

CAPITAL BUDGET OVERVIEW COMMITTEE

Legislative Office Building, Room 201

Concord, NH

Wednesday, March 30, 2016

MEMBERS PRESENT:

Rep. Gene Chandler, Chair

Rep. John Cloutier

Rep. Mark McConkey

Rep. David Danielson

Rep. Frank Byron

Rep. Dan Eaton

Sen. David Boutin

Sen. Nancy Stiles

Sen. Lou D'Allesandro

Sen. Gary Daniels

ALSO PRESENT: Michael Connor, Deputy Commissioner
Department of Administrative Services

(The meeting convened at 3:32 p.m.)

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

CHAIRMAN CHANDLER: We'll call the Capital Budget Overview Committee meeting to order. First item, accept minutes of February 16th meeting.

****** SEN. BOUTIN: So move.

CHAIRMAN CHANDLER: So moved. Seconded by?

REP. DANIELSON: Second.

REP. BYRON: Second.

CHAIRMAN CHANDLER: Representative Danielson? Representative Byron? I don't know who was first. Whoever you want to put down. Any questions. All those in favor?

*** {MOTION ADOPTED}

(2) Old Business:

CHAIRMAN CHANDLER: We have Old Business, Department of Transportation. Anything happening on the salt sheds?

MICHAEL CONNOR, Deputy Commissioner, Department of Administrative Services: Mike Connor from Administrative Services. With me is Ted Kupper, Administrator of Bureau of Public Works, Design and Construction. We are expecting DOT, but we can bring in some information.

At the last meeting, you had some concerns over a project for the Derry Salt Shed.

CHAIRMAN CHANDLER: Yes.

MR. CONNOR: I'm sorry?

CHAIRMAN CHANDLER: Yes.

MR. CONNOR: That was estimated at 600,000 and it came in over a million dollars. We had cancelled the bid and we went back to our consultant to try to determine where the differences were, and in your packet you should have a detail that lists that out. And basically the site work was 222,000 over, about 51% of that overage. The salt building itself was 127,000 over, and then the rest of it is contingency and overhead and profit to total up to 436.

So we went back to work and did some changes. We reduced a lot of the paving that we had included initially on the site. And in order to reduce that -- the cost, our revised estimate was 570,000 to do that work. Since then, bids have come in, the low bid for that salt shed, without the lean-tos. If you look at your drawing, I don't have in front of, but you should have the basic salt shed and then a lean-to, one on each side. Those were add alternates that we had just in case we had more money. But

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

the basic salt shed without those two lean-tos, the low bid was \$709,500.

We reviewed the results and comparisons to our estimate, and we feel basically it's just a result of the market. Pretty consistent, above the board, and we had higher prices from there. Those were the low range. And we feel that basically that's where we -- where we are as far as getting price.

Now, we have two bids so we have a pretty good handle where that's at. We're basically at 709 versus our estimate of 570, and we're recommending that we move forward with construction of that salt shed for 709,500, plus the Public Works' fees of 35,000 for a total of 744,500.

In order to accomplish this, we are seeking approval today to utilize the balance of the appropriation from the Derry Patrol Shed which is \$349,000. And, in addition, we're looking for permission to utilize \$395,500 from the FY or the current Capital Budget appropriation of 1.6, one million six hundred and sixty-six -- I'm sorry -- \$1,660,000 that was appropriated in FY 16-17 Capital Budget to construct three salt sheds. There wasn't any specific location. It just said three salt sheds. We need those funds in order to complete these salt -- this salt shed in Derry. They're crucial.

DOT is here. Dave. Actually, Dave Rodrigue is here, Director of Operations. If you'd like, he can speak more specifically to the needs for that salt shed.

CHAIRMAN CHANDLER: So you want 349 and you want to transfer from --

MR. CONNOR: 349 is remaining in the Derry Salt Shed. Derry Salt Shed and Patrol Shed were combined. We have 349 left.

CHAIRMAN CHANDLER: You want to use that.

MR. CONNOR: We are requesting 395,500 from the FY 16.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

CHAIRMAN CHANDLER: Hold on, just a second. Do we need a separate motion to do something like that or is that just --

CHRISTOPHER SHEA, Deputy Legislative Budget Assistant, Office of Legislative Budget Assistant: No, you wouldn't need a separate. You can accept the item as is.

