

STATE PROPERTIES REVIEW BOARD

Minutes of Meeting Held On June 26, 2017 450 Columbus Boulevard, Hartford, Connecticut

The State Properties Review Board held its regular meeting on June 26, 2017 in Suite 2035, 450 Columbus Boulevard, Hartford, Connecticut.

Members Present: Edwin S. Greenberg, Chairman
John P. Valengavich, Secretary
Jack Halpert

Members Absent: Bruce Josephy, Vice Chairman

Staff Present: Brian A. Dillon, Director
Mary Goodhouse, Real Estate Examiner

Chairman Greenberg called the meeting to order.

Mr. Valengavich moved and Mr. Halpert seconded a motion to enter into Open Session. The motion passed unanimously.

OPEN SESSION

ACCEPTANCE OF MINUTES OF JUNE 19, 2017. Mr. Valengavich moved and Mr. Halpert seconded a motion to accept the minutes of June 19, 2017. The motion passed unanimously.

OTHER BUSINESS

Discussion with DCS representatives on the status on pending contract submittals. At the Chairman's recommendation, this item was moved to the top of the agenda. DCS Deputy Commissioner Pasquale Salemi, and DCS Chief Architect David Barkin joined the meeting at 9:35 a.m. The Board and the DCS representatives discussed a range of issues, including process improvement regarding the use and adequacy of a \$25,000 contingency fee that has been recently included in some design contracts. The Board also discussed the lack of uniformity in rates for construction administration services provided by the on-call consultants, with DCS explaining the steps taken in the newest contract series to obtain and negotiate rates that are more uniform. Deputy Commissioner Salemi left the meeting at 10:20 a.m. Mr. Barkin left the meeting at 10:25 a.m.

COMMUNICATIONS

Department of Transportation Report of Property Acquisitions. As required by CGS Section 13a-73(h), the Board received a report from DOT dated June 5, 2017 listing property acquisitions, not in excess of \$5,000, processed during the month of May 2017.

REAL ESTATE- UNFINISHED BUSINESS

REAL ESTATE – NEW BUSINESS

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PRB #	17-171	Transaction/Contract Type:	RE / Voucher
Origin/Client:	DOT/DOT		
Project Number:	300-149-004		
Grantor:	Thinklogical Real Estate, LLC		
Property:	100 Washington Street, Milford		
Project Purpose:	NHL-Positive Train Control Project		
Item Purpose:	DOT Acquisition of 7,064± SF easement for access to railroad right of way limited to travel only and 1,066± SF easement for access and parking of project related vehicles.		

Staff has requested information on this project from the DOT. Based on SPRB Staff research, Positive Train Control (PTC) is an advanced system designed to automatically stop a train before certain accidents occur. In particular, PTC is designed to prevent: train-to-train collisions; derailments caused by excessive train speed; and train movements through misaligned track switches. The main concept of PTC is that the train receives information about its location and where it is allowed to safely travel, also known as movement authorities. Equipment trackside and on board the train then enforces this, preventing unsafe movement. The equipment on board the locomotive must continually calculate the trains' current speed relative to a speed target some distance away governed by a braking curve. If the train risks not being able to slow to the speed target given the braking curve, the brakes are automatically applied and the train is immediately slowed. The speed targets are updated by information regarding fixed and dynamic speed limits determined by the track profile and signaling system.

Most current PTC implementations also use the speed control unit to store a database of track profiles attached to some sort of navigation system. The unit keeps track of the train's position along the rail line and automatically enforces any speed restrictions as well as the maximum authorized speed. Temporary speed restrictions can be updated before the train departs its terminal or via wireless data links. The track data can also be used to calculate braking curves based on the grade profile. The navigation system can use fixed track beacons or differential GPS stations combined with wheel rotation to accurately determine the train's location on the line within a few feet. While some PTC systems interface directly with the existing signal system, others may maintain a set of vital computer systems at a central location that can keep track of trains and issue movement authorities to them directly via a wireless data network.

