

Individual Station Report

East Norwalk

U R B I T R A N **R** E P O R T

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Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

July 2003

Stakeholder Interview

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Norwalk

The meeting in Norwalk included the Mayor and representatives of public works. The City had met with Harry Harris recently regarding the governance issue; from that discussion, they were led to understand that CDOT wants to take control of the entire station program, which would include the purchase of the South Norwalk station from the City. Subsequent to the meeting, however, it appears that CDOT could not afford to purchase South Norwalk Station, so the issue is still open for discussion. There are other issues as well, including how MNCR costs are allocated to the local stations, and the potential that MNCR costs may escalate sharply with new work rules.

Norwalk has recently formed a parking authority to oversee all of its parking properties, both rail and non-rail related. Therefore, any change to the current arrangement for rail parking, both at South Norwalk and East Norwalk, would have to be studied to determine the impact on the overall parking program.

Currently, the revenues collected for parking or other ancillary activities (subleases) have to be allocated to the station for which they are collected. Thus, monies collected in South Norwalk go to operating South Norwalk, and those for East Norwalk for East Norwalk. The City would like to be able to use the funds flexibly for both stations. The City representatives were asked about using this concept in the larger sense, e.g. moving parking revenues from town to town under a centrally controlled system run by CDOT. Without further study, they were not inclined to view this action positively.

The discussion turned to the equalization of parking fees across all stations, or at least the rationalization of fees. There was agreement that this has some merit; within the City, the price for parking is clearly too low in Rowayton, thus attracting people from all over who might otherwise use a local station. Furthermore, the low fees have created a pressure to build more parking in Rowayton, and CDOT has mandated 40 more spaces despite local opposition; with better control of parking fees, the pressure for expansion in Rowayton might be shifted to other stations and could be tied into a regional transportation management approach.

There is an issue concerning the current lease arrangement at East Norwalk, and specifically the secondary lease arrangement concerning the use of, and payment for, the lot at St. Thomas Church, as well as a question concerning future arrangements for non-state/satellite lots if CDOT took control of the station program. CDOT would have to determine how they would contract for secondary lots, and how liability would be covered in such arrangements. At present, the issue of liability, maintenance, and lease costs is an issue that the City is trying to address. They pay the church \$10,000 a year for the use of the lot, and do the routine maintenance of the lot as well. The total rent is \$ 20,000 of which half is paid by the state and the half paid by the City is to come from "excess revenues" of which there are none. When the City wanted to raise the permit fees at East Norwalk, the commuters rejected the idea out of hand. Finally, the City believes, in the reading of the lease, that the entire \$ 20,000 should come from the state, as the contracting partner for the agreement. The City is not on the lease, which is between the State and St. Thomas Church. The City, furthermore, is doing maintenance there, but this is not spelled out in the lease as their responsibility. When considering the cost of the St. Thomas lot, the City recognizes that the cost is far more than the lease cost, as it pays for such things as liability insurance and maintenance, plowing, etc. All of these issues have been raised with CDOT.

With regard to the state lot at East Norwalk, the City is happy with the current shared responsibilities and finds both CDOT and MNCR responsive.

The City owns and operates South Norwalk Station. They have a person on-site at all times (24 hours a day) and would need assurances in any state plan that this would continue. The city is happy with the arrangements and gets any support it needs from CDOT and MNCR.

The Parking Authority can issue bonds and therefore it would help if the revenues from the stations could be channeled through the authority, building a stronger revenue stream. This cannot be done under the current agreement, which requires that the revenues be allocated to individual station accounts. If CDOT would allow for a broader interpretation of the rules regarding revenue accounting, then the City would be in a better position to build more parking for both rail and non-rail use, and for building mixed use lots as well that could benefit both the rail customers and community. The Authority could still maintain separate line item accounts suitable for CDOT review.

The City also thinks that the Merritt Seven station arrangements need to be looked at and considered in the long range planning for rail service. The station was privately built by the developer of Merritt Seven, and maintained by the developer with CDOT assistance. The city has no role there. Parking is free.

The long-term vision for Norwalk calls for a station to be located in the East Avenue/Wall Street area, and another for Reed-Putnam; both would be on the Danbury branch. Also, the City most likely wants to retain control over the station program to keep them in character with the adjacent land uses, particularly in residential areas.

In summary, there were three main issues raised and discussed: the issue of cross subsidization between stations, which would be more efficient and cost-effective; the operating costs and arrangements at East Norwalk including the understatement of total costs and the proper allocation of payments between the State and Norwalk; and the ability of the parking authority to use the rail revenue stream to strengthen its ability to raise funds and ultimately to build mixed use parking structures. In addition, Norwalk feels strongly that it “stepped up to the plate” when a new South Norwalk Station was built and assumed both the potential risks and rewards, and therefore it is not sure that it would willingly relinquish control of the budget, local decision-making, and long-term planning without significant guarantees from CDOT and without a demonstrated benefit to its local plans and Parking Authority program.

Customer Opinion Survey

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

East Norwalk

The response rate among surveyed customers was relatively low at East Norwalk station; 40 out of 288 surveys distributed were returned, representing a 14% response rate. The established pattern of commuters continued at East Norwalk, as 93% of respondents traveled by train daily, 93% used the train for work or school (additional 3% for other business), and 98% traveled during the peak periods. Seventy-two percent of East Norwalk respondents were male, and 98% were between the ages of 25 and 64. Income levels were somewhat more distributed relative to other stations yet remained high at East Norwalk. Sixty-seven percent of customers surveyed

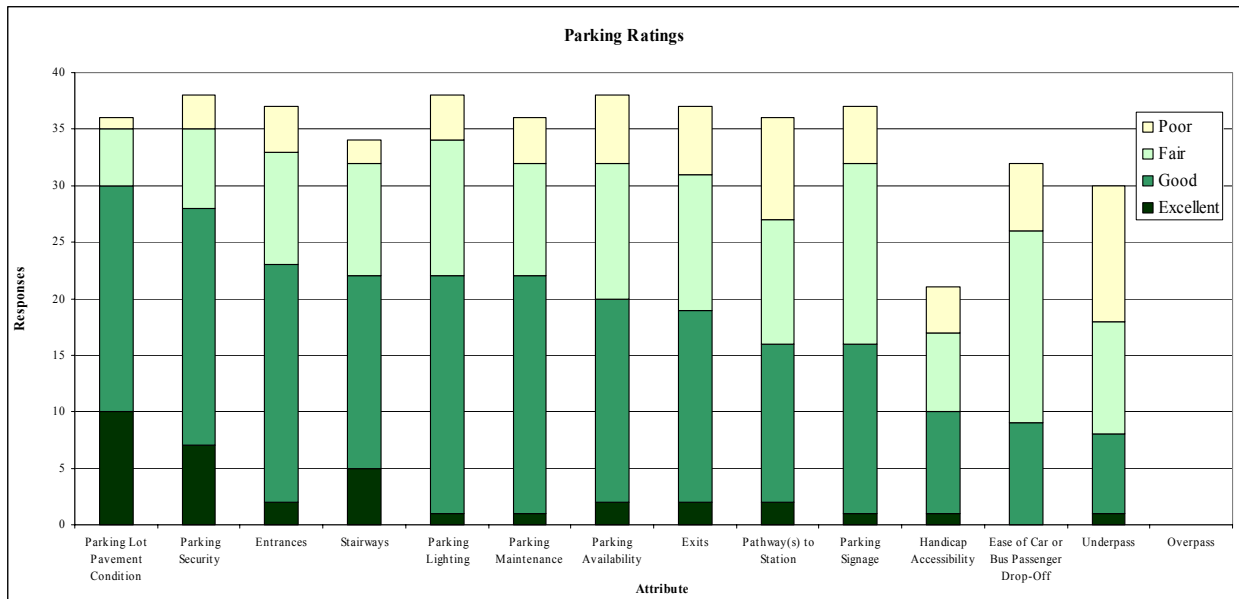
reported annual incomes of \$100,000 or more, 31% were between \$25,000 and \$100,000, and 3% were below \$25,000.

Of those surveyed, 95% possessed a parking permit at the time of the survey, and among those without a permit none were on a waiting list.

Ratings for the station elements at East Norwalk were similar to those at numerous other stations, i.e., the majority of responses were for ratings of ‘good’ or ‘fair.’ Overall the response was sufficiently positive; however, several areas of concern were highlighted by combined ‘fair’ and ‘poor’ responses exceeding 50%.

Figure 115 describes the opinions of East Norwalk respondents with regard to parking elements. Five of the thirteen parking elements surveyed were rated negatively by a majority of respondents. However, unlike other stations where security was the focus of negative ratings, East Norwalk’s parking facilities were rated poorly for such physical features as the pathways to station, underpass, signage, as well as the ease of passenger drop-off and handicap accessibility. Security was actually quite highly rated with 74% satisfaction ratings. The highest rated parking element was parking lot pavement condition with 83% positive ratings. East Norwalk does not have an overpass.

