



City of Rochester, New Hampshire
PUBLIC WORKS DEPARTMENT
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www.RochesterNH.net



MEMO PUBLIC WORKS & BUILDING COMMITTEE AGENDA

TO: PUBLIC WORKS AND BUILDINGS COMMITTEE
FROM: PETER C. NOURSE, PE
DIRECTOR OF CITY SERVICES
DATE: February 10, 2022
SUBJECT: Public Works & Buildings Committee Meeting
Meeting Date *Thursday February 17, 2022 at 7PM*

There will be a Public Works and Buildings Committee Meeting held on Thursday February 10, 2022 at 7PM. This meeting will at City Hall in City Council Chambers

AGENDA

1. Approval of the December 16, 2021 PWC Minutes
2. Public Input
3. Supply Chain Shortages – Public Sector
4. Proposed FY22 Road Surface Program
5. Woodman Area Infrastructure Improvement Project
6. Rt 202A Water Main Extension & Tank Project
7. DPW Facility
8. Winter Roadway Operations
9. Councilor Email Inquiry – NPDES Permit
10. Other

Public Works and Buildings Committee
City Hall Council Chambers
Meeting Minutes
December 16, 2021

MEMBERS PRESENT

Councilor David Walker, Chairman
Councilor Jim Gray- Vice Chairman
Councilor Chris Rice

OTHERS PRESENT

Councilor Don Hamann – present via Microsoft Teams Meet
Peter C. Nourse PE, Director of City Service
Daniel Camara, GIS / Asset Management

MINUTES

Councilor Walker called the Public Works and Building Committee to order at 7PM

1. Public Input

None

2. Cleaning, Sanitary and Baby Wipes – DO NOT FLUSH

Mr. Nourse stated that this topic of discussion has come up previously and he would like to convey the concerns again. He described the problems cause due to wipes of all types being flushed. He discussed the significant financial impacts and the hazards to City Staff that have to manually clear the clogs. He noted that this is a nationwide problem that can only be corrected through public outreach as the legislators are not ready to prohibit the packaging that states they are flushable. Mr. Nourse stated that the DPW will be putting up a new posting on the City's website and he wanted to let the Councilor know.

3. American Rescue Plan Act (ARPA) Infrastructure Update

Mr. Nourse stated that the ARPA funding was \$350 Billion nationwide and 11 Billion to NH. He stated that funds came in through Municipalities like Rochester, it also came in to the State of NH to be given out as loans and grants through NHDES State Revolving Fund (SRF) programs. He named the Cleanwater SRF, and Drinking SRF & Groundwater SRF as the sources. He stated that of the \$6 Million that is coming to the City the DPW submitted 6 Water and Wastewater projects, and were awarded funds towards two of those projects. The DPW received 2 million for the Water Transmission Pipe lining and \$600 thousand toward the Rt. 202A Water Main Extension Project. He stated that there were 5 projects not funded at the City level and he stated that the City submitted these projects for State of NH Funds in both Drinking Water and Cleanwater SRF categories. He stated we received a \$1.6 million Grant from the Drinking Water Fund to be used on the Cocheco Well Upgrade Project. The total project cost is \$5.6 million. So that would be almost 30% of the project. He stated for this project we also have submitted and been recommended to receive an additional grant of \$560,000 toward the project from Drinking Water Trust Fund (DWTF), bringing the total grant amount to

