

STATE PROPERTIES REVIEW BOARD

Minutes of Meeting Held On February 27, 2020 450 Columbus Boulevard, Hartford, Connecticut

The State Properties Review Board held a Meeting at 9:30AM on February 27, 2020 in Suite 2035, 450 Columbus Boulevard, Hartford, Connecticut.

Members Present:

Edwin S. Greenberg, Chairman
Bruce Josephy, Vice Chairman
John P. Valengavich, Secretary
Jack Halpert
Jeffrey Berger
William Cianci

Members Absent:

Staff Present:

Dimple Desai
Thomas Jerram

Guests Present

David Collins, New London Day
Kevin Blacker, Noank, CT

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

1. ACCEPTANCE OF MINUTES

Mr. Valengavich moved and Mr. Berger seconded a motion to approve the minutes of the February 24, 2020 Meeting. The motion passed unanimously. Secretary Valengavich, Mr. Halpert and Mr. Berger abstained from the vote.

2. COMMUNICATIONS

Director Desai informed the Board that there was no communication to share with the Board. However, Mr. Kevin Blacker who was sitting in the audience informed the Board that he had sent a letter overnight to the Board and that the Board should have it for review. Desai informed him and the Board that there was no such communication from Mr. Blacker. Tom Jerram went to the mail room designated for the North Tower agencies to check if there was a mail from Mr. Blacker. The Board did receive the mail but it was delivered to a shared mail room where the mail is sorted to be distributed to the respective agencies. A copy of Mr. Backer's communication is attached to these meeting minutes.

Staff informed the Board of local newspaper articles related to the sale of 25 Sigourney Street, Hartford, that the Board approved on June 24, 2019, under PRB #19-111.

3. REAL ESTATE- UNFINISHED BUSINESS

Mr. Valengavich moved and Mr. Berger seconded a motion to go out of Open Session and into Executive Session at 10:28. The motion passed unanimously.

EXECUTIVE SESSION

For discussion purposes only

PRB # 19-185-A **Transaction/Contract Type:** AG/PDR
Origin/Client: DoAG/DoAG

Statutory Disclosure Exemptions: 1-200(6) & 1-210(b)(7)

Mr. Valengavich moved and Mr. Halpert seconded a motion to go out of Executive Session and into Open Session at 10:47. The motion passed unanimously.

OPEN SESSION

4. REAL ESTATE – NEW BUSINESS

PRB # 20-028
Transaction/Contract Type: DOT/CPA
Origin/Client: RE / Legislative Conveyance
Project Number: 94-95-54C
Grantee: Connecticut Port Authority
Property: New London, State Pier Rd (32± acres)
Project Purpose: Conveyance of Land Pursuant to Public Act No. 15-5(9)-June Special Session
Item Purpose: Quit Claim Deed

Mr. Collins and Mr. Blacker were in attendance for the Board's review of this conveyance of land pursuant to Section 9 of the June Special Session, Public Act 15-5. Chairman Greenberg and the Board extended a courtesy to permit both attendees the opportunity to ask questions with respect to the conveyance.

A summary of the conveyance is as follows:

1. The Quit Claim deed is consistent with Section 9 of Public Act 15-5, which contemplates the future conveyance of real estate to the Connecticut Port Authority.
2. The conveyed land encompasses approximately 32 acres at the New London State Pier.
3. CGS 15-31(b)(15) does not require the authority to seek SPRB approval on most real estate contracts however, the legislation specifically states "the authority shall not convey fee simple ownership in any property associated with the ports or harbors under its jurisdiction and control without the approval of the State Properties Review Board and the Attorney General.
4. The deed description is consistent with the DOT release map.

The Public Act Language is as follows:

Sec. 9. (NEW) (*Effective July 1, 2015*) (a) The Connecticut Port Authority and the Commissioner of Transportation shall enter into one or more memoranda of understanding that will facilitate the authority's governance of the ports and harbors of the state, and provide for an orderly transition and transfer of ownership, jurisdiction or authority to control, operate and maintain such ports and harbors from the Department of Transportation to the authority. Such memoranda of

understanding shall include, but not be limited to: (1) Those assets, funds and accounts, contracts and liabilities, powers and duties associated with the ports and harbors of the state that will be transferred to the authority, whether by deed, lease, management contract, agency agreement, assignment or assumption, and the manner of such transfer; (2) the time or times when such transfers shall be effective; and (3) the reimbursement to the state for the services provided under any memorandum of understanding. The memoranda of understanding shall provide for the lease, assignment or transfer of ownership, jurisdiction or authority to control the ports and harbors, together with all assets, funds and accounts, contracts and liabilities, powers and duties and the manner and timing of any such lease, assignment or transfer. The authority, from time to time, shall advise the Department of Transportation of its readiness to accept any such lease, assignment or transfer in accordance with such memoranda of understanding, and such leases, assignments or transfers shall not be unreasonably delayed or withheld. If any bonds or other obligations issued under any provision of the general statutes for projects or purposes relating to ports and harbors remain outstanding, the Treasurer shall also be party to any such memorandum of understanding. Once any such power, duty, asset, fund or account, contract or liability shall have been transferred to the authority, the commissioner shall not thereafter exercise any such power, perform such duty or take action with respect to any such asset, fund or account, contract or liability.