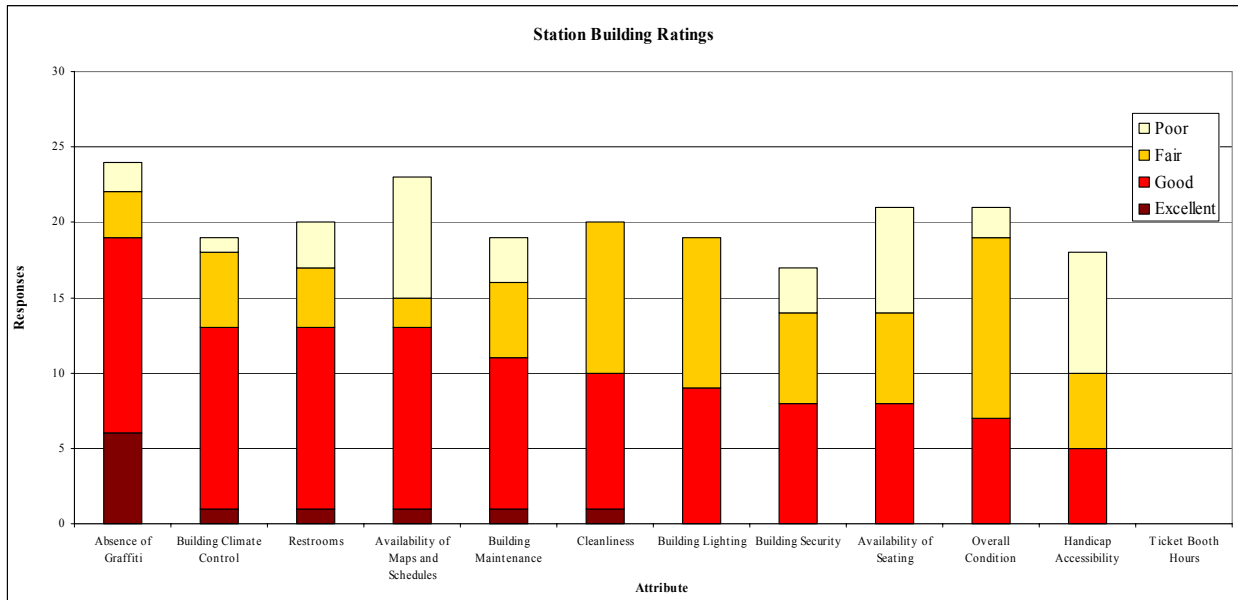
Figure 115: East Norwalk Station Parking Ratings



Half of the building elements were rated negatively by a majority of respondents. Figure 116 describes how East Norwalk respondents perceived the condition of the station building. Overall, aspects of the station building at East Norwalk were rated less favorably than parking, this time with an increase in negative ratings for safety and overall condition. Only one-third of respondents were pleased with the overall condition of the station building. However, some elements were rated even more poorly. Seventy-two percent of respondents were not pleased with handicap accessibility. As usual, the highest rated building element was the absence of

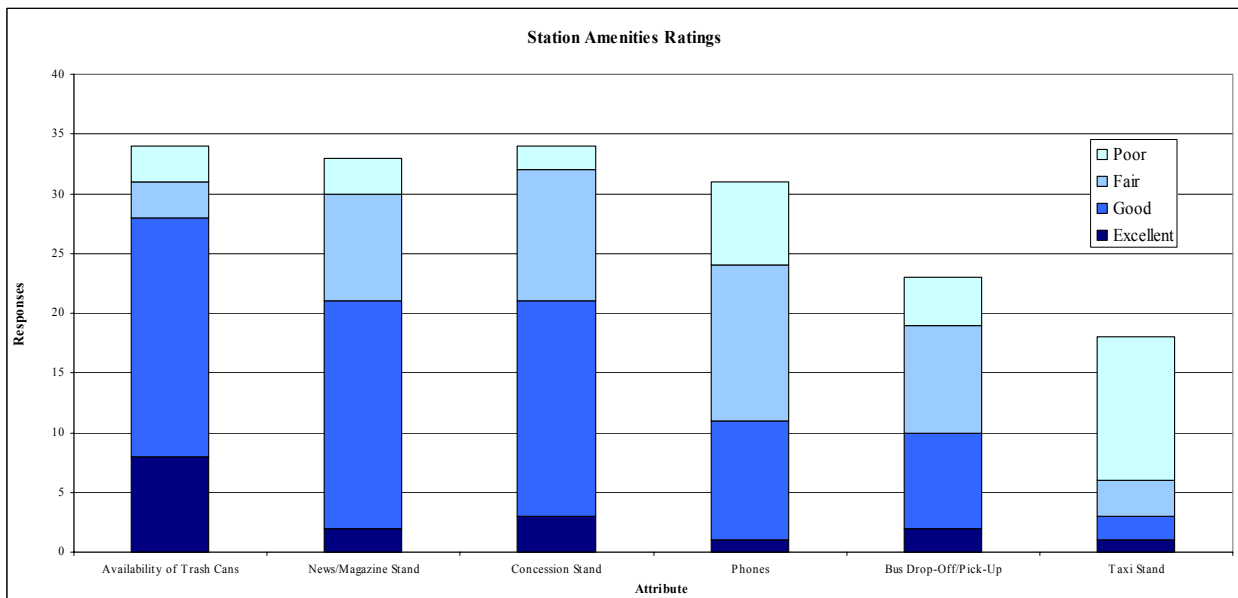
graffiti with 79% positive ratings. Absence of graffiti was the only element with less than 25% of respondents labeling it ‘fair’ or ‘poor.’ The East Norwalk Station does not have a ticket office.

Figure 116: East Norwalk Station Building Ratings



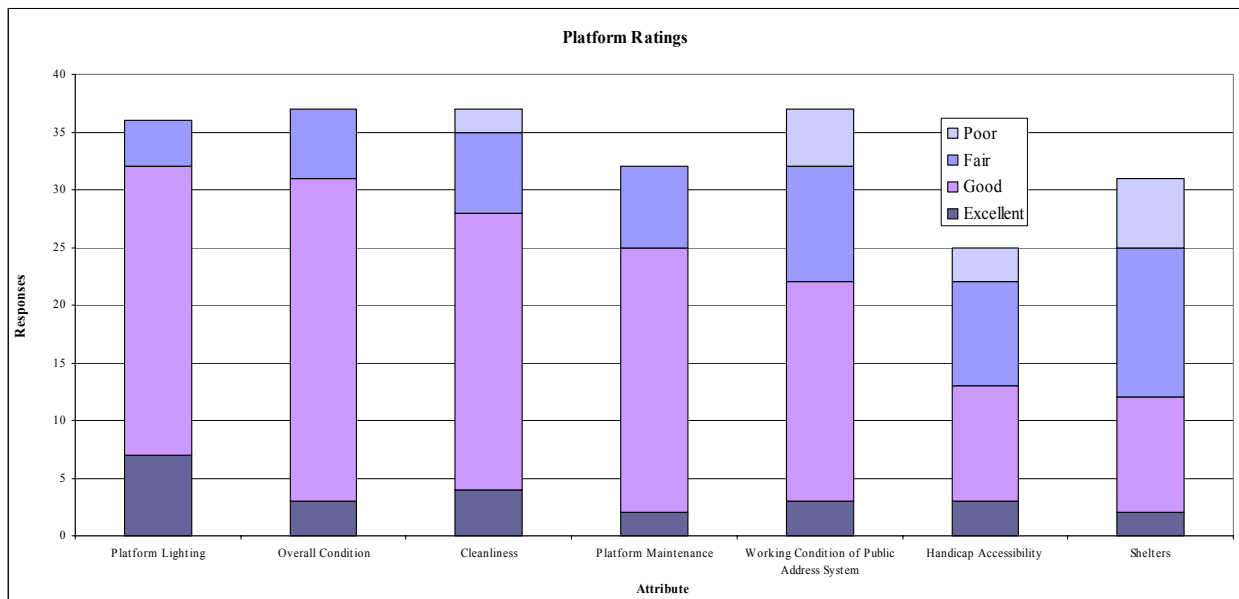
Station amenities received mixed ratings, although three of the principal amenities (phones, taxi stand, and bus pick-up/drop-off) received ‘fair’ or ‘poor’ ratings from over half of all respondents. The taxi stand was the lowest rated amenity with 83% negative ratings. With the exception of the availability of trash containers (82% positive marks), none of the amenities included in the survey received overwhelmingly positive ratings. Figure 117 shows the ratings of station amenities in East Norwalk.

Figure 117: East Norwalk Station Amenities Ratings



The station platform, however, did receive more favorable ratings, relative to other aspects of the East Norwalk station as well as relative to other stations surveyed. Eighty-four percent of respondents were satisfied with the overall condition of the platform. Figure 118 describes the opinions of East Norwalk respondents with regard to the condition of the platform. The only notable area of dissatisfaction, as was the case at numerous stations, was the platform shelter. Shelters only received 39% approval. The highest rated element was platform lighting, which experienced 89% positive ratings.

Figure 118: East Norwalk Station Platform Ratings



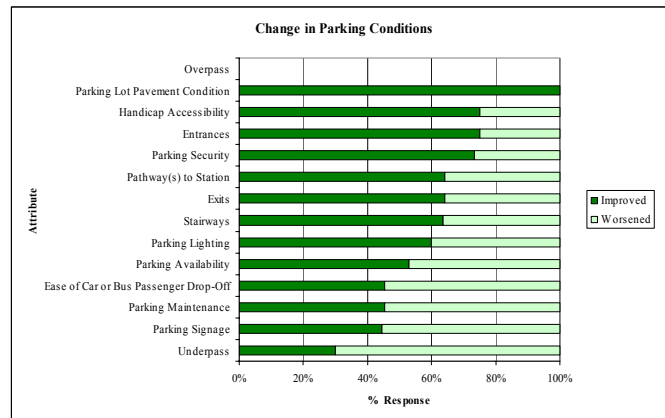
Half of the elements rated in both this survey and the most recent Metro-North survey were higher and half were lower than the other survey. The rating of the overall station condition was the most disparate of all the elements. Sixty-eight percent of Metro-North respondents were content with the overall condition, but only 33% of respondents to this survey were content. Platform condition was rated by 84% of respondents in this survey as satisfactory, as compared to 65% of Metro-North respondents. There were 50% of respondents in this survey satisfied with station cleanliness, as compared to 68% of Metro-North respondents. Platform cleanliness was rated satisfactorily by 76% of respondents to this survey, but by only 59% of Metro-North respondents. Parking availability ratings also varied greatly; 68% of Metro-North respondents were satisfied with availability compared to 53% of respondents to this survey. The ratings for the public address system were the closest between the two surveys. Metro-North had 56% of respondents indicate satisfaction, where respondents to this survey rated it slightly higher at 59% approval.

