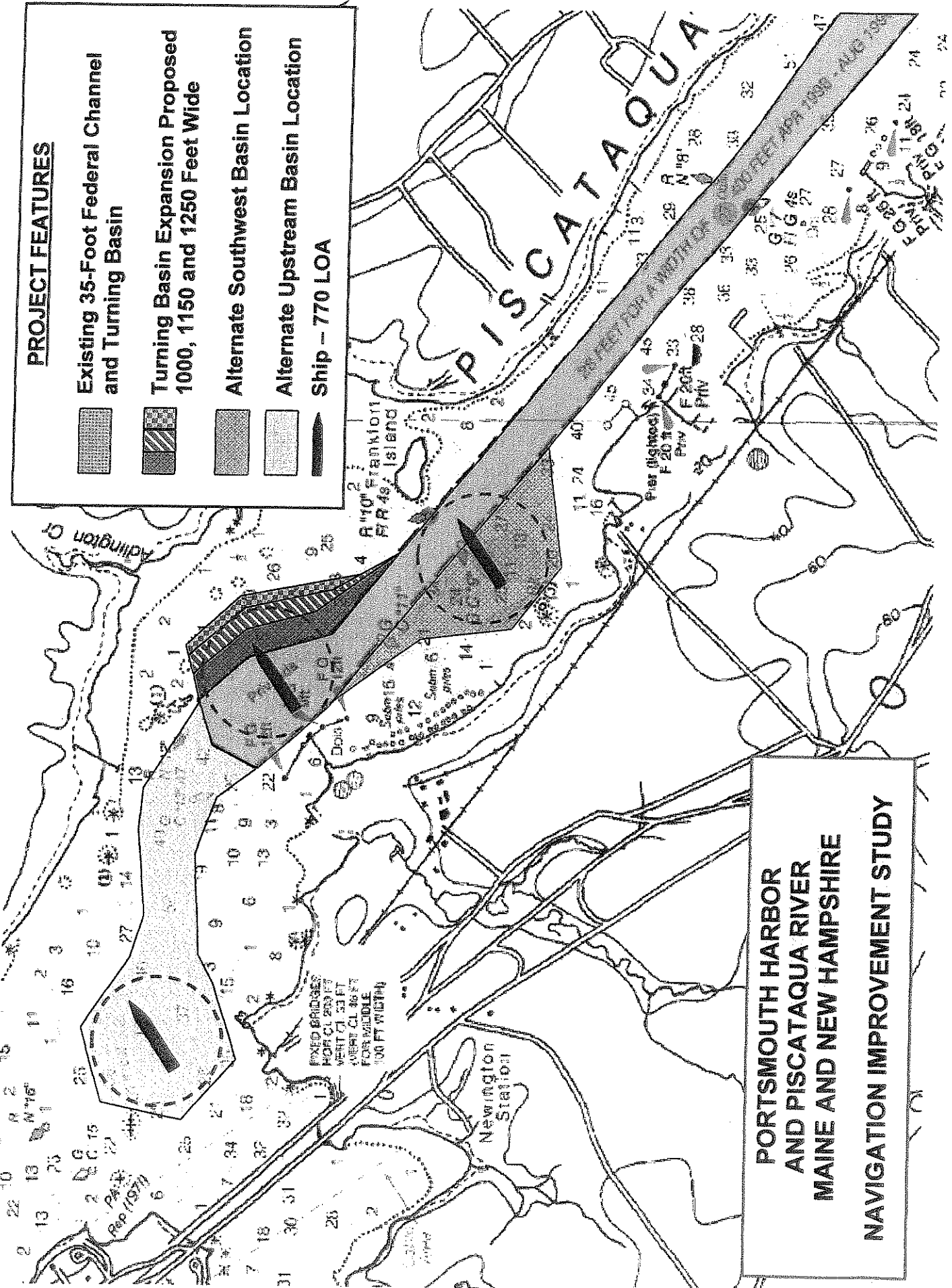
-  Widen Upper Turning Basin and Approaches Four Widths (1020' - 1200') Being Considered
-  370,000 - 720,000 CY Dredging, 16,400 CY Ledge Removal



**PORTSMOUTH HARBOR & PISCATAQUA RIVER,
NEW HAMPSHIRE & MAINE
GENERAL INVESTIGATION
FEDERAL NAVIGATION PROJECT IMPROVEMENTS**

PROJECT FEATURES

-  Existing 35-Foot Federal Channel and Turning Basin
-  Turning Basin Expansion Proposed 1000, 1150 and 1250 Feet Wide
-  Alternate Southwest Basin Location
-  Alternate Upstream Basin Location
-  Ship - 770 LOA



**PORTSMOUTH HARBOR
AND PISCATAQUA RIVER
MAINE AND NEW HAMPSHIRE
NAVIGATION IMPROVEMENT STUDY**

FIXED BRIDGES
HORIZ CL 25 FT
VERT CL 53 FT
WEIGHT CL 36 FT
FOR MIDDLE
100 FT WIDTH

Newington
Station

PISCATAQUA

NEW HAMPSHIRE TURNING BASIN

REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751
April 27, 2011

5/5/11 D

Engineering/Planning Division
Planning Branch

Mr. Geno Marconi
Director, Division of Ports and Harbors
Pease Development Authority
Post Office Box 369
Portsmouth, New Hampshire 03802

Dear Mr. Marconi:

The purpose of this letter is to request the final non-Federal cost sharing payment under our existing Feasibility Cost Sharing Agreement (FCSA) for feasibility study efforts for the Portsmouth Harbor and Piscataqua River Navigation Improvement Project. Under this agreement, dated June 12, 2006, study efforts are cost shared on a 50/50 basis. This final payment is in the amount of \$4,000. The following table outlines PDA's previous payments and this payment under this FCSA.

NH PDA Payments	Payment Due Date	Amount (\$)
1 st Payment provided to Corps	Received August 28, 2006	25,000
2 nd Payment provided to Corps	Received May 22, 2007	120,000
3 rd Payment provided to Corps	Received March 18, 2008	148,000
4 th Payment provided to the Corps	Received July 8, 2009	78,000
Remaining Payment	May 15, 2011	4,000
Total Estimated Non-Federal Share (PDA)		375,000

As you are aware, we have encountered significant opposition to near shore placement of dredged material within a reasonable haul distance from the mouth of the Piscataqua River, and are evaluating alternate disposal options that include the potential use of a new ocean disposal site northeast of the Isles of Shoals. As discussed, the additional costs associated with these studies, and expanded internal Corps review requirements mandated by Congress in the Water Resources Development Act of 2007 and implemented in recent Corps guidance, will require an amendment to the existing FCSA. The estimated total cost for these additional tasks is \$180,000 to be cost shared on a 50/50 basis. An amendment to the FCSA to cover this increase in scope and study cost will be provided shortly.

The final check under the existing agreement should be made payable to "FAO, USAED, New England District" and sent to the attention of the program manager,

Mr. Mark Habel, at the above address. If you have any questions regarding the study or require additional information, please call me at (978) 318-8505 or Mr. Richard Heidebrecht of my staff at (978) 318-8513.

Sincerely,



John R. Kennelly
Chief of Planning

Geno Marconi

From: Heidebrecht, Richard W NAE [Richard.W.Heidebrecht@usace.army.mil]
Sent: Friday, August 17, 2012 6:53 PM
To: Geno Marconi
Cc: Mark Gardner; Habel, Mark L NAE
Subject: Portsmouth Harbor and Piscataqua River - Amendment Number One to Feasibility Cost Sharing Agreement (UNCLASSIFIED)
Attachments: Portsmouth-FCSA_Amendment_ONE_Aug 2012-Final.pdf; Piscataqua Feasibility Revised PMP Final August 2012.pdf; Portsmouth_non-fed_selfcert.doc; Portsmouth Letter of Intent to sign Amendment to FCSA.docx

Classification: UNCLASSIFIED

Caveats: NONE

Geno,

As previously discussed with you, costs associated with our feasibility study of navigation improvements at the upper turning basin on the Piscataqua River have increased. Based on an assessment of remaining tasks, estimated total study costs have increased from \$750,000 to \$930,000, an increase of \$180,000. These increases are due primarily to increased costs associated with evaluating a wide range of disposal sites, additional agency technical review costs, additional project coordination requirements, additional hydraulic analysis costs, additional geotechnical investigation costs, and increased study management costs. As these additional costs must be shared on a 50/50 basis, an additional \$90,000 will be required from PDA.