(b) No memorandum of understanding entered into between the authority, the commissioner and the Treasurer, if applicable, shall provide for any powers to be ceded to the authority, any duties to be assumed by the authority or any transfer of assets, funds or accounts, contracts or liabilities to the authority if such cession, assumption or transfer shall contravene any contract now extant between the state and any other party including, without limitation, any bonds or other obligations issued pursuant to any provision of the general statutes for projects or purposes relating to ports and harbors or any trust indenture or other agreement with respect to such bonds or other obligations. The Treasurer, the commissioner and the authority, and each of them, shall enter into such agreements, amendments, consents, assignments, supplemental indentures and other documents and instruments necessary to provide for such cession, assumption or transfer. The authority may, with the consent and approval of the Treasurer, assume the obligations of the state as issuer of any bonds, notes or other obligations issued under any provision of the general statutes for projects or purposes relating to ports and harbors that remain outstanding, and thereafter to indemnify and release the state from all liability and expense relating to such obligations. Any such assumption by the authority and release of the state shall be subject to the terms and provisions of any indenture securing such bonds, notes or other obligations of the state and approval of the State Bond Commission.

(c) The authority shall further do all acts and things necessary by federal or state law, rule or regulation or relevant contractual requirements to effect the lease, assignment or transfer of ownership, jurisdiction or authority to control, operate and maintain the ports and harbors of the state in the manner deemed by the authority to be in its best interests whether by deed, lease, management contract, agency agreement, assignment or assumption, all to the extent contemplated by such memoranda of understanding. The Department of Transportation shall receive no compensation in consideration of any such leases, assignments or transfers. Upon satisfaction of all such requirements, the authority, from time to time, shall notify the Department of Transportation of its readiness to accept such leases, assignments or transfers with respect to the ports and harbors of the state and all documents and contracts necessary to effect such leases, assignments or transfers shall be executed.

While no specific notice from CPA was provided to DOT regarding accepting the transfer of ownership, the Harbor Development Agreement signed on February 11, 2020 by CPA Chairman David Kooris, explicitly states in Section 2.1- Term – shall be in full effect as of the “Effective Date”... “(b) the date of effective transfer of title by deed to the Site from the Connecticut

Department of Transportation to the Authority;” and that if the “Effective Date” has not occurred on or before March 11, 2020, the Agreement automatically terminates.

2.1 Term

This Agreement shall be in full effect as of the “Effective Date”, which shall mean the later of (a) the Execution Date, or (b) the date of effective transfer of title by deed to the Site from the Connecticut Department of Transportation to the Authority; and shall remain in full effect until the earlier of (a) Final Acceptance, in accordance with the terms and conditions of this Harbor Development Agreement of the Project, or (b) the date that this Agreement is terminated as provided for in Section 16 (collectively, the “Term”). In the event that the Effective Date has not occurred on or before March 11, 2020, then the Effective Date shall be deemed not to have occurred and this Agreement shall automatically terminate and be of no further force or effect.

Staff asked DOT to clarify the following issues:

1. The proposal should be uploaded to the Sharepoint platform.
DOT Response: I was not aware of SharePoint. I will have the information uploaded by someone with access. Done. OK.
2. The Authority granted to DOT under this Public Act does not reference State Properties Review Board (SPRB) review and approval of this conveyance. Under what statutory authority is DOT requesting SPRB review and approval?
DOT Response: The statutory authority, as indicated by the quitclaim deed, is Conn Gen Stat 4b-3(f). Section 4b-3(f) references 13b-4(11) which states in part “To provide for the planning and construction of any capital improvements and the remodeling, alteration, repair or enlargement of any real asset that may be required for the development and operation of a safe, efficient system of highway, mass transit, marine and aviation transportation, provided (A) the acquisition, other than by condemnation, or the sale or lease, of any property that is used for such purposes shall be subject to the review and approval of the State Properties Review Board in accordance with the provisions of subsection (f) of section 4b-3....” It is the Department’s position, based on the foregoing, that this transaction is subject to the review and approval of SPRB. Please let me know if you believe otherwise. OK.
3. Please clarify why OPM has not approved this QC Deed prior to delivery to SPRB.
DOT Response: The Department has coordinated this transaction with both OPM and OAG. Both have reviewed and approved the draft document. I was directed to send it to you first. OK.
4. The Public Act, Sections A and C both state “The authority, from time to time, shall advise the Department of Transportation of its readiness to accept any such lease, assignment or transfer in accordance with such memoranda of understanding, and such leases, assignments or transfers....” Has CPA provided any communication to that effect?
DOT Response: The attached resolution is the only documentation that I have.
Staff Response: See Section 2.1 of Harbor Development Agreement.
5. On the survey map in the “Schedule of Title” Parcel 6 Nameaug Boat Club, Inc. is listed as conveyed by ‘Warrant’ but is listed in the Quit Claim Deed as ‘Warranty.’
DOT Response: The deed is not captioned as a “Warranty Deed” but it does contain Warranty Covenants. It appears that there is a typo on the map. OK.
6. No Source Deeds were provided to confirm the 22 acquisitions listed in the QC Deed.
DOT Response: All of the information used to draft this instrument came from the property map and the previous Transfer of Care, Custody and Control document (which neither myself or my staff drafted). OK.

RECOMMENDATION: Board approval for the legislative conveyance of real estate pursuant to June Special Session PA 15-5(9) is recommended for the following reasons:

1. This quit claim deed transfers the State’s fee interest to the property of which DOT previously transferred Care, Custody and Control Agreement (“Agreement”) to the Port Authority in June 27, 2016 as evidenced by the Agreement recorded in the New London land records.

2. The conveyance is consistent with Section 9 of Public Act 15-5 of the June Special Session and further codified under CGS 15-31(a) through (i). The parcel to be conveyed contains approximately 32-acres and is located on State Pier Road in New London. This information is consistent with the legislative act.
3. As required by the Harbor Development Agreement, Section 2.1 “(b) the date of effective transfer of title by deed to the Site from the Connecticut Department of Transportation to the Authority;” and that if the “Effective Date” has not occurred on or before March 11, 2020, the Agreement automatically terminates.
4. The deed description is consistent with the map description.



