

STATE PROPERTIES REVIEW BOARD

Minutes of Meeting Held On April 7, 2022 – remotely via telephone conference –

Pursuant to Governor Lamont's Executive Order No. 7B regarding suspension of In-Person Open Meeting requirements, the State Properties Review Board conducted its Regular Meeting at 9:30AM on April 7, 2022 remotely via telephone conference at (866)-692-4541, passcode 85607781.

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

Gregory Smith, President & CEO - CT Lottery
Melissa Durso, General Counsel - CT Lottery
Jeffrey Yue, Counsel - CT Lottery

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 April 4, 2022 Meeting. The motion passed unanimously.

2. COMMUNICATIONS

3. REAL ESTATE- UNFINISHED BUSINESS

4. REAL ESTATE – NEW BUSINESS

PRB #	22-026
Transaction/Contract Type:	RE – Voucher
Origin/Client:	DOT/DOT
DOT Project #:	040-141-005
Grantor:	Susan Springer
Property:	Haddam, Bridge St (1)
Project Purpose:	Bridge No. 01138 Route 82 over Connecticut River
Item Purpose:	Voucher

DAMAGES: \$7,500

DOT PROJECT: <https://www.easthaddamswingbridgeproject.com/about-the-project/>

The project consists of the rehabilitation of Bridge No. 01138, also known as the East Haddam Swing Bridge, which carries Route 82 over the Connecticut River. The East Haddam Swing Bridge is a four-

span structure that has a west-east orientation and consists of a fixed deck truss in Span 1, a fixed through truss in Span 2, and a moveable through truss swing span (Spans 3 and 4).

This project involves a major rehabilitation of the structural, mechanical, and electrical components of the bridge. Additionally, a cantilevered sidewalk is being added to the south side of the bridge and approach sidewalks constructed, as requested by the Towns of East Haddam and Haddam.

The project scope includes:

- Span 1 deck and stringer replacement
- Span 2 deck and floor system replacement
- Truss strengthening repairs on all spans
- Substructure modifications and patching
- New bridge and approach rails that meet standards
- Operator house repairs
- Generator house roof replacement
- Major mechanical system upgrades
- Full replacement of the electrical system (including replacement of power, control, and operator house telecommunication submarine cables).

A cantilevered 6' wide fiber reinforced polymer deck sidewalk structure attached to the south side of the bridge is proposed. It will connect to approach sidewalks that will extend on the west side to Little Meadow Road and on the east side to the delivery driveway at the Goodspeed Opera House.

Twenty-five 63-hour road closure periods with a detour of traffic are proposed to facilitate deck and floorbeam replacement in Spans 1 and 2. The signed detour route is 30 miles long and uses the Baldwin Bridge on I-95. Use of overnight road closures and alternating one-way traffic patterns are proposed in order to complete other construction activities. Signalized alternating one-way traffic patterns will be in place for approximately 23 weeks over the course of the three years of construction. A swing span operation outage, where the bridge cannot open for tall marine traffic, is proposed from December 1, 2023, until April 1, 2024, to facilitate the replacement of electrical and mechanical system components. The navigation channel under Span 3 or a temporary channel in Span 4 will be open to boat traffic throughout construction.

Once the bridge rehabilitation is completed, it will provide a safe crossing of the Connecticut River for vehicles and pedestrians traveling on Route 82, extend service life, and improve swing span operation reliability.