Attached for your review is Amendment Number One to the Feasibility Cost Sharing Agreement (FCSA), and a revised Project Management Plan with an updated study cost estimate. If these documents are acceptable, please provide this office with a letter of intent to sign the amendment along with the Non-Federal Sponsor's Self-Certification of Financial Capability for Agreements so that we may submit this amendment for approval (drafts of these documents are attached).

If there are any questions, please call.

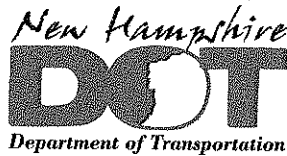
Thank you,
Dick H.

Richard W. Heidebrecht, P.E.
Project Manager
New England District
Corps of Engineers
696 Virginia Road
Concord, MA 01742
tel: 978-318-8513
fax: 978-318-8080

Classification: UNCLASSIFIED

Caveats: NONE

Table 1. Portsmouth Harbor and Piscataqua River Navigation Improvement Project Feasibility Study Estimate (Amendment Number One)		August 2012
Study Task		Item Total
1	Study Management	146,000
2	Public & Agency Involvement	41,000
3	Alternative Formulation Briefing	37,000
4	NEPA Documents, Environmental Resource Studies, Agency Coordination	
	Feasibility, NEPA Efforts	81,000
	Benthic Analysis	6,000
5	Sediment and Biological Characterization Studies for Dredge Material	
	Studies In Dredge Area	12,000
	Sample Analysis (grain size, etc.)	5,000
	Studies At Disposal Sites	22,630
	Sample Analysis (grain size, benthic, etc.)	17,370
6	Cultural Resource Studies	
	Research and Coordination	12,408
	Remote Sensing Archaeological Survey of Turning Basin	34,592
7	Economic Analysis	78,000
8	Hydraulic Data Collection and Analysis	
	Hydraulic Engineering	70,319
	ADCP Contract to Monitor Currents	35,681
9	Geotechnical Analysis	
	Geotechnical Engineering	20,007
	Geology Support	5,000
	Boring Costs	90,993
10	Design Analysis	
	Civil Engineering	22,000
	CADD Support	6,000
11	Cost Estimates	12,000
12	Hydrographic Surveys	22,000
13	Real Estate Investigations and Report	4,000
14	Financial Analysis	2,000
15	Feasibility Report	48,000
16	Agency Technical Review	45,000
17	Washington Level Final Feasibility Report and Review	25,000
18	Civil Works Review Board	15,000
	Miscellaneous Costs	
	Government Vehicles	2,000
	Contracting Division Support	4,000
	MSG Support	4,000
	Travel and Per Diem Costs	3,000
	Safety	1,000
	Total	930,000
	Federal Share	465,000
	Non-Federal Share - PDA, Division of Ports and Harbors	465,000



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

February 28, 2014
Bureau of Materials and Research

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
State House
Concord, NH 03301

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

Dear Chairman Campbell and Honorable Members of the Committee:

Requested Action

Pursuant to the provisions RSA Chapter 228:12-a, Use of Toll Credits, the Department requests the Capital Budget Overview Committee approve the Department of Transportation's use of Toll Credits to meet funding match requirements for a Joint Funding Agreement with the U.S. Geological Survey (USGS) to investigate sources of nitrates in wells near blasting sites. The Department's share of the costs associated with the project is \$85,990. As such, the usage of \$17,198 (20%) in Toll Credit match is requested.

Explanation

The Joint Funding Agreement between the Department and USGS is part of a research project that will enable an investigation to determine the source of nitrates in drinking water wells near blasting sites. Blasting operations for bedrock excavation on construction projects such as the I-93 widening are potential sources of nitrate contamination in drinking water. Other, common sources of contamination often exist in close proximity to affected wells. Differentiating between blasting-related causes and other potential sources such as septic systems, animal wastes, fertilizers, decomposing vegetation or landfill leachate would aid in determining, limiting, or managing the Department's liability in such matters. Standard water quality analyses designed to determine the safety of drinking water are not sufficient to identify the source(s) of contamination. This investigation will use isotopes of nitrogen and oxygen in water sampled from wells and surface water locations, along with conventional hydrologic and geologic data, to indicate the source of contamination.

Funding is from the annual State Planning and Research (SPR) program, a mandated federal program set-aside. Your approval of the above action is respectfully requested.

Sincerely,

Christopher D. Clement, Sr.
Commissioner



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

CAP 14-018



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

March 31, 2014
Bureau of Rail & Transit

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
State House
Concord, NH 03301

Re: Request for Approval of the Department of Transportation, Toll Credit Match
Boston Express FEE Turnpike and I-93 Operating, Capital, and Marketing

Dear Chairman Campbell and Honorable Members of the Committee:

Requested Action

Pursuant to the provisions RSA Chapter 228:12-a, Use of Toll Credits, the New Hampshire Department of Transportation (NH DOT) requests the Capital Budget Overview Committee approve the Department's use of Toll Credits to meet funding match requirements for Boston Express Bus service. The Department will seek an increase in funding through contract amendments to support commuter bus service along the FE Everett Turnpike and I-93 corridors between Manchester and Boston through June 30, 2017. The total amended project costs shall not exceed \$5,364,848 in Federal funds and the usage of up to \$1,337,751 in Toll Credit match is requested.

Explanation

This project will provide funds for the continued operation of daily commuter bus service for the general public between Manchester-Nashua-Tyngsborough-Boston along the FE Everett Turnpike and between Manchester-Londonderry-Salem-Boston along the I-93 corridor. Boston Express Bus operates this service under contract to the State and requested funds will be used to support costs including operations, vehicle maintenance, facility maintenance, and marketing. The Department will utilize I-93 project funds and Federal Transit Administration (FTA) Section 5307 Urbanized Area funds to support these activities and the commuter bus service through June 30, 2017.

The Department entered into a contract with Boston Express Bus, Inc. in 2007 to initiate commuter bus service along the FE Everett Turnpike from Nashua to Boston, using State and Federal Transit Administration (FTA) funds to defray operating and marketing expenses. The Department also entered into a contract with Boston Express Bus, Inc. in 2008 to initiate commuter bus service along the I-93 corridor from Manchester, Londonderry, and Salem to Boston, using State and FTA CMAQ funds to defray operating and marketing expenses and make capital improvements. Both services have been very successful, with ridership and revenues growing each year. However, additional subsidy is needed to

maintain the aging facilities and equipment and to operate a robust commuter bus service. The Department will pursue a contract amendment for the FE Everett Turnpike service to increase the contract amount by \$912,605 Federal, requiring a \$447,302 toll credit match and a separate contract amendment for the I-93 service to increase the contract amount by \$4,452,243 Federal, requiring a \$890,449 toll credit match.

Your approval of this resolution is respectfully requested.

Sincerely,

A handwritten signature in black ink, appearing to read "C. D. Clement, Sr.", written in a cursive style.