5. ARCHITECT-ENGINEER - UNFINISHED BUSINESS

6. ARCHITECT-ENGINEER - NEW BUSINESS

PRB #	20-019
Origin/Client:	DCS/DCS
Transaction/Contract Type	AE / Amendment #1
Project Number:	BI-2B-381
Contract:	BI-2B-381-CA
Consultant:	Skanska USA Building, Inc.
Property	Hartford, Capitol Ave (165) – State Office Building & Garage
Project purpose:	Renovations and New Parking Garage Project
Item Purpose:	Amendment # 1

PROPOSED AMOUNT: \$80,103.75

On October 18, 2018, under PRB File #18-197, the Board approved Task Letter #7A to the on-call contract to provide increased CA services up to 16 months (from 8 months) and expanded CA Services at the request of DAS/DCS for full-time roadway crossing supervision pre-design study services for the expansion of the Capital Area System (“CAS”) Heating and Cooling Pipeline, totaling \$186,980.

Under this proposed **TASK LETTER #7B** with ATANE Engineers, P.C., the fee is intended to compensate the Consultant an additional \$80,103.75 for the following project scope:

Minutes of February 27, 2020 Meeting

- Expanded CA Services from July 8, 2018 to February 7, 2019 totaling \$55,680
- Expanded CA Services from February 8, 2019 to April 26, 2019 totaling \$24,423.75.

Since the award of this contract HAK/ATANE has been approved for the following tasks under this series:

• Task Letter #1	61 Woodland Street Plaza Repairs	\$32,000	(Informal)
• Task Letter #2	Sherwood Island Maint. Building	\$99,000	(Informal)
• Task Letter #2A	Sherwood Island Maint. Building	\$3,600	(PRB 16-120)
• Task Letter #3	Middletown Library Roof Replac.	\$19,250	(Informal)
• Task Letter #4	DDS Facilities Roof Replacement	\$48,160	(Informal)
• Task Letter #5	BOR Roof & Facility Repairs	\$95,000	(Informal)
• Task Letter #6	Enfield Sup. CT Roof & HVAC	\$85,550	(Informal)
• Task Letter #7	CAS Capitol Crossing	\$205,400	(PRB #16-223)
• Task Letter #7A	CAS Capitol Crossing	\$186,980	(PRB #18-197)
Total Fee to Date:		\$774,940	

DCS has confirmed funding is in place for this Task Letter #7B.

Task Letter #7- HAK Fee (PRB File #16-223)	<u>COST (\$)</u> <u>(BASIC)</u>	<u>COST (\$)</u> <u>(SPECIAL)</u>	<u>TOTAL</u> <u>COST</u>	<u>C. Budget</u> <u>(\$)</u>	<u>(%)</u> <u>Budget</u>
Pre-Construction Phases (SD through CD)	\$78,000				
Bidding Phase	\$9,750				
Construction Administration Phase	\$107,250				
TOTAL BASIC SERVICE FEE (#16-223) (A)	\$195,000			\$6,500,000	3.00%
SPECIAL SERVICES:					
Materials Testing Allowance		\$10,400			
Commissioning Allowance (TBD)		\$0			
TOTAL SPECIAL SERVICE FEE (#16-223) (B)		\$10,400			
TOTAL PROJECT FEE (A) + (B) - PRB 16-223			\$205,400	\$6,500,000	3.16%
ADDITIONAL CA SERVICES TL 7A - PRB 18-197 (A1)	\$197,380				
CREDIT FOR SPECIAL SERVICES TL 7A PRB #18-197 (B1)		(\$10,400)			
TOTAL TASK LETTER 7A FEE (A1 + B1) (PRB 18-197)			\$186,980		
ADDITIONAL CA SERVICES TL 7B - PRB 20-019 (A2)	\$80,104				
TOTAL BASIC SERVICES (A+ A1+A2)	\$472,484			\$9,411,569	5.02%
TOTAL SPECIAL SERVICES (B + B1)		\$0			
TOTAL FEE (PRB #20-019) (A+A1+A2) + (B+B1)			\$472,484	\$11,005,538	4.29%

Staff has following question for clarification:

1. What is the status of the project? What was the start date (NTP) of the project? Is the substantial completion date – May 15, 2019? Has project been closed out? If no, what activities are remaining requiring CA's services?
2. Why were there delays? What caused them and who was responsible for the delays? Will there be any claims filed by the State for these delays?
3. What were the reasons for expanded CA oversight services? Please provide documentation of hours with staffing in support of \$55,680. In October 2018, the Board approved expanded CA fees for CAS street crossings (2 days/week) under PRB #18-197 (\$36,960). Please clarify what precipitated the immediate need to expand CA services to 4 days/week, and at what point did the 4 days/week supervision commence?
4. Please provide an electronic copy of the First Amendment to CMR Contract for BI-2B-381 that incorporated BI-2B-382 into the CMR Contract.
5. Please provide 'attached summary' referenced in Atane's 5-15-2019 correspondence.
6. Please reconcile the Consultant's request for reimbursement of expanded CA services over a 35 week period, when the period of July 1, 2018 to February 7, 2019, encompasses only 31 weeks.
 - a. 11 weeks requested in #18-197 (\$36,960)
 - b. 24 weeks requested in #20-019 (\$55,680)
35 weeks total

RECOMMENDATION: It is recommended that SPRB **SUSPEND** Task Letter 7B for ATANE Engineers, P.C. to provide expanded CA services for the expansion of the CAS Heating and Cooling Pipeline until DCS provides clarifications to the questions raised.