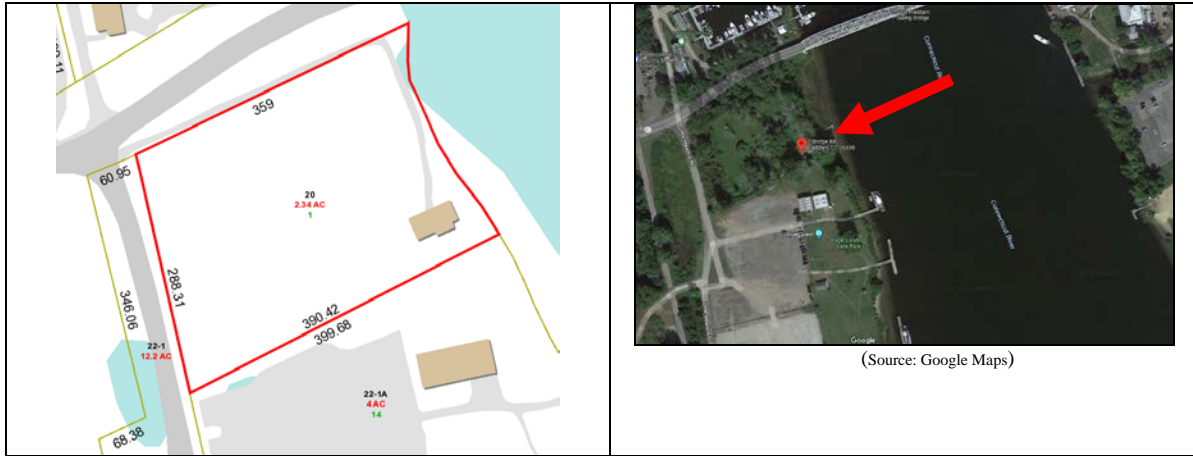
The bridge rehabilitation and cantilevered sidewalk construction will be undertaken using State and Federal funds. The approach sidewalk construction will be undertaken using Federal and Town funds. The total construction cost is estimated to be \$58.2 million.

Based on the current project schedule, the design is expected to be completed in July 2021. Construction is anticipated to start Spring 2022 and end Fall 2024.

SITE DESCRIPTION: The property consists of a 2.34± acre corner lot located at the intersection of Bridge Road (Route 82) and Little Meadow Road, an access road to Eagle Landing State Park. The site has approximately 359 feet of frontage on the southerly side of Bridge Road and approximately 288.31 feet of frontage on the east side of Little Meadow Road.

The Appraiser notes the topography is about 7' above low tide. This is about 3.5' above high tide. At low tide, there is a depth of about 6'. Additionally, access to the appraised property is from Bridge Road. The land for the bridge approach rises up from the appraised property by 20' to 35' at the north boundary of the appraised property. The driveway from Bridge Road is steep. It travels west to east just above the north boundary.

The site is improved with a 1-story, 4-room, 1-bedroom and 1.5-bath frame home, built in 1960, containing 1,008 sf. Site improvements include a shed and dock with pilings on the Connecticut River.



The Appraiser opines the highest and best use of the site is as follows:

Highest and Best Use of the Appraised Land, As Vacant

The Sales Comparison Approach will be developed. It will show that there is a substantial value in the land utilized for a privately owned small boat marina. However, the appraised property has an asset in that the studied sales do not have. This is direct access onto the Connecticut River. Sale 1 is not near this river, but is on a small river, almost of channel size and width and without access for large power boats or sail boats with fixed

masts and keels. The exposure of the appraised property to the Connecticut River is substantially larger, for marina purposes, than for the marina to the immediate north. A substantially larger mooring basin could be constructed with vehicle access over Little Meadow Road, which is the best access boundary of the appraised property.

Access from Bridge Road is less desirable as the driveway is substantially steeper and not weather conducive. Also, the three excursion boat docks to the south of the appraised property are less than that which could be constructed for major sized vessels at the appraised property. These vessels could be additional excursion boats or privately owned large yachts. They would also be more acceptable than the current residential use for the Goodspeed Airport which is on the opposite side of the Connecticut River and to the immediate southeast. The take-off pattern to the north, from this airport, appears to go directly over the appraised property at a probable altitude of less than 500' and potentially closer to 350'.

The home which is now on the appraised property, if it were located along Little Meadow Road, might be a home for a security person if the appraised property was developed to its Highest and Best Use. However, it is along the Connecticut River and is subject to potential flooding, blocks favorable dockage as indicated by the Assessor has a reported basement located pumping system and the residential disturbances caused by immediate proximity to the Eagle Landing State Park. The aircraft traffic over the Connecticut River and the marina traffic extends as far north as Middletown, Connecticut-Portland, Connecticut. For boats traveling to Long Island Sound, the major recreation water area for which boats are destined for cruising purposes.

Highest and Best Use of the Appraised Land, As Improved

The present improvements do not enhance the appraised property for its Highest and Best Use. It may be well suited for the owner of this property's occupancy, but these uses do not conform to the local real estate market.

VALUATION: The DOT appraisal was completed October 8, 2021 by Independent Appraiser Norman Benedict.

