

**NEW HAVEN HARBOR  
CONNECTICUT  
NAVIGATION IMPROVEMENT PROJECT  
  
INTEGRATED FEASIBILITY REPORT AND  
ENVIRONMENTAL IMPACT STATEMENT**

**APPENDIX G  
REAL ESTATE PLAN**





US Army Corps of Engineers  
New England District

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## Appendix G - Real Estate Plan

New Haven Harbor Navigation Improvement Project  
New Haven, CT

Integrated Feasibility Report and Environmental Impact Statement

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# 1. STATEMENT OF PURPOSE/PROJECT DESCRIPTION/AUTHORITY

Introduction: The U.S. Army Corps of Engineers (USACE) in partnership with the New Haven Port Authority and the Connecticut State Port Authority, and in cooperation with other Federal and State agencies, is conducting a feasibility study to examine navigation improvements to the existing New Haven Harbor (Connecticut) federal navigation project. The Integrated Feasibility Report and Environmental Impact Statement (IFR/EIS) documents the formulation, evaluation, and comparison of alternatives and identifies the proposed project. This Real Estate Plan (REP) is prepared in support of the IFR/EIS.

Study Purpose and Existing Federal Navigation Project: The purpose of the feasibility study is to determine if improvements to the constructed federal navigation project at the New Haven Harbor are warranted and necessary and, if deemed necessary, recommend improvements. The federal navigation project is shown in Figure 1.

