

Individual Station Report

Noroton Heights

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



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Darien

According to the conversation with the First Selectman, CDOT taking control of the station would be a mistake. He felt strongly that the town can be more responsive to the concerns of the community and rail commuters. He felt strongly that the Town would rather be responsible for solving any immediate problems that occur. He felt it would be better to reshape the lease than to change the relationship entirely. According to their lease, the town provides CDOT with a percentage of their revenues, and is under no obligation to have a reinvestment fund, which is different than most other leases. The town feels this gives it more flexibility with regard to the finances for the station; e.g., they do not have an obligation to use all of the revenues they keep for the station and can use it for other purposes. Another issue raised is that who is responsible for capital projects is not always clear and is more often based upon discussions with CDOT than upon specifics of the lease. This is not perceived as bad, particularly since the town feels that CDOT is generally responsive to capital improvements.

The entire Noroton Heights parking field is leased from CDOT, while selected lots in Darien are town-owned. Thus, annual permits in leased areas can go to out-of-town residents as well as town residents, but Leroy West and Squab Lane at Darien Station are reserved for Darien residents only.

Overall, the lease arrangements run well, even with some unclear definition for maintenance items, such as lightbulb replacement. At Noroton Heights, the Town was unsure who was responsible for cleaning graffiti from the plexiglass, although subsequently they were given the assignment.

Overall, the cost of the stations and parking areas seem to be about a wash for the town, with perhaps a small profit in good years. Because there is no reinvestment fund, the Board of Finance has been asked to keep a small surplus fund for train station operations, but seldom has done so.

Any future agreements should be clearer with regard to maintenance and capital projects such as pavement repairs. The town would like to see a completely new Noroton Heights Station built. Parking is the biggest challenge to the town, and they do have an agreement with the adjacent parking lot owner at Darien Station to purchase his property at some time in the future. With CDOT money, they would consider decking Noroton Heights parking, but they would want to negotiate keeping a portion of resident only parking available. There is a three year wait for permits.

The use of the new parking card system has increased revenues dramatically, and also cut maintenance manpower and costs. The cards are all sold by private vendors, which further cuts down personnel costs.

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.

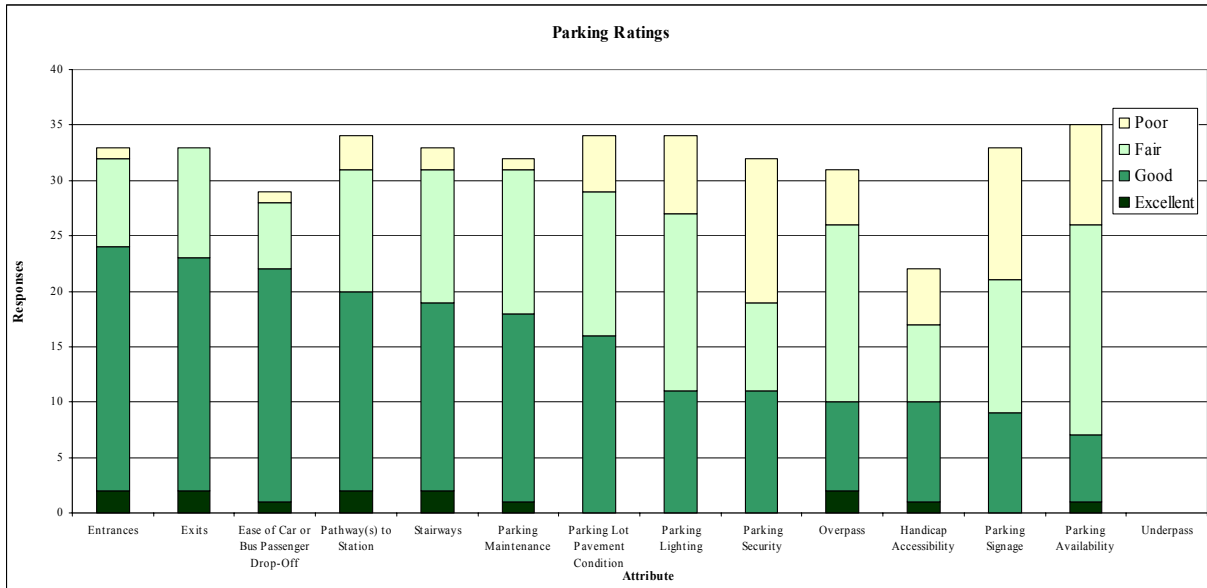
Noroton Heights

Survey distribution totaled 187 at Noroton Heights and had a response rate of 20%. Nearly all customers surveyed traveled by train daily for their commute to work or school, and traveled during the peak periods. None of the respondents held a parking permit at the time of the survey, although 89% were on a waiting list. The majority of respondents (70%) were male, as at most stations, and the reported incomes among those surveyed were quite high. A full 88% of respondents indicated annual incomes over \$100,000, the largest percentage of which (53%) was over \$200,000. No respondents at Noroton Heights listed incomes below \$50,000.

Overall, customer ratings for the various parking and station elements at Noroton Heights were more negative than positive. Noroton Heights had the lowest overall ratings on the New Haven Line for the elements in the parking category, the station building category, and the platform category. Of the 39 elements rated, only 4 received favorable ratings from 75% or more of respondents. More importantly, 25 of these elements were rated ‘fair’ or ‘poor’ by over half of those surveyed. Furthermore, there did not appear to be a notable sense of improvement for those elements that were rated ‘fair’ or ‘poor.’

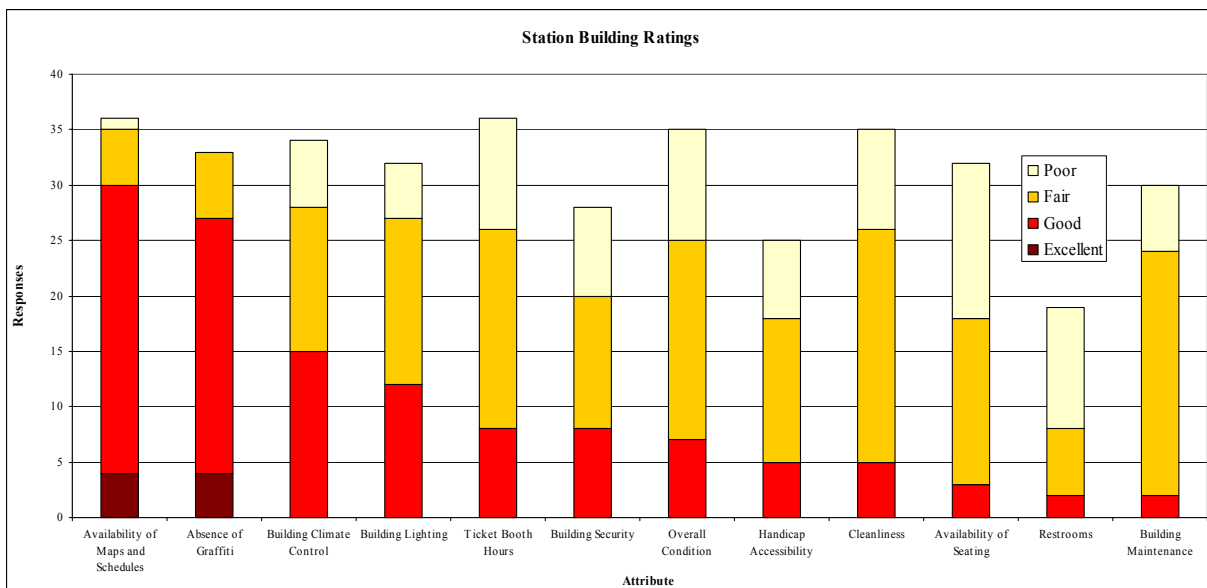
Beginning with the parking elements, the highest rated aspect was the ease of car or bus passenger drop-off, for which 76% of respondents gave ‘good’ or ‘excellent’ ratings. Conversely, the primary areas of concern were parking availability, the overpass, lighting, security, lot pavement condition, signage, and handicap accessibility. All of these elements were rated ‘fair’ or ‘poor’ by over 50% of those surveyed. Noroton Heights has no underpass. The absolute lowest rated parking element was parking availability, which received 80% negative ratings. As noted, parking in Noroton Heights was the lowest rated on the New Haven Line (tied with Stamford). Figure 142 displays the parking ratings in Noroton Heights.

Figure 142: Noroton Heights Station Parking Ratings



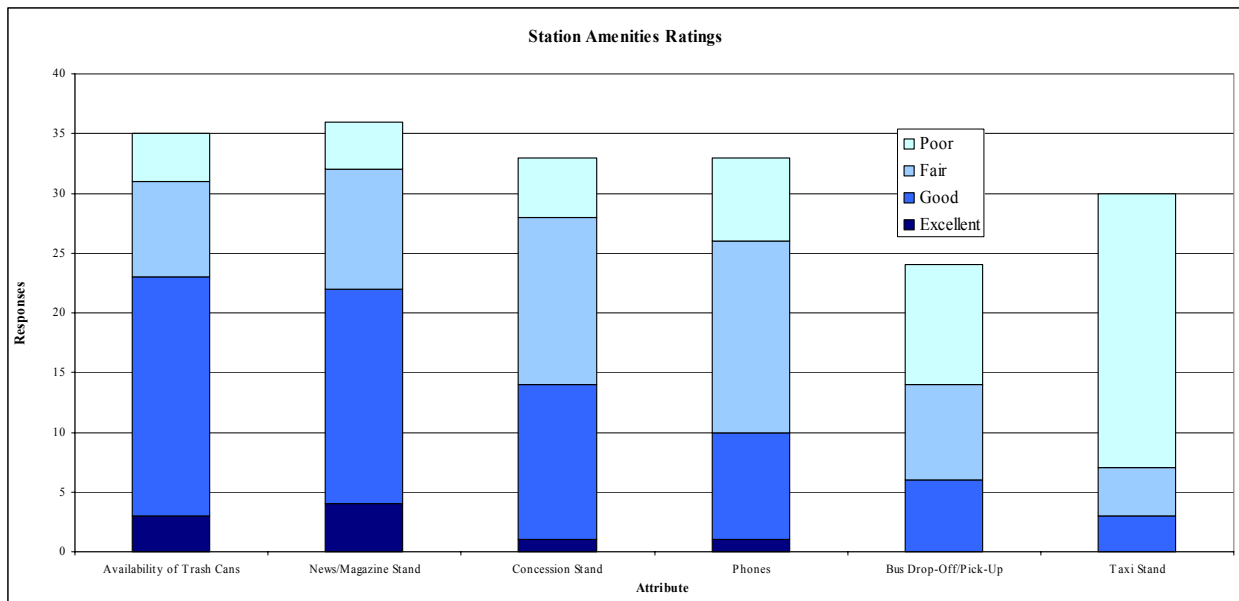
Noroton Heights also had the lowest station building ratings of all the stations on the New Haven Line. An unbelievable 80% of respondents were dissatisfied with the overall condition of the building. Figure 143 shows the station building situation in Noroton Heights. Nearly all aspects of the station building at Noroton Heights were rated ‘fair’ or ‘poor’ by over half of respondents, excluding the absence of graffiti and the availability of maps and schedules. These 2 well-performing elements both had higher than 80% satisfaction ratings. The worst case scenario was said to be building maintenance, which was granted a disturbing 93% negative ratings. Also among elements rated extremely less favorably were: the availability of seating, restrooms, and cleanliness. Security in the station building was also poorly rated with only 29% approval.