Christopher D. Clement, Sr.
Commissioner



Boston Express Ridership & Revenue Summary – 2013

RIDERSHIP

I-93 Passenger Data

	Exit 2	Exit 4	Exit 5	Manchester	Logan*	TOTAL*
2013	110,823	75,285	160,542	19,433	43,638	366,083
2012	99,574	77,811	157,928	21,391	41,612	356,704
+/-	11.3%	-3.2%	1.7%	-9.2%	4.9%	2.6%

FEE (Nashua) Passenger Data

	Exit 8	Exit 35	Manchester	Logan*	TOTAL*
2013	116,839	53,747	22,399	33,178	192,985
2012	121,125	45,872	23,136	31,192	190,133
+/-	-3.5%	17.2%	-3.2%	6.4%	1.5%

*Logan numbers are not included in the Total sums as they are already accounted for in totals by location

Combined Ridership Data

	All Terms
2013	559,068
2012	546,837
+/-	2.2%

REVENUES

	Revenues	Farebox Recovery
I-93		
2012	\$ 3,421,206	83.4%
2013	\$ 3,515,993	84.0%

	Revenues	Farebox Recovery
FEE (Nashua)		
2012	\$ 2,064,544	102.9%
2013	\$ 2,079,464	95.2%

	Revenues	Farebox Recovery
BX		
2012	\$ 5,485,750	89.8%
Combined	\$ 5,595,457	87.9%

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

April 3, 2014

Representative David Campbell
Chairman, Capital Budget Overview Committee
State House
Concord, NH 03301

REQUESTED ACTION

Pursuant to Chapter 195:1, V, B, Laws of 2013 (HB 25) the Department of Education, Bureau of Career Development, requests approval of the Salem CTE action plan in order to spend, obligate, and encumber \$10,775,000 of Capital Budget funding designated as the "Renovation of the CTE Center in Salem -- State Share."

EXPLANATION

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.

Each renovation project must be approved by the voters to ensure the local matching funds are authorized and available to contribute toward the overall project. Because Salem was originally slated for funding in the 2016-2017 biennium, and funding from the 2014-2015 biennium became available to Salem as a result of Plymouth's request to move to the 2016-2017 Capital Budget, the Salem vote had not yet occurred by the time the capital budget was finalized and became law. The lack of voter approval prompted the inclusion of a footnote to the renovation project at Salem, requiring the Department of Education to submit an action plan to the Capital Budget Overview Committee prior to spending, obligating, or encumbering these funds. This letter constitutes the action plan for the renovation of the CTE Center at Salem.

Representative David Campbell

April 3, 2014

Page 2

Salem presented the CTE Center renovation, along with a much larger high school renovation, to its voters in a warrant article at the 2014 Town Meeting. The warrant article was approved by 75% of the vote, thus Salem is now ready to move forward with this project. Substantial planning has taken place. The need for limited disruption of classes will force the major portion of the construction/renovation to begin in the spring of 2015. Timely approval of this request to access the Salem renovation funds by the Capital Budget Overview Committee may allow work to begin earlier in the 2014-2015 school year.

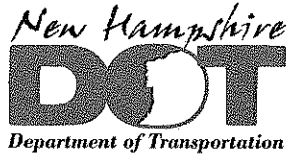
Sincerely,



Virginia M. Barry, Ph.D.

Commissioner of Education

VMB/LD/RFF



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

March 25, 2014
 Bureau of Mechanical Services

The Honorable David Campbell, Chairman
 Capital Budget Overview Committee
 State House
 Concord, NH 03301

Re: Request for Approval of the Department of Transportation, Amended Equipment Acquisition Plan for FY 2014 and FY 2015

Dear Chairman Campbell and Honorable Members of the Committee:

REQUESTED ACTION

Pursuant to the provisions of Chapter 143, Laws of 2013, Budget footnote 04-96-96-960515-3005-030, **amend** the Department of Transportation's Equipment Acquisition Plan for Fiscal Year 2014, originally approved by the Capital Budget Overview Committee on September 24, 2013 and further approved by the Governor and Council on October 16, 2013, Item #100, by increasing the FY2014 plan amount by \$205,000, from \$2,500,000 to \$2,705,000 and adding the purchase of light fleet vehicles for the best use of available funding effective upon Governor and Council approval.

EXPLANATION

The Department of Transportation, Bureau of Mechanical Services maintains a fleet of vehicles and equipment with an estimated replacement value of \$77.8 million. At the current funding levels of \$2.5 million per year, the replacement cycle for the fleet is approximately 29 years. This has forced us to budget class 70 funds for personal mileage as fleet vehicles meet the end of their life. The initial Equipment Acquisition Plan submitted and approved for Fiscal Year 2014 and 2015 concentrated limited resources on purchasing heavy equipment while the Department cooperated with Administrative Services to explore other options to meet the light fleet needs.

Through the Administrative Services process of acquiring bids for lease-purchase vehicles, the Department has confirmed that it cost significantly more to lease-purchase vehicles or pay personal mileage, as shown on Attachment 2, than to purchase new vehicles outright. Lease-purchasing 13 - ½ ton pick-up trucks over a period of 5 years would cost the Department and additional \$114,163 when compared to a normal purchase. The Department has transferred \$205,000 from other classes to Mechanical Services class 30 to fund this proposed purchase.

The Amended Plan outlines the Department's original request for FY 2014 to purchase equipment estimated to cost just under \$2.5 million, and now includes additional \$205,000 for the purchase of 13 - ½ ton pick-up trucks as shown on Attachment 1.

I appreciate your support and understanding of these needs.

Sincerely,

A handwritten signature in black ink, appearing to read "C. D. Clement, Sr.", written in a cursive style.

Christopher D. Clement, Sr.
Commissioner

Attachments

State of New Hampshire
Department of Transportation
Bureau of Mechanical Services

FY 2014 – 2015 Equipment Acquisition Plan

-Amended-

March 25, 2014

Prepared by:
William J. Dusavitch
Administrator

Submitted by:
Christopher D. Clement, Sr.
Commissioner

Department of Transportation

Bureau of Mechanical Services

FY 2014 – 2015 Amended Equipment Acquisition Plan

Chapter 143, Laws of 2013, Budget footnote 04-96-960515-3005-030, 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 FY2014 – 2015 Acquisition Plan.

Below is a description of the fleet purchasing process that the Department follows in accordance with the above laws. 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 to expend 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 vehicle specifications and options. When the documents are complete Administrative Services puts the equipment out to bid, 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 or because of 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 first. Remaining funds may be used to purchase necessary miscellaneous shop equipment.

Phase V - Reporting: The Department submits a monthly status report to both the Capital Budget Overview Committee and the Governor and Council.

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.

The purpose of this amended Equipment Acquisition Plan is to provide approval for the Department to add the purchase of 13 - ½ ton pick-up trucks, as shown on Attachment 1, at an estimated acquisition cost of \$194,892.

The Department respectfully requests your approval of the amended FY 2014-2015 Equipment Acquisition Plan.

BUREAU OF MECHANICAL SERVICES AMENDED EQUIPMENT ACQUISITION PLAN FY14 & 15

Attachment 1

NHDOT- Bureau of Mechanical Services

	Projected Unit Costs	Unit Cost	FY14 Units	Subtotals	FY15 Units	Subtotals
6 Wheeler -Single Wing						
3-5 Ton Chassis	\$121,000	\$121,000.00	*		*	
4-6 YD Dump Body	\$94,000					
Single Wing Hydraulic	\$11,000					
Roll Top	\$15,000					
	\$1,000					
6 Wheeler -Double Wing						
3-5 Ton Chassis	\$127,500	\$127,500	15	\$1,912,500	15	\$1,912,500
4-6 YD Dump Body	\$94,000					
Double Wing Hydraulic	\$11,000					
Roll Top	\$21,500					
	\$1,000					
10 Wheeler -Single Wing						
Tandem Chassis	\$147,500	\$147,500	*		*	
11 YD Dump Body	\$118,000					
Single Wing Hydraulic	\$13,500					
Roll Top	\$15,000					
	\$1,000					
10 Wheeler -Double Wing						
Tandem Chassis	\$154,000	\$154,000	2		2	\$308,000
11 YD Dump Body	\$118,000					
Single Wing Hydraulic	\$13,500					
Roll Top	\$21,500					
	\$1,000					
Spreaders				**		**
5 Yd SS Spreader	\$10,500			\$0		\$0
11 Yd SS Spreader	\$13,500			\$0		\$0
6-wheeler software						
10-wheeler software			1	\$46,000	1	\$46,000
3/4 ton ex-cab pick-up						
1/2 ton Pick-up***	\$22,000		24	\$528,000	23	\$506,000
	\$14,992		13	\$194,896		
Total				\$2,681,396.00		\$2,799,500.00
Original Class 30 Appropriation				\$2,500,000		\$2,800,000
Estimated Class 30 Spending				\$2,681,396		\$2,799,500
Transfer from Orig code 3035 Bureau of Construction				\$205,000		
Available Balance				\$23,604		\$500

* Wing configuration TBD just prior to purchasing
 ** Spreaders may be purchased based on available class 030 balance- post bids
 *** Amendment 3/25/14 13 1/2 Ton Pick-ups

Costs Comparison Summary - NHDOT Bureau of Mechanical Services

Purpose: Determine the most cost effect method to provide transportation to DOT employees required to fulfill their duties.