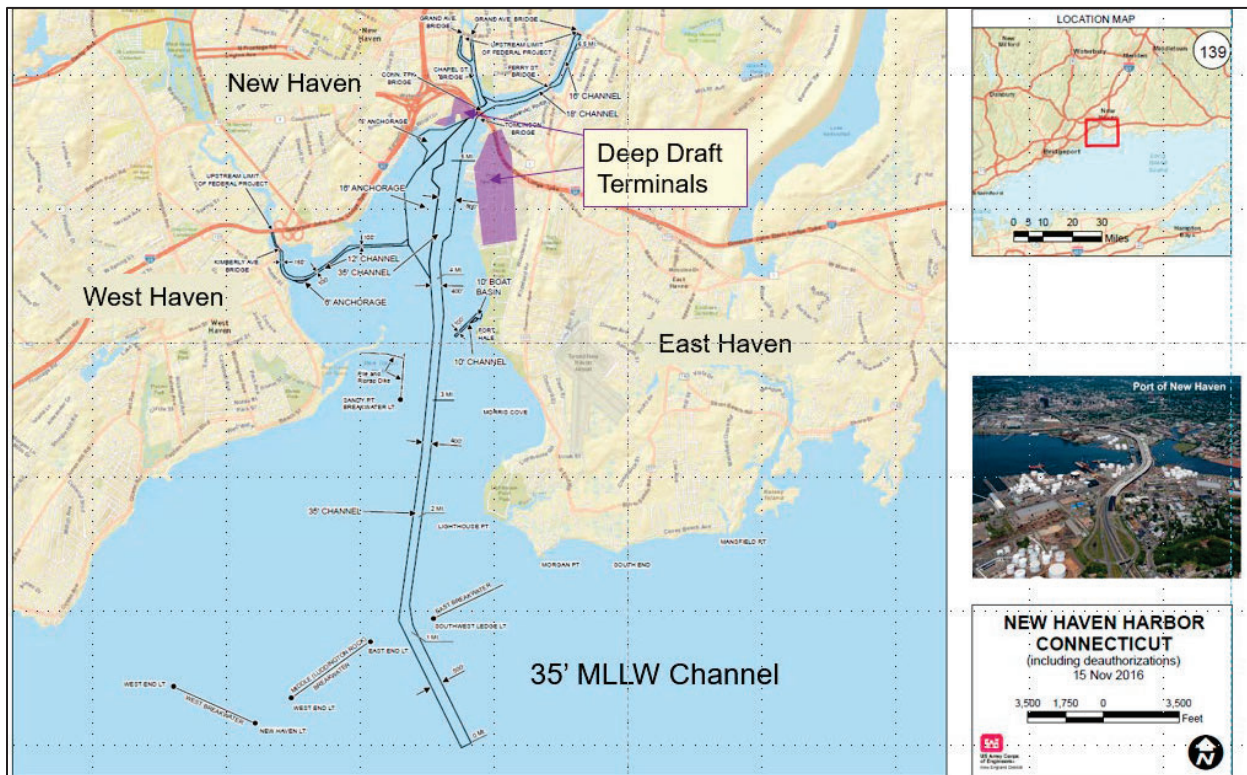


Figure 1 - Existing Federal Navigation Project, New Haven Harbor, CT

The current federally authorized New Haven Harbor navigation project includes the main ship channel, turning basin and maneuvering area authorized at a depth of -35 feet at mean lower low water (MLLW), three shallow draft channels, several anchorages, three breakwaters, and a training dike. While the project area includes multiple navigation features, the assessment focuses on the main ship channel, turning basin and maneuvering area, as these are the areas requiring improvements. The main ship channel extends from deep water in Long Island Sound, between the Middle (Luddington Rock) Breakwater and the East Breakwater, to the head of the New Haven Harbor.

Study Authorization: This study of the New Haven Harbor was directed by the United States Senate Committee on the Environment and Public Works resolution of 31 July 2007. “Resolved by the Committee on Environment and Public Works of the United States Senate, that the Secretary of the Army is requested to review the report of the Chief of Engineers on New Haven Harbor, Connecticut, published as House Document 517, 79th Congress, 2nd Session, and other pertinent reports, to determine whether modifications to the recommendations contained therein are advisable in the interest of navigation, sediment control, environmental restoration and preservation, and other related purposes at New Haven Harbor, Connecticut.”

In addition, this study is supported in part by Section 216 of the Flood Control Act of 1970 which provides USACE with general authority to review completed civil works projects. “The Secretary of the Army, acting through the Chief of Engineers, is authorized to review the operation of projects the construction of which has been completed and which were constructed by the Corps of Engineers in the interest of navigation, flood control, water supply, and related purposes, when found advisable due to the significantly changed physical or economic conditions, and to report thereon to Congress with recommendations on the advisability of modifying the structures or their operation, and for improving the quality of the environment in the overall public interest”.

Federal Objective: The federal objective of water and related land resources planning is to contribute to national economic development consistent with protecting the Nation’s environment, pursuant to national environmental statutes, applicable executive orders, and other federal planning requirements. In support of this federal objective, it is within both the National and USACE interest to participate in studies to improve commercial navigation. The “Federal Interest” decision in USACE planning is generally limited to instances where benefits of a potential project are expected to exceed the costs to the nation and the project is consistent with protecting the nation’s environment. Because this is a single purpose navigation project, National Economic Development (NED) benefits are evaluated in terms of reduced navigation transportation costs. Development of the proposed project is based on identification of the plan that reasonably maximizes the net annual benefits. See Section 6 in the main report that discusses selection of the proposed project.

Proposed Project: The proposed project will deepen the existing federal navigation main channel, turning basin and maneuvering area from a depth of -35 feet to -40 feet MLLW. The proposed project also includes widening the existing channel by 100 feet, widening the existing turning basin 200 feet to the north, and widening the channel bend near the East Breakwater by 240 feet. The proposed project includes multiple open-water dredged material disposal sites, including utilization of material for salt marsh creation (beneficial use of dredge material) at an open water site along the south side of Sandy Point Spit in West Haven, two borrow pits, a shellfish creation area, and a rock reef creation site. See Figure 2.



**Legend**

- Proposed Channel Improvement
- Rock Reef Placement Site
- West River Pit Placement Site
- Morris Cove Pit Placement Site
- Salt Marsh Creation Site
- Shellfish Improvement Area



**NEW HAVEN HARBOR  
CONNECTICUT**

**FEASIBILITY REPORT/EIS**

**RECOMMENDED PLAN OF  
NAVIGATION IMPROVEMENT**



Non-Federal Project Sponsor: The non-federal sponsor (NFS) for the proposed improvement project is the Connecticut Port Authority.

**2. REAL ESTATE REQUIREMENTS**

The proposed channel navigation improvements and open water dredged material disposal sites located below mean high water (MHW) do not require the acquisition of any real property.

For the saltmarsh creation site at Sandy Point the NFS must acquire the following real estate interests.

- A temporary work area easement (TWAE) for 2 years (access, staging, mobilization) (0.24+/- acre)
- A permanent road easement (2.62 +/-acres). The permanent road easement over and across an existing dirt road will ensure access to the newly created salt marsh for observation, maintenance and inspection activities. No upgrades or improvements to the existing roadway are intended or planned.
- Fee ownership of 1.53 +/- acres located between the MHW and mean higher high water (MHHW) along the south side of the Sandy Point spit to join the salt marsh creation site with the spit.