40% of the project. Mr. Nourse stated that the DWTF Grants like to see multiple funding sources and that the award may be based partly on that criteria. He stated on the Wastewater side we have submitted several projects to the Cleanwater State Revolving Fund Loan (CWSRF) program and those are prioritized by NHDES and they would be using that prioritization list for the distribution of the ARPA funds. He said they have limited that to \$2 million per Community. Mr. Nourse discussed that the Septage Receiving Facility Project is a \$900,000 project that was submitted by Senator Shaheen for the Congressional Delegated Grant Funding Program (CDG), but this program has not yet been funded and it is unclear if it will be. He stated that CWSRF Program has noted that if not funded by the CDG program the CWSRF will fund it at 30% from the ARPA Funding. Mr. Nourse stated that CWSRF has committed \$100,000 of the ARP funds for Sewer System Master Plan, which is 100% of this project and they have committed \$379,500 in ARPA funds toward the Ledgeview Drive Pump Station Project which is a \$1,265,000 project. In addition to the ARPA Funds the CWSRF loan program will grant 10% principal forgiveness for this pump station upgrade project, for a total grant and forgiveness amount of \$468,050. Mr. Nourse stated that CWSRF has also awarded 30% ARPA funding for the Wastewater Treatment Plant Secondary Clarifier Project. He stated the total project amount is \$1,300,000 and the ARPA grant award is \$390,000, plus the additional 10% for CWSRF loan forgiveness at \$130,000. The total grant and forgiveness for this project is \$520,000. He stated that there are a number of projects that are lower on the CWSRF priority listing but will not make the cut for additional ARPA funds. Mr. Nourse stated that there is also 45 Million of Federal Infrastructure project funds coming to the State of NH to be used on roadway and bridge projects. He noted that the Rt. 11 Capacity Improvement Project has been bumped from the FY31 to FY28 due to these additional funds but the Rt.11 Safety Improvements have gone from FY26 to FY27 for some reason that he does not know.

4. New DPW Updated

Mr. Nourse stated that the facility is at 96% complete including construction, installation and start-up of equipment. Total completed and stored to date is \$17,249,575 with approximately \$900,000 being retained, there is about \$667,000 left to bill. He stated the contingency is at 69% remaining and there are several outstanding change orders that will lessen that number. Councilor Rice asked if the remaining changes are going to be costly. Mr. Nourse stated that there are two changes pending that will be costly. The first is the lift equipment at approximately \$72,000 for equipment and stair and duct bank modifications and the second is the changes necessary for the sander bay platforms. He said he doesn't know that cost yet, but as these will be steel modifications he expect it to be costly. Mr. Nourse stated that the Public Works Committee and others had toured the facility on December 3, 2021. Mr. Nourse reviewed all of the mechanical testing, startup and inspection that are going on at the facility now and he stated the contractor is working on the administrative area punch list. Mr. Nourse stated that Eversource and Unitil had come through and completed their final walk through for the energy savings incentive programs. He stated that combined there will be approximately \$100,000 coming from the two. Mr. Nourse stated that the building had been given a Occupancy Permit (OP) for the administrative spaces, but the rest of the building OP is pending the installation of an arc fault interrupter. He explained that the administrative and engineering staff would move to the new location on 12/22/2021 and the Utility Billing

Staff will be moving on 12/28/2021. He mentioned that the New City Council will be touring the building on 1/7/2021.

5. 45 Old Dover Road – Environmental Assessment -

Mr. Nourse stated that the Phase 1 Assessment was completed last summer and there were 9 Recognized Environmental Conditions (REC) based on documented spill events that had occurred at the facility. He stated that the Phase II Assessment looked at these sites and others for hazardous contaminants. They used ground water monitor wells, borings and soil sampling. Among others contaminants they looked for PCBs, VOCs, CVOCs (Chlorinated Volatile Organic Compounds) and 1,4-Dioxane and PAH's. He stated that given the facility history, these are some of the contaminants you might find. Mr. Nourse stated that the findings noted elevated PAH and Arsenic slightly above the ambient groundwater standard and PFOS just at the ambient ground water standard of 12 parts per trillions. He quoted the report stating "The Phase II findings did not support and/or did not strongly support the 9 REC that had been reported." He stated that elevated levels of PAH and Arsenic may not make the property suitable to unrestricted residential land use, if future development for residential use is considered it may require additional sampling and soils management to assess extent of PAHs and Arsenic Levels in the soil and to mitigate potential risk. Mr. Nourse stated that overall the report is favorable and complete. He stated that it will be sent in to EPA for approval, but for now the City Council can reference the report and determine how they would like to market the site. He stated the City's assessed value of the two parcels that make up the site is \$2,314,500.00. Councilor Hamann discussed marketing sooner rather than later. Mr. Nourse mentioned that the facility will be occupied until March and then it would take several months to clean out.

6. Stormwater – Long Term Management Program:

Mr. Nourse stated that the DPW will be submitting a request in the FY2023 Budget for a Storm Water Feasibility Study. The agreement with the Conservation Law Foundation (CLF) requires that a Storm Water Utility must be considered by February of 2024. This study will meet that criteria and give the City the information to consider the financial implications of developing a Storm Water Utility and the processes for treating storm water. Mr. Nourse shared the six topics to be considered in a Storm water Feasibility Study:

1. Financial – What does it cost now to comply with the regulations and what would it cost in the future.
2. Rate based Development – parcel land use data / rate methodology
3. Public Out Reach
4. Credit incentive program required by RSA
5. Billing / Funding Alternatives
6. A Storm Water Utility Ordinance that specifies fees, credits program and governance of the funds.