Land Valuation: Based on the sales comparison approach, the appraiser considered three sales (2018-2020) of similarly zoned land and similar highest and best use (marina), and concluded that the fair market value of the subject land was \$200,000/acre (\$4.59/sf), calculated as follows:

Item	Calculation	Value
Land Valuation	2.34 acres x \$200,000/acre	\$468,000
Contributory Value of Affected Site Imp.	Lump Sum	\$2,500
	Total	\$470,500
	Rounded	\$470,500

The Appraiser noted the impacted site improvements include trees, a gate and posts, having a contributory value of \$2,500. All remaining unaffected site improvements were assigned a value of \$X.

As an alternative to the Appraiser’s selection of sales, Staff researched sales of nearby properties as a check on the Appraiser’s conclusion of value. Limited data was identified, which included the sale of 69 Little Meadow Rd. The property sold on July 20, 2020 (not 2021) for \$410,000. The sale property included a 1.26 acre lot with 92’ of direct frontage on the Connecticut River. The is improved with a c.1955 frame construction cottage containing 560 square feet of living area, renovated at some point between 2017 and the sale date. At the time of the sale the property was assessed for \$204,540, of which \$181,920 (88.9%) was attributable to the land.



Applying that ratio to the 2020 sale price would imply the land allocation is \$364,658 to the land, or \$6.64/sf. The property had last sold on November 14, 2017, for \$220,000.

TAKING DESCRIPTION:

DOT requires acquiring the following:

- Drainage Right of Way acquired over an area of 348± square feet;
- Easement to Slope for the Support of the Highway Easement Area acquired over an area of 1,762± square feet;
- Right to construct metal beam rail and end anchorage and driveway acquired over an area of 4,741± square feet; and
- Right to remove existing driveway, gate and posts and to grade, loam and/or seed acquired over an area of 2,623 ± square feet.

The drainage right of way to be acquired is along the west boundary of the appraised property. It has a rectangular area of 10' x 34'. It is totally within the area acquired by the rear open area required by zoning. Its purpose is to improve the quality of the present Little Meadow Road (private way). It is a general improvement to the area. The loss of the exclusive driveway use by the appraised property is a negative value influence. However, the negative impact is moderated by being within an area that is both wooded and not maintained as part of the Open Space or lawn of this property and in an area of limitedly observed wetlands. Its utility has already been moderated and the negative influence is highly significant.

The Easement to Slope for the support of the highway is along the northwest boundary of the appraised property. The land's shape is triangular with the approximately 32' base and with a height along Bridge Road of about 130'. This land is also in brush and woodlands. It is not part of the maintained yard.

The Temporary Sedimentation Control System is usually bales of hay or low mounted plastic sheets, is along the base of this slope right. It does not negatively influence any portion of the northwest corner of the appraised land that is used by the property owner.

The proposed metal beam rail and end anchorage is in the southwest portion of the appraised land and along the new driveway to be constructed. The present driveway has very steep access and is partially on land not owned by the appraised property but owned by the State of Connecticut and developed as CT Route 82. The opening of this driveway is just east of the paved portion of Little Meadow Road and Bridge Road. The dissent, while on the land of the State of Connecticut, is steep as would be expected by a highway rising up to the westerly bridge approach and for the bridge to be of sufficient height to allow boats to pass under it at high tide. The right to use land of Bridge Road could not be verified.

This original driveway, which has temporary Sedimentation Control System on both its east and west sides, enters into a gravel parking area that is just behind or west of the residence. A new driveway will be constructed which will go westerly and just north of the south boundary. The land is leveler. It does not appear to create any adverse condition liabilities for access to what is now the area of the appraised dwelling. Temporary Sedimentation Controls will be installed to the north and to the immediate south of this new driveway. It will probably be an active use during the time that the driveway is constructed.

The area to be cleared of the present driveway is 2,623 square feet. The area needed for this new driveway will be 4,741 square feet. The increased area of the driveway is 2,118 square feet. Much of this area, as used by the current driveway, appears to be on land of the State of Connecticut. No permission has been indicated to me to allow for this usage of state land by this adjacent property owner in an area where traffic frequently backs up from the bridge when the bridge is opened to river traffic higher than the base of the bridge. During this time, access to the appraised property may be limited by the number of vehicles waiting for the bridge to return to its normal position and CT Route 82 being reopened for motor traffic.

There are three post lights depicted on the Taking Map. The State of Connecticut Acquisition Section will relocate them.

It is noted that a gate and supporting posts located in the existing driveway will be removed as a result of the acquisition. In addition, trees located within the slope limit and the proposed driveway will also be impacted. The property owner will be compensated for these lost site improvements based on their contributory value.