Change

Change ratings in East Norwalk were generally higher than ratings of the current situation. However, amenities change ratings were slightly lower but very close to current ratings.

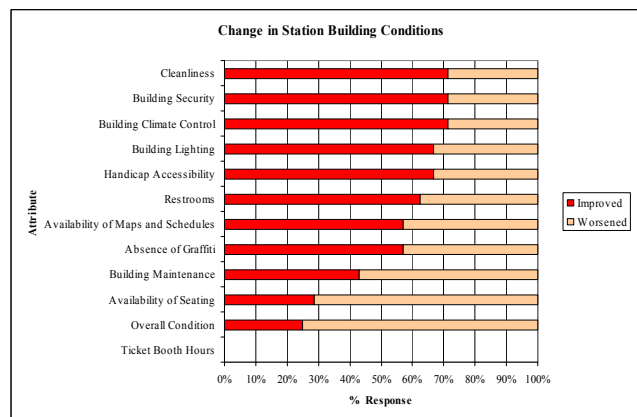
Figure 119 describes the change in parking conditions experienced in East Norwalk over the past few years. Improvement ratings ranged from 30% to 100%. Four elements had a majority of respondent who said that they had worsened over the previous 2 years. The least improved elements were underpasses, with 70% ratings of ‘worsened.’ All 17 respondents (100%) rated the parking lot pavement condition as improved.

Figure 119: East Norwalk Station Change in Parking Conditions



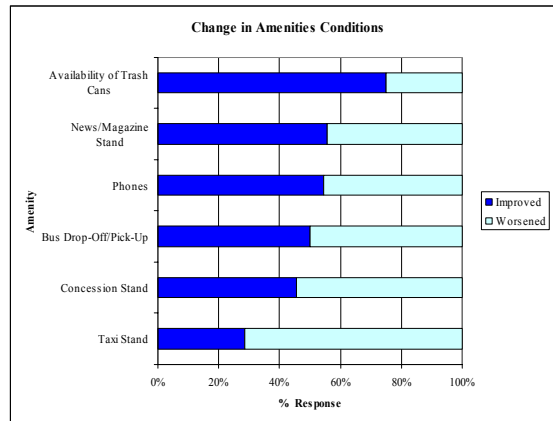
Building change ratings were generally lower than the parking change ratings. Still, 3 elements had a majority of respondents who said that they had worsened. The most improved elements, cleanliness, security, and climate control had only 71% improvement ratings. Figure 120 portrays the changed building situation in East Norwalk. Again, the East Norwalk Station has no ticket office.

Figure 120: East Norwalk Station Change in Building Conditions



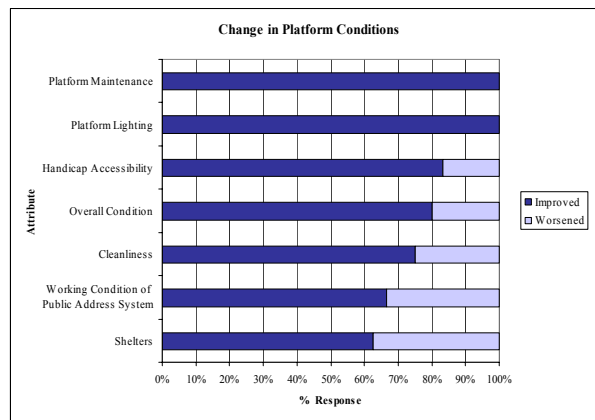
Ratings of the changes to amenities over the previous 2 years were not particularly positive either. Figure 121 outlines how East Norwalk respondents felt about the changed amenity situation. As usual the availability of trash cans was rated as the most improved amenity with 75% improvement ratings. The least improved amenity was the taxi stand, which was also singled out in the ratings of the current situation.

Figure 121: East Norwalk Station Change in Amenities Conditions



The change ratings for the platform were significantly better than change ratings for the other 3 categories of elements. Figure 122 details the platform change situation in East Norwalk. All of the respondents said they had noticed improvement in platform lighting and platform maintenance over the previous 2 years. None of the platforms had less than half of the respondents rate it as improved. The least improved platform elements were, as with many other stations, the shelters. However, shelters still received 63% improvement ratings.

Figure 122: East Norwalk Station Change in Platform Conditions



The change ratings highlight areas that are great need of improvement at the East Norwalk Station. The elements most in need of change (40% of fewer improvement ratings) were: underpasses, availability of seating, overall condition of the station building, ticket office hours, and the taxi stand.

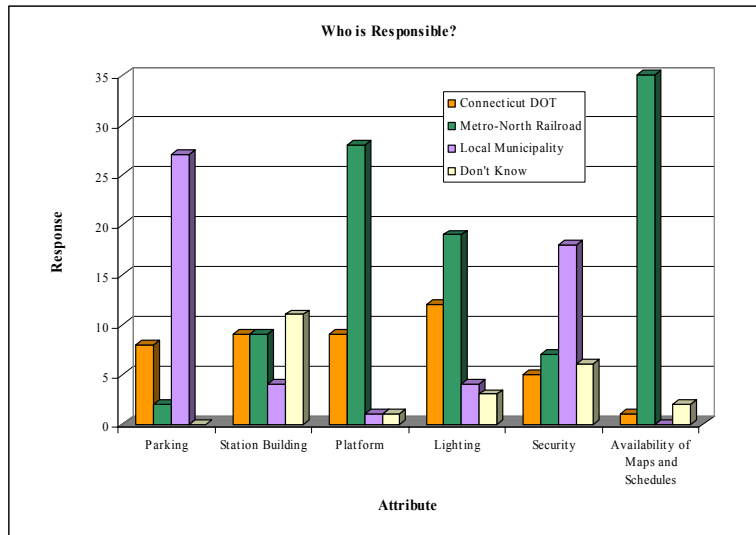
Responsible Agencies

East Norwalk Station respondent spread the responsibility of station elements more widely between the agencies than respondents to other stations. For 3 of the conditions respondents were pretty much in agreement with who was in charge of that condition. For the other 3 conditions the respondents were less sure who was responsible for the conditions. Figure 123

graphs the opinions of East Norwalk respondents on who was responsible for certain conditions. Generally, respondents thought that:

- The local municipality was responsible for parking (73%).
- Metro-North was responsible for the platform (72%).
- Metro-North was in charge of map and schedule availability (92%).
- Respondents did not know who was responsible for the station building (33%), but many thought that it was either Connecticut DOT (27%) or Metro-North (27%).
- Lighting was probably the responsibility of Metro-North (50%), but it could have been the responsibility of Connecticut DOT (32%).
- East Norwalk respondents were reasonably certain that the local municipality was responsible for security (50%), but many did not know or thought that Metro-North or Connecticut DOT was in charge.

Figure 123: East Norwalk Station – Responsible Agencies



Written-In Customer Comments

When asked to write in their comments, East Norwalk respondents were primarily concerned with adding security to parking areas, and making stripes more visible in parking areas (15% each). The second most important concerns to customers were the need for shelters to have protection from inclement weather and for improvement of the public address system (11% each). Other comments were written in by 1 or 2 respondents. Table 12 lists all of the comments mentioned by customers in East Norwalk.

Table 12: East Norwalk Station Written-In Customer Comments

Comment Code	Comment	# Responses	%
33	Need security at parking areas	4	14.8%
50	Parking stripes need to be painted on	4	14.8%
12	Could use benches & protected shelters from rain/snow with heat/air	3	11.1%
61	Better public address system needed	3	11.1%
18	Need more parking areas	2	7.4%
27	Trash cans needed	2	7.4%
63	Snow removal on stairs & walkways	2	7.4%
10	Lighting needs improvement	1	3.7%
13	Need ticket machines	1	3.7%
17	Longer station platforms	1	3.7%
20	Better pathways to train platform	1	3.7%
49	Overall good comments	1	3.7%
62	Need better security company	1	3.7%
64	Single overpass not adequate	1	3.7%
	<i>Total Comments</i>	27	100.0%

Parking Inventory and Utilization

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

East Norwalk

East Norwalk has 231 rail station parking spaces; all are permit spaces except for two designated handicap spaces. Only 49 spaces are available at the station proper and were at capacity during the survey. There were two cars parked illegally on the day of the inventory. Additional parking is available across the street from the station with direct access to the station platform and covered waiting shelters are provided. The parking provided at St. Thomas Church was the least used, at 70% utilization. The Church is the farthest parking location for East Norwalk Station users and requires a short walk. Parking capacity and utilization are presented in Table 12.

Parking Area Ownership

Parking lots 1 and 2 are owned by the State of Connecticut. Lot 3 is privately owned. The State owns 63.6% of the parking at the East Norwalk Station. Figure 12 maps the location and ownership status of the parking lots.

Fee Structure

Annual parking costs \$240 and monthly parking costs \$25 at the East Norwalk Rail Station. There is no permit waiting list at the East Norwalk Station. East Norwalk sells 338 permits annually for their 229 permit spaces, an over-sale ratio of 47.6%.

Table 12: East Norwalk Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Station Parking				
Permit	47	51	108.5%	state
Daily	0	0	N/A	
Handicap	2	0	0.0%	
Total Lot 1	49	51	104.1%	
Outlet Parking				
Permit	98	85	86.7%	state
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total Lot 2	98	85	86.7%	
St. Thomas Church				
Permit	84	59	70.2%	private
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total Lot 3	84	59	70.2%	
Permit	229	195	85.2%	state
Daily	0	0	N/A	147
Handicap	2	0	0.0%	private
TOTAL PARKING	231	195	84.4%	84

*Spaces in use exceed capacity for permit parking due to 2 cars parked illegally.

Figure 12: East Norwalk Rail Station Parking Map



Rail Governance Study
Connecticut Department of Transportation

East Norwalk Station

- Station Building
- State-Owned Parking Area
- Municipality-Owned Parking Area
- Privately-Owned Parking Area

Aerial Photo: Aero-Metric, Inc.