Figure 143: Noroton Heights Station Building Ratings



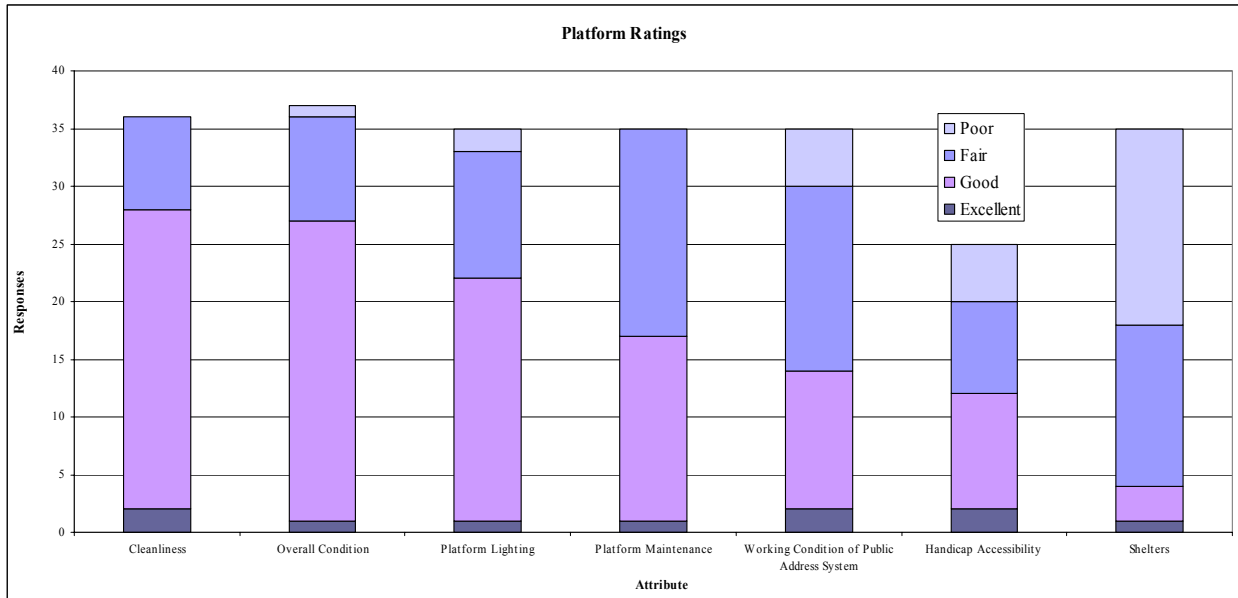
Amenities were the only category where the Noroton Heights Station did not have the lowest ratings on the New Haven Line. But, Noroton Heights and Southport were very close in the competition for last place. Figure 144 describes how amenities were rated in Noroton Heights. Each of the six amenities included in the survey was rated ‘fair’ or ‘poor’ by at least 25% of respondents, and four were rated negatively by over 50%. These four amenities were: phones, concession stand, taxi stand, and bus drop-off/pick-up, the lowest rated of these being the taxi stand, which was rated ‘fair’ or ‘poor’ by 90% of respondents. As with most other stations, the availability of trash cans was the highest rated amenity. Sixty-six percent of respondents were pleased with the trash can situation.

Figure 144: Noroton Heights Station Amenities Ratings



The Noroton Heights Station had the lowest rated platform conditions on the New Haven Line. However, in comparison to the other elements in Norton, the platform elements were more highly rated. Figure 145 portrays the platform situation in Noroton Heights. Respondents were most impressed with the cleanliness of the platform (78% satisfaction). Four of the 7 platform elements had a majority of respondents rate them negatively. As with many other stations, the platform shelters were the lowest rated elements with 89% unfavorable ratings.

Figure 145: Noroton Heights Station Platform Ratings



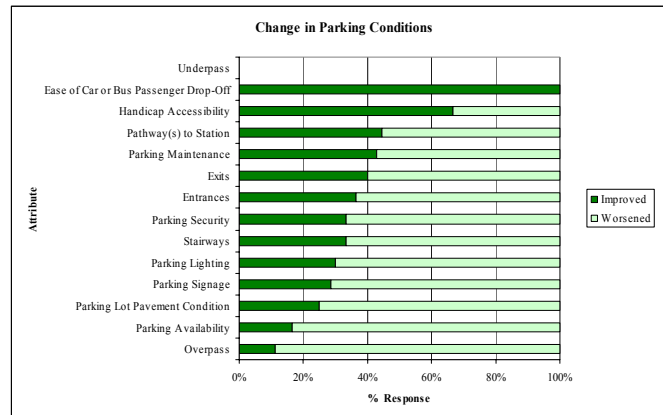
Noroton Heights survey results were compared to survey results for the most recent Metro-North survey effort. Results were compared for the percentage of respondents that rated comparable factors satisfactory or above. Results varied greatly between the 2 surveys. The only remotely close ratings were for the cleanliness of the platform. Seventy-percent of Metro-North respondents, as compared to 78% of respondents to this survey, rated platform cleanliness satisfactorily. Speaking of cleanliness, the greatest discrepancy between the 2 surveys had to do with the station cleanliness factor. Sixty-seven percent of Metro-North respondents were pleased with the cleanliness of the station. The same could be said for only 14% of respondents to this survey. With regard to overall condition, Metro-North (68% compared to 20%) had higher ratings for the station overall condition but this survey (73% versus 59%) had higher ratings for the platform overall condition. This discrepancy between the 2 surveys with regard to overall station condition was great. The ratings for both parking availability and the public address system were higher for the Metro-North survey. Forty-eight percent of respondents to Metro-North's survey were pleased with parking availability, as compared to 20% of respondents to this survey. For the public address system, it was 66% from Metro-North and 40% from this survey. What both of these surveys point to is the great need for change in Noroton.

Change

Noroton Heights has not improved in recent years. The change ratings are similar to those for the current situation. The only element category to have higher change ratings than current ratings was amenities. Additionally, Norton had the worst change ratings on the New Haven Line for the three categories that had lower change ratings than current ratings.

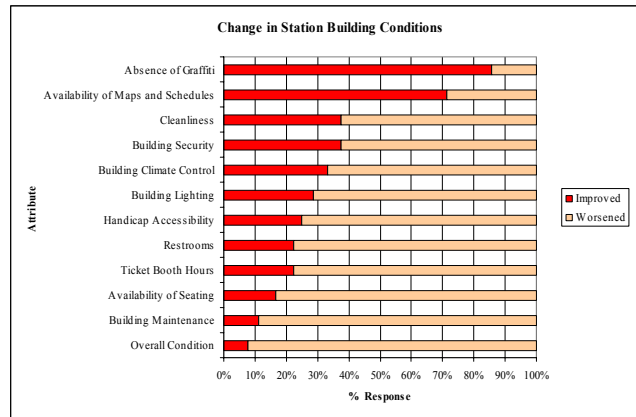
So, for parking, Noroton Heights had the poorest change ratings on the New Haven Line. Eleven of the 13 parking elements had a majority of respondents who said that they had worsened during the previous 2 years. The least improved parking element was the overpass, which had 89% ratings of ‘worsened.’ The only parking elements with a majority of improvement ratings were handicap accessibility and ease of passenger drop-off, each of which had only 3 respondents (most other elements had at least 7 respondents). Figure 146 describes the changed situation for parking in Noroton Heights.

Figure 146: Noroton Heights Station Change in Parking Conditions



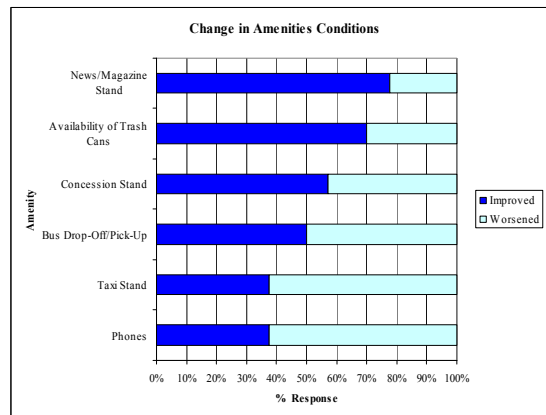
The station building change ratings were surprisingly even worse than the parking change ratings. As with parking, all but 2 elements had a majority of respondents who rated them negatively. Figure 147 shows the change ratings for the station building in Noroton Heights. Consistent with most all stations, the most improved element was absence of graffiti with 86% improvement ratings. The availability of maps and schedules was also thought to have improved during the previous 2 years. The least improved element was the overall condition of the station building. A huge 92% of Noroton Heights respondents felt that the condition of the station building had worsened in recent years.

Figure 147: Noroton Heights Station Change in Building Conditions



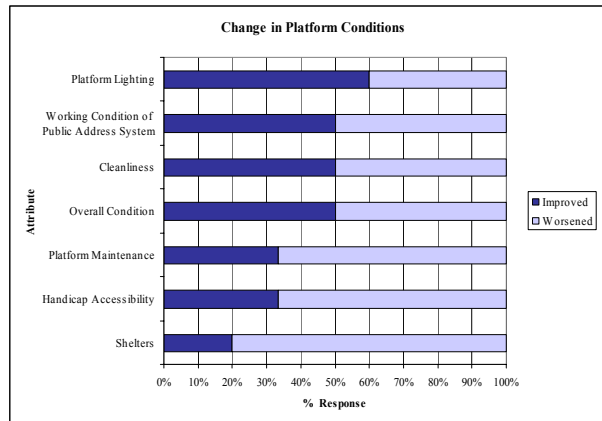
Amenities were the only elements where Noroton Heights did not rank last in change on the New Haven Line. Noroton’s amenities were thought to have improved more than other stations elements, but the change ratings were still not stellar. Two of the 6 amenities rated had a majority of respondents who thought they had worsened during the previous 2 years. Phones and the taxi stand each had 62% ‘worsened’ ratings. The highest rated amenity was the news/magazine stand with 78% improvement ratings. As usual, availability of trash cans also received a high rating with 70% improvement ratings. Figure 148 shows the amenity change situation in Noroton Heights.

Figure 148: Noroton Heights Station Change in Amenities Conditions



Again, the platform change ratings in Noroton Heights were the lowest on the New Haven Line. Figure 149 shows the platform change situation. Three elements had respondents split down the middle on whether the conditions improved or worsened. Platform lighting was the most improved element with only 60% improvement ratings. Consistent with the trend, shelters were the least improved elements with 80% of respondents indicating that they had worsened during the past 2 years.

Figure 149: Noroton Heights Station Change in Platform Conditions



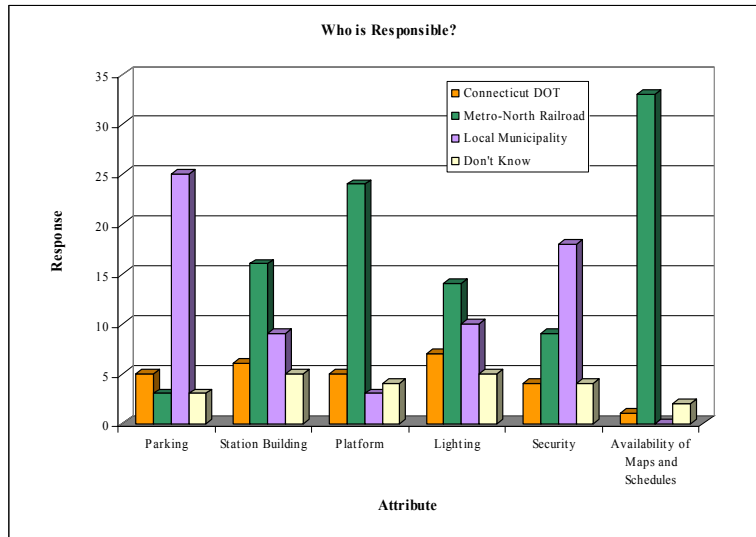
This look at change ratings in Noroton Heights shed light on some serious problems. The elements in most need of improvement (25% or fewer improvement ratings) were: parking lot pavement condition, parking availability, overpasses, handicap accessibility to the building, restrooms, ticket office hours, availability of seating, building maintenance, overall condition of the building, and platform shelters. The station building is the obvious focus for improvement effort. Parking is a secondary focus.

Responsible Agencies

Noroton Heights respondents were reasonably positive which agency was responsible for which station characteristics. Four of the 6 characteristics in question had a majority of respondents list 1 agency as the responsible agency. Figure 150 shows how Noroton Heights respondents viewed the responsibility structure.

- The majority of respondents thought that:
 - The local municipality was in charge of parking (69%)
 - Metro-North was in charge of the platform (67%)
 - The local municipality was responsible for security (51%), and
 - Metro-North was responsible for the availability of maps and schedules (92%).
- Twenty-six percent of respondents also thought that Metro-North was responsible for security.
- Respondents were split between Metro-North (44%) and the local municipality (25%) when trying decide who had responsibility for that station building.
- Thirty-nine percent of Noroton Heights respondents thought that Metro-North was in charge of lighting. The same could be said of 28% for the local municipality and 19% for Connecticut DOT.

Figure 150: Noroton Heights Station – Responsible Agencies



Written-In Customer Comments

Consistent with the trend in several other stations, when asked to write in their concerns, Noroton Heights respondents were most concerned with lighting and the need for more parking areas. Respondents also wrote in comments about how the station needs to be improved in general. Table 15 lists all of the written-in customer comments in Noroton Heights.