FROM PRB #18-197

CONSULTANT FEE: \$186,980

PROJECT BRIEF

This project involves the design and construction for an extension of the Capital Area System ("CAS") Heating and Cooling Pipeline. This extension is envisioned to include the construction two new 20" Chilled Water and two new 14" Hot Water Lines. The pipeline will be extended from the North side of Capitol Avenue, connecting to the State Office Building and then down Washington Street until termination at the existing Courthouse. *The project scope does not include the on-site interconnection to existing buildings but it envisioned that upon completion of the loop;* State Government Buildings located at 80, 90 and 95 Washington Street as well as 101 Lafayette Street will be connected to the CAS. The original project scope included all of the required site-civil engineering, geotechnical engineering, environmental evaluations, MEP system design and related support such as surveys and local traffic control. In October 2015 the Board approved the contract for RMF Engineering Inc. to provide the engineering design phase services for the project under **PRB 15-242**. This approval established the initial overall construction and total project budgets at **\$6,500,000** and **\$8,290,000** respectively.

In June 2014, SPRB approved HAKS Engineers, P.C., ("HAK") (**PRB #14-166**) as one of six firms under the latest *On-Call Construction Administration Consulting Services Contract*. These contract was amended (PRB 15-283) to extend the contract for six months through March 20, 2017 and increased the maximum cumulative fee to \$1,000,000. In September 2018, HAK amended it business name with the Secretary of State to ATANE Engineers P.C. (ATANE). An expired On-Call Contract cannot be amended to reflect ATANE.

Minutes of February 27, 2020 Meeting

Since the award of this contract HAK/ATANE has been approved for the following tasks under this series:

• Task Letter #1	61 Woodland Street Plaza Repairs	\$32,000	(Informal)
• Task Letter #2	Sherwood Island Maint. Building	\$99,000	(Informal)
• Task Letter #2A	Sherwood Island Maint. Building	\$3,600	(PRB 16-120)
• Task Letter #4	State Library Roof Replacement	\$20,000	(Informal)
• Task Letter #5	DDS Facilities Roof Replacement	\$38,150	(Informal)
• Task Letter #6	BOR Roof & Facility Repairs	\$95,000	(Informal)
• Task Letter #7	Enfield Sup. CT Roof & HVAC	\$80,000	(Informal)
Total Fee to Date:		\$367,750	

TASK LETTER #7A is a new task letter and is subject to SPRB approval because the total project fee will exceed the threshold cost of \$100,000. The Total Construction and Project Budget have since been increased to **\$8,753,544** and **\$11,005,539** respectively. As detailed in the proposed Task Letter #7A with HAK/ATANE dated August 28, 2018 the task letter fee is intended to compensate the Consultant for the following project scope:

- Increase Construction Phase Services to 16 months (from original 8 months); and
- Expanded CA Services at the request of DAS/DCS for full-time roadway crossing supervision (from July 1, 2018 through January 31, 2018).

Task Letter #7- HAK Fee (PRB File #16-223)	<u>COST (\$)</u> <u>(BASIC)</u>	<u>COST (\$)</u> <u>(SPECIAL)</u>	<u>TOTAL</u> <u>COST</u>	<u>C. Budget</u> <u>(\$)</u>	<u>(%)</u> <u>Budget</u>
Pre-Construction Phases (SD through CD)	\$78,000				
Bidding Phase	\$9,750				
Construction Administration Phase	<u>\$107,250</u>				
TOTAL BASIC SERVICE FEE (#16-223) (A)	\$195,000			\$6,500,000	3.00%
SPECIAL SERVICES:					
Materials Testing Allowance		\$10,400			
Commissioning Allowance (TBD)		<u>\$0</u>			
TOTAL SPECIAL SERVICE FEE (#16-223) (B)		<u>\$10,400</u>			
TOTAL PROJECT FEE (A) + (B)			<u>\$205,400</u>	\$6,500,000	3.16%
ADDITIONAL CA SERVICES TL 7A - PRB 18-197 (A1)	<u>\$197,380</u>				
CREDIT FOR SPECIAL SERVICES TL 7A PRB 218-197 (B1)		<u>(\$10,400)</u>			
TOTAL TASK LETTER 7A FEE (A1 + B1) (PRB 18-197)			\$186,980		

TOTAL BASIC SERVICES(A + A1)	\$392,380			\$8,753,544	4.48%
TOTAL SPECIAL SERVICES (B + B1)		\$0			
TOTAL FEE (PRB #18-197) (A+A1) + (B+B1)		\$392,380		\$11,005,539	3.57%

This Task Letter #7A includes a \$10,400 credit for services not provided in Task Letter #7.

DCS has confirmed for SPRB that funding is available for this contract.

Following questions were raised by the staff for clarification:

- What caused a \$2.2 million (34.67%) increase in the Construction Budget?
- Where was asbestos identified in this project, causing an increase of \$400,000 to the budget?
- Why was the Testing Laboratory budget increase to \$90,405 from original \$5,000?
- Please clarify how DCS can request additional funding in Form 1105 due to ‘unforeseen utility conditions’ when the Engineer for this project retained a sub-consultant to mark all underground utilities in the Construction Phase, as well as the preparation of ‘Utility Relocation Plans’ in the DD Phase, and Review & Comment from the State and City & other permitting agencies in the CD Phase. Shouldn’t the Engineer have provided sufficient information to avoid these ‘unforeseen’ conditions and costs?
- If roadway crossings were in the original plan and Scope, what changed to now require Expanded Services for full-time supervision of roadway crossings?
- Please clarify the difference in language stated in Task Letter 7A ‘full time supervision of roadway crossings’ with the August 28, 2018 letter from the Consultant projects the Project Engineer will be on-site ‘2 days/week field time’
- Please clarify how the CA and CMR estimate of the construction phase were significantly different (from 8 months to 16 months).
- Please clarify discrepancies between Form 1135 (4-9-18) stating ‘Reduction in scope for materials testing’ with Form 1105 (9-25-18) stating ‘This project has additional testing’ with Supplemental Task Justification Memo (10-4-18) stating ‘Materials Testing has also been removed...and given to a 3rd party testing agency.’ There is a credit in TL7A for \$10,400. Who is paying the 3rd party testing agency?