Station Condition Inspection

U R B I T R A N **R** E P O R T



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

CONNECTICUT
DEPARTMENT
OF
TRANSPORTATION



CONDITION INSPECTION
FOR THE
EAST NORWALK STATION

GENERAL RECOMMENDATION 2

**CONN. DEPT OF TRANSPORTATION
STATION INSPECTION**

INSPECTION RATING SCALE

The following rating scale is used for inspections:

- 1- Totally deteriorated, or in failed condition.
- 2- Serious deterioration, or not functioning as originally designed.
- 3- Minor deterioration, but functioning as originally designed.
- 4- New condition. No deterioration.
- 5- Not applicable.
- 6- Condition and/or existence unknown.

STATION: East Norwalk
 LINE: New Haven
 INSPECTION DATE: 8/1/02
 INSPECTION AGENCY / FIRM: UA
 INSPECTORS: RGW
 WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 1 OF 34

SOUTH PLATFORM

SPAN NO.	PLATFORM ELEMENT										CANOPY				SUPER-STRUCTURE	FOUNDATIONS		
	1 RAILING	2 RAILING PAINT	3 STAIRS	4 JOINTS	5 TOP OF PLATFORM	6 BENCHES	7 SIGN / BILLBOARD	8 WARNING STRIP	9 PLATFORM EDGE RUBBING BOARD	10 PEDESTRIAN TUNNEL	11 COLUMNS OVERALL	12 COLUMN BASE @ PLATFORM	13 ROOF FRAMING ELEMENTS	14 ROOFING MATERIAL	15 DOUBLE TEE	16 PIER	17 FOOTING	18 EROSION / SCOUR
I	2	2	5	3	2	5	3	3	5	5	5	5	5	3	2	6	6	
II	3	3	3	3	3	5	3	3	5	5	5	5	5	2	3	6	6	
III	3	3	5	3	3	3	3	3	5	5	5	5	5	2	2	6	6	
IV	3	3	5	3	3	5	3	3	5	5	5	5	5	2	3	6	6	
V	3	3	3	3	3	5	3	3	5	5	5	5	5	3	2	6	6	
VI	3	3	5	3	3	5	3	3	5	5	5	5	5	3	2	6	6	
VII	3	3	5	3	3	5	3	3	5	5	5	5	5	3	2	6	6	
VIII	2	2	5	3	3	5	3	3	5	5	5	5	5	2	2	6	6	
IX	3	3	3	3	3	5	3	3	5	5	5	5	5	2	2	6	6	

STATION: East Norwalk
 LINE: New Haven
 INSPECTION DATE: 8/1/02
 INSPECTION AGENCY / FIRM: UA
 INSPECTORS: RGW
 WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 2 OF 34

NORTH PLATFORM

SPAN NO.	PLATFORM ELEMENT										CANOPY				SUPER-STRUCTURE	FOUNDATIONS		
	1 RAILING	2 RAILING PAINT	3 STAIRS	4 JOINTS	5 TOP OF PLATFORM	6 BENCHES	7 SIGN / BILLBOARD	8 WARNING STRIP	9 PLATFORM EDGE RUBBING BOARD	10 PEDESTRIAN TUNNEL	11 COLUMNS OVERALL	12 COLUMN BASE @ PLATFORM	13 ROOF FRAMING ELEMENTS	14 ROOFING MATERIAL	15 DOUBLE TEE	16 PIER	17 FOOTING	18 EROSION / SCOUR
I	2	3	5	3	3	5	3	3	5	5	5	5	5	3	5	3	6	
II	3	3	3	3	3	5	3	3	5	5	5	5	5	3	3	3	6	
III	3	3	5	3	3	3	3	3	5	5	5	5	5	3	5	3	6	
IV	5	5	5	3	3	3	3	3	5	5	5	5	5	3	5	3	6	
V	3	3	5	3	3	5	3	3	5	5	5	5	5	3	5	3	6	
VI	3	3	5	3	3	5	3	3	5	5	5	5	5	3	5	3	6	
VII	3	2	3	3	3	5	3	3	5	5	5	5	5	3	3	3	6	
VIII	2	2	5	3	2	5	3	3	5	5	5	5	5	3	3	3	6	
IX	2	2	5	5	2	5	3	3	5	5	5	5	5	3	5	3	6	

STATION: East Norwalk
LINE: New Haven
INSPECTION DATE: 8/1/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 3 OF 34

PARKING ELEMENTS

QUADRANT # I

TYPE OF SURFACE: asphalt x PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 3

LANDSCAPE: 3

SIDEWALK: 3

CURB: 2

QUADRANT # II

TYPE OF SURFACE: asphalt x PAVED; _____ GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 1

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 1

LANDSCAPE: 3

SIDEWALK: 2

CURB : 3

STATION: East Norwalk
LINE: New Haven
INSPECTION DATE: 8/1/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 4 OF

PARKING ELEMENTS

QUADRANT # III

TYPE OF SURFACE: asphalt x PAVED; GRAVEL; DIRT;
 OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 3

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: East Norwalk
 LINE: New Haven
 INSPECTION DATE : January 9, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear and Cold

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 6 OF 34

PLATFORM --- SERVICE

Voltage Rating (V)	120/240	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	n/a	Underground	X
Rating of Main Breaker (A)	unknown	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	TTD Ed 28 East Ave	Wire Sizes	unknown		

Remarks: _____

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	unknown	unknown	unknown	platform	17/ 20	unknown
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	1	platform	17/ 20	totally deteriorated
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	unknown	unknown	unknown	unknown
Public Telephone	unknown	n/a	n/a	platform	unknown	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: All of the receptacles on the platform are not GFCI and many of them are damaged or missing covers.

STATION: East Norwalk

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 7 OF 34

INSPECTORS: Jim Connell & Dave Lang

DATE: January 9, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

Power to the southbound platform is derived from the building panelboard and power to the northbound platform is derived from a locked enclosure mounted on the platform. The building was excluded from the condition survey and we were unable to gain access to the locked enclosure; therefore we were unable to verify power panelboards on both platforms. There are several non-GFCI receptacles located on the platforms and some are either broken or missing covers. We suggest that all the receptacles be replaced with the GFCI type with covers.

The lighting on the southbound platform maintains an average of 5.02 foot-candles and the northbound platform was averaging 5.4 foot-candles. Both platforms exceed the minimum light level recommended by IESNA. Many of the light fixture lenses are either damaged or missing end caps and should be replaced. Much of the conduit for this lighting system is prematurely corroding and will likely fail within the near future.

STATION: East Norwalk

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 9 OF 34

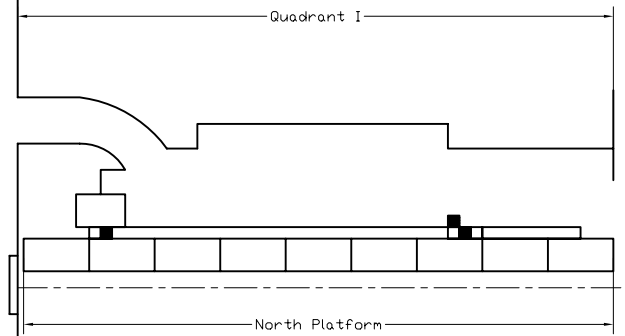
INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 9, 2002

STATION – MECHANICAL SUMMARY

On the New York bound side of the platform the gutters and downspouts are in good condition except for one downspout. The lower part of the downspout is missing and needs to be replaced.

On the New Haven bound platform there is a small shelter with a curbed roof. There are no gutters or downspouts.



℄ of Tracks

Overpass

North Platform

South Platform

East Avenue

Private House

Rowan Street

Quadrant II

Non-Railroad Parking

Legend:

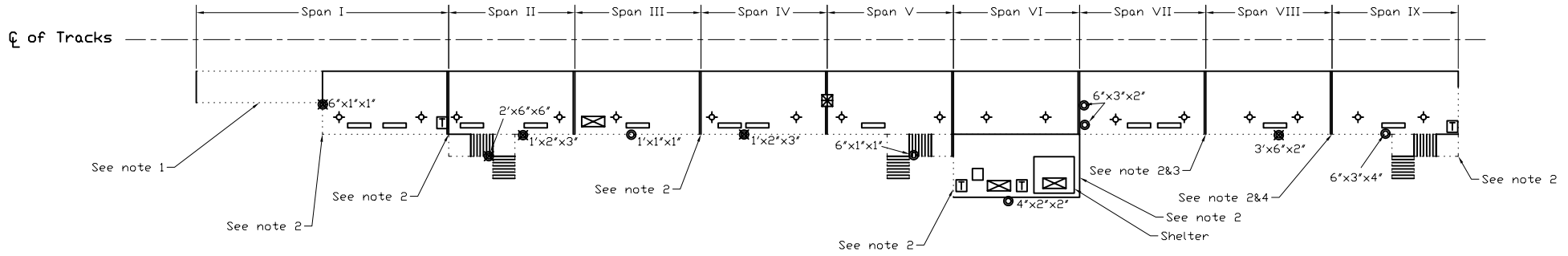
- Fence
- - - - - Guardrail

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation

East Norwalk
General Layout

Date: 8/13/02



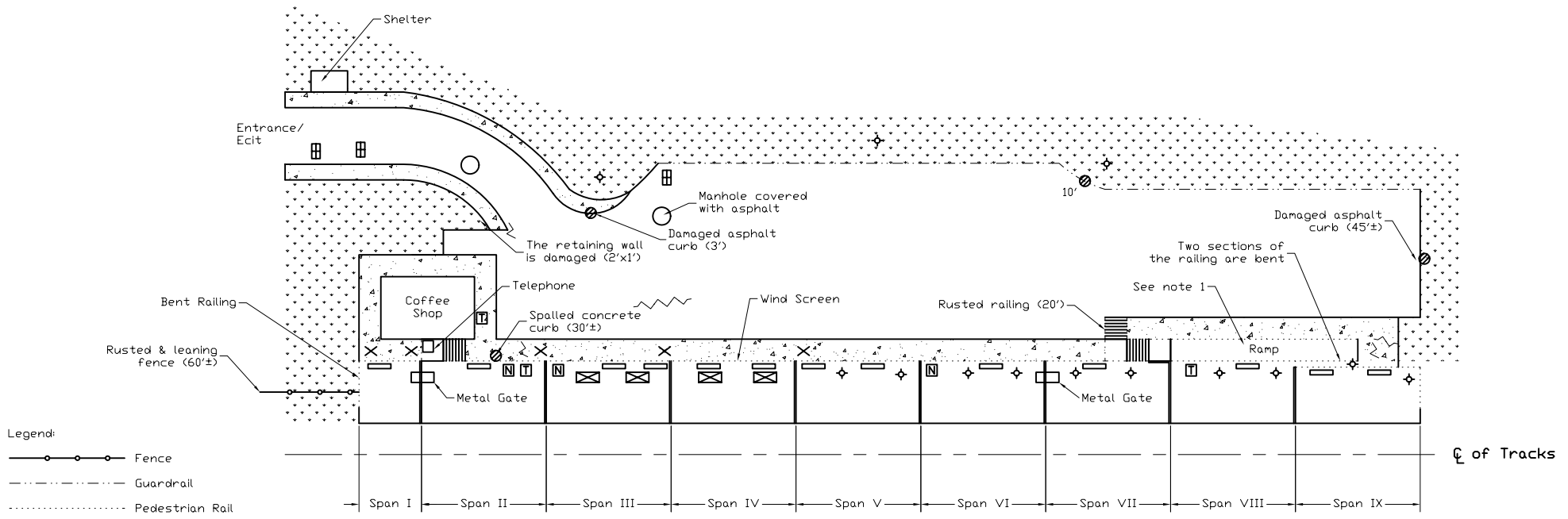
Legend:

- Pedestrian Rail
- Spalled Concrete
- Spalled Concrete with Exposed Rebar
- ◆ Light
- ▭ Sign
- ▭ (with X) Bench
- ▭ (with T) Trash can
- ▭ (with N) Newspaper
- Joint
- ▭ (with X) Train's Power Line

NOTES:

1. 12 of the railing base plates are rusted and deteriorating and there are 4 areas where the concrete is spalled (1'x3"x3") adjacent to the plates.
2. The base plate located at the top of the pier is rusted and deteriorated.
3. Cracked concrete pier which is about to spall (2'x3"x3").
4. Spalled concrete pier with exposed rebar (2 1/2'x2"x3").

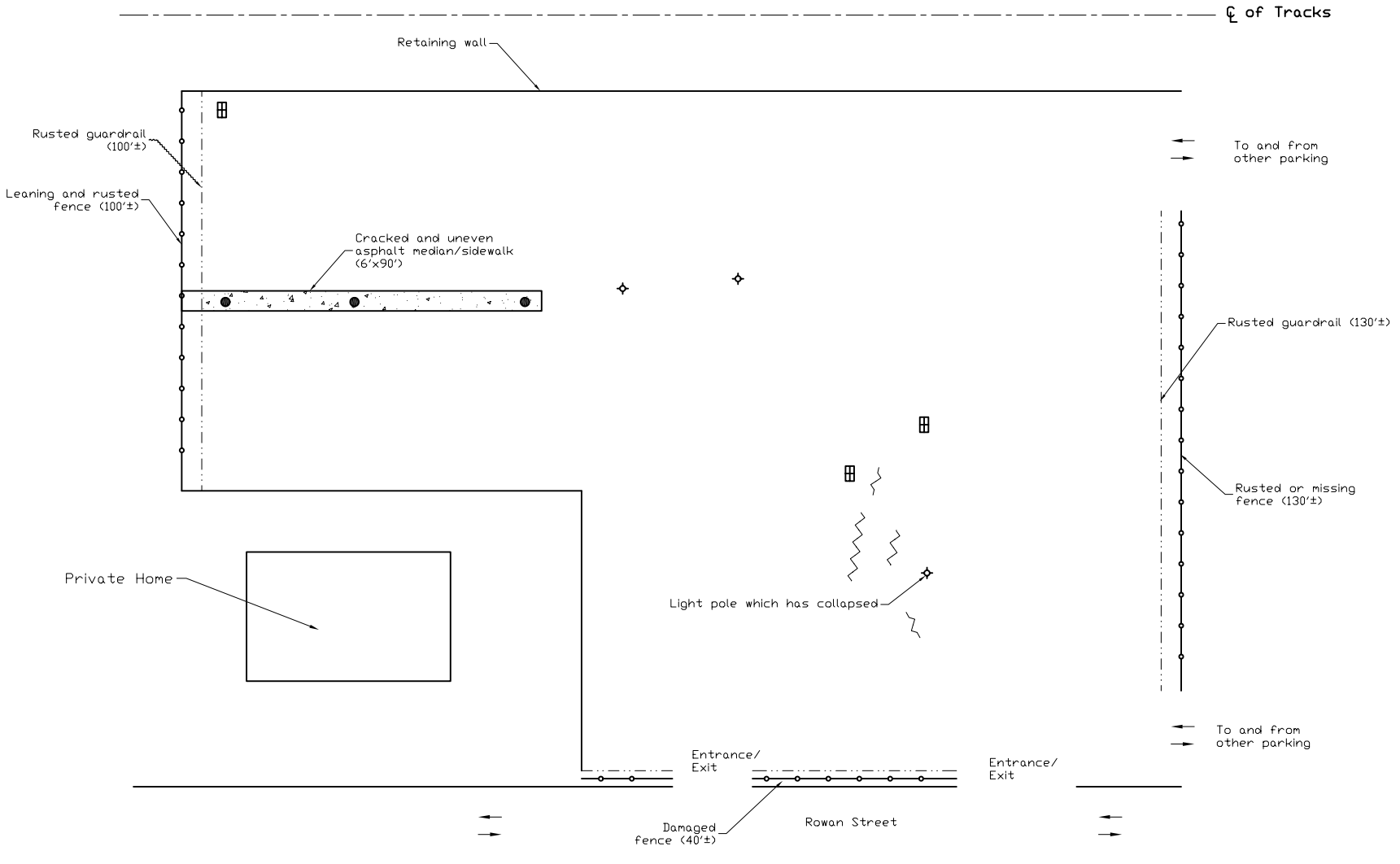
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
East Norwalk Station South Platform Plan
Date: 8/13/02