The NFS will be required to record the acquisition at the appropriate land records repository for the State of Connecticut. All required lands are owned by the city of West Haven and are within a single parcel identified on the City tax maps as parcel 036-0158-0-0000.

OWNERSHIP	PARCEL ID	PARCEL SIZE	DESCRIPTION
City of West Haven	036-0158-0-0000	66.4 Acres	Municipal Beach

The required real estate areas in parcel 036-0158-0-0000 are shown on Real Estate Plan Attachment 1 (Sheet RE-101), and summarized below.

<b>REAL ESTATE REQUIREMENTS</b>				
<b>PARCEL ID.</b>	<b>ACRES REQUIRED</b>	<b>TYPE OF ESTATE</b>	<b>USE</b>	<b>OWNER</b>
036-0158-0-0000	0.24	Temporary Easement	Temporary Work Area	City of West Haven
036-0158-0-0000	2.62	Permanent Easement	Road Access	City of West Haven
036-0158-0-0000	1.53	Fee	Edge of Salt Marsh	City of West Haven

The USACE standard estate language (as found in Exhibit 5-29 of ER 405-1-12) is as follows:

### **FEE (Estate 1)**

The fee simple title to the land described in Schedule A, attached, subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

### **ROAD EASEMENT (Estate 11)**

A perpetual non-exclusive and assignable easement and right-of-way in, on, over and across the land described in Schedule B, attached, for the location, construction, operation, maintenance, alteration, and replacement of a road and appurtenances thereto; together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions and other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the owners, their heirs and assigns, the right to cross over or under the right-of-way as access to their adjoining land at the locations indicated in Schedule B; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

### **TEMPORARY WORK AREA EASEMENT (TWAE) (Estate 15)**

A temporary easement and right-of-way in, on, over and across the land described in Schedule C, attached, for a period not to exceed two (2) years, beginning with date possession of the land is granted to the United States, for use by the United States, its representatives, agents, and contractors as a work area, including the right to move, store and remove equipment and supplies, and erect and remove temporary structures on the land and to perform any other work necessary and incident to the construction of the New Haven Harbor, CT Navigation Improvement Project, together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions, and any other vegetation, structures, or obstacles within the limits of the right-of-way; reserving, however, to the landowners, their heirs and assigns, all such rights and privileges as may be used without interfering with or abridging the rights and easement hereby acquired; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

The TWAE proposed is for access, staging, and mobilization of equipment.

See Section 8 below for an explanation of why a gross appraisal report for the required LER was not completed.

The real estate requirements will be further defined during the pre-construction, engineering and design phase (PED), upon project approval.

### **3. EXISTING FEDERAL PROJECTS**

New Haven is Connecticut's largest seaport and is located on the northern shore of Long Island Sound on the central Connecticut coast. The existing federal navigation project was adopted by the Act of 1852 and modified by the Acts of 1870, 1871, 1873, 1875, 1878, 1879, 1882, 1890, 1899, 1902, 1905, 1907, 1910, 1912, 1913, 1930, 1935, 1945, 1946, 1949, 1955, and 1986. The project, as completed in 1950, consists of (1) a 35-foot main channel, 400 to 500 feet wide, widened to 800 feet along the wharves to form a

maneuvering basin, (2) a 16-foot deep anchorage in the upper harbor west of the main channel, (3) a pile and stone dike extending easterly from Sandy Point, (4) 18 and 16-foot deep channels in the Quinnipiac River, (5) a 12-foot deep channel in the Mill River, and (6) a 12-foot deep channel and 6-foot deep anchorage in the West River. The Mill and Quinnipiac Rivers project segments were last maintained in 1982 and the West River in 1989. The project also includes three offshore stone breakwaters totaling about 12,100 feet long providing a refuge in the outer harbor.

The proposed project will deepen the existing federal navigation main channel, turning basin and maneuvering area from a depth of -35 feet to -40 feet MLLW. The proposed project also includes widening the existing channel by 100 feet, widening the existing turning basin 200 feet to the north, and widening the channel bend near the East Breakwater by 240 feet.