Conclusion

The drainage right of way of 348± square feet creates a partnership between the appraised property and the ownership of Little Meadow Road which is on land of the State of Connecticut. The access to the appraised property is improved, but not a damage mitigator. The land is leveler as the entrance point from the present Bridge Road is about 25' to 35' higher than the new opening of the new driveway onto Little Meadow Road. Both access ways appear to be under the control and maintenance of the State of Connecticut. The new beam rail and end anchorage will increase the safety of the passage of vehicles over this driveway and much of it will be at a leveler grade than the most northerly portion of the appraised driveway on the Bridge Road right-of-way.

It is my opinion that the temporary installation of the sedimentation control systems protects the adjacent portion of the appraised property during construction. The drainage right of way is of a size and location which important to the safety of Little Meadow Road, which is on a wooded/wet area not used as a part of the maintained area of the appraised land. The right to slope is for the maintenance of the safety of traffic on Bridge Road.

The new access is over Little Meadow Road land of the State of Connecticut and not a public street. The future maintenance of the access easement along Little Meadow Road becomes the responsibility of the property owner. The cost of the new access over the newer driveway and land of the State of Connecticut will replace maintaining the current much steeper and much less weather safe current driveway.

AFTER VALUATION:

The “After” valuation of the subject property is subject to the following Extraordinary Assumptions and Hypothetical Conditions:

EXTRAORDINARY ASSUMPTIONS:

It is an Extraordinary Assumption that DEEP (owner of abutting road) will grant the subject owner the right to pass and repass over their land to provide access to the proposed driveway. If this assumption is proven to be different, your appraiser reserves the right to consider its effect on value.

HYPOTHETICAL CONDITIONS:

The methodology used in this report is a standard State appraisal format in the form of a before and after valuation appraisal used for eminent domain purposes. The appraisal considers that there is a willing seller in an acquisition by eminent domain and has disregarded any effect on the market value brought on by the State project. The appraisal report was based on the Hypothetical Condition that the proposed road project will be completed as currently proposed in the Department of Transportation construction plans, on the day after the “as of” date.

Land Valuation: Based on the sales comparison approach, the appraiser considered the same sales as in the Before Valuation and concluded that the fair market value of the subject land was unchanged at \$200,000/acre, or \$4.59/sf, as follows:

Item	Calculation	Value
Land Valuation – Fee	99,820 sf x \$4.59/sf	\$458,174
Drainage Right of Way	348 sf x \$4.59/sf x 50%	\$799
Easement to Slope	1,762 sf x \$4.59/sf x 50%	\$4,044
		\$463,017
	Rounded	\$463,000

Calculation of Permanent Damages

Item	Value
Before Valuation	\$470,500
After Valuation	\$463,000
Permanent Damages	\$7,500

RECOMMENDATION: Board approval of damages in the amount of \$7,500 is recommended for the following reasons:

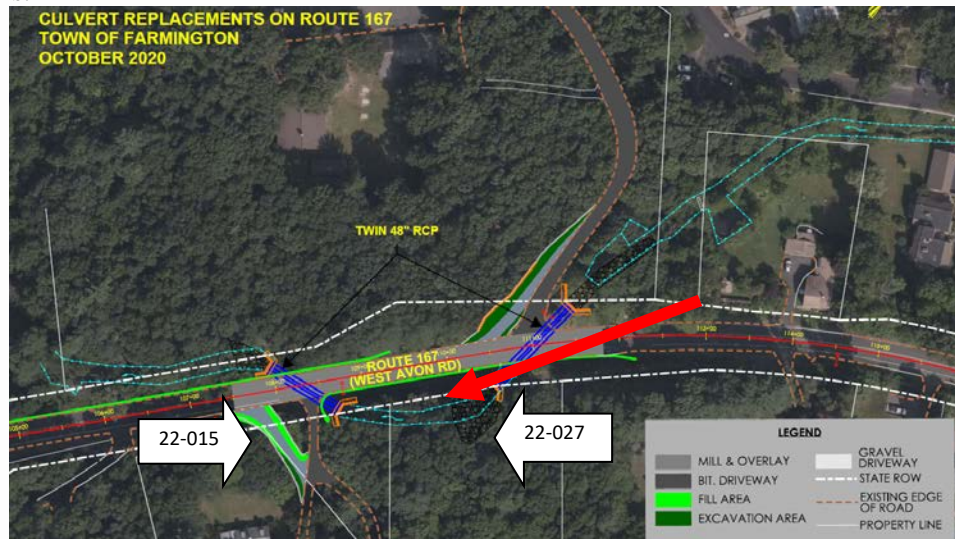
1. The acquisition complies with Section 13a-73(c) of the CGS which governs the acquisition of property by the commissioner of transportation required for highway purposes.
2. The acquisition value is supported by the independent appraisal report.