Mr. Nourse stated that historically these storm water management has been funded by the general fund, which are the tax payers. This includes street sweeping, catch basin cleaning and drainage facility cleaning. There are alternatives for funding that could include funding the storm water operation with permit fees or creating a Storm Water Utility that would operate as an enterprise fund like the water and sewer funds. He stated that there are pros and cons to each of these methods. Mr. Nourse stated that a

Storm Water Task Force would be developed to guide the feasibility study. The task force would be made up of City Staff, City Decision makers (Councilors) and Business owners. Mr. Nourse stated that he is starting to develop a list of knowledgeable staff members to ask to participate. He stated that typically it would be the City Manager, the City Engineer, Director of Finance, Director of Planning, GIS Coordinator, a representative from the Public Works Committee, and another City Councilor. He stated that members from the public an industry owner, business people or someone from the Chamber of Commerce.

7. **Other:**

NHDOT Spaulding Turnpike Sound Barrier Project / Toll Booth Removal –

Councilor Gray stated that there are residents bordering this project area that have concerns. He stated that he is working with NHDOT to have meeting with the residents at the new DPW Facility in January. He stated that there would be residents and representatives from NHDOT at the meeting.

Brock Street – Councilor Walker stated that the Unutil Cuts on Brock Street have recessed and should be patched in the spring.

Winter Operation – Mr. Nourse stated that many of the City’s plow staff are new to the City and some our new to plowing anywhere. He expects this year to be a learning year for them. He asked that if the Councilors receive any complaint they pass them on to him and he will be sure to address them.

Phosphorus / Metals Permit – Mr. Nourse stated that he has concern that the City may receive a new draft permit regarding the phosphorus discharge limits at the WWTP. He wanted to let the Committee know that he is planning to have the legal team in to update the new City Council with these new concerns regarding phosphorus and to bring them up to date on the nitrogen permit negotiations of the last several years.

Pavement Conditions Assessment – Mr. Nourse informed the Committee that the high tech vehicle has been in the City recently and that they have gathered all of the information to update the pavement conditions index (PCI). He explained that this \$1 million dollar van is used to gather all of the pavement conditions and he explained that this is completed about every 5 years. He said the update will not be available to much later in the year. He explained that the last time the PCI was run, with the approximate 1 million in funding, Estes Road came up to be reclaimed and paved. He said to do this road correctly it will likely eat up all of this year’s pavement rehabilitation funds and the new PCI information will be used in next year’s recommendations.

Councilor Hamann stated that as it was Councilor Walkers last night as the Chair of this Committee he would like to thank Councilor for the years of service on the Public Works Committee. He thanked him and stated that wished the Councilor well.

Councilor Walker adjourned the meeting at 7:42 pm.

Minutes respectfully submitted by Lisa J. Clark, City of Rochester Administration and Utility Billing Supervisor.



State of New Hampshire

DEPARTMENT OF ADMINISTRATIVE SERVICES

Division of Procurement Support Services

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603.271.3201

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Deputy Commissioner
603.271.2059

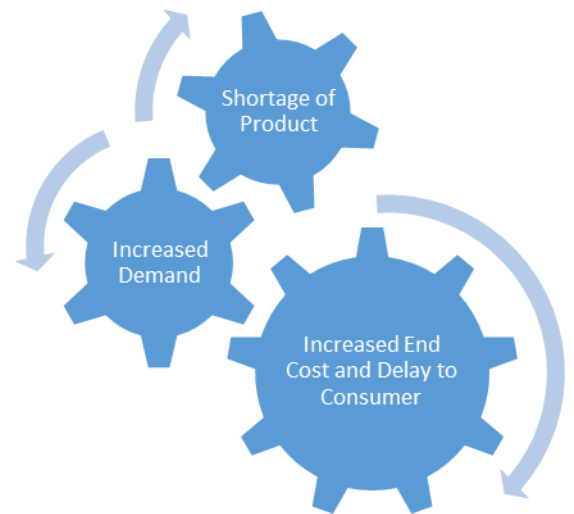
Gary S Lunetta
Director
603.271.2201

Comprehensive Market Analysis Supply Chain Shortages Affecting Daily Business for Public Sector

The Division of Procurement and Support Services (DPSS), through market research and continuous monitoring of supply chain volatility, are working to mitigate risk and minimize interruption to daily operations in State government.