Table 15: Noroton Heights Station – Written-In Customer Comments

| Comment Code | Comment | # Responses | % |
|-----------------------|---|-------------|--------|
| 10 | Lighting needs improvement | 5 | 21.7% |
| 18 | Need more parking areas | 4 | 17.4% |
| 83 | Station needs improvements | 3 | 13.0% |
| 7 | Long wait on parking list | 2 | 8.7% |
| 32 | Many parking permit spaces empty | 2 | 8.7% |
| 55 | Extend station hours | 2 | 8.7% |
| 2 | Do away with parking permits - use vouchers | 1 | 4.3% |
| 12 | Could use benches & protected shelters from rain/snow with heat/air | 1 | 4.3% |
| 34 | Option to purchase tickets monthly via credit card | 1 | 4.3% |
| 44 | Parking too expensive | 1 | 4.3% |
| 85 | Only residents should be allowed parking permits | 1 | 4.3% |
| <i>Total Comments</i> | | 23 | 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.

Noroton

Three parking lots serve rail commuters in Noroton providing 772 parking spaces. Lots 1 (220 spaces) and 3 (108) provide daily parking for 328 commuters. Lot 1 has 11 additional daily spaces with one space designated as handicap and 10 spaces for 15-minute parking. Lot 2 is used solely for permit parking with 433 spaces.

Lots 1 and 2 were near capacity exceeding 95% occupancy. Lot 3, further from the rail station, was slightly more than half (55%) full.

Table 16 shows the parking capacity and utilization in detail.

Parking Area Ownership

All three Noroton parking lots are owned by the State of Connecticut. Figure 16 maps the parking lot locations and ownership status.

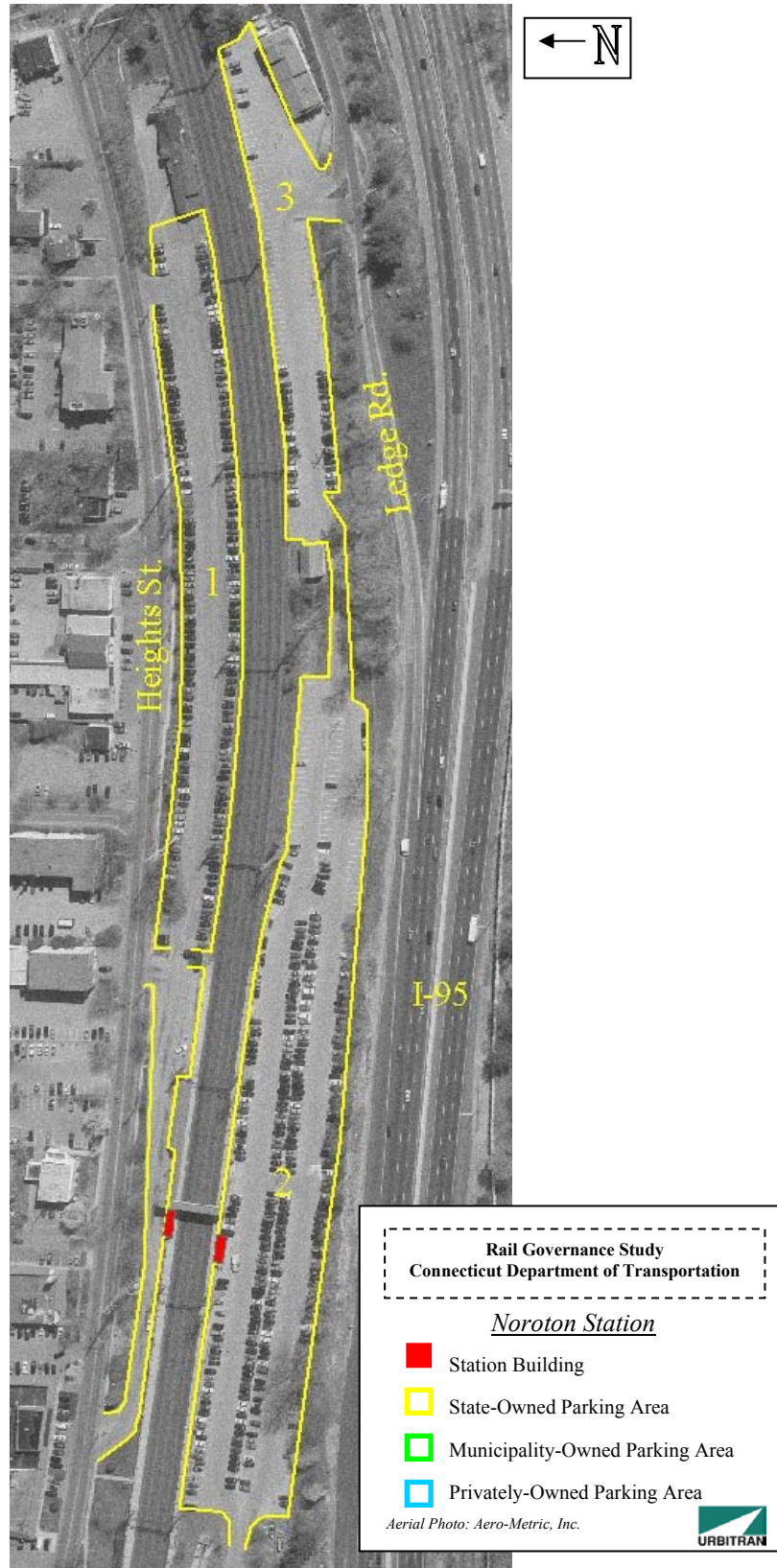
Fee Structure

The Town of Darien has responsibility for assigning parking permits for the Noroton Station. Parking fees for Noroton are the same as for Darien and include an annual permit fee of \$235 and a \$2.25 daily fee. Commuters may purchase daily permits in a book of 10 vouchers. The Noroton Station oversells permits by 78.7% but a waiting list of 1,266 people and 4 years still exists.

Table 16: Noroton Rail Station Parking Capacity and Utilization

| Location | Capacity | Vehicle Count | Utilization | Ownership |
|----------------------|-----------------|----------------------|--------------------|------------------|
| Lot 1 | | | | state |
| Permit | 0 | 0 | N/A | |
| Daily | 220 | 216 | 98.2% | |
| 15-Minute | 10 | 2 | 20.0% | |
| Handicap | 1 | 1 | 100.0% | |
| Total Lot 1 | 231 | 219 | 94.8% | |
| Lot 2 | | | | state |
| Permit | 431 | 414 | 96.1% | |
| Daily | 0 | 0 | N/A | |
| 15-Minute | 0 | 0 | N/A | |
| Handicap | 2 | 0 | 0.0% | |
| Total Lot 2 | 433 | 414 | 95.6% | |
| Lot 3 | | | | state |
| Permit | 0 | 0 | N/A | |
| Daily | 108 | 60 | 55.6% | |
| 15-Minute | 0 | 0 | N/A | |
| Handicap | 0 | 0 | N/A | |
| Total Lot 3 | 108 | 60 | 55.6% | |
| Permit | 431 | 414 | 96.1% | <i>state</i> |
| Daily | 328 | 276 | 84.1% | <i>772</i> |
| 15-Minute | 10 | 2 | 20.0% | |
| Handicap | 3 | 1 | 33.3% | |
| TOTAL PARKING | 772 | 693 | 89.8% | |

Figure 16: Noroton Rail Station Parking Map



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
NOROTON HEIGHTS 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: Noroton Heights
 LINE: New Haven Line
 INSPECTION DATE: 8/04/02
 INSPECTION AGENCY / FIRM: UA
 INSPECTORS: RGW
 WEATHER: Sunny, 80's

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 1 OF 59

North Platform (New York Bound)

| 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 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| II | 3 | 3 | 5 | 3 | 3 | 5 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| III | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| IV | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| V | 2 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| VI | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| VII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| VIII | 2 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| IX | 2 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| X | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XI | 2 | 3 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| XII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XIII | 2 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 5 | 3 | 3 | |
| XIV | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 5 | 3 | 3 | |
| XV | 2 | 2 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| XVI | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| XVII | 3 | 3 | 5 | 3 | 3 | 5 | 5 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 5 | 3 | 3 | |
| XVIII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 5 | 3 | 3 | |
| XIX | 3 | 3 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| XX | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XXI | 3 | 2 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XXII | 3 | 3 | 3 | 5 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |

STATION: Noroton Heights
 LINE: New Haven Line
 INSPECTION DATE: 8/04/02
 INSPECTION AGENCY / FIRM: UA
 INSPECTORS: RGW
 WEATHER: Sunny, 80's

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 2 OF 59

South Platform (New Haven Bound)

| 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 | 3 | 3 | 2 | 2 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| II | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| III | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| IV | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| V | 2 | 3 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| VI | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| VII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| VIII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| IX | 3 | 3 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| X | 3 | 2 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XI | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XII | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| XIII | 3 | 3 | 5 | 3 | 3 | 3 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XIV | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XV | 3 | 2 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| XVI | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| XVII | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XVIII | 3 | 3 | 5 | 3 | 3 | 5 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XIX | 3 | 3 | 5 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XX | 3 | 3 | 5 | 3 | 3 | 5 | 5 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XXI | 3 | 3 | 5 | 3 | 3 | 3 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |
| XXII | 3 | 3 | 3 | 3 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 3 | 3 | 3 | |
| XXIII | 3 | 3 | 5 | 5 | 3 | 5 | 3 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 5 | 3 | 3 | |

STATION: Noroton Heights
LINE: New Haven Line
INSPECTION DATE: 8/23/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 80's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 4 OF 59

PARKING ELEMENTS

QUADRANT # I

TYPE OF SURFACE: x asphalt 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: 5

LANDSCAPE: 3

SIDEWALK: 3

CURB: 3

QUADRANT # II

TYPE OF SURFACE: x asphalt 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: 3

LANDSCAPE: 3

SIDEWALK: 3

CURB: 3

STATION: Noroton Heights
LINE: New Haven Line
INSPECTION DATE: 8/23/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 80's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 5 OF 59

PARKING ELEMENTS

QUADRANT # III

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

CONDITION OF BASIN / DRAINS / ETC: 5
(FOR LOCATION SEE SHEET: _____)

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: Noroton Heights
 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 59

EAST AND WEST BOUND PLATFORMS --- LIGHTING

| Span Number | Fixture Type | Manufacturer | Model Number | Rating | Support Condition | Estimated Age/Life(y/y) | Visual Condition |
|-------------------|------------------|----------------------------|--------------|--------|-------------------|-------------------------|----------------------|
| canopy | 4 ft fluorescent | unknown w/ Prescolite pole | unknown | 1 | 2 | 17/ 20 | totally deteriorated |
| all except canopy | HID-HPS | unknown | unknown | 3 | 3 | 17/ 20 | minor deterioration |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Remarks: A typical section of the platforms were measured at the location indicated and found to average 4.43 and 5.62 fc on the eastbound and westbound platforms respectively.
The overpass between platforms was measured to average 5.1 fc.

EAST AND WEST BOUND PLATFORMS --- LIGHTING LEVELS (fc)

| | | | | | |
|--------------------|-------------|-------------|-------------|-------------|-------------|
| EASTBOUND PLATFORM | | | | | |
| see remarks | see remarks | see remarks | see remarks | avg 4.43 | see remarks |
| TRACKS----{ | | | | | |
| see remarks | see remarks | see remarks | see remarks | see remarks | avg 5.62 |
| WESTBOUND PLATFORM | | | | | |

STATION: Noroton Heights
 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 7 OF 59

EAST AND WEST BOUND PLATFORMS --- 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 | no number parking lot | Wire Sizes | unknown | | |

Remarks: The westbound platform is serviced from the station building. The eastbound platform has a separate underground service from a utility pole.

EAST AND WEST BOUND PLATFORMS --- ELECTRICAL SYSTEMS

| Electrical Device | Manufacturer | Model Number | Rating | Location | Estimated Age/Life(y/y) | Visual Condition |
|-------------------------|--------------|--------------|---------|----------|-------------------------|----------------------|
| Main Distribution Panel | unknown | unknown | unknown | platform | unknown | 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 | n/a | operational |
| Station Telephone | n/a | n/a | n/a | n/a | n/a | n/a |
| | | | | | | |
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| | | | | | | |

Remarks: Many of the receptacles on both platforms are missing covers and are not GFCI.