PRB # 22-027
Transaction/Contract Type: RE – Sale by Public Bid
Origin/Client: DOT/DOT
DOT Project #: 88-160-7A
Grantee: 414 Arch Street, LLC
Property: New Britain, Arch Street (414)
Project Purpose: Sale by Public Bid
Item Purpose: Quit Claim Deed

DAMAGES: \$10,000

DOT PROJECT: From December 10, 2020 DOT Virtual Public Meeting:

- Project location and purpose was discussed. Flooding at an adjacent property is an issue on site, and there are maintenance needs that need to be addressed. Conditions of the concrete headwalls were shown to be deteriorated.
- Proposed work will include replacing the 48” Concrete Pipes with twin 48” concrete pipes, which will increase the hydraulic capacity for the flooding concern. The wooden post cable guiderail will also be upgraded to metal guiderail. Lastly, there will be resurfacing of the pavement within project limits.
- A visual of the pipe configuration was shown and it was explained how one pipe of the twin configuration will be set 1’ lower for habitat concerns during low flow.
- A detour lasting 9 days will be implemented for the project. Route 167 will be closed to allow the contractor work undisturbed. It is estimated the project would last 6 months or more if we were to maintain one-way alternating traffic during the project. The detour will be using Route 4 (Farmington Ave) and Brickyard Road, to get to either side of Route 167.
- Discussed and showed a visual of the right of way to be purchased for the project. There will be four Drainage Right of Way acquisitions and several construction easements.
- The project is scheduled to begin construction in the summer of 2023 and is expected to last 3 months.



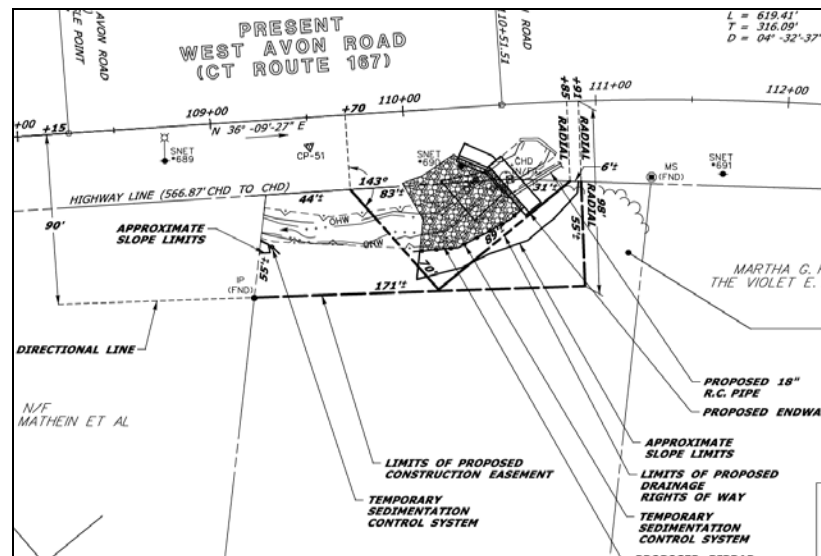
SITE DESCRIPTION: The subject property consists of an unimproved, rectangular-shaped, 0.93 acre (40,491 sf) site with approximately 200’ of frontage on the southeasterly side of West Avon Road. This property is heavily treed except for an existing culvert and endwall at the north-central portion of the site along the fronting state highway. Remnants of a wood post and wire guardrail extend along the front of the culvert between CT Route 167 and the site. There are also telephone poles along the road frontage. The northern (front) portion of the site is encumbered by inland wetlands drainage areas along Roaring Brook, which traverses the site in an east/west direction. Development of the site to its highest and best use would require the use of well water and an appropriately designed septic system. The topography slopes up from about 250 feet above sea level along CT Route 167 to about 290 feet along the southernmost property line. The property is located in the R-20 residential zone.

The Appraiser opines the highest and best use of the site, as-vacant, is for single-family residential development.