CHAIRMAN CHANDLER: Okay. Thank you.

MR. CONNOR: It was in their request for both funding sources.

CHAIRMAN CHANDLER: So if someone wished to make a motion for seven hundred forty-four thousand --

** SEN. BOUTIN: So move.

CHAIRMAN CHANDLER: -- five hundred. Senator Boutin moves the amount of \$744,500 to build the Derry Salt Shed. Is there a second?

SEN. STILES: Second.

CHAIRMAN CHANDLER: Second by Senator Stiles.

SEN. BOUTIN: Mr. Chairman.

CHAIRMAN CHANDLER: Senator Boutin.

SEN. BOUTIN: Yes. So where's that extra 500 coming from? Is it coming from the Derry shed or is it coming from the Capital Budget?

MR. CONNOR: The balance in the Derry appropriation is 349 -- 349,000. We're requesting \$395,500 from the current appropriation for three salt sheds and that appropriation was 1,660,000.

SEN. BOUTIN: That's where I want to know where that 500 is coming from. Okay.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

CHAIRMAN CHANDLER: Representative McConkey.

REP. MCCONKEY: Thank you, Mr. Chairman. Just did I hear that you're going to build just the main structure without the two lean-tos in this project?

MR. CONNOR: That's correct.

REP. MCCONKEY: Thank you.

CHAIRMAN CHANDLER: Representative Byron.

REP. BYRON: I have a couple questions, Mr. Chairman. So does that mean you're not going to build those or a portion of those additional salt sheds that you were looking to build?

MR. CONNOR: I think, actually, I'd like to turn it over to Dave Rodrigue who can speak more about what they think their future plans are and needs for salt sheds.

REP. BYRON: Okay. But if you have -- I have some questions on this as well.

MR. CONNOR: Okay.

REP. BYRON: One of the things on the revised quote that you have is a salt shed building. You've got a price of 435, \$435,000. The lowest bid that you received was 855. So how did you drop the price to -- from 855 down to 435?

MR. CONNOR: I don't see the 855. The estimate, the revised estimate that we had when we went out to bid the second time --

REP. BYRON: If you look on page -- right here.

MR. CONNOR: Yes.

REP. BYRON: Which is the bid versus estimated summary, the low bid for the site work as well as the actual building it's 855.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

MR. CONNOR: That was the original bid. You had asked -- that was the original estimate was 600,000 and that was the original bid was 1 million. Is that where you're looking at?

REP. MCCONKEY: Yeah.

REP. BYRON: Yes. But I'm looking at just the total portion which is the site work as well as the building construction, salt building.

REP. EATON: Subtotal line.

MR. CONNOR: I'm not following where you're at. Well, there are two different documents. There's one document that explains the differences in the initial bid from 600,000 to a million. That's what you're looking for which is dated 11/2/2015; correct? Is that the document you're looking at?

REP. EATON: Go to --

MR. CONNOR: I'm sorry?

REP. EATON: The page that you gave us.

MR. KUPPER: There are two of those.

REP. EATON: Go to the back of that first page there. Okay.

REP. BYRON: If you look on that page, you'll see that the Turner Group estimate and then the next column you see is low bid.

MR. CONNOR: Right. That was the initial bid.

REP. BYRON: That's correct. I understand. And the initial bid had site work of 285.

MR. CONNOR: Right.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

REP. BYRON: Then you go down and it says salt building, architectural, mechanical, electrical, subtotal. That subtotal came out at 855 which includes the site work. My question is how you getting down to approximately \$530,000, which is the sum of the site work as well as the shed, salt shed and building estimate that you have on this first page here?

MR. CONNOR: I don't have the breakdown.

MR. KUPPER: Okay, I can answer that question for you. The site work for the facility was reduced significantly.

REP. BYRON: \$200,000.

MR. KUPPER: Right, and a portion of that paving that's going to happen is going to be done by DOT forces, in addition to reducing the site work. The salt shed building was -- we were looking at the basic building, not the two sheds on either side, one for the salt spreader hangers and the other one for equipment storage. We were just looking at the basic building there.

REP. BYRON: Okay. Thank you.

CHAIRMAN CHANDLER: Any other questions?

REP. CLOUTIER: Mr. Chairman, just clarify the motion again.

CHAIRMAN CHANDLER: Representative Cloutier.