The new M8 rail cars that provide train service on Metro-North Railroad's New Haven Line are designed to be enabled with PTC from the time they enter service.

The subject property is 2.96 acres improved with an office/warehouse constructed in 2000. The zone is CDD1/Corridor Design Development. The highest and best use is the present use. The property's southerly boundary is the railroad right of way operated by Metro North Commuter Railroad. Because the DOT project will not significantly impact the building or its use, the DOT appraisal only considered the impact of the project on the site as though vacant.

DOT will acquire a 7,064 SF easement for access to the railroad right of way from Washington Street. The access easement is about 15 feet wide and the distance to the rail line is approximately 440 feet. At the terminus of this access easement, DOT is acquiring an easement of 1,066 SF which is for access and parking of vehicles of Metro North, the DOT, and/or the assigns. Neither easement can be used for

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storage of equipment of materials. The access easement from the street to the rail right of way is asphalt paved; the DOT use cannot impede use of the area by others.

Based on comparable sales in Milford and Norwalk, the DOT Appraiser determined a unit value of \$20.00/SF for the site. A 2016 sale on Bridgeport Avenue (Route 1), Milford was of a 1.33 acre vacant commercial parcel, approved for an 85,000 SF self-storage facility. This sale was made at the rate of \$31.07/SF. Similarly, a vacant 1.26 acre site, also on Bridgeport Avenue, Milford, formerly owned by the Knights of Columbus, sold in 2015 for \$30.06/SF. Based on \$20.00/SF, damages were estimated at \$26,500.

Staff recommended approval of the item. The acquisition complies with Section 13a-73(c) of the CGS which governs the acquisition of property by the commissioner of transportation required for highway purposes. The amount of damages is supported by the data and analysis in the DOT appraisal report.

PRB #	17-173	Transaction/Contract Type:	RE / Exchange of Property
Origin/Client:	DOT/DOT		
Project Number:	151-87-88-109A		
Second Party:	City of Waterbury		
Property:	Southeasterly and Northwesterly sides of CT Route 8, Waterbury		
Project Purpose:	Exchange of Property pursuant to Section 8 of Public Act 16-1		
Item Purpose:	DOT Acquisition from the City of Waterbury of 37,914± SF of land on the southeasterly side of CT Route 8 and a DOT Release to the City of Waterbury of 125,163± SF of land in the northwesterly side of CT Route 8, pursuant to the requirements of the Public Act.		

The above referenced land exchange was approved by the Board under PRB #17-112 at its meeting held on May 15, 2017. When the Quitclaim Deed from the City of Waterbury was reviewed by the Office of the Attorney General, OAG required that it be redrawn and re-executed.

The first paragraph on page 1 of the deed omitted the words, “with Quitclaim Covenants.” The deed has been corrected and re-executed by the City of Waterbury, Neil M. O’Leary, Mayor, duly authorized, on June 6, 2017.

Staff recommended approval of the corrected Deed from the City of Waterbury to the State of Connecticut, to complete the property exchange between DOT and the City of Waterbury. The conveyance is mandated by and consistent with Section 8 of Special Act 16-1, May Special Session. The legal description is consistent with the property surveys provided to the Board and referenced in the Quitclaim Deeds. Regarding the transfer to the City, DOT preserves the no access highway lines affecting Route 8. DOT reserves an easement for highway purposes 20 feet in width along the northwest side of Route 8, as well as easements necessary to access and maintain drainage facilities, and a bridge wingwall.

ARCHITECT-ENGINEER - UNFINISHED BUSINESS

ARCHITECT-ENGINEER – NEW BUSINESS

OTHER BUSINESS

The Board took the following vote in Open Session:

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PRB FILE #17-171 – Mr. Valengavich moved and Mr. Halpert seconded a motion to approve PRB File #17-171. The motion passed unanimously.

PRB FILE #17-173 – Mr. Halpert moved and Mr. Valengavich seconded a motion to approve PRB File #17-173. The motion passed unanimously.

The meeting adjourned.

APPROVED: _____ **Date:** _____

John P. Valengavich, Secretary