#### **4. EXISTING FEDERALLY OWNED LANDS**

There are no federally owned lands within the proposed project area.

#### **5. LANDS OWNED BY THE NON-FEDERAL SPONSOR (NFS)**

There are no lands in the proposed project area owned by the NFS, identified as the Connecticut Port Authority, as the project is primarily located in open water.

#### **6. NAVIGATIONAL SERVITUDE**

Navigational servitude is the right of the federal Government under the Commerce Clause of the U.S. Constitution to use, control, and regulate the navigable waters of the United States and the submerged lands thereunder for various commerce-related purposes including navigation and flood control. In tidal areas, the servitude extends to all lands below the MHW. In non-tidal areas, the servitude extends to all lands within the bed and banks of a navigable stream that lie below the ordinary high water level. As this project is for navigation purposes, the Government will exercise its rights under navigational servitude for all areas below MHW line, in order to maintain and improve the navigation channel. This includes the open water disposal sites. The navigational servitude is not considered a real property interest. The proposed project channel, turning basin, maneuvering area, Morris Cove borrow pit, the West River pit, the shellfish creation area, the rock reef creation site, and most of the salt marsh creation site are below the MHW line, and the necessary rights exist for construction, operation, and maintenance (O&M) under navigational servitude.

#### **7. INDUCED FLOODING**

There is nothing in the feasibility report to indicate that the constructed project features will induce flooding in new areas or increase flooding in existing flood prone areas.

#### **8. BASELINE COST ESTIMATE FOR REAL ESTATE**

The real estate requirements are currently being defined as part of the feasibility analysis. The REP will be updated when additional design plans become available and will be finalized during PED.

Because the value of real estate is not expected to exceed 15% of the total project costs, a rough order of magnitude (ROM) cost estimate for LERs was developed per ER 405-1-04 and Memorandum, CEMP-CR, 11 Jan 2019, Subject: Real Estate Policy Guidance Letter No. 31-Real Estate Support to Civil Works Planning for purposes of the feasibility report.

At this point in the study three requirements have been identified in accordance with the proposed salt marsh creation/beneficial use site: 1) a temporary work area easement required from the City of West Haven for contractor access, staging, and de-mobilization; 2) a permanent easement (road easement) over an existing dirt road, approximately 2.62 acres, more or less, to provide access for monitoring and future maintenance at the salt marsh creation/beneficial use site; and 3) fee acquisition of approximately 1.53 acres between MHW and MHHW for the placement of dredged material.

The area identified for the temporary work area easement is owned by the City of West Haven and is a 0.24 acre portion of Assessor's Parcel 036-0158-0-0000, 66.4 acres in total, described as Municipal Beach. Because only a minimal portion of the larger parcel will be encumbered by the TWAE and for only a two-year term, a nominal value of \$2,500 was assigned to the easement.

The area required for the road easement is also a portion of the 66.4 acre City of West Haven Assessor's Parcel 036-0158-0-0000, Municipal Beach, owned by the City of West Haven. The road easement required is permanent; exclusive use of the road is not required. The non-exclusive easement over and across the existing road is expected to have no impact on the value or use of the larger parcel.

Acquisition of approximately 1.53 acres in fee is required for the permanent placement of dredged materials to create the salt marsh. The land identified for the fee acquisition is also part of the City of West Haven Assessor's Parcel 036-0158-0-0000, Municipal Beach, owned by the City of West Haven. The land is intertidal and this was considered in assigning value to the land. Severing this portion for creation of the salt marsh is not expected to have any impact on the value or use of the larger parcel.

The baseline real estate cost estimates are annotated as follows: Temporary Work Area Easement (Estate 15) \$2,500, Road Easement (Estate 11), \$62,550, Fee Ownership (Estate 1), \$36,525, total \$101,575, adding 15% contingent fee, results rounded \$117,000. In addition, we project the following administrative costs: \$25,000 for NFS administration costs + \$25,000 for federal administration cost; total estimated, \$167,000.

The Baseline Cost Estimate for Real Estate (BCERE) chart is on the following page.