Notable Market Conditions:

- Imported goods from China exceeds 20% in 2021 an 8% increase from 2020
- Consumer Price Index exceeded 5% in 2021 (highest increase in 13 years)
- Raw material costs increased from 30-300% or more (cotton, rubber, steel, oil, etc.)
- Ocean Freight experienced 300 – 500% increase in cost across 4 major routes
- US ground freight currently 17:1 load to available truck ratio
- CDL driver shortage projected to exceed 80,000 drivers nationwide 2022



What does this mean for our State of New Hampshire agencies?

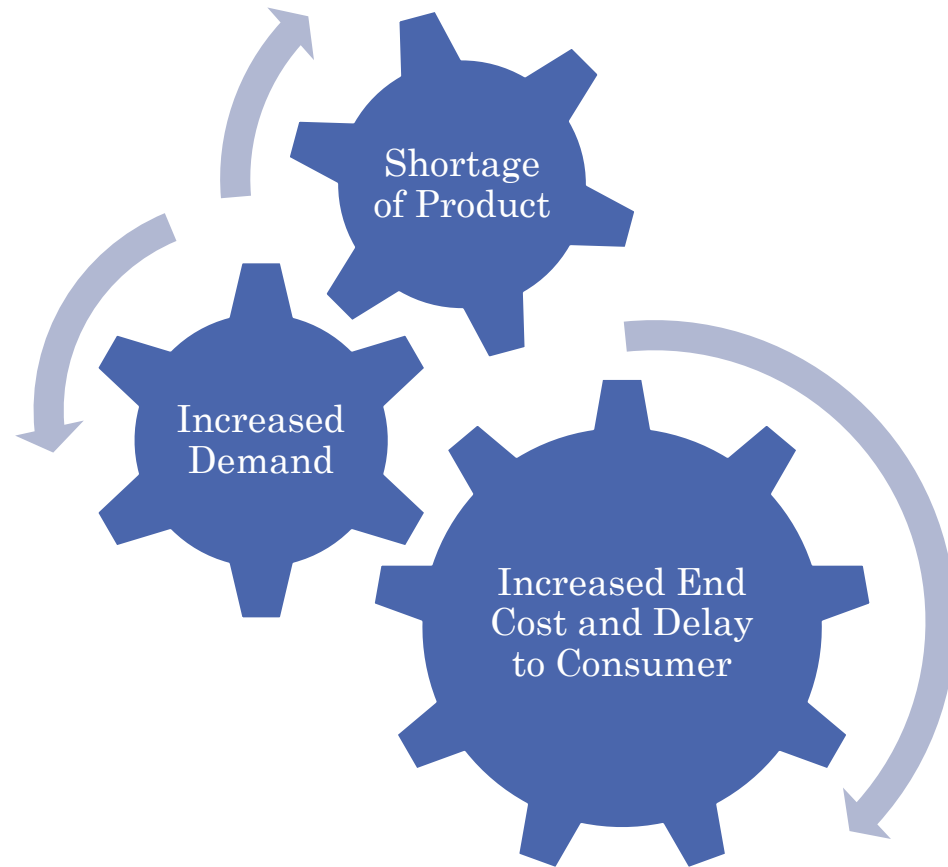
With inflation and supply chain shortages due to continue well into 2023, we ask that agencies maintain market awareness and remain nimble. Emphasis should be placed on planning for cost increases during budgeting process. Leverage DAS Procurement resources to identify viable alternative options and consider cost to repair vs cost to replace. Please know DPSS is consistently working hard as your partner to secure best pricing, and mitigate as much risk as possible for the State of New Hampshire. DPSS continues to strive to provide best-in-class customer service delivery to all Agencies.