REP. CLOUTIER: Repeat the motion that was made by Senator Boutin, second by Senator Stiles.

CHAIRMAN CHANDLER: To approve \$744,500 to construct the Derry Salt Shed.

REP. CLOUTIER: Okay. Thank you.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

REP. EATON: Mr. Chairman. And I guess this is probably going to go to DOT. You're taking the money out of the Capital Budget to do this. Are we still getting three sheds or is that going to be changing?

MR. KUPPER: That would be a question for DOT.

MR. CONNOR: I'll leave that to Dave.

DAVID RODRIGUE, Director of Operations, Department of Transportation: Good afternoon, Chairman, and Members of the Committee. That is still to be determined if we will still get three sheds. Hum -- we -- we have our priorities set. Derry is our first priority. We do understand that construction bids are coming in a little higher now. So we have concern about another project. We are replacing a shed in Salem and constructing a new salt shed there as well. We have some concerns. We may be back for a similar request so that we can construct that salt shed in Salem as well.

Our next priority is Littleton where we have needs for a salt shed. The existing salt shed there right now is failing so we hope to replace that as well with that appropriation for three salt sheds. So it's possible that we would not get three new salt sheds. We would get one and we would finish these two. But we do have other priorities as well. And salt shed cost is also a function of size. Our shed in Derry is certainly one of our large -- larger, if not largest shed. The Salem shed is a good size shed as well. And then the one in Littleton is a big shed, too. So those larger sheds cost more. We have lower priorities, smaller sheds that we could substitute in to replace to get our numbers up to that three salt sheds, but those would not be our priorities at this time.

CHAIRMAN CHANDLER: Further question?

REP. EATON: Further follow-up. The current design in Derry, I'm assuming in Derry where it's located, does that accommodate the liquid as well?

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

MR. RODRIGUE: That building does not accommodate the liquid. There's a separate brine-making building --

REP. EATON: Okay.

MR. RODRIGUE: -- in Derry that accommodates the liquid.

REP. EATON: Thank you.

CHAIRMAN CHANDLER: Representative Byron.

REP. BYRON: Thank you, Mr. Chairman. What is the future of the patrol building you initially anticipated building in Derry? You going to continue with that?

MR. RODRIGUE: We are continuing with that. That's under construction at this time.

REP. BYRON: On the Derry site.

MR. RODRIGUE: On the Derry site, yes, sir.

CHAIRMAN CHANDLER: Representative Danielson.

REP. DANIELSON: Thank you, Chair. So when you have this idea of you're going to build two or three other sheds and particularly you have one that was -- you feel might be distressed, would you go out for bids for all of them at once to get a package deal to try to lower the cost of the individual?

MR. RODRIGUE: That's a good question. We did not in this case. We did, however, the first time I believe that this Derry shed was built -- was bid, the salt shed and the patrol shed were built -- bid together; is that right?

MR. CONNOR: I don't believe so. They weren't bid together. I'm sorry. We had some concerns over where prices have been coming in recently. So a decision was made to split up the Derry Salt Shed and the Patrol Shed because the Patrol Shed had more greater priority and then we did it separately.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

CHAIRMAN CHANDLER: Representative McConkey.

REP. MCCONKEY: Thank you, Mr. Chairman. And while you're here and I heard the question to my left, the properties or the locations that we're using brine, or we introduced brine, and I'm assuming that that's a successful program for us, are those -- are those sites that need separate buildings for the brine and the mixing? Are they -- do we no longer have to build such a massive salt facility at those locations or are we still maintaining building new and very large structures?

MR. RODRIGUE: We are still maintaining new and larger structures. I do have a picture of one here. And there are a number of things that we accommodate in these structures. Here's a picture of the Chester facility. I'm sorry it's not bigger. I hope you can see some of it. So we have the main salt shed, and then we have what we refer to as a spreader rack. So you see our trucks that we use for winter maintenance in the back and the bodies, our spreaders, material spreaders that spread salt and sand. So we need those in the trucks when we are spreading salt and sand. We don't need those in the trucks when we are doing our other work. So we built spreader racks as part of our salt facilities to take those spreaders out of our trucks so our trucks can continue to work.

In the past, we had made those ourselves with telephone poles, with old bridge steel and other things. Some of them were pretty good, some of them not so good, and it's time to replace those. So one of the wings on our salt sheds typically can include a spreader rack. The other wing on the salt shed typically includes some cold storage where we put our cones, our barrels, some of our erosion control material and other things.