<b>Real Estate Costs</b>		<b>Non-Federal</b>	<b>Federal</b>	<b>Project Cost</b>
	<b>Baseline Cost Estimate for Real Estate (BCERE)</b>			
	<b>Cost Summary (rounded)</b>	<b>\$142,000</b>	<b>\$25,000</b>	<b>\$167,000</b>
	Incidental Cost (rounded)	\$25,000	\$25,000	<b>\$50,000</b>
	Real Estate Acquisition Cost (rounded)	\$117,000	\$0	<b>\$117,000</b>
<b>01</b>	<b>LANDS AND DAMAGES</b>			
<b>01A</b>	<b>Incidental Costs</b>	<b>\$25,300</b>	<b>\$25,300</b>	<b>\$50,600</b>
	<b>By Government</b>		\$22,000	\$22,000
	- Survey Review		\$3,800	\$3,800
	- Appraisal Review		\$4,500	\$4,500
	- Legal Review		\$4,600	\$4,600
	- Administrative		\$9,100	9,100
	-			
	<b>By Non-federal Sponsor</b>	\$22,000		\$22,000
	- Survey	\$ 5,500		\$5,500
	- Appraisal	\$ 6,000		\$6,000
	- Title search, insurance	\$ 1,500		\$1,500
	- Legal fees	\$ 5,500		\$5,500
	- Administrative	\$ 3,500		\$3,500
	Contingency (15%)	\$3,300	\$3,300	\$6,600
<b>01B</b>	<b>Real Estate Acquisition Costs</b>	<b>\$116,811</b>	<b>\$0</b>	<b>\$116,811</b>
	Land Payments	\$101,575	\$0	\$101,575
	Utility Relocations	\$ 0	\$0	\$ 0
	Damages	\$ 0	\$0	\$ 0
	Contingency (15%)	\$15,236	\$0	\$15,236

## 9. PUBLIC LAW 91-646 RELOCATIONS

All of the LERs identified for acquisition are owned by the city of West Haven and will not require the displacement or relocation of any persons or businesses in connection with the proposed project. This will be further reviewed and confirmed during PED phase.

## 10. MINERAL ACTIVITY

The PDT confirms there is no present or anticipated mining and drilling activity in the vicinity of the project that may affect project purposes and the operation thereof.

## 11. TIMBER RIGHTS

The PDT confirms that there are no timber rights required.

## 12. ASSESSMENT OF NON-FEDERAL SPONSOR ACQUISITION CAPABILITY

The Connecticut Port Authority (CPA), the NFS, is a quasi-public agency responsible for marketing and coordinating the development of the state's ports and maritime economy. The agency, created in 2014 by State Legislative action, moved the maritime transportation programs from the CT Department of Transportation (CTDOT) to the CPA and continues the Connecticut Department of Transportation's (CTDOT) commitment to investing in the state's port infrastructure. CTDOT and other state agencies have worked cooperatively and successfully with USACE on several successful navigation projects. Recent navigation improvement projects were completed in Connecticut at Clinton Harbor, Mystic River, Mianus River, North Cove in Old Saybrook, and Patchogue River in Westbrook.

The Real Estate Division worked with the NFS to complete the acquisition assessment checklist to ensure that the NFS is vested with sufficient power to acquire, hold title, and can work with Connecticut State Agencies with condemnation authority if needed. However, it is very unlikely that there will be a need to condemn lands for this project.

NFS is aware of requirements in the "ASSESSMENT OF NON-FEDERAL SPONSOR'S REAL ESTATE ACQUISITION CAPABILITY"; see Attachment 3 to this report.

## 13. ZONING

There are no zoning ordinances proposed to facilitate acquisition in connection with the proposed project.

## 14. ACQUISITION SCHEDULE

The project PED phase and construction schedule is included in Appendix F of the IFR/EIS and is dependent on future USACE HQ approval and Congressional project authorization. The real estate acquisition requirements will be further outlined during the PED phase, upon project approval.

As of this report, the actual construction date schedule is subject to project approval and Congressional authorization and appropriation. The current estimated schedule is as follows:

Acquisition Schedule	Estimated
Project Partnership Agreement (PPA) Executed	October 2021
USACE Provides NFS Notice to Proceed with Acquisition	October 2021
NFS' Authorization for Entry for Construction to USACE	February 2022
Certify Real Estate and Ready to Advertise	March 2022
Contract Award	April 2022
Start Construction	October 2022

## 15. UTILITY AND FACILITY RELOCATIONS

The PDT determined through review of maps and survey information that there are no facility or utility relocation requirements for implementation of the navigation improvement project.