RECOMMENDATION:

Based on responses provided by DCS email and clarification by both Kopetz and Milne from DCF, Staff recommend **APPROVAL** of this item.

7. OTHER BUSINESS

8. VOTES ON PRB FILE:

PRB FILE #20-028 – Mr. Valengavich moved and Mr. Halpert seconded a motion to approve PRB FILE #20-028. The motion passed unanimously. It was made clear during the motion that this Board action is to convey the 32 +/- acres of the property from DOT to the Port Authority per Section 9 of Public Act 15-5 of the June Special Session.

PRB FILE #20-019 – Mr. Valengavich moved and Mr. Cianci seconded a motion to approve PRB FILE #20-019. The motion passed unanimously.

Minutes of February 27, 2020 Meeting

9. **NEXT MEETING** – Monday, March 3, 2020.

The meeting adjourned.

APPROVED:


John Valengavich, Secretary

Date:

3/2/20

2/25/2020

Dear Mr. Greenberg,

I'm sending along some information
about State Pier like I said I would -
in writing

I hope with the overnight mail it
~~that~~ finds you ⁱⁿ time for the next
all
meeting

Sincerely,
Kevin Blacher

State Properties Review Board
Attn Chairman Edwin Greenberg
450 Columbus Blvd.
Suite 202
Hartford, CT 06103



Feb. 25, 2020



Dear State Properties Review Board,

Please do not approve the transfer of ownership of State Pier in New London from the CT DOT to the CT Port Authority. The corruption, carelessness, and bad judgement used by the CPA is well documented by The Day, The CT Examiner, The Courant, NPR as well as by State Auditor reports. CPA is not a trustworthy steward of one of SE CT's most valuable assets. The recently approved plan for State Pier reflects the corruption, carelessness and bad judgement of the leadership that crafted it.

All existing users of State Pier will be displaced. Conventional cargo will be excluded and only windmill components will be shipped from State Pier for the next 10 to 17 years. The plan will squander the \$12.8 million freight rail upgrade to the NEC RR that leads to State Pier paid largely by a nearly \$10 million federal TIGER Grant. The State Pier plan goes directly against the 7 Port Investment Strategies identified in the Statewide Freight plan put out by the CT DOT in 2017 with a 25 year scope (attachment 1).

The plan will fritter State Pier's ability to reduce congestion, costly road wear/maintenance and traffic fatalities by moving freight off the roads and onto the rails and water. More efficient movement of freight (rail and water) will be essential for CT to meet necessary greenhouse gas reduction goals. State Pier is the only commercial port facility with the depth of water to accommodate the full-size vessels necessary to be competitive in shipping. I want you to wrap your head around this. Last week a ship was at State Pier. 58,000 tons of salt on that ship. 22 tons of salt on a truck. Next year, when that salt business, DRVN Enterprises, is not at State Pier 2,636 triaxles will be burning up our roads coming from either New Haven or PVD to bring that salt to SE CT. And you better bet it is going to cost more, not only to accommodate that 2 hours of trucking; I believe the deal CPA crafted with Gateway violates Antitrust laws. It will result in consumer harm in the form of higher prices, fewer choices, poorer service, and less innovation.

Please issue a "final decision" nullifying the temporary lease CPA entered into with Gateway last year. Please also nullify the recently announced Harbor Development Agreement Lease between CPA, Gateway, Eversource, and Orsted. I think this law gives you the power to do that?

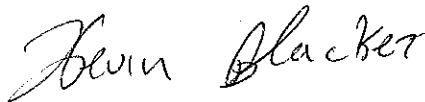
Chapter 242 Sec. 13b-53. Acquisition, construction, maintenance and operation of water transportation and related facilities. Lease or grant of interest at State Pier or navigation property. Concessions privilege: says

"The commissioner, with the approval of the State Properties Review Board, the Office of Policy and Management and the Attorney General, may lease or grant any interest at the State Pier in New London or any navigation property owned or under the control of the Department of Transportation to any person and in any manner, as the commissioner deems appropriate, except that after initiating such approval, the commissioner may temporarily lease any such interest with the approval of the Secretary of the Office of Policy and Management. A temporary lease shall be effective only until a final decision is made by the Office of Policy and Management, the State Properties Review Board and the Attorney General.

Please review ownership of State Pier in New London. Attached City of New London GIS records indicate ownership of the Pier was transferred to CPA 6/30/2016. When I asked if the SPRB had approved that transfer, Chairman Greenberg indicated he did not recall but said transfers of ownership from one state agency to another do not come before the SPRB. I argued that *CGS Chapter 264a, Sec 15-31a (a)* clearly states CPA is not a state agency. The law reads, *"The authority shall not be construed to be a department, institution or agency of the state."* CPA has a dot com web address and they are not represented by the Attorney General. The transfer of ownership from DOT to CPA should go through the proper Channels of *CGS Chapter 59 Sec. 4b-21?*

Please consider putting me on your agenda under "Other Business" so that I can come up and talk to the entire board about State Pier.