STATION: Noroton Heights

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 59

INSPECTORS: Jim Connell & Dave Lang

DATE: January 9, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

The electrical service to the westbound platform is derived from a panelboard located in the building. The eastbound platform has a separate electrical service terminating in an electrical enclosure located on the platform. To reduce the risk of electric shock, all the platform receptacles should be replaced with a GFCI type with covers.

The platform luminaires are four-foot pole mounted fluorescent fixtures. Several of these luminaires are missing lenses, exposing the luminaires to the weather. The average measured light levels for the westbound platform was 5.62 foot-candles, the eastbound platform was 4.43 foot-candles, and the pedestrian walkway overpass was 5.1 foot-candles. The eastbound platform does not meet the IESNA recommended average light level of 5.0; the westbound platform light levels are lower than what the fixture should produce. The walkway light levels are just above what is recommended. Because of the poor light levels and many of the fixtures being exposed to moisture, it is recommended that the entire lighting on the platform and the pedestrian overpass be replaced.

STATION: Noroton Heights
 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 9 OF 59

STATION BUILDING --- LIGHTING

| Fixture Type | Manufacturer | Model Number | Rating | Support Condition | Estimated Age/Life(y/y) | Visual Condition |
|------------------|--------------|--------------|--------|-------------------|-------------------------|----------------------|
| 4 ft fluorescent | unknown | unknown | 3 | 3 | 17/ 20 | minor deterioration |
| Exit | unknown | unknown | 3 | 3 | 17/ 20 | minor deterioration |
| Emergency Egress | unknown | unknown | 1 | 3 | 17/ 20 | totally deteriorated |
| | | | | | | |
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Remarks: A typical section of the waiting room was measured during daylight hours and estimated to average less than 2 fc during hours of darkness.

STATION BUILDING --- LIGHTING LEVELS (fc)

| | | | | |
|------------|--------------------------------------|---|---|---|
| ROOM DESC: | A | B | C | D |
| 1 | estimated to average less than 2 fc. | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |

| | | | | |
|------------|---|---|---|---|
| ROOM DESC: | A | B | C | D |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |

| | | | | |
|------------|---|---|---|---|
| ROOM DESC: | A | B | C | D |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |

| | | | | |
|------------|---|---|---|---|
| ROOM DESC: | A | B | C | D |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |

STATION: Noroton Heights
 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 10 OF 59

STATION BUILDING --- SERVICE

| | | | | | | | |
|----------------------------|---------|----------------------------|-------------------------|------------|---------|-------------|-----|
| Voltage Rating (V) | 120/240 | Type of 3 phase connection | | Delta | n/a | Wye | n/a |
| | | Method of Entrance | | Overhead | X | Underground | n/a |
| Rating of Main Breaker (A) | 100 | Origin of Service | | Pole | X | Transformer | n/a |
| | | Code Compliant | | Yes | X | No | n/a |
| Quantity of Phases | 1 | Pole Number & Street | Helt Co 8004 Heights Rd | Wire Sizes | unknown | | |

Remarks: _____

STATION BUILDING --- ELECTRICAL SYSTEMS

| Electrical Device | Manufacturer | Model Number | Rating | Location | Estimated Age/Life(y/y) | Visual Condition |
|-------------------------|--------------|--------------|---------|--------------|-------------------------|---------------------|
| Main Distribution Panel | unknown | unknown | unknown | ticket booth | unknown | unknown |
| Main Disconnect Switch | Challenger | unknown | 4 | platform | 1/ 20 | new condition |
| Transformer | n/a | n/a | n/a | n/a | n/a | n/a |
| Receptacles | unknown | unknown | 3 | throughout | 17/ 20 | minor deterioration |
| Grounding | unknown | unknown | unknown | unknown | unknown | unknown |
| Lighting Controls | unknown | unknown | 3 | throughout | 17/ 20 | minor deterioration |
| Public Telephone | n/a | n/a | n/a | n/a | n/a | n/a |
| Station Telephone | unknown | n/a | n/a | n/a | n/a | unknown |
| | | | | | | |
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Remarks: A panelboard is located on the platform attached to the building. An additional panelboard is located in the ticket booth. We were unable to gain access to the panelboard located in the ticket booth to confirm its condition.

STATION: Noroton Heights
 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

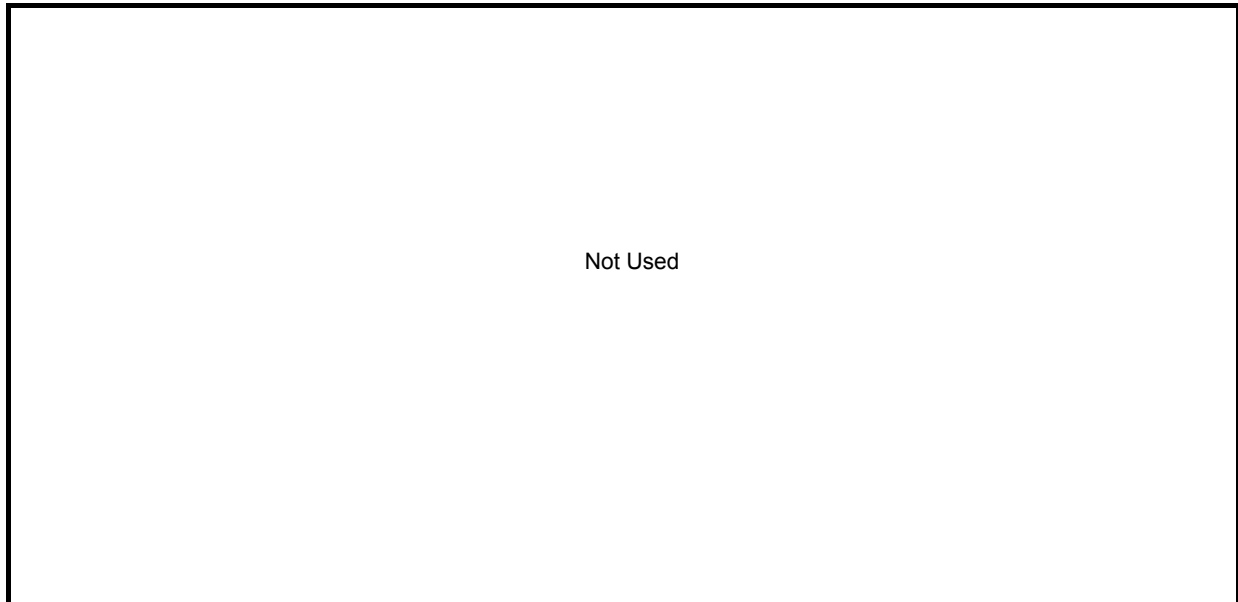
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 11 OF 59

STATION BUILDING --- FIRE ALARM SYSTEM

| Fire Alarm Device | Manufacturer | Model Number | Rating | Quantity | Location | Estimated Age/Life(y/y) | Visual Condition |
|--------------------------|--------------|--------------|--------|----------|----------|-------------------------|------------------|
| Fire Alarm Control Panel | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Heat Detector | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Smoke Detector | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Pull Station | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Annunciator | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Audio/Visual Device | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Remarks: There is no fire detection system in the building.

STATION BUILDING --- SKETCHES



STATION: Noroton Heights

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 12 OF 59

INSPECTORS: Jim Connell & Dave Lang

DATE: January 9, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

There is a new main panelboard mounted to the exterior of the building and another older panelboard mounted inside the ticket booth. We were unable to gain access to the ticket booth and did not inspect that panel. The remaining electrical service within the building is operational with a small amount of non-GFCI type receptacles.

The building has several four-foot fluorescent fixtures that do not maintain light levels as recommended by the IESNA. Due to limited access to the station, the light levels had to be measured during the late afternoon and measured only 14.54 foot-candles, including daylight. The daylight contribution was estimated to be 12.9 foot-candles, which leave only 1.64 foot-candles to be contributed from the fixture. Exit lighting was operational, but the emergency egress lighting did not meet NFPA 101 because it was not working. We suggest that the entire building lighting system be renovated to meet current codes and standards.

The building cannot meet the requirements of the ADA because there is no fire detection system installed.

STATION: Noroton Heights
LINE: New Haven
INSPECTION DATE : January 9, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: P.M.
WEATHER: Clear & Cold

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 13 OF 59

BUILDING -- HVAC - Fire Protection - Cafeteria & Waiting Area

2 Electric heaters with internal unit thermostat, one above each entrance door, in working condition but need cleaning and maintenance, internal unit thermostat -deficient.

2 Hanging heating units back to back in the center of the room, estimated at 1.5 KW each, each with remote thermostat. Good Repair.

Most of the baseboard heaters are in poor condition.

5@ 5' each

4@ 10' each

3@ 6' each

Ventilation

Above the ceiling - Kitchen area has 2'X3' wall louver probably with motor operated damper and interconnected with 2 wall fans (each estimated at 900 CFM), require cleaning and maintenance, deficient.

One ceiling fan in good condition.

Note: This is all the HVAC equipment that existed at this station

STATION: Noroton Heights
 LINE: New Haven
 INSPECTION DATE : January 9, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: J. Duncan & T. Abrahamson
 TIME OF INSPECTION: P.M.
 WEATHER: Clear & Cold

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 14 OF 59

PLATFORM - PLUMBING

| SPAN NO. | GUTTER | DOWNSPOUT/ PIPING | CLEAN-OUTS | SPAN NO. | GUTTER | DOWNSPOUT/ PIPING | CLEAN-OUTS |
|--------------|--|-------------------|------------|----------|--------|-------------------|------------|
| All Platform | Downspouts are rusted and in need of replacements. | | | | | | |
| | Gutters are rusted and in need of repair. | | | | | | |
| | | | | | | | |
| Northside | Downspouts are missing and require replacement. | | | | | | |
| shelter | | | | | | | |
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PLATFORM - FIXTURES -- N/A

| | | |
|---------------------|---------------------|---------------------|
| SPAN #: _____ | SPAN #: _____ | SPAN #: _____ |
| MODEL: _____ | MODEL: _____ | MODEL: _____ |
| YEAR: _____ | YEAR: _____ | YEAR: _____ |
| MANUFACTURER: _____ | MANUFACTURER: _____ | MANUFACTURER: _____ |
| CONDITION: _____ | CONDITION: _____ | CONDITION: _____ |

STATION: Noroton Heights
LINE: New Haven
INSPECTION DATE : January 9, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: P.M.
WEATHER: Clear & Cold

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 15 OF 59

BUILDING - PLUMBING - Cafeteria & Waiting Area

RESTROOM

PIPING: No leaks
WATER PRESSURE: Normal
DRAINS: OK
FAUCET/FIXTURES:
* MODEL: Not Identified
* YEAR: Not Identified
* MANUFACTURER: Not Identified
* CONDITION: Minor Deterioration, but working

Men's/Women's Room

1 toilet - Deficient, but working
1 small lavatory - Minor Deterioration, working
no handicapped fixtures
not handicapped accessible
no water conservation fixtures
Exhaust fan does not work

Water heater-electric, make: State Select,
small capacity, estimated 4-6 gallons

5ft electric baseboard heater- seriously
deficient

KITCHEN N/A

PIPING: _____
WATER PRESSURE: _____
DRAINS: _____
FAUCET/FIXTURES:
* MODEL: _____
* YEAR: _____
* MANUFACTURER: _____
* CONDITION: _____

2nd Restroom for employees

1 toilet - Deficient, but working
1 plastic slop sink, good condition
cold & hot water used for cafeteria needs

Exhaust fan in wall is working

4ft electric baseboard heater- severely
deficient

EXTERIOR N/A

SPRINKLER:
FAUCET/FIXTURES:
* MODEL: _____
* YEAR: _____
* MANUFACTURER: _____
* CONDITION: _____

1 electric drinking water cooler,
Make: Westinghouse, acceptable condition,
working

There are no gutters or downspouts on the building, the roof is sloped and is corrugated metal.

STATION: Noroton Heights

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 59

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 9, 2002

STATION – MECHANICAL SUMMARY

HVAC

The HVAC consist of heating (winter) and ventilation (summer). All the systems are electric. At the present time the system lacks elementary cleaning and maintenance. The inspectors consider the system deficient to severely deficient.

Most of the baseboard heaters are in poor condition and need to be repaired or replaced.