There is an existing submarine power and fiber optic cable located in the New Haven Harbor existing federal navigation channel. The cable is owned by Cross Sound Cable, LLC (CSC) and is made up of a bundle of cables that provide 330 MW of high voltage direct current and internet and phone data transfer. The cable connects from a terminal in New Haven, Connecticut to terminal in Shoreham, New York a distance of about 25 miles across Long Island Sound.

The USACE Regulatory Program issued a Section 10<sup>1</sup> permit for construction of the cross Sound cable (cable) to CSC. About 4 miles of the 25 mile long cable is located in the New Haven Harbor federal navigation channel. The permit required the cable be buried to at least -48 ft. MLLW in the federal channel. The cable burial relied on the jet plow method where high-pressure water is used to fluidize the sea floor to create a trench for the cable to fall into. During construction with the jet plow, a small length (700 feet) in the federal channel was not embedded to the required -48 feet MLLW due to encountering ledge that obstructed the achievement of the embedment depth. The USACE granted CSC a permit amendment that requires CSC to meet the -48 feet MLLW installation depth, at their cost, when corrective action is required by USACE. The Regulatory program is actively engaged with CSC to achieve the embedment depth required in the permit and, thus far, the utility is cooperating. If necessary, NAE Regulatory Division will refer an enforcement action to the Department of Justice. Project construction delay costs due to the utility's failure to cooperate are included in the Cost Schedule Risk Analysis used to determine the project cost contingency. No real estate costs for the cable will be incurred by the navigation improvement project.

## **16. ENVIRONMENTAL CONCERNS**

During the feasibility study phase, an environmental impact statement (EIS) has been prepared. This includes information on environmental consequences of the proposed project. A draft Integrated Feasibility Report and EIS was issued for comment in September 2018 and the comment period closed in November 2018. At this point in the study, there are no known hazardous, toxic, or radioactive waste or CERCLA sites in the proposed project area. (CERCLA stands for the federal Comprehensive Environmental Response, Compensation, and Liability Act.)

## **17. ATTITUDES OF THE LANDOWNERS**

The NFS and the State of Connecticut, the New Haven Port Authority, and the city of West Haven have expressed support for this navigation improvement project.

## **18. NOTIFICATION TO NON-FEDERAL SPONSOR**

Subject to USACE HQ approval, Congressional authorization, and federal appropriation of funding required for the improvement project, the NFS will be required to execute a PPA for this project with USACE, including cost share responsibilities. Construction plans will be developed during PED phase and finalized following signing of the PPA. Upon plans finalization, the NFS will be provided with the notice to proceed by the Real Estate Division regarding the acquisition of all required real property interests for project purposes, including long term maintenance and operations.

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<sup>1</sup> Note: The U.S. Army Corps of Engineers has the power to regulate non-federal use of navigable waters under Section 10 of the River and Harbor Act of 1899.

The risks of acquiring LERs before the execution of the PPA has been discussed with the NFS. The sponsor was notified in writing by letter dated January 10, 2020.

#### **19. OTHER RELEVANT REAL ESTATE ISSUES**

The harvesting of shellfish is an intensive aquaculture industry in the subtidal areas of New Haven Harbor. Shellfish species commercially managed and harvested in New Haven Harbor include the eastern oyster (*Crassostrea virginica*) and the hard-shell clam (*Mercenaria mercenaria*). The Connecticut Department of Agriculture's Bureau of Aquaculture (BOA) manages the shellfish beds seaward of the mean high water line under agreements with the New Haven Harbor municipalities (New Haven, West Haven, and East Haven), the BOA monitors and governs all parcels of seafloor within New Haven Harbor, as well as those outside of the breakwaters. There are 20 shellfish parcels that are in the channel improvement project area. See Attachment 2 Shellfish Beds Map. Aquaculture leases in the project area are subject to navigational servitude.