The Taking: DOT will acquire the following:

- A drainage right of way acquired over an area of 3,242± square feet;
- A construction easement for the purpose of access, installation of temporary sedimentation control system acquired over an area of 5,616± square feet; and
- Easement to slope for the safety of the highway and remove, use or retain excavated material acquired over an area of 522± square feet.



Within the DROW, DOT plans call for the replacement of the existing culvert, the construction of a new endwall, the installation of an 18-inch R.C. pipe, the addition of new riprap, and the construction of a temporary sedimentation control system. The endwall will consist of formed concrete built up just above grade level and capped with a 6-foot high vinyl wrapped chain link fence. A new metal beam guardrail will be installed along the street front as well. DOT has proposed a 522± square foot easement to slope for the safety of the highway and remove, use or retain excavated materials acquired from the easement areas. Lastly, DOT has proposed a 5,616± square foot construction easement area for the purpose of access and installation of temporary sedimentation control systems during the culvert replacement. We would note that most, if not all, existing trees and other vegetation within the 55± foot by 171± foot construction easement area will be removed during the construction process.

Restricted Use/Short Form Value Finding - The DOT appraisal was completed as of November 4, 2021 by DOT Appraiser Matthew Dufour.

Land Valuation: Comparably sized sales of residential lot sales in Farmington (2019-2021) were analyzed by the Appraiser. Based upon the appraiser’s analysis of the subject and sales data, the estimated value of the subject property’s land was estimated at \$2.00/square foot x 40,491= \$81,000 (rounded).

The Appraiser then calculated the Permanent Damages, as follows:

Item	Calculation	Value
Drainage Right of Way	3,242 sf x \$2.00/sf x 90%	\$5,836
Easement to Slope	522 sf x \$2.00/sf x 75%	\$783
Contributory Value of Site Improvements	Lump Sum	\$2,000
	Total	\$8,619

Calculation of Temporary Damages

Construction Easement Area	5,616 sf x \$2.00/sf x 10% x 1 year	\$1,123
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Total damages are then Permanent Damages plus Temporary Damages, or \$8,619 + \$1,123 = \$9,742, rounded to \$10,000.

RECOMMENDATION: Board approval of damages in the amount of \$10,000 is recommended for the following reasons:

1. 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.
2. The acquisition value is supported by the DOT appraisal report.

Mr. Valengavich moved and Mr. Halpert seconded a motion to go out of Open Session and into Executive Session at 9:35. The motion passed unanimously. Mssrs. Smith and Yue and Ms. Durso of the CT Lottery were invited to attend the Executive Session at 9:35 and all left the meeting at 10:02.

EXECUTIVE SESSION

PRB #: 22-064
Transaction/Contract Type: RE/ Lease
Origin/Client: CLC/ CLC

Statutory Disclosure Exemptions: 1-200(6)(D) & 1-200(6)(E)

Mr. Valengavich moved and Mr. Halpert seconded a motion to go out of Executive Session and into Open Session at 10:03. The motion passed unanimously.

OPEN SESSION

5. ARCHITECT-ENGINEER - UNFINISHED BUSINESS

6. ARCHITECT-ENGINEER - NEW BUSINESS

PRB # 22-062
Origin/Client: DCS/DAS
Transaction/Contract Type AE / Task Letter
Project Number BI-2B-414
Contract OC-DCS-ENGY-0030
Consultant: Source One, Inc. (DE)
Property Hartford, Capitol Ave (470)

Project purpose: CDECCA Plant Acquisition Due Diligence & Other Services
Item Purpose Task Letter #1

PROPOSED AMOUNT: NTE \$320,066

At its meeting held on January 18, 2022 the State Properties Review Board voted, under PRB #22-008, to approve TASK LETTER #1 in the amount Not-to-Exceed (NTE) \$265,050 to compensate the Consultant (Source One, Inc. DE). The Consultant's Scope of Work was to include Phase 1 & Phase 3 Services (Phases 2 & 4 were identified as future services), to provide technical due diligence and support leading to financial close as follows:

Phase 1:

- Establish RFI process and secure data room for transfer of information.
- Conduct two day site walk with all stakeholders to survey property and establish scope bounds of due diligence period.
- Conduct interviews with operational staff on recent changes to plant from electrical generating facility to thermal supply facility.
- Review and comment of related documents outlined in proposal.
- Provide technical due diligence and owners representation of technical related matters pertaining to acquisition of CDECCA plant including items outlined in proposal.
- Request and review complete asset inventory/ database and assign action items to each major piece of equipment relative to execution of PSA
- Prepare Scope Of Work/ RFP, review, administer and manage specialty consultants for purposes of supporting due diligence efforts
- Utility commodity procurement strategy and options review