Plumbing Systems

The station, which consists of a narrow metal building, has a small cafeteria at one end and at the other end a small office and two restrooms.

One restroom used by the public includes a toilet and a small lavatory. The second restroom for “employees only” has a toilet and a plastic slop sink. Both restrooms are considered severely deficient.

For the restrooms to meet ADA regulation due to existing space limitations, it is recommended that both restrooms be completely rebuilt and combined into one up-to-date unisex restroom. At the present time only one exhaust fan is working.

STATION: Noroton Heights

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 17 OF 59

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 9, 2002

STATION – MECHANICAL SUMMARY CONTINUED

Storm Drainage at the Platform

Gutters and downspouts are rusted and deteriorated (severely deficient). Replacement are necessary.

Storm Drainage at the Building

The station building has a sloped corrugated metal roof. There are no gutters or downspouts. Gutters and downspouts should be installed.

STATION: Noroton Heights
 LINE: New Haven-Main Branch
 INSPECTION DATE: May 10, 2002
 INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
 INSPECTORS: Hortense Oliveira
 WEATHER: Good

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 18 OF 59

HAZARDOUS MATERIALS INSPECTION

LEAD-BASED PAINT

Note: The LBP inspection was conducted using an RMD LPA-1 spectrum X-Ray Fluorescence Analyzer (XRF). The Department of Housing and Urban Development (HUD) recommend XRF analysis for inspection of lead in paint. XRF readings were taken of surfaces coated with suspect LBP. The XRF was operated in "Quick Mode" for this project. In Quick Mode, the measurement time is determined by the LPA-1 Analyzer to achieve a 95% confidence measurement compared to an action level (1.0 mg/cm2).

Platform

| Surfaces Tested | # of Locations Tested | Lead Presence (>1 mg/cm2) | Rating |
|------------------------|-----------------------|---------------------------|--------|
| Canopy Columns | 2 | No | 3 |
| Walls/Stairs to Bridge | 3 | No | 3 |
| Platform Warning Strip | 1 | No | 3 |

Station Building

| Surfaces Tested | # of Locations Tested | Lead Presence (>1 mg/cm2) | Rating |
|-----------------|-----------------------|---------------------------|--------|
| Int. Walls | 2 | No | 3 |
| Door Frames | 1 | No | 3 |

| Surfaces Tested | # of Locations Tested | Lead Presence (>1 mg/cm2) | Rating |
|-----------------|-----------------------|---------------------------|--------|
| Int. Columns | 1 | No | 3 |
| Doors | 1 | No | 3 |

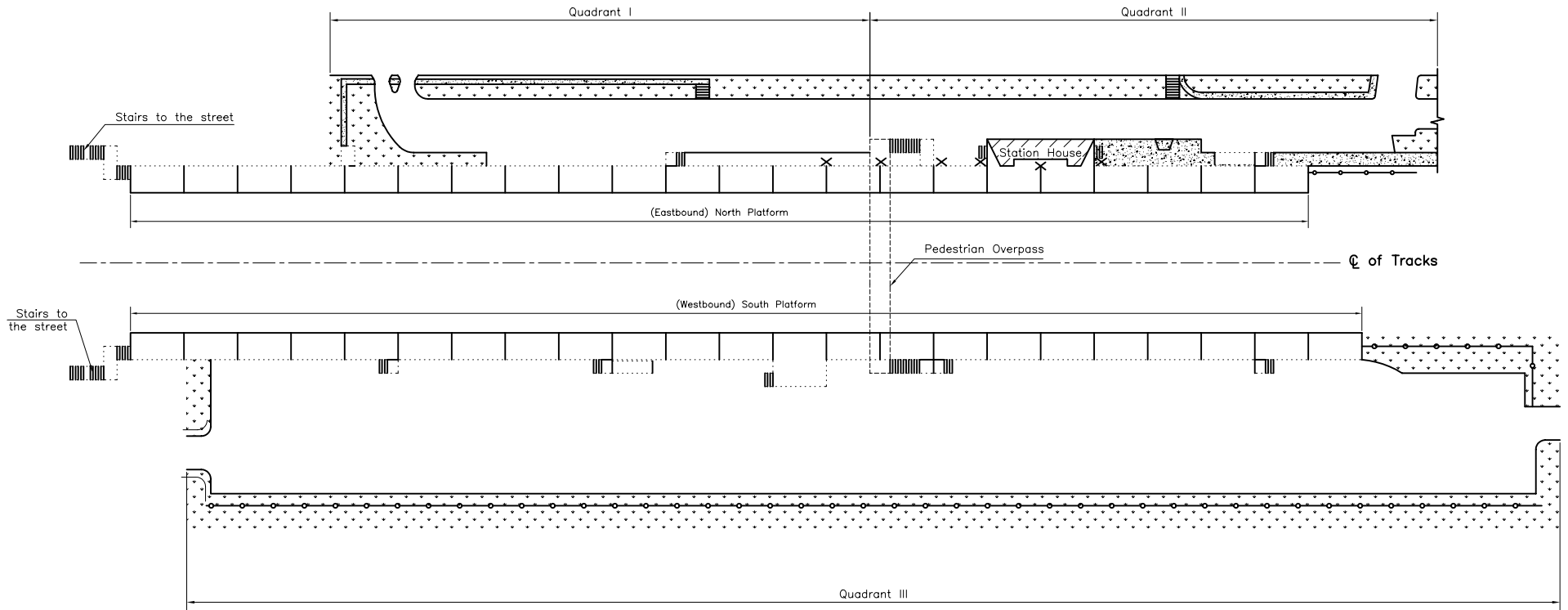
Painted surfaces were found to be in fair to good condition.

SUSPECT ASBESTOS-CONTAINING MATERIALS

Listed below are suspect asbestos-containing materials that were observed during a visual inspection. Materials were found to be in fair to good condition. Any future disturbance of these materials should be preceded by the collection of samples and laboratory analysis of these samples. This work must be performed by a certified inspector

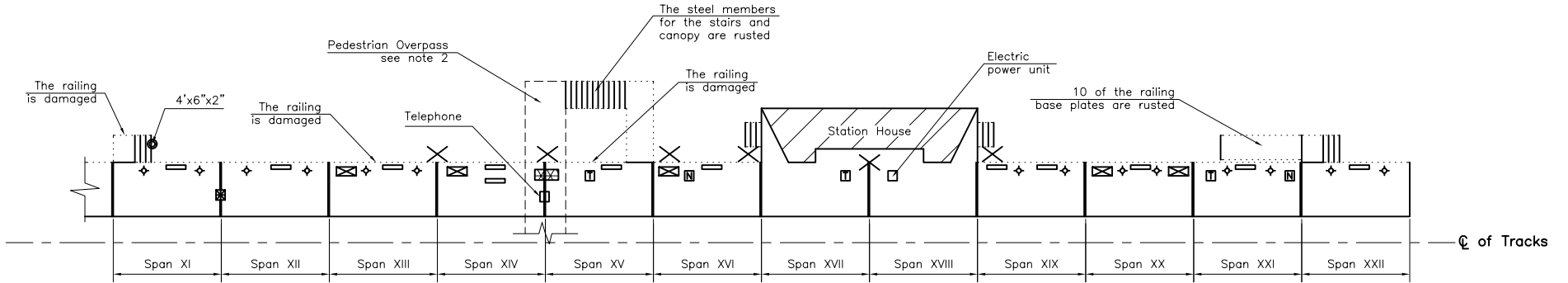
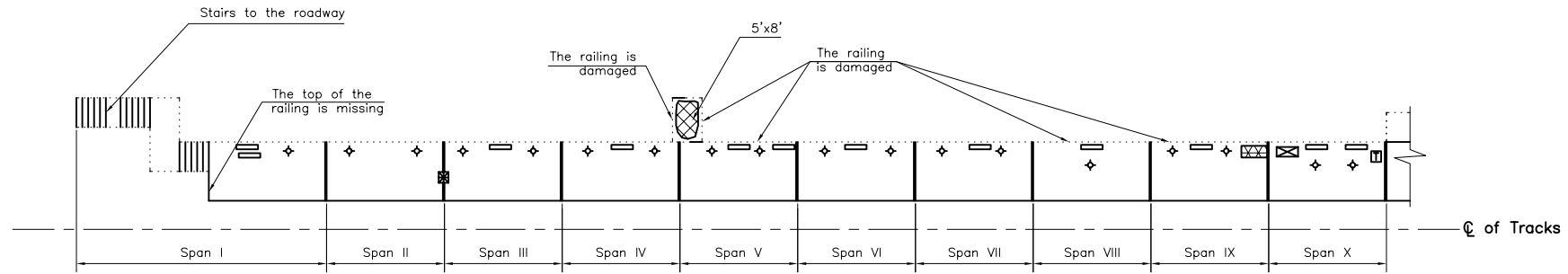
Platform

| Suspect Materials | Rating |
|----------------------------|--------|
| Caulking on Bridge Windows | 3 |



- Legend:
- Fence
 - Guardrail
 - Pedestrian Rail
 - Grass
 - Sidewalk
 - Drop Curb
 - Canopy Column

| |
|---|
| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station General Plan |
| Date: 8/4/02 |



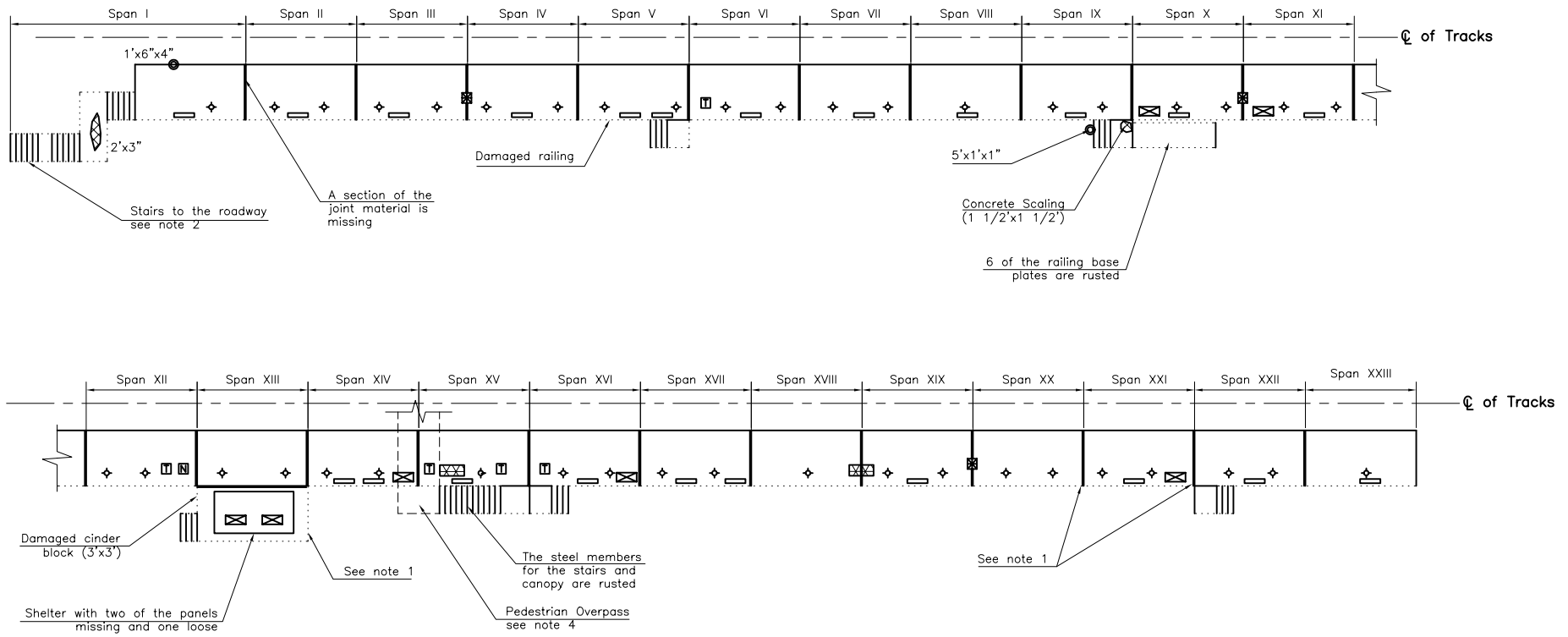
Legend:

- Pedestrian Rail
- ~~~~~ Crack
- ▣ Map Cracking
- ▣ Grass
- Spalled Concrete
- ◆ Light
- × Canopy Column
- Sign
- ▣ Bench
- ▣ Trash Receptacle
- ▣ Newspaper Dispenser
- Joint
- ▣ Train Power Line Pole
- ▣ Movable Metal Platform

NOTES:

1. The warning strip is faded throughout the north platform.
2. The underside of the overpass is rusted (150'x15').

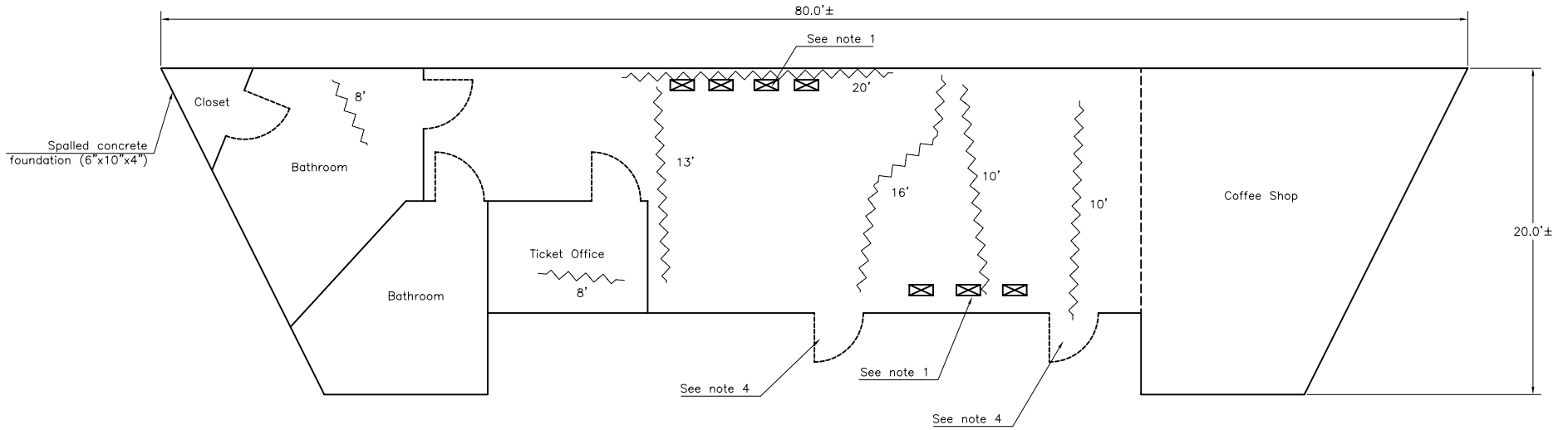
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|--|
| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station (Eastbound) North Platform Plan |
| Date: 8/4/02 |



- Legend:**
- Pedestrian Rail
 - ~~~~~ Crack
 - ▤ Grass
 - Spalled Concrete
 - ▣ Concrete Scaling
 - ◆ Light
 - ▭ Sign
 - ▣ Bench
 - ▣ Trash Receptacle
 - ▣ Newspaper Dispenser
 - Joint
 - ▣ Train Power Line Pole
 - ▣ Movable Metal Platform

- NOTES:**
1. The base plate for the double tee is rusted and deteriorated.
 2. The stairs are spalled in various locations. There is an isolated location where the steel is exposed.
 3. The warning strip is faded throughout the south platform.
 4. The underside of the overpass is rusted (150'x15').

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|--|
| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station (Westbound) South Platform Plan |
| Date: 8/4/02 |



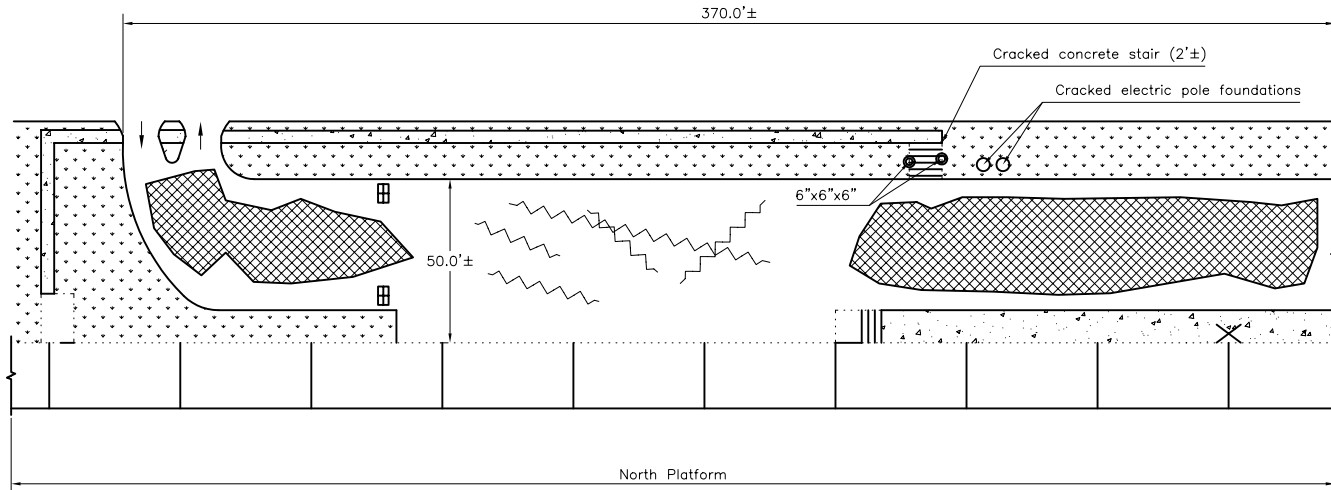
NOTES:

1. Typical the base plates for the seats are rusted and deteriorated.
2. There is uneven settlement of the asphalt adjacent to the north elevation of the station house.
3. The station house has a linoleum floor with minor cracks as shown.
4. The doors entering the station house are difficult to open.
5. There are random cracks on the northside foundation.
6. The drop ceiling in the eastend half of the station house is sagging and or cracked.

Legend:

- Crack
- Bench

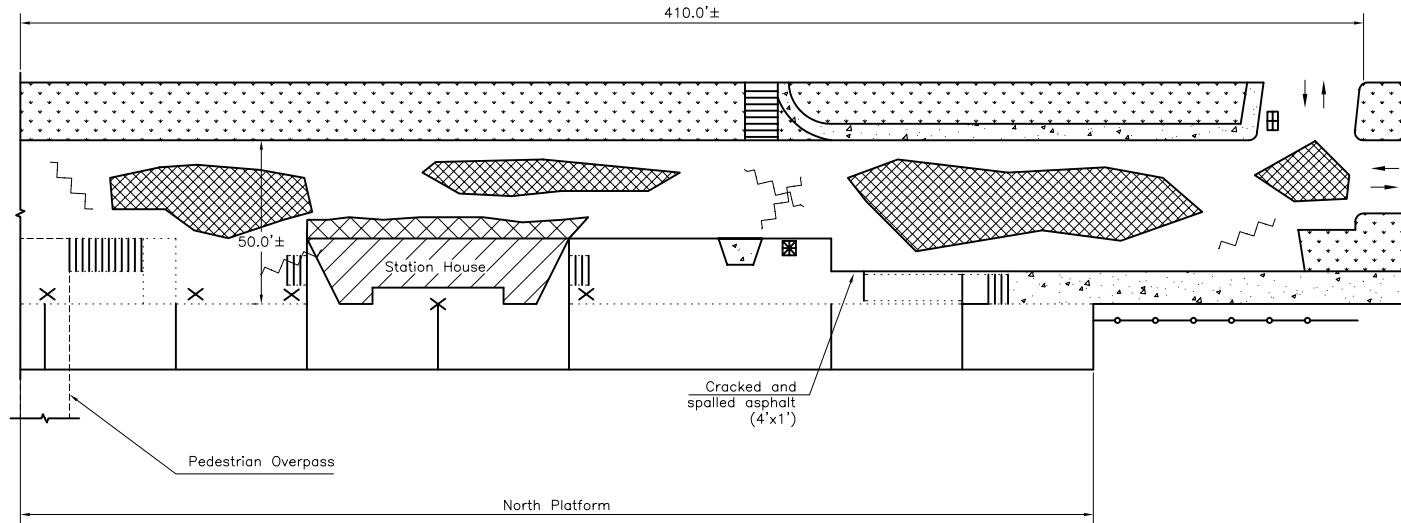
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| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Norton Heights Station Station House Plan |
| Date: 12/07/01 |



NOTES:
 1. The entire surface is cracked and contains potholes.

- Legend:
- Crack
 - Map Cracking
 - Grass
 - Sidewalk
 - Drain
 - Spalled Concrete

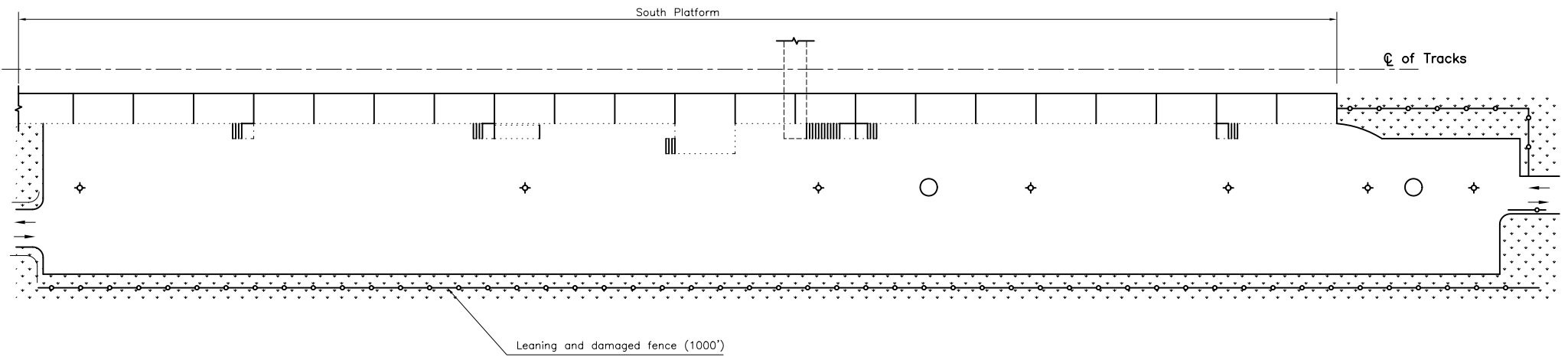
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| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station Quadrant I Plan |
| Date: 8/04/02 |



NOTES:
 1. The entire asphalt surface is cracked.