Sincerely,
Kevin Blacker
51 Main St.
Noank, CT 06340



(860) 271-1375

P.S.- I forgot to mention that a bunch of socially disadvantaged longshoremen are

going to lose their jobs because this deal at State Pier is going to kill their union which has been around for about a hundred years. They all had to sign non-disclosure agreements if they wanted to keep their jobs.... Six or eight months ago. Then a few months later they were all told they were going to be laid off.

P.S.S.- Better read that last line of *Chapter 59 Sec. 4b-3 (f)* and watch whatever CPA is doing with the Airpot Authority.

Table 3-1: Port Strategies Study, Recommended Investment Strategies

RECEIVED
APR 27 2020
State Properties Review Board

Recommendation	Implementation/Rationale
Protect and enhance liquid bulk and related energy uses	<p>The flow of petroleum products through the ports is critical to Connecticut's economy and its energy future</p> <p>Will pay economic dividends to every sector of the Connecticut economy, over time</p> <p>Significant investment in liquid bulk and related energy infrastructure already in place at the three ports</p>
Protect and enhance shipyard and ship repair services	<p>The private Thames shipyard in New London is the largest non-cargo employer among the three ports</p> <p>The State should streamline the regulatory processes for ship repair and ship building</p>
Increase dry bulk and break-bulk cargoes (Required investments: Up to \$11 million for increased rail access to New Haven, up to \$14 million for North Yard expansion, and up to \$40 million for capital incentive improvements in New London)	<p>Extend the ports' serviceable reaches into competitive regional markets</p> <p>Existing flows of salt, sand, and cement are tied to immediate local demand (highly captive and stable markets)</p> <p>Do not commit State capital without similar private commitment</p>
Increase scrap metal exports (Required investments: Up to \$400k/year for public benefit grants)	<p>Connecticut's largest export commodity by weight, of which the majority is trucked to ports outside of the State</p> <p>In order to capture a larger market share, Connecticut should partner with the three large processors, encourage smaller dealers by developing a statewide brokering system, and offer incentives as "heavyweight" containers on barge to divert traffic from congested I-95 corridor</p>
Attract wood pellet exports (Required investments: \$2-12 million for specialized handling equipment and improvements)	<p>Leverage existing rail connectivity: New England Central Railway provides direct access to Canadian and northern New England forestry production centers and has on-dock rail at the State Pier</p> <p>Support the investment in specialized infrastructure, to attract wood pellet flows through New London</p>
Compete for break bulk lumber, copper and steel imports (Required investments: Up to \$11 million for new rail connections)	<p>Break bulk commodities have traditionally been handled efficiently at the ports</p> <p>New Haven and New London could increase lumber and/or copper imports if/when housing construction rebounds in the Northeast and can also compete for various steel products</p> <p>Leverage existing rail connectivity to reach markets located in New England, Canada and the Midwest</p>
Evaluate fresh food imports	<p>Had historically been a valuable tenant at Bridgeport, but was attracted to competing regions due to inadequate port maintenance/infrastructure</p> <p>One potential fresh food anchor is the scallop and shellfish fleet in New London</p>

STATE PIER RD



Location STATE PIER RD

Mblu G10/245/4/1
State Properties Review Board

Acct# G10 0245 0004

Owner CONNECTICUT PORT AUTHORITY

Assessment \$19,014,100

Appraisal \$27,163,000

PID 6124

Building Count 4

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$8,035,500	\$19,127,500	\$27,163,000
Assessment			
Valuation Year	Improvements	Land	Total
2018	\$5,624,850	\$13,389,250	\$19,014,100

Owner of Record

Owner CONNECTICUT PORT AUTHORITY
Co-Owner
Address 500 HUDSON ST
HARTFORD, CT 06106

Sale Price \$0
Certificate
Book & Page 2173/ 187
Sale Date 06/30/2016
Instrument 15

Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT PORT AUTHORITY	\$0		2173/ 187	15	06/30/2016
CONNECTICUT STATE OF-STA	\$0		36/		01/01/1700

Building Information

Building 1 : Section 1

Year Built: 1980
Living Area: 1,152

Replacement Cost: \$117,373
Building Percent 44
Good:
Replacement Cost
Less Depreciation: \$51,600

Building Attributes	
Field	Description
STYLE	Office Bldg
MODEL	Commercial
Grade	Below Ave
Stories:	1
Occupancy	
Exterior Wall 1	Pre-finish Metl
Exterior Wall 2	
Roof Structure	Wood Truss
Roof Cover	Metal/Tin
Interior Wall 1	Plywood Panel
Interior Wall 2	
Interior Floor 1	Vinyl/Asphalt
Interior Floor 2	
Heating Fuel	Electric
Heating Type	Electr Basebrd
AC Type	None
Bldg Use	DOCKYARDS MDL-94
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	3150
Heat/AC	NONE
Frame Type	WOOD FRAME
Baths/Plumbing	LIGHT
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	LIGHT
Wall Height	8
% Conn Wall	0

Building 2 : Section 1

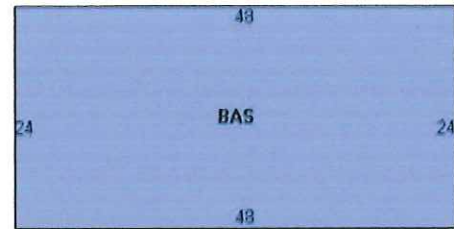
Year Built: 1948

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00\>)

Building Layout



(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketche>)

Building Sub-Areas (sq ft)			<u>Legend</u>
Code	Description	Gross Area	Living Area
BAS	First Floor	1,152	1,152
		1,152	1,152