Comprehensive Market Analysis

Supply Chain Shortages Affecting Daily
Business for Public Sector



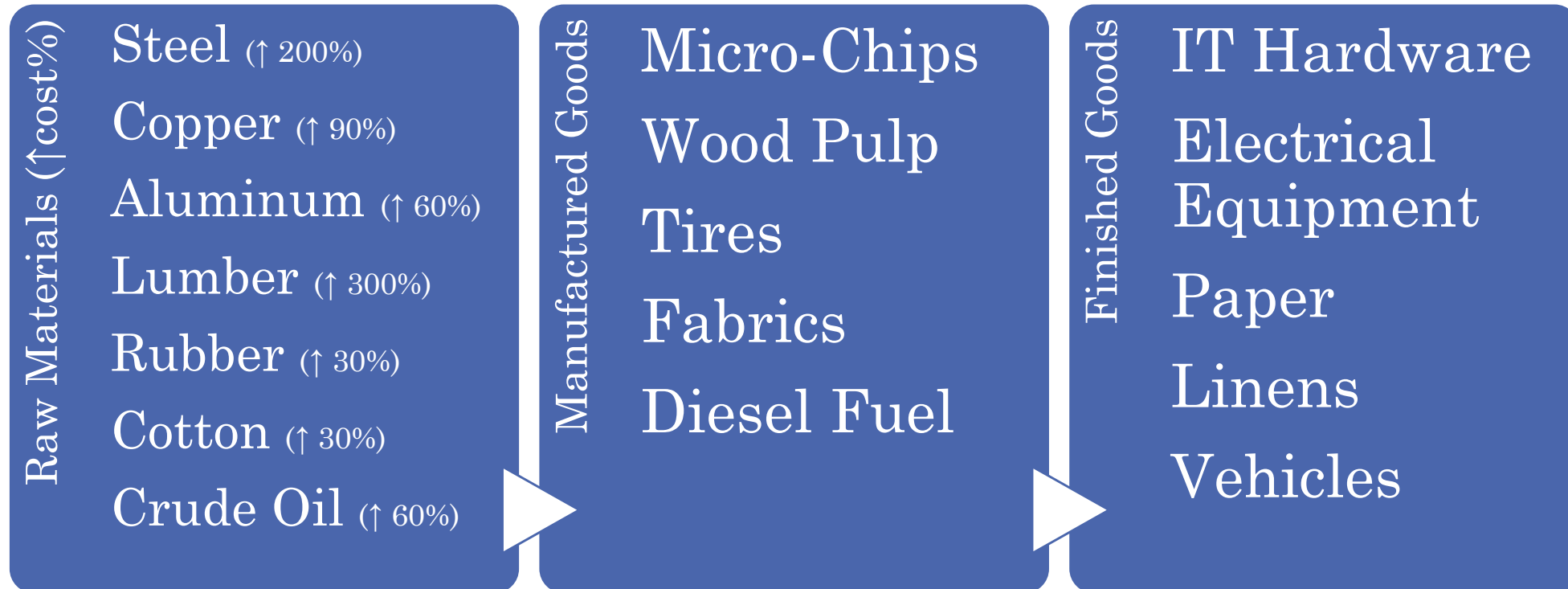
Global Supply Chain Increasingly Dependent upon Imports from Asia



- Imported goods from China exceeds 20% in 2021 an 8% increase from 2020
- Power outages and staffing shortages at Chinese factories, lead to shipment delays in the US
- Consumer Price Index (CPI) reflects a 5% increase from prior year, highest inflation rate in 13 years
- Raw material shortages, labor shortages, fuel price increases and transportation capacity constrained

Major Impacts to Supply Chain

Due to a heavier reliance on Asian supply coupled with domestic and international labor shortages, the supply chain has been compromised resulting in significant price increases and extended delivery times. This shift in the market is forecasted to extend into fiscal year 2023.



Increases in Oceanic Freight Cost

- Global Container Index (GCI) : weighted average of 12 shipping routes between US, Asia, Europe, and South America
- GCI: \$1,325 on Nov 2019 increased to \$10,321 Nov 2021 (per container)
- Record High GCI \$10,380 Aug 2021
- GCI Asia to West Coast USA \$17,478
GCI West Coast USA to Asia \$1,068
- Increased freight cost conveyed to manufacturers and consumers