Assumptions: Comparison for 13 vehicles

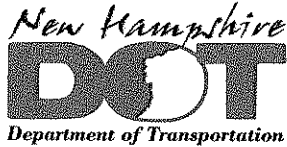
Monthly Lease/purchase cost was obtained from Competitive bid through Administrative Services.
 Purchase cost was obtained from Competitive bid through Administrative Services.
 Lease/purchase timeframe is for 5 years
 Personal Mileage reimbursement utilizes 18,000 miles/per @ 56.5 cents per mile.
 Maintenance expenses are excluded in the comparison, but would be borne by the Bureau leasing the units

1/2 Pick-up Trucks	Lease to Own		Purchase	
	# of Units	Cost / Month	Cost / each	Total Costs
	13	\$396.23	\$14,992.00	\$194,896.00

Summary for 13 units

	Total Cost for 5 Years
Purchase	\$194,896.00
Lease *	\$309,059.40
Personal Mileage	\$661,050.00

* Maintenance costs exclude for comparison purposes.



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Bureau of Mechanical Services
March 3, 2014

The Honorable David Campbell, 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 February 28, 2014, 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 "C.D. CL" with a stylized flourish at the end.

Christopher D. Clement, Sr.
Commissioner

State of New Hampshire
Department of Transportation
Bureau of Mechanical Services

Equipment Acquisition Plan Status Report
Fiscal Year 2014

February 2014

Prepared by:

William J. Dusavitch

Administrator

Submitted by:

Christopher D. Clement, Sr.

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 **February 2014**, 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.

**Bureau of Mechanical Services
Fiscal Year 2014 Equipment Acquisition Status Report
February 2014**

Attachment	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	Bid Price Including Options	Total Cost	Date Purchased *	
3-5 Ton Cab & Chassis		15	\$94,000	\$1,410,000	12	\$92,269	\$1,107,228	1/8/2014	
	4/6 C.Y. Dump Bodies**				3	\$91,769	\$275,307	1/8/2014	
	Hydraulic Systems - Single Wing	15	\$11,000	\$165,000	29	\$10,177	\$295,133		B, C
	Hydraulic Systems - Double Wing	0	\$15,000	\$0	12	\$15,249	\$182,988	2/10/2014	
	6 C.Y. Load Covers	15	\$21,500	\$322,500	3	\$21,499	\$64,497	2/10/2014	
3-5 Ton Cab & Chassis-Used	5 C.Y. Hydraulic Spreaders	15	\$1,000	\$15,000	29	\$750	\$21,750	2/11/2014	
	Diagnostic Equipment/Software	0	\$10,500	\$0		\$11,199	\$0		B
Tandem Cab & Chassis		1	\$46,000	\$46,000					
	10/12 C.Y. Dump Bodies***	0	\$118,000	\$0	2		\$16,000	10/24/2013	A
3/4 Ton Extended Cab Pickups-New	11 C.Y. Hydraulic Spreaders	0	\$13,500	\$0			\$0		
	Hydraulic Systems - Single Wing	0	\$13,500	\$0		\$124,673	\$0		B
	Hydraulic Systems - Double Wing	0	\$15,000	\$0		\$13,999	\$0		B
	12 C.Y. Load Covers	0	\$21,500	\$0			\$0		
	Diagnostic Equipment/Software	0	\$1,000	\$0			\$0		
3/4 Ton Extended Cab Pickups-Used	24	\$22,000	\$528,000	24	\$21,570	\$517,680	1/17/2014		
3/4 Ton Extended Cab Pickup/service body-Used	0	\$0	\$0	2		\$7,000	10/24/2013	A	
Miscellaneous Fleet Repair Equipment	1	\$13,500	\$13,500	1		\$3,000	2/3/2014	A	
Budget		Total:		\$2,500,000	Total:		\$2,490,583		

Budget
Class 30 Appropriation \$2,500,000
Total expenditures to Date \$2,490,583
Available Balance \$9,417

A = Purchased used equipment from NHDOT-Turnpikes
B = Bids have been received
C = Requisitions have been processed

** 4/6 CY is industry standard dump body size for 6 wheel truck
*** 10/12 CY is industry standard size for 10 wheel truck

* Bold indicates current Month's Reporting



State of New Hampshire

CAP 14-014

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

LINDA M. HODGDON
Commissioner
(603) 271-3201

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

March 4, 2014

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
State House
Concord, NH 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 2014**

Dear Chairman Campbell,

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 2014.

Respectfully submitted,

for
Linda M. Hodgdon
Commissioner

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

February 2014

Town	ProjectNumber	Project Title/Agency	Ad Date
	80736R-B	Fire Academy HVAC & Training Props. 23 - Safety	2/18/2014
Concord	80740-B	State House Room 100 Door. 14 - Administrative Services	2/11/2014
	80758-B	South Office Park South Campus Paving Phase III. 14 - Administrative Services	2/18/2014
Lebanon	80747-B	Lebanon Courthouse Roof Replacement 14 - Administrative Services	2/11/2014
Manchester	80649-B	Boiler House Bldg. New Roof (YDC). 41 - Youth Development Services	2/11/2014
	80744R-B	Manchester Readiness Center Bldg. Sustainment. 12 - Adjutant General	2/18/2014

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

February 2014 - No Project Bids

Town	ProjectNumber	Project Title/Agency	Bid Date	Estimate	BidAmount
------	---------------	----------------------	----------	----------	-----------

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

February 2014

Town	ProjectNumber	Project Title/Agency	Final Date	Final Amount
Concord	80609R-E	Tobey Building Renovation.	2/6/2014	\$6,000.00
	80631-C	Anna Philbrook Center Renovations. {Rebid - due 11/15/12} 14 - Administrative Services	2/13/2014	\$3,185,386.17
	80634-A	State House Annex - Window Repairs 14 - Administrative Services	2/12/2014	\$25,500.00
	80634-B	State House Annex - Window Repairs 14 - Administrative Services	2/12/2014	\$435,500.00
	80645-B	Howard Recreation Building-Roof Replacement and Masonry Repairs 94 - N.H. Hospital	2/5/2014	\$359,114.80
	80659R-A	Bldg. B HVAC Upgrade. 12 - Adjutant General	2/13/2014	\$43,000.00
	80674R-A	DHHS Combustion Air/Cooling Tanks (29 Hazen Drive). 14 - Administrative Services	2/4/2014	\$46,711.80

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

February 2014

Town	Project Number	Project Title/Agency	Final Date	Final Amount
Concord	80609R-E	Tobey Building Renovation. Professional Engineering Services related to the proposed traffic analysis for the Tobey Building.	2/6/2014	\$6,000.00
	80631-C	Anna Philbrook Center Renovations. (Rebid) 14 - Administrative Services The project completed renovations and upgrades to the Anna Philbrook Center, which included electrical/fire alarm and parking lot upgrades required for change of use from residential to business office at the Anna Philbrook Center on South Fruit Street of the Governor Hugh J. Gallen State Office Park.	2/13/2014	\$3,185,386.17
	80634-A	State House Annex - Window Repairs 14 - Administrative Services Architectural/engineering services for the removal and installation of new sealant and weather stripping of windows.	2/12/2014	\$25,500.00
	80634-B	State House Annex - Window Repairs 14 - Administrative Services This project included removal of existing window sealant and installation of new sealant and weather stripping.	2/12/2014	\$435,500.00