Building Photo

Living Area: 3,200
Replacement Cost: \$259,203
Building Percent Good: 37
Replacement Cost Less Depreciation: \$95,900

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00>)

Building Attributes : Bldg 2 of 4	
Field	Description
STYLE	Service Shop
MODEL	Ind/Lg UnfinCM
Grade	Fair
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-finish Metl
Exterior Wall 2	
Roof Structure	Gable/Hip
Roof Cover	Wood Shingle
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Hot Air-no Duc
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	9011
Heat/AC	NONE
Frame Type	STEEL
Baths/Plumbing	NONE
Ceiling/Wall	NONE
Rooms/Prtns	AVERAGE
Wall Height	20
% Conn Wall	0

Building Layout



(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches>)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	3,200	3,200
		3,200	3,200

Building 3 : Section 1

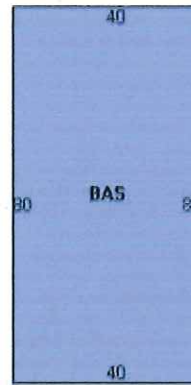
Year Built: 1975
Living Area: 3,200
Replacement Cost: \$141,007
Building Percent Good: 55
Replacement Cost Less Depreciation: \$77,600

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//default.j>)

Building Layout



(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketch>)

Building Attributes : Bldg 3 of 4	
Field	Description
STYLE	Pre-Eng Warehs
MODEL	Ind/Lg UnfinCM
Grade	Fair
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-finsh Metl
Exterior Wall 2	
Roof Structure	Steel Frm/Trus
Roof Cover	Metal/Tin
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Coal or Wood
Heating Type	None
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	9011
Heat/AC	NONE
Frame Type	STEEL
Baths/Plumbing	NONE
Ceiling/Wall	CEILING ONLY
Rooms/Prtns	LIGHT
Wall Height	16
% Comn Wall	0

Building Sub-Areas (sq ft)			
			<u>Legend</u>
Code	Description	Gross Area	Living Area
BAS	First Floor	3,200	3,200
		3,200	3,200

Building 4 : Section 1

Year Built: 1942
Living Area: 54,456
Replacement Cost: \$1,990,650
Building Percent Good: 37
Replacement Cost Less Depreciation: \$736,500

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//\00\00>)

Building Layout



(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches>)

Building Attributes : Bldg 4 of 4	
Field	Description
STYLE	Warehouse
MODEL	Ind/Lg UnfinCM
Grade	Below Ave
Stories:	1
Occupancy	1
Exterior Wall 1	Pre-cast Concr
Exterior Wall 2	
Roof Structure	Steel Frm/Trus
Roof Cover	Enam Mtl Shing
Interior Wall 1	Minim/Masonry
Interior Wall 2	
Interior Floor 1	Concr-Finished
Interior Floor 2	
Heating Fuel	Coal or Wood
Heating Type	None
AC Type	None
Bldg Use	STATE MDL-96
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	901I
Heat/AC	NONE
Frame Type	MASONRY
Baths/Plumbing	NONE
Ceiling/Wall	CEILING ONLY
Rooms/Prtns	LIGHT
Wall Height	22
% Comn Wall	0

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	54,456	54,456
		54,456	54,456

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
LDL1	LOAD LEVELERS	6 UNITS	\$7,800	4
SPR1	SPRINKLERS-WET	54456 S.F.	\$20,100	4

Land

Land Use

Use Code 901C
Description STATE MDL-94
Zone WCI1
Neighborhood SPR
Alt Land Appr No
Category

Land Line Valuation

Size (Acres) 23.64
Frontage 0
Depth 0
Assessed Value \$13,389,250
Appraised Value \$19,127,500

Outbuildings

Outbuildings						Legend
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
PAV1	PAVING-ASPHALT			200000 S.F.	\$180,000	2
DCK2	COMM DOCK			230000 S.F.	\$6,831,000	2
FN3	FENCE-6' CHAIN			5000 L.F.	\$35,000	2

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$8,035,500	\$19,127,500	\$27,163,000
2017	\$7,943,000	\$16,107,400	\$24,050,400
2016	\$7,943,000	\$16,107,400	\$24,050,400

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$5,624,850	\$13,389,250	\$19,014,100
2017	\$5,560,100	\$11,275,180	\$16,835,280
2016	\$5,560,100	\$11,275,180	\$16,835,280

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STATE PIER RD

Location STATE PIER RD

Acct# G10 0245 0003

Assessment \$7,102,410

PID 6091

Mblu G10/ 245/ 3/ /

Owner CONNECTICUT PORT AUTHORITY

Appraisal \$10,146,300

Building Count 1



Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$0	\$10,146,300	\$10,146,300

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$0	\$7,102,410	\$7,102,410

Owner of Record

Owner CONNECTICUT PORT AUTHORITY
Co-Owner
Address 500 HUDSON ST
 HARTFORD, CT 06106

Sale Price \$0
Certificate
Book & Page 2173/ 187
Sale Date 06/30/2016
Instrument 15

Ownership History

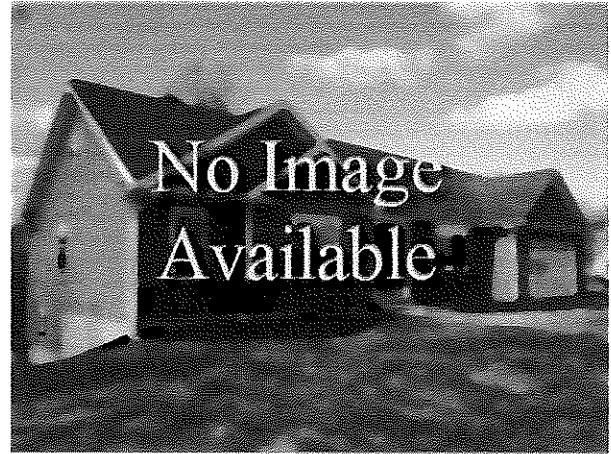
Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT PORT AUTHORITY	\$0		2173/ 187	15	06/30/2016
CONNECTICUT STATE OF	\$2,975,000		1201/ 267	15	05/18/2001
CV PROPERTIES INCORPORATED	\$0		1201/ 264	29	05/18/2001
CENTRAL VERMONT RAILWAY INC	\$0		117/ 023		01/01/1700

