



LATE ITEM XI.B.

MOTION

Director Levesque:

The Pease Development Authority Board of Directors authorizes the Executive Director to approve of the proposal from and execute a contract with Appledore Marine Engineering, LLC (“AME”) for the purpose of providing planning services associated with the preparation of a grant application for the rehabilitation of the Main Wharf at the Market Street Marine Terminal facility in an amount not to exceed \$12,985.00; all in accordance with the Memorandum of Geno J. Marconi, Division Director, dated June 19, 2018, and AME’s proposal, both of which are attached hereto.

Further, the Pease Development Authority Board of Directors approves of submitting a request to the Capital Budget Overview Committee (“CBOC”) to release funds to cover this expense from the Port Expansion Fund or, in the alternative, from the operating budget of the Division of Ports and Harbors if funds are not released by the CBOC.




**PEASE**

INTERNATIONAL

555 Market Street, Suite 1 Portsmouth, NH 03801

PORTS AND HARBORS

Date: June 19, 2018  
To: PDA Board of Directors  
From: Geno Marconi, Port Director   
Subject: BUILD GRANTS

On June 7<sup>th</sup>, the Division became aware that we were unsuccessful with the application submitted to U.S. DOT requesting a grant to Rehabilitate and Modify the Main Wharf at the Market Street Marine Terminal. That application was submitted under the INFRA Grant Program.

At the same time, the Division became aware that U.S. DOT had published another Notice Of Funding Availability (NOFA) in the Federal Register. This opportunity is titled: Better Utilizing Investment To Leverage Development (BUILD). Immediately upon receiving this information, the Division contacted Appledore Marine Engineering, the Port's On-Call Marine Engineers to discuss developing an application for BUILD. After review of the NOFA and discussions with Appledore and their consultants, HDR, the Division requested a proposal. The Division received that proposal just this morning (attached).

Because the Division is now proceeding with the Functional Replacement of the Barge Dock and because the most recent Condition Survey of the Main Wharf indicates further deterioration of the structure, securing federal funding assistance has become even more critical to the future of the Port Terminal.

**The BUILD Application deadline for submission is July 19, 2018.**

Therefore, the Division of Ports and Harbors recommends the PDA Board of Directors approve the proposal of Appledore Marine Engineering in the amount not to exceed \$12,985.00 as set forth in the attached proposal.

The Division will submit a request to the Capital Budget Overview Committee (CBOC) for their next regularly scheduled meeting to request that the funds be allocated from the Port Expansion Fund, which has a balance of \$5.4 million. In the event the expenditure is not approved by the CBOC from the Port Expansion Fund the Division of Ports and Harbors will expend the funds from its operating budget.

Due to the time constraints, this request is respectfully submitted as a late item to the agenda for the June 21<sup>st</sup> PDA Board meeting.

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○○○○ TAKING YOU THERE

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# Appledore Marine Engineering, LLC

600 State Street, Suite E | Portsmouth New Hampshire 03801

June 19, 2018

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

Re: Proposal for Engineering and Planning Services to Assist the Port Director in Preparing a BUILD Grant Application for Rehabilitation of the New Hampshire Port Authority Main Wharf Portsmouth, NH

Dear Captain Marconi:

Appledore Marine Engineering, LLC (AME) in cooperation with HDR, Engineering (HDR), is pleased to present this proposal for BUILD Application preparation assistance. This proposal will outline the Background, Scope of Services, Schedule of Work and Fees for Consulting Services to perform the work.

## BACKGROUND

Recently the United States Department of Transportation (U.S. DOT) announced the BUILD discretionary grant program. BUILD replaces a pre-existing grant program known as TIGER and utilizes updated evaluation criteria aligned with national and regional economic goals. These highly competitive grants are designed to close funding gaps for road, rail, transit and port projects that will have a significant local or regional impact. The U.S. DOT has allocated \$1.5 billion for FY2018, three times as much as last year, and applications must be submitted through the Grants.gov website no later than July 19, 2018. While BUILD resembles TIGER, there are some notable differences, including:

- **Explicit preference for rural projects.** U.S. DOT intends to award more than half of the funds to projects in rural areas, continuing a focus that began in the last round but now is explicitly noted in the FY2018 notice.
- **Federal share no longer a criterion.** U.S. DOT is not allowed to consider the portion of total costs that are covered by Federal funds as a criterion for selection (as per the funding legislation). The Federal share of a project's costs can still be no more than 80 percent of total project costs.
- **New criterion — ability to generate *additional* non-Federal revenue for transportation infrastructure.** U.S. DOT will look at whether applicants are or will “secure and commit new, non-Federal revenue for transportation infrastructure investment;” and those who do will be more competitive. The notice mentions approaches such as asset recycling, tolling, tax-increment financing, or sales- or gas-tax increases as examples.

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

This task involves a review of previous Main Wharf INFRA and TIGER applications, as well as data updates for capital and operating costs associated with wharf rehabilitation, as relevant. All other assumptions related to port operations will remain the same as they were for the INFRA grant application submitted earlier in the year.

**Task 2: Economic Analysis Update**

BUILD requires completion of an economic analysis. A primary component of this analysis is a benefit-cost analysis, which was completed as part of INFRA. During this task, HDR plans to update the benefit-cost model used for the BUILD application to reflect any changes in costs associated with the project. Some other, minor, changes may also be made, but most non-cost assumptions will be the same as those made as part of the BUILD benefit-cost analysis.

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

This task provides the methodology, input values and results of the cost-effectiveness analysis as needed for the economic portion of the BUILD application. Documentation of the benefit-cost analysis, as well as narrative related to other quantitative and qualitative benefits will be developed during this task and included in the supplementary documentation.

**Task 4: Development and Compilation of BUILD Application**

AME will work with HDR and the Port of New Hampshire to update and finalize the BUILD application. This task requires the greatest level of effort. Specifically, the existing INFRA application will be rewritten to reflect the key program objectives that make a successful BUILD application. The focus of these objectives are different from those identified in the INFRA program. The BUILD primary merit criteria include:

- a. Safety
- b. State of Good Repair
- c. Economic Competitiveness
- d. Environmental Protection
- e. Quality of Life
- f. Innovation
- g. Partnership
- h. Non-Federal Revenue for Transportation Infrastructure Investment

In addition, the Department will also consider contributions to geographic diversity among recipients, as well as, the likelihood of successful project delivery and whether a project will satisfy statutory readiness requirements. The Port will be responsible for submission to USDOT. Final BUILD grant applications are due on July 19, 2018.

**SCHEDULE**

Work will commence immediately after receiving written Notice to Proceed (NTP). We will provide the Port with updated economic analysis results within a few weeks, followed by the complete application and documentation of the economic analysis.

**FEES FOR CONSULTING SERVICES**

Fees for Consulting Services will be on a fixed fee lump sum basis. We will bill you monthly based on the percentage of project completion. Fees for Task 1-4 will be \$12,985. Payment will be due within thirty (30) days of invoice.

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

Regards,



Noah J. Elwood, P.E.  
President

Accepted this \_\_\_\_\_ day of \_\_\_\_\_, 2018

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

Pease Development Authority – Division of Ports and Harbors