Town	Project Number	Project Title/Agency	Final Date	Final Amount
	80645-B	Howard Recreation Building-Roof Replacement and Masonry Repairs 94 - N.H. Hospital	2/5/2014	\$359,114.80
		This project consisted of the removal and replacement of the lower roofing system, replacement of the roof deck, and installation of structural support with all associated interior finish work. Base bid included removal and replacement of the upper roofing system over the gym, removal and salvage of the top 8-10 courses of brick wall on two (2) elevations of the gym, removal and replacement of flashing, reinstallation of salvaged brick.		
	80659R-A	Bldg. B HVAC Upgrade. 12 - Adjutant General	2/13/2014	\$43,000.00
		Architectural Services for the new HVAC installation and selective renovation of the existing facility of Buildings 'B' & 'C' in Concord		
	80674R-A	DHHS Combustion Air/Cooling Tanks (29 Hazen Drive). 14 - Administrative Services	2/4/2014	\$46,711.80
		Mechanical engineering services for the Boiler room combustion air tempering and chiller water poly tank analysis at 29 Hazen Drive, Concord		



STATE OF NEW HAMPSHIRE
DEPARTMENT OF INFORMATION TECHNOLOGY

CAP 14-016

27 Hazen Dr., Concord, NH 03301
Fax: 603-271-1516 TDD Access: 1-800-735-2964
www.nh.gov/doit

Peter C. Hastings
Commissioner

April 1, 2014

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
State House
Concord, NH 03301

ATTN: Office of Legislative Budget Assistant
State House Room 102

RE: Business One Stop Quarterly Report

Dear Chairman Campbell:

In accordance with 2013, 195:42, IV, please find the April 2014 quarterly status report on Business One Stop.

Sincerely,

A handwritten signature in black ink that reads "Peter C. Hastings".

Peter C. Hastings

Enclosure

Cc: Theresa Paré Curtis, Director, Web Support Division
Rose Curry, Director, Business Finance and Administration

Status of the New Hampshire Business One Stop Project

Current Status

Staffing: Information Technology Manager hired and started work on March 7, 2014. Immediate focus is on evaluation of the proposals received for Automated Forms Submittal RFP.

Production: Interactive web based application at <http://business.nh.gov>

Next Release: Scheduled for April 2014

Update the production Portal to include data and forms from NH State Liquor Commission, Department of Cultural Resources, Department of Health and Human Services and Fish and Game

Development:

Automated Forms Submittal RFP (DOIT RFP 2014-069)

RFP responses received March 7, 2014. The evaluation of proposals and invitation to vendor presentations is in progress. Vendor selection scheduled for the week of April 28, 2014. Expect a contract to Governor and Council by June 2014.

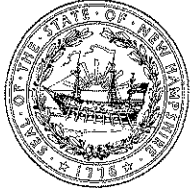
The pilot includes forms from several agencies to be implemented and put in production in early summer. Agencies participating in the pilot are the Departments of Administrative Services, Environmental Services, Health and Human Services, Labor and Safety.

Business Requirements for BOS Business Intelligence Layer

Develop an RFP to assist in defining the business requirements necessary to implement the next phase of the New Hampshire Business One Stop project. Anticipated release date of July 2014.

Project Constraints

The Business Intelligence Layer requirements are on hold pending completion of the changes to the Production environment and negotiations for the Automated Forms Submittal RFP.



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

CAP 14-017

William L. Wrenn
Commissioner

William G. McGonagle
Assistant
Commissioner

March 31, 2014

The Honorable David Campbell, 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

Dear Chairman Campbell:

In accordance with NH Laws of 2013, Chapter 195:1, IV, enclosed please find a copy of the quarterly report for the Women's Prison project. Along with the report we have included the initial design plan, preliminary cost estimates from the construction management company, Gilbane Construction, and a summary of the cost differences to date. The attached plan is conceptual and requires additional design and modifications. We are early on in the construction management process and our first cost estimates from Gilbane Construction for the women's correctional facility as initially designed are considerably over budget. We are extremely disappointed with the initial numbers and we have instructed our design consultants from SMRT and Gilbane to work collaboratively to reduce the gross square footage and redesign the facility to bring the project back in line with original estimates while maintaining the desired programming requirements.

On a positive note, working with Pulitzer/ Bogard Associates we have developed an excellent architectural program, operational narrative, and staffing plan for the new women's correctional facility. During the last month we held three stakeholder meetings where we received positive feedback regarding the conceptual design and programming. Any redesign will incorporate the elements of the program as developed and in accordance with American Correctional Association (ACA) requirements.

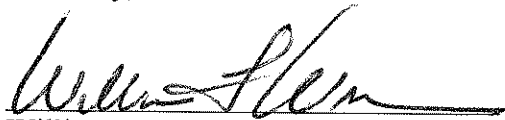
NH Laws of 2013, Chapter 195:1, IV calls for the Department of Corrections to submit a design plan for review and approval of the capital budget committee. Due to the large budget issues, I am requesting an additional month to work with SMRT and Gilbane Construction to revise the design and project estimates for consideration of the Capital Budget Overview Committee.

Thank you for your continued support with this project. Our consultant and construction management teams face significant challenges reconciling the current conceptual design with excessively high cost estimates. We have met with the Principals from SMRT and Gilbane

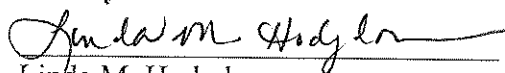
Building Company and have charged them to work closely together with DOC until this challenge is met. We have also required a timeline on which this remedial work is to be done.

Please feel free to contact Assistant Commissioner William McGonagle at 271-5562 if you have any questions.

Sincerely,



William L. Wren,
Commissioner



Linda M. Hodgdon
Commissioner

Enclosures

Cc: Michael Connor, DAS Deputy Commissioner

Women's Prison Quarterly Report
Chapter 195:1, IV, 2013 Session HB25
Submitted on March 31, 2014
for the

April 15, 2014 Capital Budget Overview Committee meeting

In accordance with NH Laws Chapter 195:1, IV, 2013 Session HB25 enclosed is the conceptual design for the Women's Prison project in Concord.

We are approximately 15% into the Construction Management (CM) design process. The CM process requires significant constructive adjustments in architecture, construction methodology, material selection and budgetary reconciliation. This is required to bring the current excessively high estimate into line with the required budget.

We have received a complete architectural program and staffing analysis prepared by SMRT and PBA. We have also received conceptual drawings from SMRT and a preliminary cost estimate from Gilbane Building Company, based on those conceptual drawings.

The project is currently located on the hillside immediately west and adjacent to the men's prison in Concord.

On March 25, 2014 a cost estimate based on the conceptual drawings was delivered to the State. Please find attached the 'Gilbane Estimate based on SMRT drawings' exhibit. We do not find either the design represented by the conceptual drawings or the costs associated with it acceptable and have taken immediate action as follows:

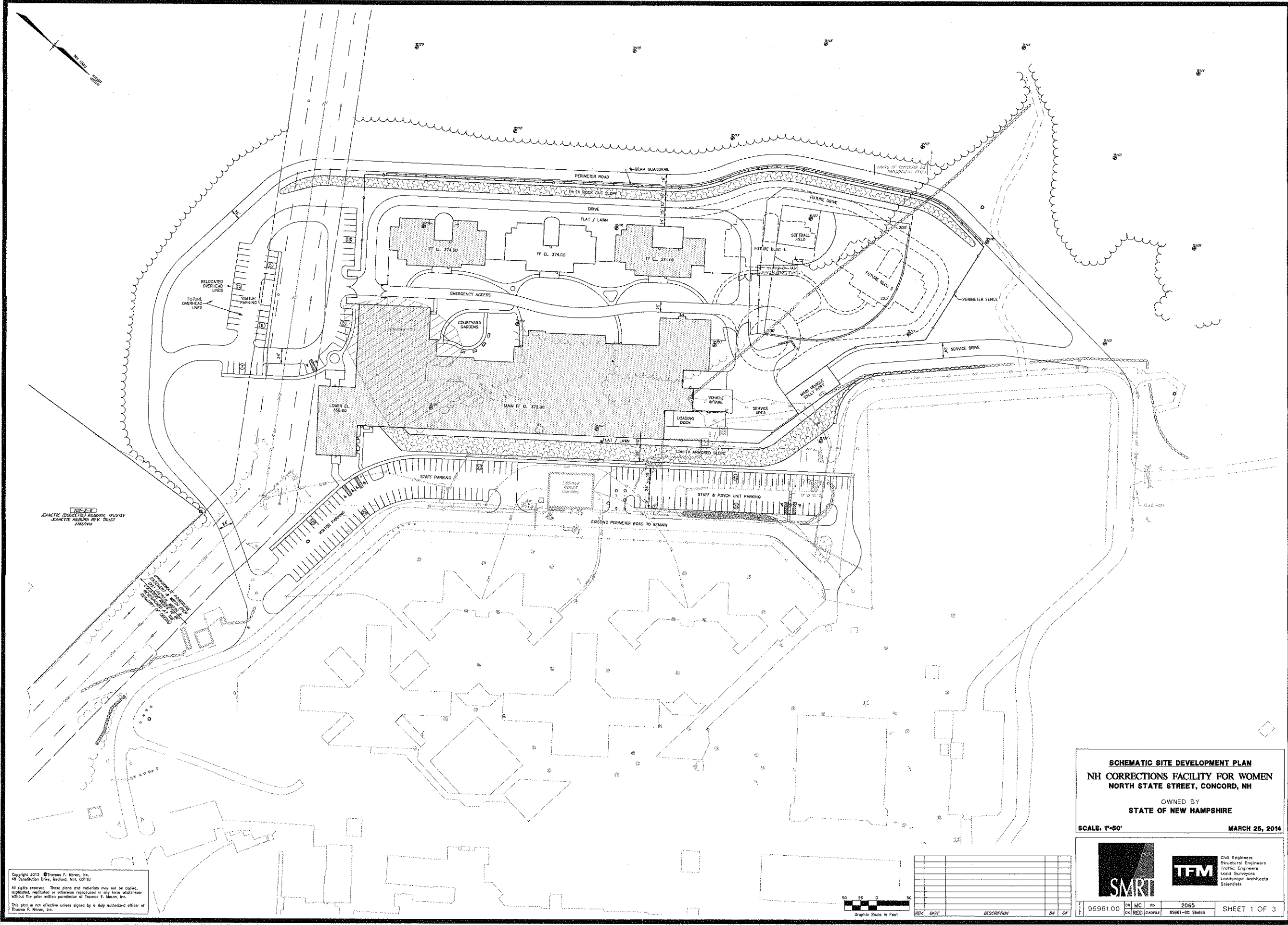
1. SMRT and Gilbane have been instructed to work together to bring the project into line with the established budget, programming and contractual obligations.
2. Because the site costs on the hill adjacent to the men's prison are more than anticipated, we are looking at possible alternative sites.
3. SMRT has been tasked with consolidating and re-organizing the building designs with the help of Gilbane to create a more cost effective structure, better use of materials and systems; and to reduce building envelope, utility distribution lengths and footprint without reducing the required program.
4. SMRT has also been tasked with taking any additional square footage out of the conceptual design that causes it to exceed the program square footage (approximately 21,000 gross square feet).
5. Gilbane has been tasked with working to find the most efficient and cost effective methods to develop and construct the project. They will be

working closely with SMRT and BPW to accomplish this moving forward. The current square foot cost is approximately \$424/gsf which is significantly over the originally projected gsf cost of \$310/gsf. Please reference the attached 'comparison of conceptual drawings with HB25 requirements and program' exhibit.

6. Both SMRT and Gilbane are currently meeting with the State to determine the reasons for the budget v. estimate discrepancy.
7. Until the disparity between the required program, project design and construction cost can be adequately reconciled, payments for services will be suspended.
8. We are exploring some of the required cost saving opportunities in the following areas:
 - a. The premium to build on the hillside behind the men's prison is approximately 3 million dollars (almost double the budget). Therefore we are exploring the possibility of moving the project across North State Street adjacent to the DOC Warehouse. Gilbane will be on site digging test pits on Tuesday morning 4/1/2014. Please find attached a summary of the 'premium costs for site' exhibit.
 - b. The current mechanical / plumbing and electrical costs are over 33% of the project cost. Much of the re-design effort will be focused on simplifying and shortening systems distribution in the project to bring the percentage to less than 20%.
 - c. The soft costs associated with the Gilbane estimate are high. They include multiple contingencies and escalation costs which are based on a percentage of the construction cost. These will shrink proportionally as the project comes into line with the budget.
9. Because we have just finished the programming effort and are still in the Schematic Design phase, the critical path schedule will not be significantly affected by any re-design efforts. We still expect to have construction start in the spring of 2015 and be substantially complete in the fall of 2016.

We anticipate returning in one month to provide an update on the site, strategy for achieving the budget and budget progress.

We appreciate your continued support for this important project.



100-2-2
 SEANETIC INDUSTRIES REBORN TRUSTS
 SEANETIC REBORN TRUST
 2107410


CONSTRUCTION PERMIT
 STATE OF NEW HAMPSHIRE
 DEPARTMENT OF REVENUE
 2107410

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 Thomas F. Moran, Inc.


Graphic Scale in Feet
 0 25 50

REV.	DATE	DESCRIPTION	DR	CK

SCHEMATIC SITE DEVELOPMENT PLAN
NH CORRECTIONS FACILITY FOR WOMEN
NORTH STATE STREET, CONCORD, NH
 OWNED BY
STATE OF NEW HAMPSHIRE
 SCALE: 1"=50' MARCH 25, 2014



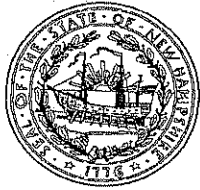
SMRT



TFM

Civil Engineers
 Structural Engineers
 Traffic Engineers
 Land Surveyors
 Landscape Architects
 Scientists

9596100	MC	RD	2065	SHEET 1 OF 3
OK	RED	OK	55961-00 Stash	



STATE OF NEW HAMPSHIRE DEPARTMENT OF ADMINISTRATIVE SERVICES
BUREAU OF PUBLIC WORKS DESIGN & CONSTRUCTION POB 483,
7 Hazen Drive – Room 250 Concord, New Hampshire 03302-0483
Phone (603) 271-3516, Fax (603) 271-3515

LINDA M. HODGDON
Commissioner

NH State Correctional Facility for Women
Concord, New Hampshire

3/27/2014

GILBANE ESTIMATE BASED ON SMRT DRAWINGS

<u>Description</u>	<u>Takeoff Quantity</u>	<u>Total Cost/Unit</u>	<u>Total Amount</u>	<u>% of Total</u>
SUBSTRUCTURE	136,662.00 GSF	\$21.17/GSF	\$2,892,887.00	5%
SHELL	136,662.00 GSF	\$67.39/ GSF	\$9,209,754.00	16%
INTERIORS	136,662.00 GSF	\$51.81/ GSF	\$7,080,152.00	12%
SERVICES	136,662.00 GSF	\$118.11/ GSF	\$16,141,308.00	28%
EQUIPMENT & FURNISHINGS	136,662.00 GSF	\$6.64/ GSF	\$908,010.00	2%
OTHER BUILDING CONSTRUCTION	136,662.00 GSF	\$18.85/ GSF	\$2,576,000.00	4%
SITWORK	136,662.00 GSF	\$50.54/ GSF	\$6,907,180.00	12%
GENERAL REQUIREMENTS	136,662.00 GSF	\$9.50/ GSF	\$1,298,289.00	2%
SOFT COSTS	136,662.00 GSF		\$10,943,057.00	19%
TOTAL			\$57,956,637.00	100%

NH State Correctional Facility for Women
 Concord, New Hampshire
 3/27/2014

	136,000 GSF		52,189 GSF	
Premium Costs for Site:	NH Womans Prison	\$ / sqft	Billerica Prison Addition	\$ / sqft
- Earthwork / Rock Excavation	\$ 3,018,451	\$ 22.19	\$ 300,000	\$ 5.75
- Paving / Roadways	\$ 639,000	\$ 4.70	\$ 75,000	\$ 1.44
- Storm Drainage	\$ 830,525	\$ 6.11	\$ 210,000	\$ 4.02
Subtotal - \$ / sqft		\$ 33.00		\$ 11.21
Variance - \$ / sqft		\$ 21.79		
Total - Variance Unit Cost x current Sqft	136,000	\$2,963,517	\$ 21.79	

COMPARISON OF CONCEPTUAL ESTIMATE WITH HB25 REQUIREMENTS AND PROGRAM UPDATED 3/28/2014

1. Estimate / Legislation Reconciliation

The limitations of square foot cost estimation are that everything is hypothetical until you actually bid it for construction. Square foot cost estimates are based on historical data which is incomplete and by nature 'old' and potentially out of date. Generally square foot cost estimation requires large contingencies, location factors, inflation factors, etc.