Phase 3:

1. Options and strategy assessment for relocating pump house system within plant
2. Concept sketches to convey level of design and installation effort to arrive at milestone schedules.
3. Evaluation of phasing (design and construction options) for optimizing existing temporary hot water boiler and distribution system at pump house and incorporating into plant capital renewal goals of converting from steam to hot water.
4. Development of millstone schedule showing options under consideration and their impact on key dates and currently operations.
5. Conduct supporting cost benefit analysis for the options identified.

DAS/DCS informed Staff that Task Letter #1, approved in January 2022 was executed and subsequently terminated with no services performed by the Consultant and no cost to the State.

At the March 7, 2022 SPRB Meeting, the Board, under PRB #22-036 approved Contract Amendment #1 to OC-DCS-ENGY-0030 to increase the maximum total cumulative fee to \$500,000, an increase of \$200,000.

Under this Proposal (PRB #22-062), DCS is seeking SPRB approval of TASK LETTER #1 in the amount Not-to-Exceed (NTE) \$320,066 to compensate the Consultant (Source One, Inc. DE) for providing services related to the technical due diligence and support leading to financial close of the Purchase and Sale Agreement and relocation of CAS pumping equipment and upgrades to the CAS.

The Scope of Work is outlined below in two (2) separate phases. The overall proposed program of services for this task to support the State with the acquisition and successful operation of the Capitol District Energy Center Cogeneration Association (CDECCA) Plant includes Phase 1 and 2.

Phase 1:

1. Establish RFI process and secure data room for transfer of information
 - a) Prepare, submit and manage RFI to Hull St Energy LLC (Seller) on behalf of the State (Purchaser) for technical and operational due diligence information
 - b) Establish secure data room for storing and transferring data
 - c) Track and follow up on RFI's and adjust due diligence schedule accordingly
 - d) Deliverables:
 - 1) managed and organized RFI process with data room files organized by system/area accessible for future reference
 - 2) Turnover document register to State of CT
2. Conduct two day site walk with all stakeholders to survey property and establish scope bounds of due diligence period.
 - a) Document and markup most recent versions of as-built plans and general arrangements in order to establish points of demarcation between Buyer, Seller and essential utility services such as natural gas, electricity, water and sewer.
 - b) Deliver written plan and recommendations on preferred position to support buyer/seller negotiations or post asset operation/renewal.
 - c) Identify specialty consultants and contractor work packages to support Buyer's due diligence.
 - d) Deliverables:
 - 1) Interim letter report indicating any systems requiring further detailed inspection or investigation necessary within the PSA defined due diligence period
 - 2) Reports of visual observations of existing conditions and recommendations to remedy and identified anomalies, by system/area of plant.
 - 3) A meeting will be conducted following the presentation of the interim letter report to determine if findings under this task warrant a change in due diligence strategy, schedule or scope.
3. System/ Operating condition assessments and documentation review
 - a) Conduct interviews with operational staff on recent changes to plant from electrical generating facility to thermal supply facility
 - b) Deliverables:
 - a) Summary matrix of major systems/equipment along with narrative on identified risks and recommendations regarding future configuration and operation of the plant
 - b) Report documenting changes made by seller with respect to repurposing the plant from electric to thermal only.
 - c) Summary report of overall condition of the plant based on both visual observations, seller Q&A sessions, and seller provided conditions assessment field testing, inspections and major maintenance reports.
4. Review and comment on the following documents
 - a) Subcontracts for plant operations and maintenance
 - b) Major equipment overhaul history, field and inspection reports
5. Provide technical due diligence and owners representation of technical related matters pertaining to acquisition of plant including the following:
 - a) Conduct observational level condition assessment based on two day site walkdown
 - b) Review existing asset condition assessments of plant systems and equipment, as provided by Seller
 - c) Review field testing, inspections and major maintenance reports, as provided by Seller
 - d) Define and confirm specific points of demarcation/ownership on official general arrangement/site plan
 - e) Review and comment on RFP's, scope of work packages and associated deliverables issued and managed by the State of CT for acquisition support services
 - f) Review and comment on third party/contractor technical reports commissioned by State of CT
 - g) Survey and define excluded systems and equipment to support decommissioning plan
 - h) Scope and specify decommissioning plan for non-essential equipment (i.e. electric generating assets)

- i) Conduct utility capacity assessment based on information provided by Seller and review powering of remaining equipment from local utility, based on Seller provided data
- j) lead introductory call with gas and electric utility to discuss options for service mains and tariff structure.