- Legend:
- Fence
 - Crack
 - Map Cracking
 - Grass
 - Sidewalk
 - Drain
 - Uneven Settlement
 - Column
 - Train Power Line Pole

| |
|---|
| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station Quadrant II Plan |
| Date: 8/04/02 |



Legend:

- Fence
- Guardrail
- Pedestrian Rail
- Grass
- Sanitary Manhole
- Drain
- Light
- Train Power Line Pole

| |
|--|
| Urbitran Associates, Inc. |
| Connecticut Dept. of Transportation |
| Noroton Heights Station Quadrant III Plan |
| Date: 8/4/02 |

STATION: Noroton HeightsCONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 26 OF 59INSPECTORS: RGW, WVDATE: 8/04/02

| RATINGS | | PHOTO NO. | REMARKS: |
|---------|------|--------------|--|
| NEW | PREV | | |
| 2 | | 13 | Span I,V,VIII,IX,XI, XIII, XV (N-Platform) 1 - The railing is Span V (S-Platform) damaged. |
| 2 | | 14 | Span XXI (N-Platform) 2 - The railing base plate is rusted Span X (S-Platform) |
| 2 | | 23 | Span XV (N-Platform) 2 - The railing for the pedestrian Span XV (S-Platform) overpass is rusted |
| 2 | | 16-17 | Span I (S-Platform) 3 - The concrete stairs is spalled with exposed rebar |
| 2 | | 21 | Span I (S-Platform) 4 - A section of the joint material is missing |
| 3 | | 18 | Span V (N-Platform) 5 - There is map cracking and scaling in the top of the platform |
| 3 | | 19-20 | Span I (S-platform) 5 - There is spalled concrete with exposed rebar and scaled concrete |
| 2 | | 22 | All Spans 8 - The warning strip is faded |
| 2 | | 24 | Pedestrian Overpass NA - The underside of the pedestrian overpass is rusted |
| 2 | | 25 | Span XIII,XX,XXI (S-Platform) NA - The base plates for the double tee are rusted and deteriorated |
| 2 | | 26 | Span XIII (S-Platform) NA - The cinder block façade is damaged |
| 2 | | 27 | Span XIII (S-Platform) NA - The shelter is missing two plastic panels and one is loose |
| 3 | | 28 | Station House 19 - There are random cracks in the linoleum floor |
| 2 | | 29-30 | Station House 20 - The drop ceiling is sagging and/or cracking |

Noroton Heights Station

| Description | Units | Quantity | Price / Unit | Total Cost |
|--|-----------------|----------|--------------|--------------|
| <u>Replacing asphalt pavement</u> | | | | |
| -Remove asphalt | yd ³ | 1565.00 | \$22.00 | \$34,430.00 |
| -6" asphalt top course and binder course | yd ² | 4350.00 | \$25.00 | \$108,750.00 |
| -7" aggregate base | yd ³ | 843.00 | \$20.00 | \$16,860.00 |
| Repair fence | ft | 1000.00 | \$48.00 | \$48,000.00 |
| Replace pedestrian railing | ft | 320.00 | \$22.00 | \$7,040.00 |
| Clean and paint warning strip | ft | 2200.00 | \$18.00 | \$39,600.00 |
| Repair spalled concrete | ft ² | 100.00 | \$40.00 | \$4,000.00 |
| Misc (clean and paint structural steel) | LS | - | - | \$16,000.00 |
| Misc (doors, ceiling, floors, and etc.) | LS | - | - | \$5,000.00 |
| Replace and repair baseboard heaters | LS | - | - | \$5,000.00 |
| Combined Unisex restroom (ADA compliance) *** | LS | - | - | \$7,000.00 |
| Replacement of Platform gutters & downspouts | LS | - | - | \$8,000.00 |
| Installing Building gutters & downspouts | LS | - | - | \$3,000.00 |
| Install a minimal fire alarm system to meet the requirements of ADA. | LS | - | - | \$2,600.00 |
| Add lobby lighting | EACH | 8.00 | 400.00 | \$3,200.00 |
| Install emergency lighting | EACH | 2.00 | 300.00 | \$600.00 |
| Repair/Replace platform receptacles | EACH | 15.00 | 50.00 | \$750.00 |
| Replace platform overpass lighting | EACH | 8.00 | 600.00 | \$4,800.00 |
| Replace platform lighting | EACH | 26.00 | 2800.00 | \$72,800.00 |
| <u>Replace platform lighting conduit/conduit fittings</u> | | | | |
| -fittings | EACH | 26.00 | 75.00 | \$1,950.00 |
| -conduit | EACH | 1000.00 | 9.20 | \$9,200.00 |
| -type XHHW conductor | LS | - | - | \$2,000.00 |
| Replace platform canopy lights | | 10.00 | 700.00 | \$7,000.00 |
| Mobilization / Demobilization (10%) | | | | \$40,758.00 |
| | | | | |
| Sub-total | | | | \$448,338.00 |
| Contingency (20%) | | | | \$89,667.60 |
| Grand Total | | | | \$538,005.60 |
| Say | | | | \$538,000.00 |

* THE QUANTITY OF LOBBY AND PLATFORM LUMINAIRES REQUIRED TO BRING LIGHTING UP TO RECOMMENDED LEVELS IS AN ORDER-OF-MAGNITUDE ESTIMATE. PERFORMANCE OF A LIGHTING DESIGN IS REQUIRED TO DEVELOP A PRECISE QUANTITY ESTIMATE.

** THE FIRE ALARM SYSTEM IS AN ORDER-OF-MAGNITUDE COST REQUIRED TO COMPLY WITH ADA REQUIREMENTS. PERFORMANCE OF A FIRE ALARM SYSTEM DESIGN IS REQUIRED TO DEVELOP A PRECISE QUANTITY ESTIMATE.

*** THIS DOES NOT INCLUDE THE STRUCTURAL COST TO REBUILD THE RESTROOM.

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: **Darien Railroad Station/Noroton Heights Railroad Station**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE: Town of Darien

This Lease Agreement, dated September 8, 1998 (the "Lease"), covers seven (7) parcels of land containing an aggregate of 17.65 acres, more or less. The purpose of the Lease is to make the most effective use of railroad property, to encourage and attract additional rail patrons, and to make rail facilities more convenient, attractive, and compatible with the public interest.

The Lease term is ten (10) years, commencing on July 1, 1998 , to and including June 30, 2008. The Town has the right to renew for one (1) additional ten (10) year period.

The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated June 18, 1998.¹ The Lease affects two different Metro-North stations in Darien: the Darien Railroad Station and the Noroton Railroad Station. Instead of paying all surplus funds into a reserve, the Town pays the State twenty percent (20%) of the gross revenue derived from rail parking and rail-related leases. Finally, the Lease provides that the Town retains sole responsibility for the day-to-day maintenance of the stations, including, but not limited to, general structural repairs, snow and trash removal, and security of any and all stations, platforms, railings, stairs, ramps and parking lots in regard to the leased property.

¹ Item (28) of the Standard Specifications is not applicable to this Lease and was deleted in its entirety prior to execution (It is a provision having to do with equal employment and affirmative action).

LEASE SYNOPSIS

| | |
|--|---|
| <u>STATION NAME:</u> | Darien Railroad Station; Noroton Heights Railroad Station |
| Lease Document Reviewed | Lease Agreement dated 9/8/98 |
| Station Owner | State of Connecticut Department of Transportation (the "State") |
| Lessee | Town of Darien |
| Agreement Number | 12.30-04(97) |
| Effective Date of Lease | 7/1/98 |
| Term | 10 years |
| Number of Renewal Periods | 1 (at Lessee's option) |
| Renewal Period | 10 years |
| Number of Lessee Renewals Executed in Prior Years | 0 |
| Number of Renewals Remaining | 1 |
| Expiration Date of Lease | 6/30/08 |
| Recorded? | Volume 888, Page 544 |
| Number of Parcels | 7 |
| Total Acreage | 17.65 acres |
| How Is Revenue Earned? | Rail parking revenue and revenue from other rail-related leases |
| Are Separate Funds Accounts Required? | No |
| Allowable Direct Costs in Calculating Surplus | Not applicable, because payment to the State is based on a percentage of gross revenue. |
| Allowable Indirect Costs in Calculating Surplus | Not applicable, because payment to the State is based on a percentage of gross revenue. |
| Is Surplus Deposited in Capital Fund? | No |
| Is Surplus Shared with the State? | Yes, but payments to the State are based upon a percentage of gross revenue. |

| | |
|--|---|
| How Often is Surplus Shared? | Lessee shall pay to the State twenty percent (20%) of gross revenue from rail parking and rail-related leases. The timing of the payments from Lessee to the State is not established in the Lease, but is presumed to be “annually.” |
| Are Certified Financial Statements Required? | Yes. See <u>Appendix I</u> . |
| Financial Statement Submission Period | Statement(s) of gross revenue must be submitted to the State within 90 days following (i) each year of the term of the Lease, or (ii) the 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; Bodily Injury Coverage | Lease requires Railroad Protective Liability Insurance, providing for coverage limits of: (1) not less than \$2,000,000 for all damages arising out of any one accident or occurrence, in connection with bodily injury or death and/or destruction of property; and (2) aggregate of \$6,000,000 for all injuries to persons or property during the policy period. |
| Other Required Coverage | n/a |
| Voluntary Coverage | n/a |
| Is Lessee Self Insured? | |
| Is Certificate of Coverage on File? | |
| Dates of Coverage | |
| Named Insured | State of Connecticut and Metro-North as Co-insured |
| State Held Harmless? | Yes |

| | |
|---|---|
| Lessee Waives Immunity | Yes |
| <u>MAINTENANCE:</u> | |
| Description of Lessee's Responsibilities | Lessee is responsible for day-to-day maintenance, including, but not limited to, general structural repairs, snow removal, trash removal and security of all stations, platforms, railings, stairs, ramps and parking lots. |
| 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 | Lessee |
| Fences | Lessee |
| Signs | Lessee |
| Platform Lights | Lessee |
| Drains | Lessee |
| Equipment | Lessee |
| Electric and Mechanical Systems | Lessee |
| Live Rail Facilities | Lessee |
| Platforms | Lessee |
| Railings | Lessee |

| | |
|---|---|
| Stairs | Lessee |
| Platform Shelters | Lessee |
| Platform Canopy | Lessee |
| Tunnels | |
| Parking Lots | Lessee |
| Waiting Room | Lessee |
| Ticket Office | Lessee |
| Baggage Room | Lessee |
| <u>PARKING:</u> | |
| No. of Spaces – State | None |
| Parking Fees | Where there is a charge for parking, the minimum annual parking fee per vehicle is \$100.00. The State reserves the right to review and approve any and all parking fees which exceed this minimum fee. |
| Nondiscrimination Clause | See <u>Appendix II</u> . |
| <u>COSTS OF LEASEHOLD:</u> | |
| Water | Lessee |
| Electricity | Lessee |
| Other Public Utilities | Lessee |
| Gas | |
| Sewer | |
| Owns Title to Property | State |
| Owns Title to Capital Improvements | State |
| Is Subleasing Allowed? | Not without prior written approval from State |
| Can Lease be Sold or Assigned? | Not without prior written approval from State |

| | |
|--|--|
| 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 one year's notice to the Town 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 each and every specification and covenant unless specifically deleted therefrom, contained in the "Standard Railroad Lease Specifications & Covenants" (the " <u>Specifications</u> "), dated 5/1/95. However, Item (28) of the Specifications (requiring Lessee's compliance with the Connecticut Required Contract/Agreement Provisions entitled "Specific Equal Employment Opportunity Responsibilities," dated 4/6/94) is not applicable to the Lease and is deleted in its entirety. |

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.

DARIEN

Darien and Noroton Heights Stations

Parking is in high demand at the two stations located within the Town of Darien (Darien Station and Noroton Heights Station). The excess demand has encouraged the Town to consider developing additional parking: a garage on one of the sites or a remote parking system that would shuttle commuters to the stations. Both stations have higher ridership than most stations along the New Haven Line. Further, and the wait list for a permit to park at these stations is four years.

The Southwestern Regional Planning Agency (SWRPA) initiated a study of parking demand in Darien. SWRPA noted that adequate parking supply is a critical to increasing ridership on the Metro-North rail lines. The SWRPA study provided analysis that additional parking at railroad stations will assist in attracting new customers to Darien Station (as well as others) and will support current planning efforts in the area for a reduction in highway commuter traffic. Parking is therefore a critical need for commuters in Darien.

During the initial consultant site visit, the Darien Station was under construction and parking was displaced. The magnitude of parking demand was evident at this station. Commuters would walk a longer distance to the station from parking lots than at other New Haven Line stations. However, in addition to public parking, there is a considerable amount of private parking at the Darien stations. According to Town officials, Kip Coons and family own approximately forty percent of the overall parking supply at the Darien Station and provide approximately twenty percent of the parking overall for both stations. This private parking provides a much needed service for the commuters at this station, and appears to complement rather than compete with the public parking, since the service is in such high demand in the area.

Agreements

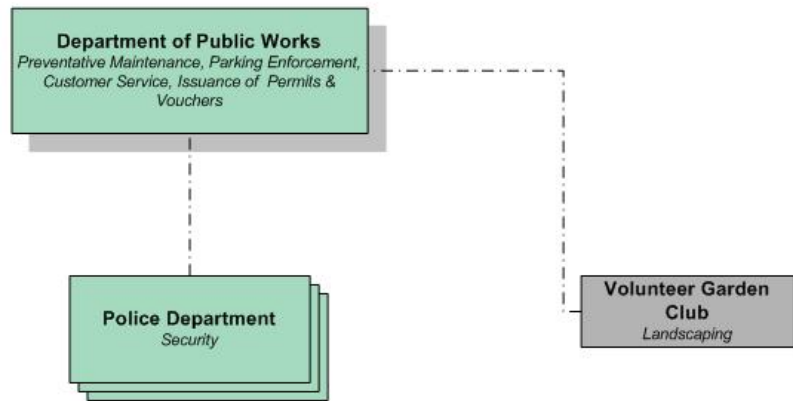
The State has a lease with the Town of Darien for a total of approximately 17.65 acres of land at the two stations, Darien Station and Noroton Heights Station, both located within the Town limits. The lease is similar to the Standard Railroad Lease Specifications with the exception that in lieu of paying surpluses into a reserve fund, the Town pays the state twenty percent of gross revenue derived from parking and leases. This agreement was described by the Town's Department of Public Works employee, Bob Steger.