Building Information

Building 1 : Section 1

Year Built:
Living Area: 0
Replacement Cost: \$0
Building Percent Good:
Replacement Cost Less Depreciation: \$0

Building Photo



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Building Layout

(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketche>)

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Building Attributes	
Field	Description
Style	Vacant Land
Model	
Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Fir 1	
Interior Fir 2	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	
Kitchen Style:	
Conv Type	

Extra Features

Extra Features	Legend

No Data for Extra Features

Land

Land Use

Use Code 9010
Description STATE MDL-00
Zone WCI1
Neighborhood SPR
Alt Land Appr Category No

Land Line Valuation

Size (Acres) 8.36
Frontage 0
Depth 0
Assessed Value \$7,102,410
Appraised Value \$10,146,300

Outbuildings

Outbuildings		Legend
No Data for Outbuildings		

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$0	\$10,146,300	\$10,146,300
2017	\$0	\$8,544,300	\$8,544,300
2016	\$0	\$8,544,300	\$8,544,300

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$0	\$7,102,410	\$7,102,410
2017	\$0	\$5,981,010	\$5,981,010
2016	\$0	\$5,981,010	\$5,981,010

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STATE PIER RD

This with is the salt property business on it. I think there is some issue w/ roads on this 8th, 10th, 12th, & 16th City Roads.

Location STATE PIER RD

Mblu H10/ 245/ 1//

Acct# H10 0245 0001

Owner CONNECTICUT STATE OF

Assessment \$5,140,800

Appraisal \$7,344,000

PID 103468

Building Count 1

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$802,800	\$6,541,200	\$7,344,000
Assessment			
Valuation Year	Improvements	Land	Total
2018	\$561,960	\$4,578,840	\$5,140,800

Owner of Record

Owner CONNECTICUT STATE OF
Co-Owner C/O DEPT OF TRANSPORTATION
Address PO BOX 317546
 NEWINGTON, CT 06131

Sale Price \$0
Certificate
Book & Page 1296/ 253
Sale Date 09/25/2002
Instrument 25



Ownership History

Ownership History					
Owner	Sale Price	Certificate	Book & Page	Instrument	Sale Date
CONNECTICUT STATE OF	\$0		1296/ 253	25	09/25/2002

Building Information

Building 1 : Section 1

Year Built: 1964
Living Area: 8,910
Replacement Cost: \$1,158,607
Building Percent 55

Good:

Replacement Cost

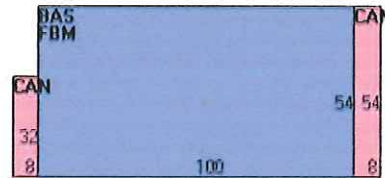
Less Depreciation: \$637,200

Building Photo



(<http://images.vgsi.com/photos/NewLondonCTPhotos//default.j>)

Building Layout



(<http://images.vgsi.com/photos/NewLondonCTPhotos//Sketches>)

Building Attributes	
Field	Description
STYLE	Office Bldg
MODEL	Commercial
Grade	Above Ave
Stories:	1
Occupancy	1
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Steel Frm/Trus
Roof Cover	Asph/F Gls/Cmp
Interior Wall 1	Drywall/Sheet
Interior Wall 2	
Interior Floor 1	Vinyl/Asphalt
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Forced Air-Duc
AC Type	Central
Bldg Use	OFFICE BLD MDL-94
Total Rooms	
Total Bedrms	00
Total Baths	0
Conv Type	
1st Floor Use:	
Heat/AC	HEAT/AC SPLIT
Frame Type	MASONRY
Baths/Plumbing	AVERAGE
Ceiling/Wall	CEIL & WALLS
Rooms/Prtns	AVERAGE
Wall Height	10
% Comn Wall	0

Building Sub-Areas (sq ft)		Legend	
Code	Description	Gross Area	Living Area
BAS	First Floor	5,400	5,400
FBM	Basement, Finished	5,400	3,510
CAN	Canopy	688	0
		11,488	8,910

Extra Features

Extra Features		Legend

No Data for Extra Features

Land

Land Use

Use Code 901C
Description STATE MDL-94
Zone WCI1
Neighborhood X803
Alt Land Appr No
Category

Land Line Valuation

Size (Acres) 8.87
Frontage
Depth
Assessed Value \$4,578,840
Appraised Value \$6,541,200

Outbuildings

Outbuildings						Legend
Code	Description	Sub Code	Sub Description	Size	Value	Bldg #
PAV1	PAVING-ASPHALT			128900 S.F.	\$154,700	1
FN3	FENCE-6' CHAIN			1000 L.F.	\$7,000	1
LT8	W/FOUR LIGHTS			3 UNITS	\$3,900	1

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$802,800	\$6,541,200	\$7,344,000
2017	\$738,100	\$6,171,800	\$6,909,900
2016	\$738,100	\$6,171,800	\$6,909,900

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$561,960	\$4,578,840	\$5,140,800
2017	\$516,670	\$4,320,260	\$4,836,930
2016	\$516,670	\$4,320,260	\$4,836,930

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