2. Where we are with program:	SNA (rev) ^a	HB25	program	delta
a. Beds ^b	248	224	225	-19
i. Permanent	224	n/a	208	-16
ii. Temporary	24	n/a	17	-7
iii. Future Expansion	350	350	350	-0
b. Net square footage	86,720	n/a	74,282	-12,438
c. Average grossing factor ^c	1.3	n/a	1.55	+25%
d. Gross square footage	112,911	112,911	115,088	+2,177
e. Estimated Site	\$3,500,000	n/a	\$5,000,000	+\$1,500,000
f. Estimated Building	\$31,500,000	n/a	\$32,536,788	+\$1,036,788
g. Estimated FFE ^d	\$600,000	n/a	\$600,000	
h. Estimated Other Fees ^e	\$522,500	n/a	\$522,500	
i. Estimated Cont.	\$1,877,500	n/a	\$1,877,500	
j. Total Estimated	\$38,000,000	\$38,000,000	\$40,536,788	+\$2,536,788
k. Estimated Cost/GSF(all)	\$336.55/gsf	\$336.55/gsf	\$352.22/gsf	+\$15.67/gsf
l. GSF Cost b+s only ^f	\$309.98/gsf	n/a	\$326.16/gsf	+\$16.18/gsf
m. GSF Cost b only ^g	\$278.98/gsf	n/a	\$282.71/gsf	+\$3.73/gsf
n. Expandability: SNA and legislation assumed addition of housing PODS only, on adjacent land, not expansion of core functions.				

^aNOTE: Space Needs Assessment (revised) prepared by Crabtree and Rorbaugh 2008 mod by DOC 2012.

^bNOTE: 225 beds are in the program and estimate. An additional 4 bed medical ward of 1,272 gsf has been requested by DOC to address PREA housing needs. This makes the total number of beds actually 229.

^cNOTE: Average grossing factor is 25% higher than anticipated resulting in more gross square footage and higher costs.

^dNOTE: \$600,000 estimate for FFE is low. Initial estimate was \$2,000,000.

^eNOTE: includes BPW Clerk fees, % for the arts, Commissioning fees, etc.

^fNOTE: for the purposes of this calculation, the 'soft costs' are integrated in the building and site numbers already.

^gNOTE: this delta cost must be added to the gsf cost under HB25/SNA and then multiplied by the additional square footage.

3. Where we are with 30% drawings:	HB25 SNA ^a	program	30% docs Gilbane Est ^b	delta from HB25
a. Beds ^c	224	225	225	1
i. Permanent	n/a	208	208	0
ii. Temporary	n/a	17	17	0
iii. Future Expansion	350	350	350	0
b. Net square footage	86,720	74,282	x	-12,438
c. Average grossing factor ^d	1.3	1.55	x	+25%
d. Gross square footage	112,911	115,088	136,662	+23,751
e. Estimated Site	\$3,500,000	\$5,000,000	\$6,907,180	+\$3,407,180
f. Estimated Building	\$31,500,000	\$32,536,788	\$40,106,399	+\$7,569,611
g. Soft Costs ^e	incl	incl	<u>\$10,943,057</u>	<u>+\$10,943,057</u>
		total	\$57,956,636	+\$21,919,848
h. Estimated FFE ^f	\$600,000	\$600,000	\$600,000	0
i. Estimated Fees ^g	\$522,500	\$522,500	\$522,500	0
j. Estimated Owner Conting	\$1,877,500	\$1,877,500	\$1,877,500	0
k. Total Estimated	\$38,000,000	\$40,536,788	\$60,956,636	+\$22,956,636
l. Estimated Cost/GSF(all)	\$336.55/gsf	\$352.22/gsf	\$446.04/gsf	+\$109.49/gsf
m. GSF Cost b+s (Gilbane)	\$309.98/gsf	\$326.16/gsf	\$424.08/gsf	+\$87.54/gsf
n. GSF Cost b only ^h	\$278.98/gsf	\$282.71/gsf	\$361.53/gsf	+\$82.55/gsf ⁱ
o. Expandability: SNA and legislation assumed addition of housing PODS only, on adjacent land, not expansion of core functions.				

^a NOTE: Space Needs Assessment (revised) prepared by Crabtree and Rorbaugh 2008 mod by DOC 2012.

^b NOTE: the 30% document square footages are based on a take off by program area done by T. Smith based on SMRT drawings and notes of 134,916gsf. Gilbane estimate was 136,662 gsf. we have used the Gilbane data for this analysis.

^c NOTE: 225 beds are in the program and estimate. An additional 4 bed medical ward of 1,272 gsf has been requested by DOC to address PREA housing needs. This makes the total number of beds actually 229.

^d NOTE: Average grossing factor is 25% higher than anticipated resulting in more gross square footage and higher costs.

^e NOTE: Soft Costs include Estimating Contingency (7.5%), CM contingency (3%), Escalation (2.5%), Special insurances (4.45%), etc. the cost estimate was developed by Gilbane Building Company and delivered to the State on 3/25/2014 prior to our scheduled reconciliation meeting. Costs listed are from that estimate.

^f NOTE: \$600,000 estimate for FFE is low. Initial estimate was \$2,000,000.

^g NOTE: includes BPW Clerk fees, % for the arts, Commissioning fees, etc.

^h NOTE: for the purposes of this calculation, the 'soft costs' have been allocated on a percentage basis to both building (85%) and site (15%.) Therefore, building cost used for the calculation is (40,106,399 + (.85 * 10,943,057)) = 49,407,997

ⁱ NOTE: this delta cost must be added to the gsf cost under HB25/SNA and then multiplied by the additional square footage.

4. This is a difficult site estimated premium is approximately \$3,000,000 to build on this site. Of all the potential allowed sites immediately adjacent to the men's prison in Concord, the chosen project area has the least cost of extending utilities and other infrastructure through difficult terrain and soils. However, because of the amount of rock discovered, the water table and slopes that must be overcome to properly fit this program on the site the cost is higher than anticipated.
- The estimated blasting (hard rock excavation) cost, based on current geotechnical exploration is about 1 million dollars.
 - Steep slopes require longer access drives and approaches to meet required cross slopes. While the perimeter roads do not have to be paved, steeply sloped roads do require pavement so that they do not wash out. Paving costs have a high dollar value.
 - The amount of surface and sub-surface water that must be mitigated to meet Storm Water Management requirements is larger than anticipated and requires large underground drainage structures to be installed. Drainage structures have a high dollar value. The cost of drainage structures is about 1 million dollars.
 - The site 'forces' a linear solution which increases the amount of perimeter road and fencing required. Road and fencing have a high dollar value.
 - Some benefit can be realized by moving to a flat site.
5. The Grossing Factors are much larger than anticipated (SNA versus SMRT). Grossing factors are used to account for square footage that is not accounted for in the space program as 'useable' items not known at the early stages of design such as wall thicknesses, mechanical spaces, electrical spaces, chase ways, duct banks, corridors, etc. These square footage calculations for the 30% documents are based on T. Smith take-off on 3/26, NOT on Gilbane estimate (which was not broken down by area). Note that the T. Smith take-off and Gilbane estimate differ by 1,746 gsf.