REP. MCCONKEY: Thank you. My question is though that the facilities that we're using brine at --

MR. RODRIGUE: Yes.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

REP. MCCONKEY: -- when it comes time to replace the salt buildings where you have both, are you still have -- are you finding that the brine is successful, that you don't need to build such a big and costly building?

MR. RODRIGUE: Right, because of salt reductions due to using the brine?

REP. MCCONKEY: Correct.

MR. RODRIGUE: We do have some salt reduction. They're modest and in the case of I-93 where we're adding a significant number of additional lane miles, the savings from brine does not make up for the salt.

REP. MCCONKEY: Thank you.

CHAIRMAN CHANDLER: Any other questions?

REP. DANIELSON: Mr. Chair. I'm sorry, Senator.

SEN. STILES: Thank you. If you eliminate the two wings, what do you do about the storage that you normally would put in there?

MR. RODRIGUE: We won't have that storage opportunity here now when the shed is constructed. We will look for opportunities to build those wings ourselves in the future as some operating funds become available, if they become available. We do need that storage area. So we are at a disadvantage and things will be stored outside under cover for a time.

CHAIRMAN CHANDLER: Representative Danielson.

REP. DANIELSON: Thank you, Chair. I'm not sure I got an answer when I asked my question before about grouping the buildings together.

MR. RODRIGUE: Yes.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

REP. DANIELSON: I understand you tried to do something similar down in Derry, but we still have a couple buildings you said we need to have now. So I'm going to ask, have you gone out to try to move those two buildings, specifically the one that we need, I assume, have you gone out to see if we can get a lower bid for building two of those buildings?

MR. RODRIGUE I believe when the Salem Patrol Shed goes out to bid, I believe that will include the salt shed as well. So on one site there will be a patrol shed construction and a salt shed construction. Our next priority would be Littleton. I don't think that -- that we would group Littleton in with -- with Salem because of the distance between the two and potential for increased costs due to that separate distance. But something -- I think there's time to explore with Public Works which way that gets bid.

So we -- we haven't yet. I know we have in the past. I know Public Works has in the past bundled salt sheds together and built them as a group. And I think the finding was sometimes there's a cost savings, sometimes, especially if they're a significant distance away in the northern part of the state, southern part of the state for a contractor to mobilize to both locations, it doesn't always bring a cost savings.

REP. DANIELSON: Thank you. Thank you, Chair.

CHAIRMAN CHANDLER: Thank you. Any other questions? If not, you ready for the question? All those in favor of the motion say aye? Opposed? The motion carries. Thank you very much.

*** {MOTION ADOPTED}

(3) New Business:

CHAIRMAN CHANDLER: Next up we have five Turnpike Toll Credits. Anyone have any problem with any of them? You want to make a blanket motion here? What do you want?

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

** SEN. BOUTIN: Mr. Chairman, I may entertain it; however, I have one question about 16-010.

CHAIRMAN CHANDLER: Okay. Why don't we ask that. 16-010, Department of Transportation.

PATRICK HERLIHY, Director, Bureau of Aeronautics, Rail, and Transit Department of Transportation: I always get picked.

SEN. BOUTIN: Hi, thank you for coming this afternoon.

MR. HERLIHY: Thank you. Good afternoon, Mr. Chairman, and Members of the Committee. For the record, my name is Patrick Herhily. I'm the Director of Aeronautics, Rail, and Transit at the Department of Transportation.

SEN. BOUTIN: Thank you. I read the backup data and I was just curious, will this include intercity bus service? Right now we have bus service from Concord to Manchester, back to Concord. We have bus service from Manchester to Nashua, back to Manchester.

MR. HERLIHY: This would be to replace 27 specific buses; twenty-two of those on the Boston Express Service.

SEN. BOUTIN: Right.

MR. HERLIHY: And five going down 93 Corridor both from on 93 and the Everett Corridor and the C&J Buses that go down the 95 Corridor.

SEN. BOUTIN: Okay. So bus service that currently exists right now between Concord and Manchester will continue?

MR. HERLIHY: Yes, but that is not included in this.

SEN. BOUTIN: It's not in here?

MR. HERLIHY: No. Those are owned and operated by Manchester Transit Authority.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

SEN. BOUTIN: Okay. Thank you.