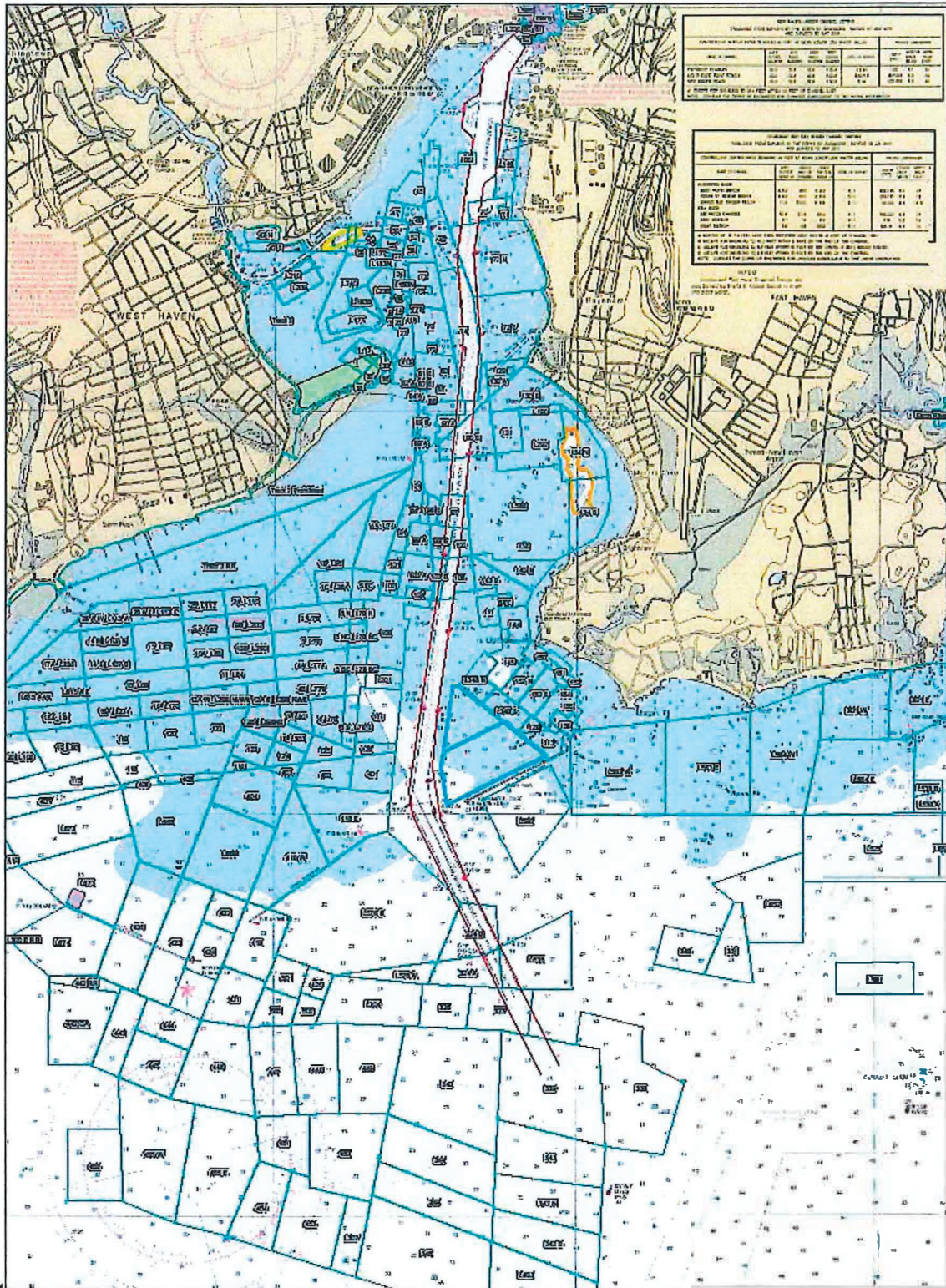
#### **20. RISK ANALYSIS**

Currently, there are no known significant risks associated with this project involving real estate.



Real Estate Plan  
Attachments 1 - 3





- Legend**
- Proposed Channel
  - West River Pit Placement Site
  - Morris Cove Placement Site
  - Salt Marsh Creation Site
  - Shellfish Improvement Area
  - Rock Reef Placement Site
  - Shellfish Beds

**New Haven Harbor, CT**  
**Navigation Improvement Project**  
**Feasibility Study**  
**Proposed Channel**  
**Placement Sites**  
**Shellfish Beds**



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## Real Estate Plan - Attachment 3

Project Name: New Haven Harbor, CT, Navigation Improvement Project  
Project Location: New Haven and West Haven, CT  
Project Sponsor: Connecticut Port Authority

### ASSESSMENT OF NON-FEDERAL SPONSOR'S REAL ESTATE ACQUISITION CAPABILITY

The preliminary real estate acquisition information is attached to this document.