Prepare Scope of Work / RFP, review and administer for the following specialty consultants (to be retained by the State) for purposes of supporting the State of Connecticut (Purchaser)'s Due Diligence efforts, as required

- a. Environmental consulting firm to conduct required level of site environmental assessment
- b. Environmental consulting firm to conduct air permit review
- c. Civil and structural assessment for the following systems
 - i. Building core & shell structural evaluation, excluding internal thermal and power generation structures (By State retained consultants)
 - ii. Internal structural evaluation, including internal thermal and power generation structures, i.e. Heat Recovery Steam Generator (HRSG). Surveying consulting firm to conduct required level of site assessment

Phase 2:

Develop alternate concepts for relocating pump house system within plant and reaching end goal of converting from a steam to hot water system. Score and rank concepts for consideration to determine appropriate strategy in development of a plan for repowering the facility with hot and chilled water production to service the long-term needs of the CAS. This scope of work shall also include:

- 1. Options and strategy assessment for relocating pump house system within plant
- 2. Concept sketches to convey level of design and installation effort to arrive at milestone schedules.
- 3. Evaluation of phasing (design and construction options) for optimizing existing temporary hot water boiler and distribution system at pump house and incorporating into plant capital renewal goals of converting from steam to hot water
- 4. Development of milestone schedule showing options under consideration and their impact on key dates and current operations.
- 5. Conduct supporting cost benefit analysis for the options identified

Deliverables:

- 1. Memo report outlining options and recommendations for relocating pump house operations inside seller's facility
- 2. Conceptual equipment arrangement plans for pump house equipment relocation options
- 3. Milestone schedule for pump house equipment relocation
- 4. Cost opinion of pump house equipment relocation based on concept level design and construction activity

A breakdown of the Consultant's proposed fee NTE (\$320,066) is as follows:

Phase 1: Total fee \$235,010

- a. Establish RFI process (32 hrs.): \$7,150
- b. Initial Site Walk, operation interviews, due diligence scope and work plan: \$45,176
- c. System / operating condition assessments and documentation: \$88,368
- d. Decommissioning scope and equipment removal strategy: \$94,316

Phase 2: Total fee \$85,056

- a. Strategy and options assessment for relocation of pump house system within new plant: \$85,056

Source One has been selected for the following Tasks under the On-Call Contract.

• Task Letter #1	CDECCA Plant Acquisition (NTE Fee)	\$265,050	(22-008)
Total Fee to Date:		\$265,050	

DAS/DCS informed Staff that Task Letter #1, approved in January 2022 under PRB #22-008 was executed and subsequently terminated with no services performed by the Consultant and at no cost to the State.

RECOMMENDATION:

It is recommended that SPRB approve Task Letter #1 for Source One, Inc (DE) in the amount NTE \$320,066.

- DCS confirmed funding is available for the Task Letter.
- The Board approved the current On-Call Contract for a maximum fee of \$300,000 and a term that expires on 3/01/2024 (PRB #21-181) and amended the On-Call Contract to increase the maximum cumulative fee to \$500,000 (PRB #22-036).

7. OTHER BUSINESS

8. VOTES ON PRB FILE:

PRB FILE #22-026 – Mr. Halpert moved and Mr. Valengavich seconded a motion to approve PRB FILE #22-026. The motion passed unanimously.

PRB FILE #22-027 – Mr. Halpert moved and Mr. Valengavich seconded a motion to approve PRB FILE #22-027. The motion passed unanimously.

PRB FILES #22-064 – Mr. Halpert moved and Mr. Berger seconded a motion to forward comments regarding the proposed Lease PRB File #22-064 to the Connecticut Lottery Corporation. The motion passed unanimously.

PRB FILE #22-062 – Mr. Valengavich moved and Mr. Berger seconded a motion to approve PRB FILE #22-062. The motion passed unanimously.

9. NEXT MEETING – Monday, April 11, 2022.

The meeting adjourned.

APPROVED: _____ **Date:** _____
John Valengavich, Secretary