- Legend:
- Fence
 - - - - - Guardrail
 - Pedestrian Rail
 - ~~~~~ Crack
 - ▨ Grass
 - ▩ Sidewalk
 - Sanitary Manhole
 - ▩ Drain
 - Spalled Concrete
 - ⊗ Cracked, Broken, or Missing Curb
 - ⋄ Light
 - × Canopy Column
 - ▭ Sign
 - ▩ Bench
 - ▩ Trash can
 - ▩ Newspaper
 - Joint

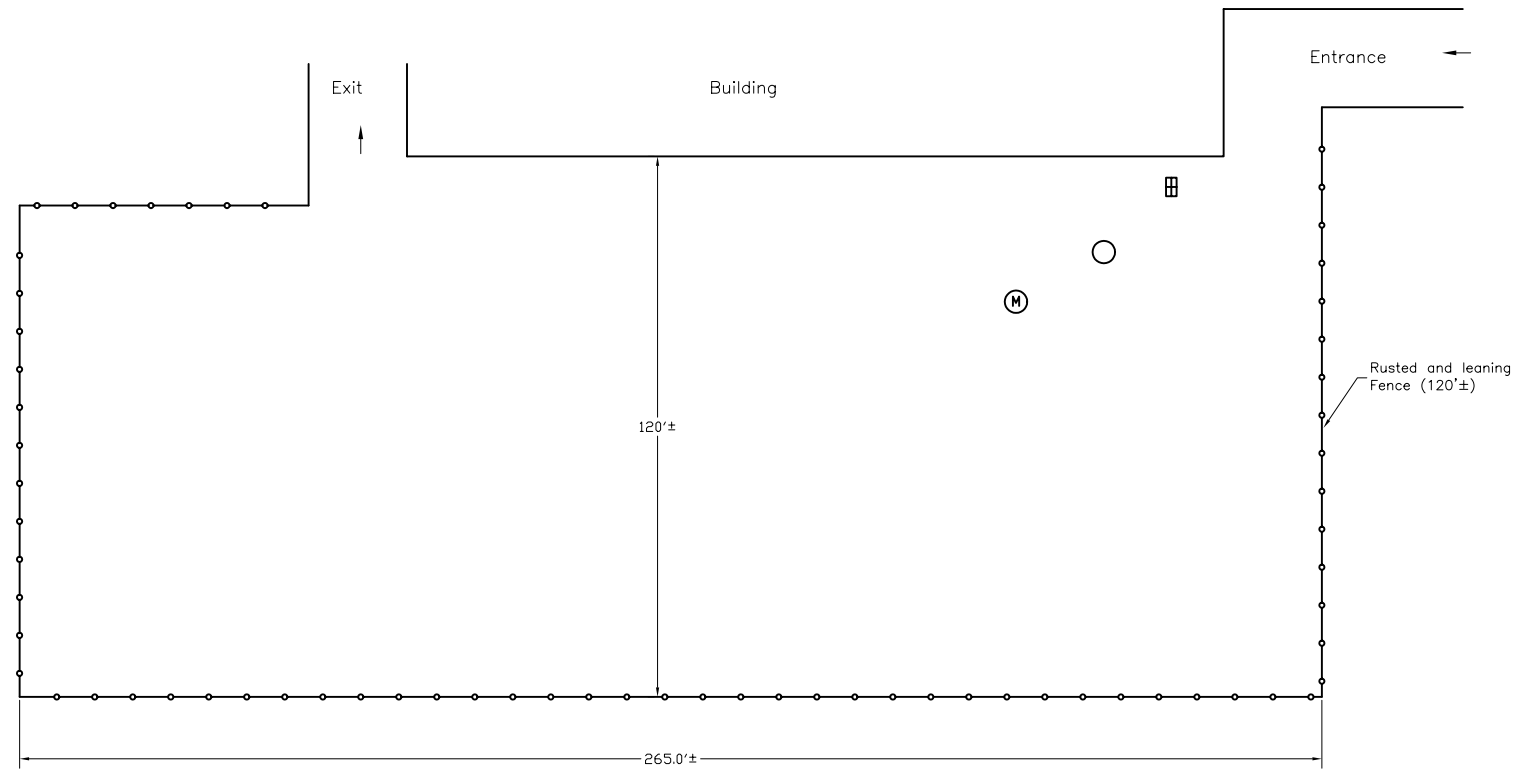
NOTES:
 1. 12 of the railing base plates are rusted and deteriorated and there are 3 areas where the concrete is spalled (1'x3"x3") adjacent to the plates.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
East Norwalk Station North Platform & Quadrant I Plan
Date: 8/13/02



- Legend:
- Fence
 - Guardrail
 - Crack
 - Sidewalk
 - Drain
 - Electric Pole
 - Light

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
East Norwalk Station Quadrant II Plan
Date: 8/13/02



- Legend:
- Fence
 - Sanitary Manhole
 - Monitoring Well
 - Drain

NOTES:
 1. The entire surface (265'x120') contains numerous cracks with vegetation growth.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
East Norwalk Station Quadrant III Plan
Date: 8/13/02

STATION: East Norwalk

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 15 OF 34

INSPECTORS: RGW

DATE: 8/14/02

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		12-13	Span I (S-Platform) 1,2,&5 - Along the ramp there is spalled and cracked concrete adjacent to the rusted railing base plates
2		14	Span II-IV, VIII, & IX 15 - There is spalled concrete with exposed rebar along the flange of the double tee
2		15	Span I, III, & V-IX 16 - The base plates on top of the piers (S-Platform) are rusted and deteriorated
2		16	Span VIII 16 - The concrete pier is cracked (2'x3"x3") and about to spall
2		15	Span IX 16 - The concrete pier is spalled (2 1/2'x2"x3") with exposed rebar
2		17	Span I 1 - The railing is bent (N-Platform)
2		18	Span VII 2 - The railing is rusted (N-Platform)
2		19	Quad I Curb - The concrete curb is spalled
2		20	Quad I Curb - The asphalt curb is damaged
NA		21	Quad I Misc - The retaining wall is damaged (2'x1'x1')
2		25	Quad II Stripping - The stripping is faded or non-existent
2		23	Quad II Fence/Guardrail - The guardrail is rusted and the fence is damaged
2		25	Quad II Sidewalk - The concrete sidewalk / median is uneven and cracked (6'x90')

East Norwalk Station

Description	Units	Quantity	Price / Unit	Total Cost
<u>Replacing asphalt sidewalk</u>				
-Remove asphalt (6")	yd ³	10.00	\$22.00	\$220.00
-Installing asphalt (6" layer)	yd ²	60.00	\$25.00	\$1,500.00
<u>Replacing asphalt pavement</u>				
-Remove asphalt	yd ³	1276.00	\$22.00	\$28,072.00
-6" asphalt top course and binder course	yd ²	3533.00	\$25.00	\$88,325.00
-7" aggregate base	yd ³	687.00	\$20.00	\$13,740.00
Repair spalled concrete (vertical)	ft ²	10.00	\$120.00	\$1,200.00
Repair fence	ft	450.00	\$48.00	\$21,600.00
Repair Guardrail	ft	20.00	\$9.00	\$180.00
Stripping *	ft	4410.00	\$1.00	\$4,410.00
Paint pedestrian railing	ft	230.00	\$9.00	\$2,070.00
Replace/repair platform receptacles	Each	10.00	\$50.00	\$500.00
Replace platform luminaires	Each	24.00	\$2,795.00	\$67,080.00
<u>Replace platform lighting conduit/conduit fittings</u>				
-Fittings	Each	32.00	\$75.00	\$2,400.00
-Conduit	Each	1000.00	\$9.20	\$9,200.00
-Type XHHW conductor	Each	4000.00	\$0.49	\$1,960.00
Replace platform canopy luminaires	Each	8.00	\$700.00	\$5,600.00
Repair platform downspout	LS	-	-	\$200.00
Mobilization / Demobilization (10%)				\$24,825.70
Sub-total				\$273,082.70
Contingency (20%)				\$54,616.54
Grand Total				\$327,699.24
Say				\$328,000.00

* Stripping quantity is based upon 98 parking spaces as per the "1997 New Haven Line and Shore Line East Parking Inventory".

Lease Narrative and Synopsis

U R B I T R A N **R** E P O R T



Prepared to
Connecticut Department of Transportation

Submitted by
Urbitran Associates, Inc.

Urbitran Associates

**RAILROAD LEASE AGREEMENT
NARRATIVE**

STATION NAME: **East Norwalk Station**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE/CONTRACTOR: City of Norwalk (the "City")

Under this Lease Agreement (the "Lease"), the State leases to the City a parcel, known as the East Norwalk Station, containing approximately 0.806 acre on the northerly side of the New Haven Main Line. The land and buildings on this parcel comprise the East Norwalk Station. The term of the Lease is ten (10) years, commencing July 1, 1990, to and including June 30, 2000. The City has the right to renew for two (2) additional successive ten (10) year periods of time.¹ The City has exercised its right to renew for the first of these ten year periods, beginning July 1, 2000, to and including June 30, 2010.

The Lease has been amended by the Supplemental Agreement, dated March 16, 1993, under which the State subleases to the City an additional .850 acre parcel known as Parcel No. 4. The State and the Norwalk Factor Outlet Limited Partnership entered into a lease dated October 6, 1992 for said Parcel No. 4, a commuter parking area.

The Lease is made subject to the "Standard Railroad Specifications & Covenants" dated December 1, 1989.²

¹ The Lease expired over a year ago, so we need to determine whether the City of Norwalk chose to exercise its option to renew.

² However, Item (7), third paragraph (Waiver of Governmental Immunity by the City), is not applicable to the Lease and was deleted in its entirety.

LEASE SYNOPSIS

<u>STATION NAME:</u>	East Norwalk Station
Lease Document(s) Reviewed	Lease Agreement dated 5/25/90 First Supplemental Agreement dated 3/16/93 (“ <u>First Supplement</u> ”)
Station Owner	State of Connecticut Department of Transportation (the “ <u>State</u> ”)
Lessee	City of Norwalk and Norwalk Factory Outlet Limited Partnership (the “ <u>Norwalk Factory Outlet</u> ”).
Agreement Number	Lease Agreement: 8.25-08(89) First Supplement: 10.06-03(92) Lease Agreement by and between the State and the Norwalk Factory Outlet: 1.28-01(92)
Effective Date of Lease	7/1/90
Term	10 years
Number of Renewal Periods	2 (at Lessee’s option)
Renewal Period	10 years each
Number of Lessee Renewals Exercised in Prior Years	1
Number of Renewals Remaining	1
Expiration Date of Lease	6/30/10 (including first renewal term)
Supplemental Agreements?	The State and the Norwalk Factory Outlet previously entered into an agreement, dated 10/6/92, for a commuter parking area. First Supplement amends Lease Agreement to provide for the State’s sublease of Parcel No. 4 to Lessee for commuter parking.
Recorded?	Lease Agreement: Volume 2496, Page 103 First Supplement: Volume 2772, Page 332
Number of Parcels	2
Total Acreage	1.656 acres (0.806 acre under Lease Agreement plus 0.850 acre subleased under First Supplement)
How Is Revenue Earned?	Rail parking revenue and revenue from rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee shall establish a separate account to accrue reinvestment funds. All revenue generated from all sources derived from the use of the property(ies) described in the Lease, minus mutually

	agreed to operating and/or maintenance expenses, shall be deposited in this fund.
Allowable Direct Costs in Calculating Surplus	Improvement and maintenance of rail station building(s), rail station parking and rail station services (mutually agreed upon operating and maintenance expenses).
Allowable Indirect Costs in Calculating Surplus	Not specified
Is Surplus Deposited in Capital Fund?	Yes. Lessee establishes a separate fund or account to accrue reinvestment funds. All revenue generated from all sources derived from the use of the properties described in the Lease, minus mutually agreed to operating and/or maintenance expenses, to be deposited in this fund.
Is Surplus Shared with the State?	Yes
How Often is Surplus Shared?	At the end of each five (5) year period of the initial and renewal terms, State receives fifty (50) percent of surplus.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	Within 90 days following (i) the end of each year of the term of the Lease, and (ii) any termination of the Lease
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No
Monthly Debt Repayment Amount	n/a
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance	\$750,000 individual occurrence; \$1,500,000 aggregate
Bodily Injury Coverage	\$750,000 individual occurrence; \$1,500,000 aggregate
Other Required Coverage	n/a

Voluntary Coverage	
Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Named Insured	
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
<u>MAINTENANCE:</u>	
Enhance Aesthetic Appearance	Lessee
Not Erecting Signs on Premises	Lessee
Surface Grade Land	Lessee
Install and Maintain Fencing	Lessee
Install Suitable Drainage	Lessee
Ice Snow Control of Sidewalks	Lessee
Install and Maintain Electrical Systems for Lights	Lessee
Sweeping and Cleaning Litter	Lessee
Station Structures	Lessee
Platform Gutters	MNCR
Fences	Lessee
Signs	Lessee
Platform Lights	MNCR
Drains	Lessee
Equipment	MNCR
Electric and Mechanical Systems	MNCR
Live Rail Facilities	State

Platforms	MNCR
Railings	Lessee
Stairs	MNCR
Platform Shelters	MNCR
Platform Canopy	MNCR
Tunnels	Lessee
Parking Lots	Lessee
<u>PARKING:</u>	
Power(s) Reserved to Lessor	The State reserves the right to approve the use of the funds in the reinvestment account to insure improvement in rail station parking.