Willow Enterprises Concessionaire has a lease with Darien for \$1,510 a month. Willow Enterprises also cleans bathrooms at the station. An official contract was not available.

Organizational Structure

Noroton Heights and Darien Stations are completely operated from the Darien Department of Public Works (DPW) without significant involvement in day-to-day operations from other departments. The Police Department, however, does include the lots on its patrolling routes, but does not report to DPW about these activities.

Darien and Noroton Heights Stations



- City Functions
- Other Organizations

Operating Procedures

It should be noted that virtually all of the operating procedures for the public lots are carried out by the Town's Department of Public Works. Interestingly, the DPW operates the permit and voucher system in Darien. As the town has high ridership statistics at both stations, there is a four-year waiting list for permit parking. Voucher systems for both lots are available in books of ten or on an as-needed basis. Vouchers can be purchased at a number of vendors in the area. This seems to be a reasonable alternative to the four year waiting list for permits, although parking is limited.

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.

DARIEN & NOROTON HEIGHTS FINANCES

ACCOUNTING ENTITY / BASIS

The lease does not require the determination of a net profit, rather it requires that the Town pay the State a percentage of gross revenues. There is no accounting entity or fund set up. The Town compiles its reports to the State on a cash (collection) basis from its underlying records.

FINANCIAL REPORTING TO STATE

The Town submits an unaudited report to the State that presents a compilation of gross revenues and a calculation of the State's share. A separate detailed report is not submitted. Costs are not required to be accounted for by the terms of the lease but the lease does provide that the Town retain sole responsibility for the day-to-day maintenance of the station and parking lots. 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

The major source of revenue is from daily meter and permit parking fees. There is also rental income from lease agreements with various vendors at both the Darien and Noroton Heights stations. Parking violations are also included in the revenue shared by the State. The financial information presented herein shows the amount retained by the Town as a reduction of revenue and classified as "Other". The net revenues are paid to the State.

Accounting System –For its daily parking collection and accounting method, the Town switched in 1999 from a mechanical meter system to the issuance and use of daily parking vouchers. Annual permits are accounted for and collected using an application, mail-in-payment, and data base system.

EXPENSES

The lease requires the Town to be responsible for day-to-day maintenance, general structural repairs, snow removal, trash removal and security at all stations, platforms, railings stairs, ramps and parking lots. However, the Town is not required to report or account for the aforementioned railroad station or parking operating 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.

PROFITABILITY / ACCUMULATED SURPLUS

The structure of this lease places any profit (or surplus accumulation) motive in the hands of the Town. Deficit's if any, are absorbed by the Town and imbedded in the Town's finances. The lease is also structured so that the financial oversight by the State of the Town's general maintenance efforts is not possible because such information is not reported to the State. Maintenance oversight is limited to applying operation techniques.

Surplus is not required to be determined or set aside and accumulated for reinvestment into the railroad property under the terms of the lease.

CAPITAL PROJECTS

The parking lot and westbound station/platform at Darien were recently renovated by ConnDOT.

FINANCIAL PRESENTATION IN COMPARISON TO THE PARKING INVENTORY

A parking inventory and utilization report is presented separately as Task 2 in this study. Only gross revenues from the State-owned lots are reported by the Town as "railroad property" subject to the percentage payment to the State. The financial presentation herein does not cover all parking spaces inventoried. The parking inventory specifically includes seven lots at Darien and three lots Noroton Heights. All three lots at Noroton Heights are State-owned. Four of the Darien lots are State-owned, two lots are owned by the Town, and one lot is privately owned.

DARIEN & NOROTON HEIGHTS RAILROAD STATION AND PARKING OPERATIONS

| | YEAR 1996 | | | | YEAR 1997 | | | |
|--|-------------------------|------------------------|------------------------|---------------|-------------------------|------------------------|------------------------|---------------|
| | OPERATING AGREEMENTS | | | | OPERATING AGREEMENTS | | | |
| <u>REVENUES</u> | LOCAL GOVT | METRO-NORTH | TOTAL | % | LOCAL GOVT | METRO-NORTH | TOTAL | % |
| PARKING | \$ 345,444 | \$ - | \$ 345,444 | 922.5% | \$ 344,657 | \$ - | \$ 344,657 | 930.3% |
| RENTS | 19,789 | - | 19,789 | 52.8% | 20,837 | - | 20,837 | 56.2% |
| INVESTED FUNDS | - | - | - | 0.0% | - | - | - | 0.0% |
| OTHER | A (327,785) | - | (327,785) | -875.3% | A (328,446) | - | (328,446) | -886.5% |
| | <u>\$ 37,448</u> | <u>\$ -</u> | <u>\$ 37,448</u> | <u>100.0%</u> | <u>\$ 37,048</u> | <u>\$ -</u> | <u>\$ 37,048</u> | <u>100.0%</u> |
| <u>STATION, PLATFORMS AND PARKING EXPENSES</u> | | | | | | | | |
| REPAIRS AND MAINTENANCE | \$ - | \$ 52,526 | \$ 52,526 | 55.9% | \$ - | \$ 36,479 | \$ 36,479 | 37.4% |
| UTILITIES | - | - | - | 0.0% | - | - | - | 0.0% |
| RENT | - | - | - | 0.0% | - | - | - | 0.0% |
| SECURITY | - | - | - | 0.0% | - | - | - | 0.0% |
| INSURANCE AND CLAIMS | - | 35,741 | 35,741 | 38.0% | - | 58,201 | 58,201 | 59.6% |
| GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS) | - | 5,675 | 5,675 | 6.0% | - | 2,960 | 2,960 | 3.0% |
| CONNECTICUT SALES TAX | - | - | - | 0.0% | - | - | - | 0.0% |
| | <u>\$ -</u> | <u>\$ 93,943</u> | <u>\$ 93,943</u> | <u>100.0%</u> | <u>\$ -</u> | <u>\$ 97,640</u> | <u>\$ 97,640</u> | <u>100.0%</u> |
| <u>NET PROFIT (LOSS)</u> | <u>\$ 37,448</u> | <u>\$ (93,943)</u> | <u>\$ (56,495)</u> | | <u>\$ 37,048</u> | <u>\$ (97,640)</u> | <u>\$ (60,592)</u> | |
| <u>LOCAL GOVERNMENT'S RAILROAD FUND</u> | | | | | | | | |
| ACCUMULATED SURPLUS (DEFICIT) | \$ - | | | | \$ - | | | |
| LESS - LOCAL GOVERNMENT'S SHARE | | | | | | | | |
| NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT) | <u>No Fund Required</u> | | | | <u>No Fund Required</u> | | | |
| <u>STATE'S AVAILABLE SHARE</u> | <u>\$ 37,448</u> | | | | <u>\$ 37,048</u> | | | |

DARIEN & NOROTON HEIGHTS RAILROAD STATION AND PARKING OPERATIONS

| | YEAR 1998 | | | | YEAR 1999 | | | |
|---|-------------------------|-------------------------|-------------------------|---------------|-------------------------|------------------------|----------------------|---------------|
| | OPERATING AGREEMENTS | | | | OPERATING AGREEMENTS | | | |
| <u>REVENUES</u> | LOCAL GOVT | METRO-NORTH | TOTAL | % | LOCAL GOVT | METRO-NORTH | TOTAL | % |
| PARKING | \$ 351,997 | \$ - | \$ 351,997 | 927.3% | \$ 386,868 | \$ - | \$ 386,868 | 474.7% |
| RENTS | 22,116 | - | 22,116 | 58.3% | 20,597 | - | 20,597 | 25.3% |
| INVESTED FUNDS | - | - | - | 0.0% | - | - | - | 0.0% |
| OTHER | A (336,152) | - | (336,152) | -885.5% | A (325,972) | - | (325,972) | -400.0% |
| | <u>\$ 37,961</u> | <u>\$ -</u> | <u>\$ 37,961</u> | <u>100.0%</u> | <u>\$ 81,493</u> | <u>\$ -</u> | <u>\$ 81,493</u> | <u>100.0%</u> |
| <u>STATION, PLATFORMS AND PARKING EXPENSES</u> | | | | | | | | |
| REPAIRS AND MAINTENANCE | \$ - | \$ 53,778 | \$ 53,778 | 30.2% | \$ - | \$ 32,662 | \$ 32,662 | 86.3% |
| UTILITIES | - | - | - | 0.0% | - | - | - | 0.0% |
| RENT | - | - | - | 0.0% | - | - | - | 0.0% |
| SECURITY | - | - | - | 0.0% | - | - | - | 0.0% |
| INSURANCE AND CLAIMS | - | 119,758 | 119,758 | 67.2% | - | 2,000 | 2,000 | 5.3% |
| GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS) | - | 4,777 | 4,777 | 2.7% | - | 3,164 | 3,164 | 8.4% |
| CONNECTICUT SALES TAX | - | - | - | 0.0% | - | - | - | 0.0% |
| | <u>\$ -</u> | <u>\$ 178,313</u> | <u>\$ 178,313</u> | <u>100.0%</u> | <u>\$ -</u> | <u>\$ 37,826</u> | <u>\$ 37,826</u> | <u>100.0%</u> |
| <u>NET PROFIT (LOSS)</u> | <u>\$ 37,961</u> | <u>\$ (178,313)</u> | <u>\$ (140,352)</u> | | <u>\$ 81,493</u> | <u>\$ (37,826)</u> | <u>\$ 43,667</u> | |
| <u>LOCAL GOVERNMENT'S RAILROAD FUND</u> | | | | | | | | |
| ACCUMULATED SURPLUS (DEFICIT) | \$ - | | | | \$ - | | | |
| LESS - LOCAL GOVERNMENT'S SHARE | | | | | | | | |
| NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT) | <u>No Fund Required</u> | | | | <u>No Fund Required</u> | | | |
| <u>STATE'S AVAILABLE SHARE</u> | <u>\$ 37,961</u> | | | | <u>\$ 81,493</u> | | | |

DARIEN & NOROTON HEIGHTS RAILROAD STATION AND PARKING OPERATIONS

| | YEAR 2000 | | | |
|------------------------|-----------------------------|--------------------|------------------|---------------|
| | <u>OPERATING AGREEMENTS</u> | | | |
| | <u>LOCAL GOVT</u> | <u>METRO-NORTH</u> | <u>TOTAL</u> | <u>%</u> |
| <u>REVENUES</u> | | | | |
| PARKING | \$ 473,775 | \$ - | \$ 473,775 | 479.4% |
| RENTS | 20,373 | - | 20,373 | 20.6% |
| INVESTED FUNDS | - | - | - | 0.0% |
| OTHER | A (395,318) | - | (395,318) | -400.0% |
| | <u>\$ 98,830</u> | <u>\$ -</u> | <u>\$ 98,830</u> | <u>100.0%</u> |

NOTES....

A = Credit reflects revenue retained by Town under Lease which stipulates that the State be paid a percentage of gross revenues ... Net revenues equal State payment

STATION, PLATFORMS AND PARKING EXPENSES

| | | | | |
|--|-------------|------------------|------------------|---------------|
| REPAIRS AND MAINTENANCE | \$ - | \$ 71,262 | \$ 71,262 | 78.4% |
| UTILITIES | - | - | - | 0.0% |
| RENT | - | - | - | 0.0% |
| SECURITY | - | - | - | 0.0% |
| INSURANCE AND CLAIMS | - | 7,500 | 7,500 | 8.2% |
| GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS) | - | 12,157 | 12,157 | 13.4% |
| CONNECTICUT SALES TAX | - | - | - | 0.0% |
| | <u>\$ -</u> | <u>\$ 90,919</u> | <u>\$ 90,919</u> | <u>100.0%</u> |

NET PROFIT (LOSS)

\$ 98,830 \$ (90,919) \$ 7,910

LOCAL GOVERNMENT'S RAILROAD FUND

| | |
|---|-------------------------|
| ACCUMULATED SURPLUS (DEFICIT) | \$ - |
| LESS - LOCAL GOVERNMENT'S SHARE | - |
| NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT) | <u>No Fund Required</u> |
| <u>STATE'S AVAILABLE SHARE</u> | <u>\$ 98,830</u> |

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

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