GCI As Reported by Freightos Data



Port Congestion Contributing to Inventory Shortfalls

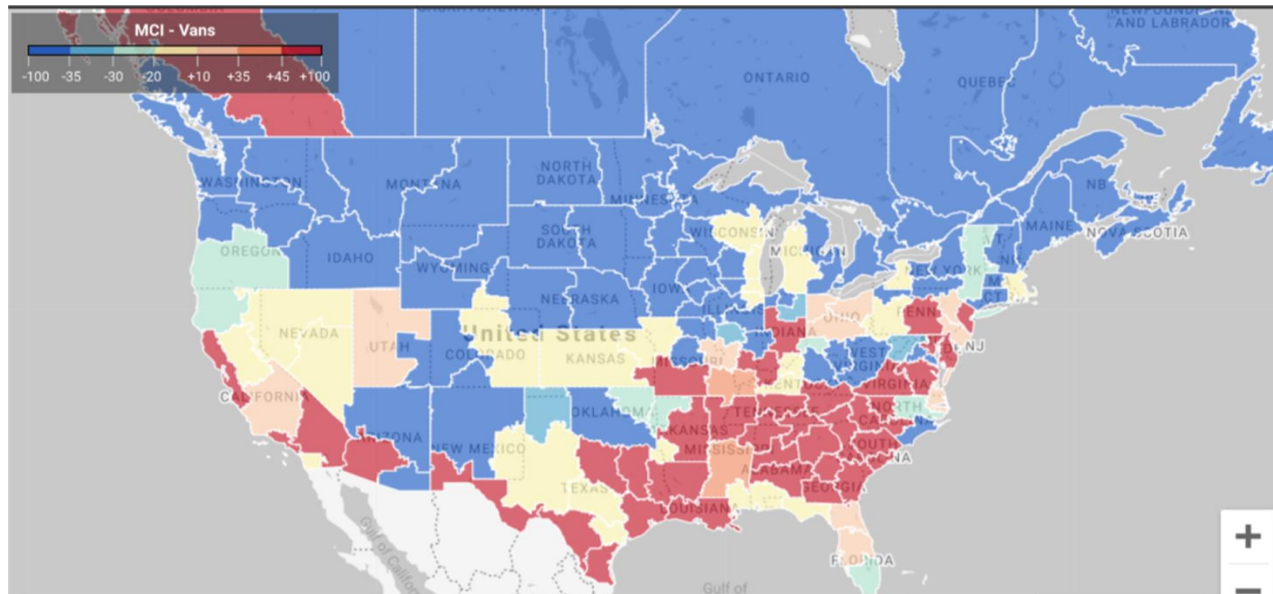
- Sept 2021, more than 100 cargo vessels anchored at California ports; over 20 at Georgia as consumer demand grows
- US anticipates receipt of 26M containers in 2021, a 18% or 2M increase from 2020
- Increase in port operations time to 24/7 ineffectual due to labor/drivers shortages



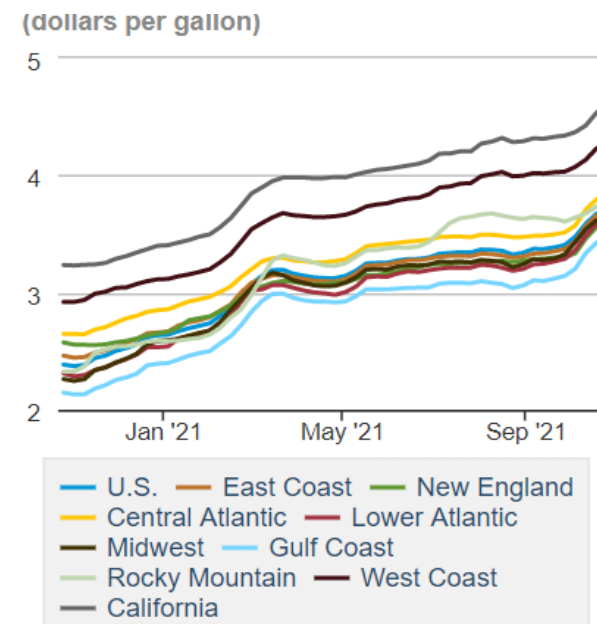
Market Condition Index (MCI) : Overwhelmed Trucking Logistics

- US Ground freight currently 17:1 load to available truck ratio
- Steel and microchip shortage is affecting vehicle availability
- Diesel fuel prices continue to increase due to crude oil shortage
- CDL driver shortages