Power(s) Reserved to Lessee	Lessee has the right to establish and publish a Daily, Weekly, Annual and/or other periodic Parking-Fee Schedule(s).
Charge for Parking	Where there is a charge for parking, the minimum annual fee is \$100.00. The State reserves the right to review and approve all parking fees which exceed this minimum fee.
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Taxes Paid by	Lessee
Water	Lessee
Electricity	Lessee
Other Public Utilities	Lessee
Gas	
Sewer	
Owns Title to Property	State
Owns Title to Capital Improvements	State
Is Subleasing Allowed?	No

Can Lease be Sold or Assigned?	No
Is Security Bond Required?	No
If so, the Amount	n/a
<u>OTHER:</u>	
Is there a Lease to CT Transit?	No
Termination	The State may terminate this Lease upon 90 days' notice to Lessee for reasons of default or if the property is needed for transportation related purposes.
Employment/Non Discriminatory Requirement	Yes
Miscellaneous	Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated 12/1/89 (the " <u>Standard Specifications</u> "). Item (7) , third paragraph (Waiver f Governmental Immunity), of the Standard Specifications is not applicable to the Lease and was deleted. Item (30) of the Standard Specifications is deleted and replaced by: "[Lessee] hereby acknowledges and agrees to comply with the policies enumerated in 'Connecticut Department of Transportation Policy No. ADMIN. -10 Subject: Code of Ethics Policy,' April 15, 1988."

Station Operations Review

U R B I T R A N **R** E P O R T



Prepared to
Connecticut Department of Transportation

Submitted by
Chance Management

Under Contract to
Urbitran Associates, Inc.

NORWALK

East Norwalk, South Norwalk, Merritt 7, and Rowayton Stations

The four stations situated within the City of Norwalk have different leases, lessees, operating and maintenance clauses, and overall governance strategies. Therefore, the stations should be seen as separate entities and not part of one overall governance approach.

The City of Norwalk is only involved with the operations and maintenance of the East Norwalk and the South Norwalk Stations. East Norwalk Station provides surface lot parking while South Norwalk Station provides its commuters a parking garage. The East Norwalk parking situation has a significantly higher portion of City involvement because it is a surface lot. Security, maintenance, and operations are completed through various City departments. However, the South Norwalk Garage has its operations, maintenance and security contracted to private firms.

The Merritt 7 Station seems not to have an operator, according to interviews. Although ADP, the developer of the area surrounding this station, and its subsidiary, Merritt Seven, Inc., own the area and provide some services, it was questionable what role the City plays in the operations or maintenance of the lot. Neither the developer nor the City offered consistent answers to questions of which entity is responsible for which operations.

The Rowayton Station lot is operated and maintained by the 6th Taxing District. The District is a State chartered municipal corporation that has the ability to tax its residents for services that the City of Norwalk was not historically willing to supply. The District's affairs are governed by a three-member commission that meets monthly.

Agreements

EAST NORWALK

The State has a lease with the City of Norwalk and the Norwalk Factory Outlet Limited Partnership for the East Norwalk Station and parking lot parcel. At the point of this documentation, the lease had expired and had not been renewed. Under the provisions of this lease, Metro-North is responsible for the platform maintenance and the City and Factory Outlet are responsible for the maintenance of the lot.

In addition to the lease with the City of Norwalk and the Norwalk Factory Outlet, the State has a license agreement with the St. Thomas Church, located near the East Norwalk Station. The license allows the State to use the St. Thomas Church parking lot for Commuter Railroad Parking, and has a month-to-month renewal option. Under the terms of the lease, the State pays the Church \$20,000 a year for the agreement to park at this lot. In return, the Church maintains the lot.

Landscaping at the station parking lot is performed by a Civic Association that works with the Department of Public Works.

SOUTH NORWALK

The City of Norwalk has a detailed lease with a private parking operator referred to as the “ALLRIGHT Parking Management, Edison Parking Management, and Central Parking Corporation” throughout the lease. This complicated terminology is the result of the acquisition of the other companies by Central Parking Corporation. This private operator is responsible for virtually all responsibilities of operations and maintenance of the parking facility.

The City of Norwalk has a lease with UNNICO Security Services, Inc. to provide security at parking lots and garages throughout the City.

MERRITT SEVEN

The State leased a parcel of land to Merritt 7 Station, Inc. so that this private entity could build a platform and adjacent parking to serve the employees of the private office development in the surrounding area. The lease requires that parking be free, and this provision is followed.

There is no formal agreement with the City of Norwalk regarding the maintenance of the lots; however, the Department of Public Works performs these duties and not the private entity that owns the land.

ROWAYTON

The State leases two parcels of land that make up the Rowayton commuter rail parking area to the 6th Taxing District. The 6th Taxing District is responsible for the operations and maintenance of the station including, but not limited to, snow removal and security.

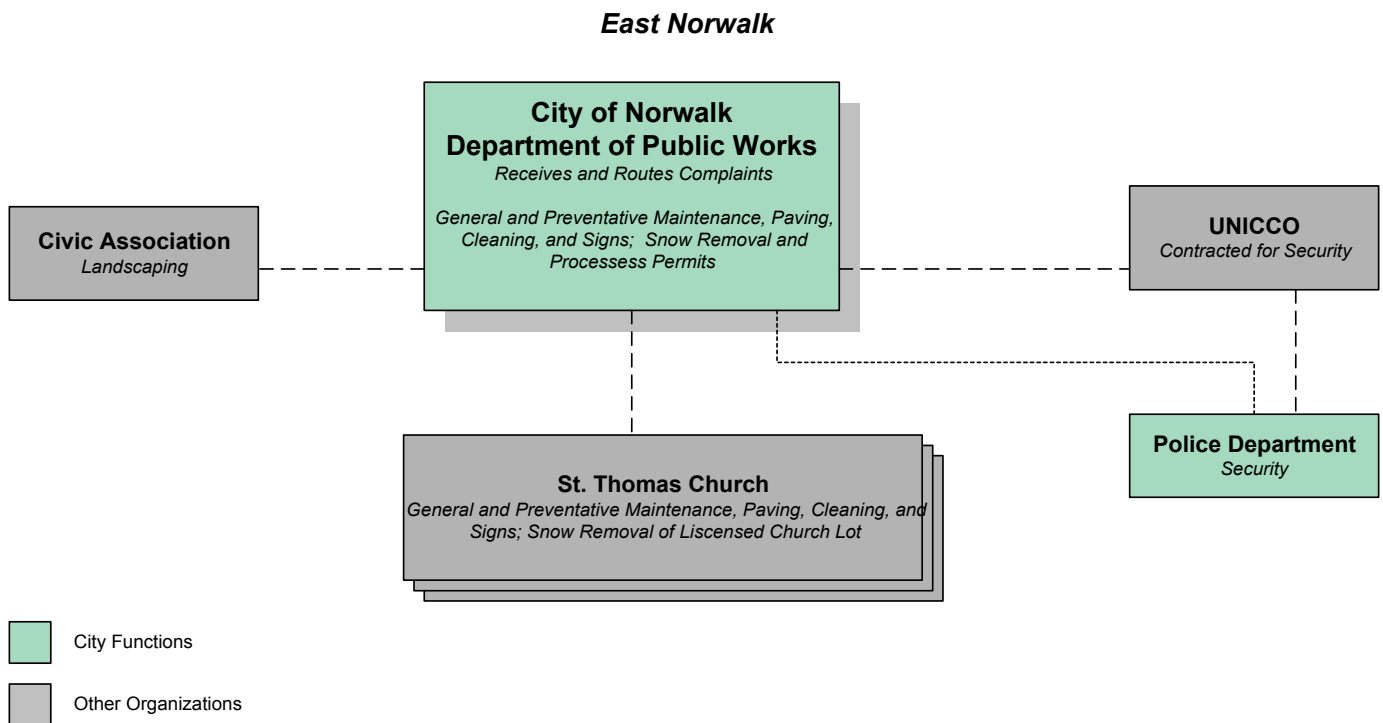
Bob's R and R, a company that leases the space from the State, provides vending and routine maintenance to the station. This agreement is with the State and not with the 6th Taxing District.

Organizational Structure

There were no organization charts available for the operations of any of the Norwalk stations and corresponding parking facilities. The organization charts below were created from information gathered from City employees, ADP, and the 6th Taxing District.

EAST NORWALK

The City of Norwalk's Department of Public Works is the primary entity in charge of the operations of the East Norwalk Lot. St. Thomas Church operates and maintains its lot, and indirectly reports to the Department of Public Works and the State. The Police Department, UNNICO Security, and a non-profit civic association indirectly report to the City of Norwalk's Department of Public Works.



Operating Procedures

EAST NORWALK

As discussed in the lease agreement section, Metro-North maintains the platforms but the City maintains the lot. However, there is an additional lot licensed to the State by St. Thomas Church. The Church operates and maintains its lot, although the weekday commuters that park there are processed for permits and enforcement through the Department of Public Works. The Department of Public Works is responsible for the permits, fees, customer service, tenant performance, and parking enforcement for both lots. A private company, UNNICO, has a contract with the City for security of the lot. The Police Department provides additional security.

Procedure	Responsible Party
Opening and Closing of Station	Metro-North
Housekeeping Inside Station	Metro-North
Housekeeping Outside Station	Department of Public Works/ St. Thomas Church
Daily Maintenance	Department of Public Works/ St. Thomas Church
Preventative Maintenance	Department of Public Works/ St. Thomas Church
Landscaping	Civic Association
Security	UNICCO and Police Department
Customer Service	Department of Public Works
Tenant Performance	Department of Public Works
Parking Enforcement	Department of Public Works
Parking Fees and Permits	Department of Public Works
Parking Operation Maintenance	Department of Public Works

Station Financial Review

U R B I T R A N **R** E P O R T



Prepared to
Connecticut Department of Transportation

Submitted by
Seward and Monde

Under Contract to
Urbitran Associates, Inc.

EAST NORWALK FINANCES

ACCOUNTING ENTITY / BASIS

The City of Norwalk has accounted for the East Norwalk station finances separately in a special revenue fund. This fund appears in the City's annual comprehensive financial report among the "Other" special revenue funds and is titled "E. Norwalk R.R." As a special revenue fund the modified accrual basis of accounting is used.

FINANCIAL REPORTING TO STATE

Early in 2002 the City of Norwalk provided the State with compiled financial statements for the "East Norwalk Railroad Station Operations for each of the ten years ended June 30, 2001." These financial statements differed from the special revenue fund recorded on the City's books in that the compilation included significant additional revenues and expenses allocated to station operations from the City's General Fund. Prior to presenting this compilation report the City submitted general purpose financial statements to the State which in their summary format did not present sufficient details for financial oversight by the State. The revised compilation report provides more detailed information.