CHAIRMAN CHANDLER: Any other questions?

** SEN. BOUTIN: I would move the whole package, Mr. Chair.

CHAIRMAN CHANDLER: Senator Boutin moves 16-008, 16-009, 16-010, 16-011, and 16-012. I'm sorry, I got that.

REP. DANIELSON: Chair, question.

CHAIRMAN CHANDLER: Can I get a second?

REP. EATON: Second.

CHAIRMAN CHANDLER: Seconded.

REP. CLOUTIER: By Representative Eaton.

CHAIRMAN CHANDLER: Representative Eaton seconded. You don't want to do this, we can vote it separately. No problem.

REP. DANIELSON: No, thank you, Chair. I just wanted to ask a question about my understanding was that the buses were going to be used to mitigate those problems that we have on 93. And my question is going to be how long do we subsidize or expected to subsidize those buses relative to the 93 Project?

MR. HERLIHY: At least until 2020 when the project is completed, and then we look after that to see what type of level of service the Department should be looking at to committing to in that Corridor.

REP. DANIELSON: So they would be looking to subsidize that transportation after 2020?

MR. HERLIHY: Hum -- that's still up for discussion. Whether or not -- whether or not the requirement of the EIS that

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

went with the 93 Project requires us to have some kind of service after the project is completed.

REP. DANIELSON: Thank you, Chair.

CHAIRMAN CHANDLER: Any other questions? Representative McConkey.

REP. MCCONKEY: Thank you, Mr. Chairman. Do any of these buses then go on to the airport in Boston?

MR. HERLIHY: Yes.

REP. MCCONKEY: Is there a larger need to replace more? Is this the entire fleet?

MR. HERLIHY: This is the entire fleet. It's based on the years, the age of the buses and the mileage on them. So we are required to replace them by the Federal Transit Administration after they meet those milestones, the milestones being 12 years or -- 12 years or a million miles.

REP. MCCONKEY: And if I could?

CHAIRMAN CHANDLER: Sure.

REP. MCCONKEY: So that takes care of this replacement. Is there -- is there a larger fleet or this replaces the whole fleet?

MR. HERLIHY: This will replace the whole fleet over time except for the -- except for two buses which will come -- which would need to be replaced after 2020.

CHAIRMAN CHANDLER: Representative Danielson.

REP. DANIELSON: Thank you. And Representative caused another question. Relative to Manchester, buses going to the Logan Airport-Boston Airport taking business away from -- potentially taking business away from Manchester

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

Airport, do we somehow help Manchester Airport because they're losing business because the bus service that we subsidize is taking business away from them and going to Boston?

MR. HERLIHY: We don't -- we don't help the Airport in that way. We help the Airport on runway constructions and things like that to make sure that the Airport is safe. I would say that only 16% of the riders on the service go to Logan, and they pay a full fair ticket which helps offset the subsidy that we're required to pay for the commuter service.

REP. DANIELSON: Well, Chair.

CHAIRMAN CHANDLER: Further question.

REP. DANIELSON: Thank you, Chair. But, potentially, those folks who are going to go out of there are not going out of Manchester now so that's detrimental to Manchester's traffic demand.

MR. HERLIHY: I can't say one way or the other if every rider is making that choice based on a bus service.

REP. DANIELSON: Thank you, sir.

CHAIRMAN CHANDLER: I would point out this is a different point. Boston has a better plate system. It goes when they want to go. Anyone else have any other questions?

REP. DANIELSON: I did have. No.

SEN. BOUTIN: They brought this up at Fiscal two weeks ago.

CHAIRMAN CHANDLER: Ready for the question? All those in favor of the motion to approve those five items say aye? Any opposed? Very good.

*** {MOTION ADOPTED}

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

CHAIRMAN CHANDLER: Thank you very much. Okay. Item number 16-015, Pease Development Authority.

** SEN. BOUTIN: Move for approval.

SEN. STILES: Second.

CHAIRMAN CHANDLER: We have Senator Boutin moved that we approve that item, seconded by Senator Stiles. Any questions or discussion? If not, all those in favor of the motion say aye? Any opposed? The motion carries.

*** {MOTION ADOPTED}

(4) Miscellaneous:

(5) Informational:

CHAIRMAN CHANDLER: Have three informational items. Any questions?

REP. BYRON: I do have some question on that what we just approved of 015.