#### Legal Authority: -

Name and title of sponsor's representative providing answers to this section.

Joe Salvatore – Program Manager

- a. Does the sponsor have legal authority to acquire and hold title to real property for project purposes?  
Yes - If yes, list the basis for the legal authority: Legislative Authority;  
CGS – Section 1-120(1) & CGS – Section 15-31b(a)
- b. Does the sponsor have the power of eminent domain for this project?  
No - If yes, list the basis for the legal authority: Will Coordinate with other State Agencies as needed
- c. Does the sponsor have “quick-take” authority for this project? No – See “b” above
- d. Are any of the lands/interests in land required for the project located outside the sponsor's political boundary? No
- e. Are any of the lands/interests in land required for the project owned by an entity whose property the sponsor cannot condemn? Yes – City of West Haven

#### II. Human Resource Requirements:

Name and title of sponsor's representative providing answers to this section.

Joe Salvatore – Program Manager

- a. Will the sponsor's in-house staff require training to become familiar with the real estate requirements of Federal projects including P.L. 91-646, as amended? No
- b. If the answer to II. a. is “yes,” has a reasonable plan been developed to provide such training? N/A
- c. Does the sponsor's in-house staff have sufficient real estate acquisition experience to meet its responsibilities for the project? Yes
- d. Is the sponsor's projected in-house staffing level sufficient considering its other work load, if any, and the project schedule? Yes
- e. Can the sponsor obtain contractor support, if required in a timely fashion? Yes
- f. Will the sponsor likely request USACE assistance in acquiring real estate?  
Yes (If “yes,” provide description) Assistance with coordination and planning

Project Name: New Haven Harbor, CT, Navigation Improvement Project  
Project Location: New Haven and West Haven, CT  
Project Sponsor: Connecticut Port Authority

III. Other Project Variables:

Name and title of sponsor's representative providing answers to this section.

Joe Salvatore – Program Manager

- a. Will the sponsor's staff be located within reasonable proximity to the project site? Yes
- b. Has the sponsor approved the project/real estate schedule/milestones? No

*The project is in the feasibility planning stages therefore it is impossible to accurately estimate project acquisition milestones. Once the project is approved an acquisition strategy plan will be developed and this document updated accordingly. Approximate duration estimates provided below.*

If the answer is no, please fill in the length of time it will take to complete these milestones after the New England District provides the appropriate real estate maps and estates. Some of milestones will overlap. When this happens the number of months needed to complete the next task should only include the additional months to complete that milestone. For example, you may order the title policies and the survey at the same time. If the survey will be completed in two months and the title policies will take three months you would put "2 months" in the survey milestone and "1 month" in the preliminary title policy milestone.

Survey legal interests and prepare legal descriptions: 0.5 month

Obtain preliminary title policies or other form of title information: 0.5 month

Appraise all of the property: 0.5 month

Have the appraisals reviewed by New England District: 0.5 month

Negotiate with the landowners: 0.5 month

Clear up title issues and close on the property or condemn the property: NA-Town owned land.

Take possession of the property interests: 0.5 month

Sponsor signs the Authorization for Entry for Construction: 0.5 month

Project Name: New Haven Harbor, CT, Navigation Improvement Project  
Project Location: New Haven and West Haven, CT  
Project Sponsor: Connecticut Port Authority

IV. Overall Assessment:

- a. Has the sponsor performed satisfactorily on other USACE projects?  
Connecticut Port Authority established in 2015. USACE and State of Connecticut have partnered successfully on projects in past.
- b. With regard to this project, the sponsor is anticipated to be: fully capable

V. Coordination:

- a. Has this assessment been coordinated with the sponsor? yes  
b. Does the sponsor concur with this assessment? yes

VI. NOTES:

Prepared by:



(date) 4-29-2019

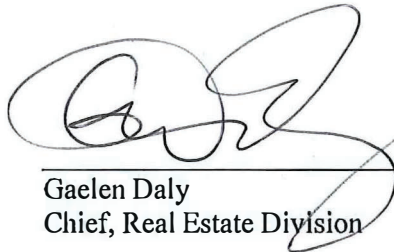
Maureen Davi  
Realty Specialist  
New England District



(date) 4-29-2019

Evan Matthews  
Executive Director of the Connecticut Port Authority

Reviewed by:



(date) 4-29-2019

Gaelen Daly  
Chief, Real Estate Division