MCI Trucking Demand/Freight Congestion



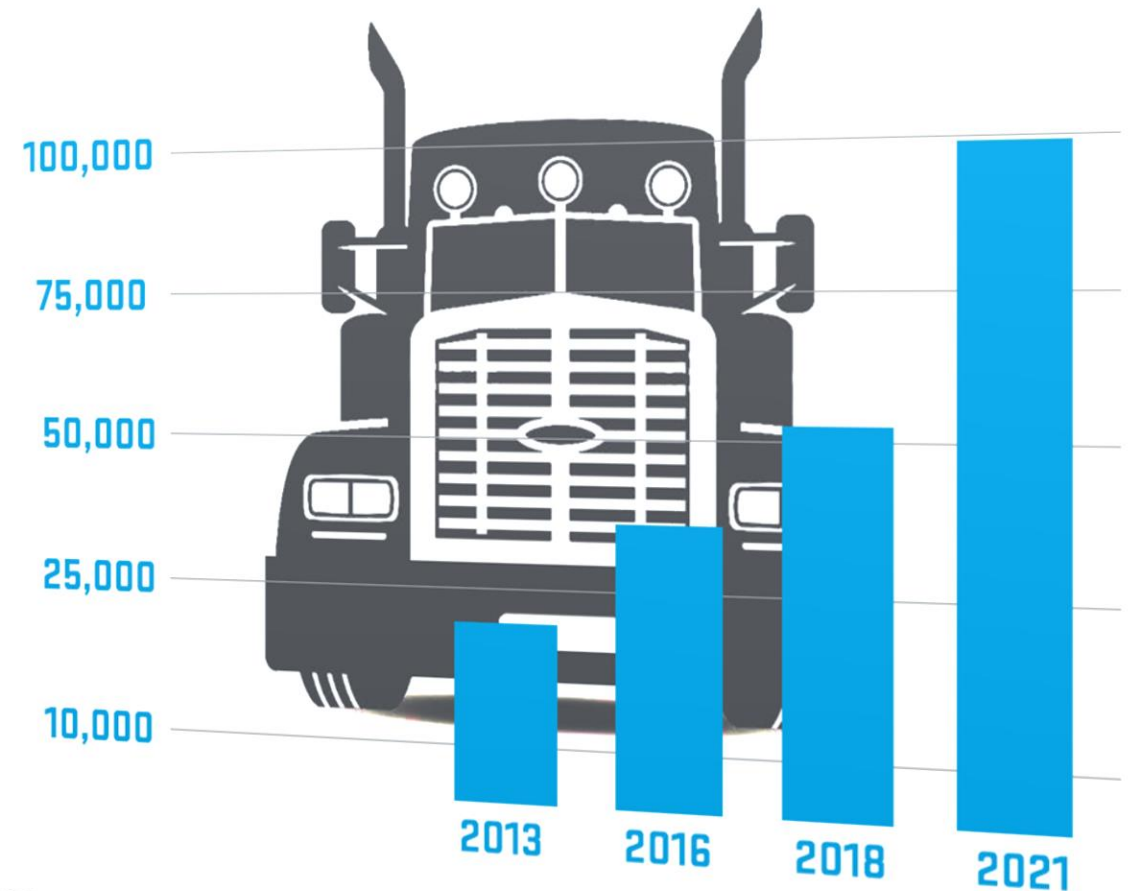
On-Highway Diesel Fuel Prices



Labor Shortage

- Millions of Americans sluggish to return to workforce leaving companies short staffed, and creating further delays in the supply chain
- Labor shortage; hardest hit industries: transportation, manufacturing, and construction
- Transportation industry shortage of 60-80K drivers, expected to double in next 5 years
- Manufacturing industry reports current shortage of 500K workers

DRIVER SHORTAGE



How will this affect my Agency's Procurement Needs?

Challenges

- Inflation projected to continue through fiscal year 2023
- Increased costs, budget impact
- Continued delays on most products and services
- Limited preferred product availability
- Contractors unwilling to engage in firm fixed price contracts

Strategies

- Leverage DAS Procurement resources and Statewide contract partners
- Maintain market awareness, and remain nimble
- Plan for cost increases during budget process
- Identify viable alternatives
- Weigh cost to repair vs replace
- Consider deferring acquisitions until market conditions normalize



Contact the
Bureau of
Purchase &
Property with
any questions
or concerns
regarding State
Contracting and
State
Procurement
Guidance

State of New Hampshire
Department of Administrative Services
Division of Procurement & Support Services