Crabtree Master Plan SNA as modified by DOC (RFP) - 2008

C3 – C5	70,340 nsf	x	1.3072	=	91,945gsf
C2	16,380 nsf	x	1.28	=	20,966gsf
Total	86,720 nsf	x	1.3 wt/av	=	112,911gsf

Note: C3-C5 includes core space square footages

SMRT / PBA Program (current version) – dated 3/19/2014					program	30% docs	delta	%
Public Lobby	1,721nsf	x	1.4	=	2,325gsf	2,468gsf	+143gsf	+6%
Administration	2,261nsf	x	1.27 av	=	2,864gsf	3,696gsf	+832gsf	+29%
Staff Support	3,065nsf	x	1.27 av	=	3,898gsf	4,360gsf	+462gsf	+11.8%
Security Ops	2,542nsf	x	1.3	=	3,305gsf	3,409gsf	+104gsf	+3.1%
R+D/VSP	2,755nsf	x	1.32 av	=	2,907gsf	3,300gsf	+393gsf	+13.5%
VSP	750nsf	x	1	=	750gsf	900gsf	+150gsf	+28.5%
Housing	18,410nsf	x	1.65	=	18,554gsf	20,218gsf	+1,664gsf	+8.9%
Housing C-2					11,822gsf	12,579gsf	+697gsf	+6.4%

Medical Health	6,255nsf	x	1.45 av	=	8,817gsf	10,582gsf	+1,765gsf	+20%
4 PREA beds	0nsf				0gsf	1,272gsf	+1,272gsf	
Mental Health	6,105nsf	x	1.65	=	10,073gsf	11,271gsf	+1,198gsf	+11.9%
Visitation	3,870nsf	x	1.4 av	=	5,410gsf	7,207gsf	+1,719gsf	+33.2%
Programs	13,924nsf	x	1.3 av	=	18,014gsf	16,836gsf	-1,178gsf	-6.5%
Industries	4,440nsf	x	1.3	=	5,772gsf	5,430gsf	-342gsf	-5.9%
Food Service	4,528nsf	x	1.29 av	=	5,846gsf	7,335gsf	+1,489gsf	+25.4%
Laundry	950nsf	x	1.27 av	=	1,210gsf	1,505gsf	+295gsf	+24.3%
Offender Svcs	1,290nsf	x	1.18 av	=	1,533gsf	1,563gsf	+30gsf	+1.9%
Maintenance	896nsf	x	1.28 av	=	1,154gsf	1,220gsf	+66gsf	+5.7%
Site	1,330nsf	x	1.0	=	1,330gsf	1,615gsf	+285gsf	+21.4%
Sub-total	74,282nsf	x	1.42wt/av	=	105,585gsf	115,494gsf	+9,909gsf	+9.38%
Mechanical / Electrical Space						10,558gsf		
Circulation space						7,592gsf		
Additional grossing factor		x	1.09		9,503gsf	18,150gsf	+8,647gsf	+90.9%
Total	74,282 nsf	x	1.55 wt/av	=	115,088gsf	133,644gsf	+18,556gsf	+16.12%
Delta from 112,911gsf							+20,713gsf	+18.36%
Additional PREA						1,272gsf	+1,272gsf	
GRAND TOTAL						134,916gsf	+19,828gsf	x

The SMRT/PBA grossing factors (with extra 9 % multiplier factored in) range from 1.36 to 1.8 depending on the function of each area. The net square footage of each area is multiplied by the grossing factor to equal gross square footage for that area. The weighted average (wt/av) for the total project is listed above. The largest discrepancies are in the housing units and medical/mental health spaces.

If we continue to cut square footage to achieve the original budget, we risk compromising the project's ability to meet legal requirements of various court orders (Fiandaca, Laaman, Holladay, et al.). We have already cut out over **12,000 net useable square feet** from the Space Needs Assessment (that equals the size of two high school size gymnasiums) to bring the gross square footage down.

- The square footage costs used to develop the project RFP are over 5 years old. As with any square footage cost, these are based upon historical data which is even older. It is important to understand that until the building is actually constructed, the true square foot cost of each area will not be known because it is a factor of the actual cost of construction for each area divided by the gross square footage of each area.

The estimated cost per square foot used during estimating was \$279/sf building only; \$310/sf building and site (site accounts for about 10% of the estimated cost).

The cost per square foot estimated and used by SMRT/PBA ranges from \$230/sf to \$383/sf, with the resulting weighted average of \$282.33/sf building only; \$325.44 building and site (site accounts for about 13% of the estimated cost). Note: these sf costs have been brought into question as of 3/25/2014. This table HAS NOT been updated for this printing.

SMRT / PBA Program (current version) – dated 3/19/2014

Public Lobby	2,325gsf	x	\$230	=	\$534,750
Administration	2,864gsf	x	\$230	=	\$659,410
Staff Support	3,898gsf	x	\$230	=	\$896,540
Security Ops	3,305gsf	x	\$266	=	\$879,130
R+D/VSP	2,907gsf	x	\$320	=	\$930,240
VSP	750gsf	x	\$220	=	\$165,000
C3-C5 Housing	18,554gsf	x	\$383	=	\$7,106,182
C-2 Housing	11,822gsf	x	\$266	=	\$3,144,652
Medical Health	8,817gsf	x	\$266	=	\$2,345,322
Mental Health	10,073gsf	x	\$312	=	\$3,142,776
Visitation	5,410gsf	x	\$266	=	\$1,439,060
Programs	18,014gsf	x	\$266	=	\$4,791,724
Industries	5,772gsf	x	\$266	=	\$1,535,352
Food Service	5,846gsf	x	\$292	=	\$1,707,032
Laundry	1,210gsf	x	\$292	=	\$353,320
Offender Svcs	1,533gsf	x	\$266	=	\$407,778
Maintenance	1,154gsf	x	\$230	=	\$265,420
Site	1,330gsf	x	\$250	=	\$332,500
Sub-total	105,088gsf	x	\$290w/av	=	\$30,636,188
<i>Addl GF</i>	<i>9,503gsf</i>	<i>x</i>	<i>\$200</i>	<i>=</i>	<i>\$1,900,600</i>
Total	115,088gsf	x	\$282w/av	=	\$32,536,788

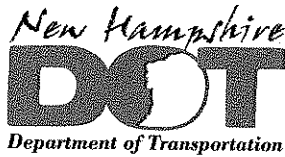
Gilbane Building Company has confirmed that these square foot numbers are reasonable and appropriate for this stage in the project. However, Gilbane has said that we probably should have anticipated 'escalation' and increased those numbers in hindsight.

- The increased size of core elements to meet future population occurs primarily in areas with a high square footage cost. The expansion to 350 beds was anticipated by the legislation to be simply an addition of housing on 'adequate land'. The reality is more complex. Core areas that occur within the main building such as Kitchen and Dining, visitation, administrative offices, staff support, security operations, education, special housing, intake housing, etc. cannot be easily expanded by 'adding on' and must be sized to handle the anticipated build-out population and staffing. This could account for as much

as a 25% increase in the size of these core areas that must be built now rather than deferred until later (as a housing block might be).

The good news is that the anticipated future population is less than 350 based on current projections by DOC.

8. There are increases in some program areas due to space added by staff during the initial programming sessions. Primary areas of growth are in Housing Cell size, Medical and Mental Health areas, which are the most expensive areas per square foot. To accommodate this growth other areas were sacrificed including Intake, Program and Vocational areas and the Housing bed count.



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



CHRISTOPHER D. CLEMENT
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Bureau of Aeronautics
April 2, 2014

The Honorable David Campbell, Chairman
Capital Budget Overview Committee
State House
Concord, NH 03301

Informational Item


In accordance with Chapter 143, Laws of 2013, 04-96-96-964010-20210000-072 footnote, attached is the Department's Quarterly Report for the Period Ending March 31, 2014, which is submitted for review by the Capital Budget Overview Committee.

Explanation

Chapter 143, Laws of 2013, 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 was granted 2 years ahead of schedule.

Sincerely,


for Christopher D. Clement, Sr.
Commissioner

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

Balance Forward: \$32, 281.00

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 SBG08-10-2012	2021	\$3,315,223.00	\$230,672.44	\$3,084,550.56	Partial Payment # 1 for State Block Grant # SBG 08-10-2012	Yes	January 15, 2014	December 31, 2017

* The Department expects to issue a second FAA AIP grant to the Pease Development Authority for the Rehabilitation of the Skyhaven Airport Runway (Summer 2014).

Revision Date 4/1/2014