CHAIRMAN CHANDLER: Oh.

REP. BYRON: That is really what happens if we don't get this grant, because according to what I read here they're going to shut that down in '18.

CHAIRMAN CHANDLER: Mr. Marconi.

GENO MARCONI, Director, Division of Ports and Harbors, Pease Development Authority: If we don't get the grant, we'll put a band aid on it; but, eventually, we are going to have to shut the facility down.

REP. BYRON: Right. According to the letter you said you planned on shutting it in '18.

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

MR. MARCONI: We have already shut the pier down a year and a half ago. In order to keep it going we spent \$400,000 and replaced the south access bridge out onto the pier just because if we didn't, we'd have to shut the whole pier down. This is my either seventh or eighth application for this grant. If I may, Mr. Chairman?

CHAIRMAN CHANDLER: Sure.

MR. MARCONI: I did -- after the announcement of the availability of funding came up in February, I had a debriefing with Captain Flumignan who's with MARAD under US-DOT and we went over our previous applications. He told us, he said, I don't see where you can prove this, he says this is a great project. Just seemed that the previous times that someone somewhere else in the country scored a little higher than we did. But they were -- Jeff was pretty optimistic about this round here. I believe that Congress passed -- in this appropriation Congress specifically said a higher percentage of the funding in the discretionary grant program was to go to maritime projects.

REP. DANIELSON: Mr. Chairman, curious. In the booklet that we were given to take a look at, on Page 2, there's a reference to a video on YouTube. I'm just curious if anyone had the opportunity to take a look at it. When you look at it, the condition of the Portsmouth Port, these references that they're making right now about this particular facility, it's horrible. It's really trash. And I don't mean that's what they're selling. The facilities are poor, extraordinarily poor. I can't believe anybody would want to tie up to this for anything. So I encourage you to take a look at this. If we don't come up with some kind of idea or plan, closing it in 2018 would be the right thing to do. It's not a good place.

SEN. BOUTIN: Mr. Chairman.

CHAIRMAN CHANDLER: Senator Boutin.

SEN. BOUTIN: Can I respond to the distinguished Representative. I would just say, Representative, I agree with

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

you whole-heartedly and that's why I believe the Committee is going to pass this motion.

CHAIRMAN CHANDLER: We did already.

SEN. BOUTIN: We did. It's done. That's what I meant.

CHAIRMAN CHANDLER: Anything else? Senator D'Allesandro.

SEN. D'ALLESANDRO: Oh, thank you, thank you. But, again, based on what we are hearing, vis-a-vis the TIGER Grant, this is the eighth, ninth time we have applied for it.

MR. MARCONI: Either the seventh or eighth, I've lost count, Senator.

SEN. D'ALLESANDRO: And is it your perception that we have -- we have moved into a priority position in terms of --

MR. MARCONI: That was the feeling that I got when I had my latest debrief with MARAD. Because if I may, Mr. Chairman?

CHAIRMAN CHANDER: Sure.

MR. MARCONI: When US-DOT gets these grant applications, if it's a Bridge Project, it goes to the Bridge Division. If it's a marine project, it goes to MARAD, and their office will review them. That's why I went to them and requested a debrief on our previous applications.

SEN. D'ALLESANDRO: Thank you.

REP. DANIELSON: Senator Stiles.

SEN. STILES: When would you have an answer, do you know?

MR. MARCONI: I'm sorry, Senator.

SEN. STILES: When will you have an answer, do you know?

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

MR. MARCONI: The applications are due on the 29th of April and it's my understanding from Captain Flumignan that Secretary Fox has made it clear he wants these awards to go out by the 15th of June.

SEN. D'ALLESANDRO: That's a good time.

CHAIRMAN CHANDLER: Anything else? If not, we will recess till the call of the Chair. Thank you very much.

(Recessed till the call of the Chair at 4 o'clock p.m.)

CAPITAL BUDGET OVERVIEW COMMITTEE

March 30, 2016

CERTIFICATION

I, Cecelia A. Trask, a Licensed Court Reporter-Shorthand, do hereby certify that the foregoing transcript is a true and accurate transcript from my shorthand notes taken on said date to the best of my ability, skill, knowledge and judgment.

Cecelia A. Trask

Cecelia A. Trask, LSR, RMR, CRR
State of New Hampshire
License No. 47