Bureau of Purchase & Property

PRCH.web@das.nh.gov 603.271.2201

Resource Index

[Supply Chain Bottlenecks Will Likely Continue for the Remainder of the Year | Poole Thought Leadership \(ncsu.edu\)](#)

[Steel prices 2021 chart: Price of steel up 200%. When will the bubble pop? | Fortune](#)

[Why Are Prices Skyrocketing in Wire & Cable Products? | News \(lapptannehill.com\)](#)

[Lumber prices 2021 chart: Why is price of lumber up 288% even with U.S. wood production at its highest levels since 2007? | Fortune](#)

[Freight Rate Index / Freightos Baltic Container Index](#)

[Port Congestion Intensifies, Likely to Continue Into 2022 \(asicentral.com\)](#)

[Port Congestion: An Economic Threat \(ncbfaa.org\)](#)

[Gasoline and Diesel Fuel Update - U.S. Energy Information Administration \(EIA\)](#)

[Market Conditions Index - DAT](#)

[Low labor force participation is holding back N.H.'s economy - THE JOSIAH BARTLETT CENTER FOR PUBLIC POLICY \(jbartlett.org\)](#)

[\\$ 2021 Economic Analysis Report -times new roman.indd \(nh.gov\)](#)

[Wanted: 80,000 truck drivers to help fix the supply chain – CNN](#)

[40+ Must-Know Trucking Industry Statistics in 2021 - JW Surety Bonds Blog](#)

[truck driver shortage 2021 statistics by us state - Bing images](#)

[Small Business And The Staffing Shortage By Industry \(forbes.com\)](#)

[American factories are desperate for workers. It's a \\$1 trillion problem – CNN](#)

[What Does the US Import from China? Import Data & 2021 Statistics \(junglescout.com\)](#)

From: [Donald Hamann](#)
Sent: Wednesday, February 9, 2022 10:30 AM
To: [Peter Nourse](#); [Lisa Clark](#)
Cc: [John LaRochelle](#)
Subject: RE: Being a resource person on Public Works Committee

Peter
Your thoughts on Councilor LaRochelle's proposal below.

Lisa,
Please add to PW agenda



Donald J Hamann
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Donad.hamann@rochesternh.net
603-332-9246

From: John LaRochelle <john.larochelle@rochesternh.net>
Sent: Sunday, February 6, 2022 1:40 PM
To: Donald Hamann <donald.hamann@rochesternh.net>
Cc: Paul Callaghan <paul.callaghan@rochesternh.net>; Blaine Cox <blaine.cox@rochesternh.net>
Subject: Being a resource person on Public Works Committee

Hi Don,

I would like to volunteer to be a technical resource person for the Great Bay eelgrass issue. Given my background in science, I think I can contribute in this area. To this end, I will try to educate myself on this topic and research questions of a technical matter. Perhaps others (Council, staff, public, etc.) may have an interest in this issue and may work together. If we want to formalize a team around any technical issue, the Mayor could form an ad hoc committee.

At the next Public Works meeting, we may want to consider who may want to lead on or participate in given technical issues.

Perhaps you can make this an agenda item with enough detail so that the members can think about what technical issues that they would like to lead and/or participate.

As I have a Ph.D. in analytical chemistry and created analytical methods for the measurement of pesticide residues at very low levels as a Dupont Chemist, I would also like to be a resource person for PFAS issues and any other issues that involve measurement. I also have a good background in statistics that gives me some insight into measurements. For example, most of the results reported for PFAS do

not meet the scientific guidelines for "significant" figures. When I taught chemistry at St. John's University in Minnesota, I covered "significant figures" as a topic. A student could lose a few points if they expressed an answer with too many "significant figures". Unfortunately with the advent of calculators that give results to 10 or more numerals, some simply report what the calculator presents without any thought to the implication. When I see results reported with what is obviously too many significant figures, I question the qualifications of the person who is writing the report and perhaps the persons who generated the data.

By establishing a lead person in a technical area, every member of the Committee does not have to research technical issues in depth. Of course, we have access to knowledgeable City staff and perhaps the lead may be a staff person and Public Works Committee members may want to work with the staff person/s. For example, I see collaboration with myself and David Green. I am also open to the idea that we may not need additional leadership/membership in technical areas of the Great Bay issue.

I am looking forward to our first meeting.

John