Financial measurements such as unit values for revenues or costs per space, etc. and units further broken down for each lot, is not required by the lease and not included with the financial information.

REVENUES

Revenues are exclusively from permit parking. There is no daily parking at the State leased lots. Revenue is also generated from a vendor lease at the westbound station.

EXPENSES

The major expenses are for the allocated costs of security and enforcement.

There also is a license agreement between the State and St. Thomas Church for the use of church land to provide 80-90 spaces. The agreement requires payment of \$20,000 annually. The City pays \$10,000 through the special revenue fund and the balance is paid directly by the State. This license is by letter agreement on a month-to-month basis. The parking revenues earned from this property are included in the state lease property revenues.

Generally Classified Expenses – These are for Parking Bureau costs and indirect administrative expenses.

Metro-North and ConnDOT – The State also incurs station expenses through its service agreement with Metro-North / Metropolitan Transit Authority. These expenses are accounted for by Metro-North and included in the charge to the State. The expenses generally relate to maintaining the platform at each station.

The finances of the local government however do not include the station expenses paid by the State to Metro-North under the separate service agreement. These expenses include various maintenance responsibilities related to the stations and especially the platform area. Metro-North performs cyclical maintenance and on-call repairs and maintenance as needed. Metro-North also is responsible to maintain any ticketing area on railroad property. Such costs have been identified and included in the financial presentation.

The Metro-North service agreement also provides that the State pay for the allocated cost of station maintenance forces. These allocated indirect costs have not been included in the financial presentation.

The local government is not in direct control of the services rendered by Metro-North. These services are controlled by the service agreement. The service agreement is outside of the State lease agreement with the local government

ConnDOT also incurs expense for its administrative oversight of the operating leases and the physical properties. These expenses were not compiled or presented in the financial presentation.

EXPENSE ALLOCATION

The allocation of indirect expenses is a financial issue that would apply to most of the State lease agreements where the local government has determined that administrative charges are warranted and come under the “mutually determined charges” clause of the lease agreements. The lease is not clear as to exactly what charges are allowable. The allocations generally result from common costs such as administrative expenses or departmental expenses that do not exclusively service the railroad properties but service a number of funds and functional activities. The reasonableness or propriety of the allocation and method was not evaluated to determine if such costs were actually incremental or simply attributed to the leased property under a full absorption costing methodology.

PROFITABILITY / ACCUMULATED SURPLUS

Gross revenues remained consistent for the five-year period except for 1998 showing a 16% dip from 1997 then recovering in 1999 to the 1997 level. The new South Norwalk station construction was completed sometime in January 1997, impacting the availability for parking and the revenue stream of the East Norwalk operation.

The City's revised five-year analysis indicates that, excluding the Metro-North costs; the fees are not supporting the station and parking expenses charged by the City. There were losses incurred for each of the five years and the fund balance derived from the compilation report showed a deficit of \$568,122 at June 30, 2000. The revised analysis was not audited. The City's E. Norwalk R.R. special revenue fund recorded on its books reported surplus of \$133,146 at June 30, 2000.

SPECIAL REQUIREMENTS – SURPLUS/RESERVE/DEFICIT

The lease agreement does not specifically address the administration or funding of any deficit resulting from the State properties managed by the local government.

CAPITAL PROJECTS

During the fiscal years 1996-2000, no capital expenditures were reported by the City. In fiscal 2001, however, the special revenue fund was charged with \$77,405 for "capital improvements."

FINANCIAL PRESENTATION IN COMPARISON TO THE PARKING INVENTORY

A parking inventory and utilization report is presented separately as Task 2 in this study. The financial presentation herein and parking inventory cover the same parking spaces.

The parking inventory covers 147 parking spaces at two lots adjacent to the railroad tracks at East Norwalk, plus nearby 84 spaces privately-owned but licensed by the State on a month to month basis for additional rail parking.

EAST NORWALK RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ 42,208	\$ -	\$ 42,208	69.6%	\$ 44,315	\$ -	\$ 44,315	69.2%
RENTS	-	-	-	0.0%	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	18,434	-	18,434	30.4%	19,711	-	19,711	30.8%
	<u>\$ 60,642</u>	<u>\$ -</u>	<u>\$ 60,642</u>	<u>100.0%</u>	<u>\$ 64,026</u>	<u>\$ -</u>	<u>\$ 64,026</u>	<u>100.0%</u>
 <u>STATION PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ 13,494	\$ 26,425	\$ 39,919	30.8%	\$ 8,984	\$ 25,227	\$ 34,211	26.3%
UTILITIES	6,770	3,333	10,103	7.8%	5,742	3,260	9,002	6.9%
RENT	-	-	-	0.0%	10,000	-	10,000	7.7%
SECURITY	66,549	-	66,549	51.3%	65,778	-	65,778	50.6%
INSURANCE AND CLAIMS	-	-	-	0.0%	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	8,750	4,434	13,184	10.2%	7,271	3,809	11,080	8.5%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ 95,563</u>	<u>\$ 34,192</u>	<u>\$ 129,755</u>	<u>100.0%</u>	<u>\$ 97,775</u>	<u>\$ 32,296</u>	<u>\$ 130,071</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	<u>\$ (34,921)</u>	<u>\$ (34,192)</u>	<u>\$ (69,113)</u>		<u>\$ (33,749)</u>	<u>\$ (32,296)</u>	<u>\$ (66,045)</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ (389,107)				\$ (422,856)			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>(389,107)</u>				<u>(422,856)</u>			
 <u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>				<u>\$ -</u>			

EAST NORWALK RAILROAD STATION AND PARKING OPERATIONS

<u>REVENUES</u>	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
PARKING	\$ 32,146	\$ -	\$ 32,146	59.8%	\$ 41,079	\$ -	\$ 41,079	64.4%
RENTS	-	-	-	0.0%	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	21,581	-	21,581	40.2%	22,693	-	22,693	35.6%
	<u>\$ 53,727</u>	<u>\$ -</u>	<u>\$ 53,727</u>	<u>100.0%</u>	<u>\$ 63,772</u>	<u>\$ -</u>	<u>\$ 63,772</u>	<u>100.0%</u>
 <u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ 8,239	\$ 9,633	\$ 17,872	14.1%	\$ 12,287	\$ 11,646	\$ 23,933	18.7%
UTILITIES	6,448	3,471	9,919	7.9%	6,173	3,394	9,567	7.5%
RENT	10,000	-	10,000	7.9%	10,000	-	10,000	7.8%
SECURITY	76,748	-	76,748	60.7%	70,973	-	70,973	55.5%
INSURANCE AND CLAIMS	-	-	-	0.0%	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	10,546	1,268	11,814	9.4%	10,908	2,403	13,311	10.4%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ 111,981</u>	<u>\$ 14,372</u>	<u>\$ 126,353</u>	<u>100.0%</u>	<u>\$ 110,341</u>	<u>\$ 17,443</u>	<u>\$ 127,784</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	 <u>\$ (58,254)</u>	 <u>\$ (14,372)</u>	 <u>\$ (72,626)</u>		 <u>\$ (46,569)</u>	 <u>\$ (17,443)</u>	 <u>\$ (64,012)</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ (481,110)				\$ (527,679)			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>(481,110)</u>				<u>(527,679)</u>			
 <u>STATE'S AVAILABLE SHARE @ 50%</u>	 <u>\$ -</u>				 <u>\$ -</u>			

EAST NORWALK RAILROAD STATION AND PARKING OPERATIONS

REVENUES	YEAR 2000			
	OPERATING AGREEMENTS		TOTAL	%
	LOCAL GOV'T	METRO-NORTH		
PARKING	\$ 42,312	\$ -	\$ 42,312	61.0%
RENTS	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%
OTHER	27,082	-	27,082	39.0%
	<u>\$ 69,394</u>	<u>\$ -</u>	<u>\$ 69,394</u>	<u>100.0%</u>

STATION PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ 9,702	\$ 43,167	\$ 52,869	31.7%
UTILITIES	4,255	3,475	7,730	4.6%
RENT	10,000	-	10,000	6.0%
SECURITY	73,115	-	73,115	43.8%
INSURANCE AND CLAIMS	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	12,765	10,524	23,289	13.9%
CONNECTICUT SALES TAX	-	-	-	0.0%
	<u>\$ 109,837</u>	<u>\$ 57,166</u>	<u>\$ 167,003</u>	<u>100.0%</u>

NET PROFIT (LOSS)

\$ (40,443) \$ (57,166) \$ (97,609)

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ (568,122)
LESS - LOCAL GOVERNMENT'S SHARE	<u> </u>
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>(568,122)</u>
STATE'S AVAILABLE SHARE @ 50%	<u><u>\$ -</u></u>

Traffic and Transportation
Bridge and Civil Engineering
Architecture
Parking Services
Construction Inspection
Environmental Services
Transit Services
Structural Engineering

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