

Individual Station Report

Stratford

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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Connecticut Department of Transportation

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Stratford

According to the Town Manager, the lease is okay but lacks clear guidelines defining responsibilities. Even though the responsibilities seem to be spelled out, e.g. platform to the state, station and lot to the town, things happen which the town is unhappy about. As an example, he cited vending machines – the state gets the revenues from them, but the town is asked to maintain them. Recycling bins were another issue — they were put in by the state without consulting the town, and the town now has to maintain them. These should be a platform item, since that is where they are located. Lighting over the platforms has been an issue, but was resolved with CDOT taking the responsibility. The town has asked for the railings to be fixed on the platforms, but were still waiting at the time of the interview. The platform stairs are crumbling and also need attention. The trestle bridge is an eyesore. He is asking CDOT to repaint and they have said no, indicating that this should be a cost borne by the reinvestment fund. The city contends that it is a CDOT bridge and therefore their responsibility. Having these items addressed properly is frustrating to him, as are his dealings with CDOT. He is unsure of the appropriate contact person(s) for each issue, and unhappy with the CDOT response. Communication is poor – when trains are shifted to the other side during maintenance, the town should know in advance to prepare riders, as well as the coffee shop owner in the station, who is greatly affected. He feels that Stratford is a low priority station for CDOT. He is very pleased

with the help he gets from GBRPA, including the work on a new station design and parking facility. GBRPA is taking the lead on a plan so that they can go to CDOT.

Stratford does the station and parking maintenance, but the actual cost of the effort is sometimes a problem to them via a vis their revenues. The town has done a pedestrian plan to deal with the myriad of problems in the immediate area, and will do improvements in and around the site. This will also address traffic signals and crosswalks. The cost will be paid for from the reinvestment fund and a grant to the city. The city restripes the lot every other year, and will resurface shortly. The leasee maintains the cleanliness of the interior space, and does routine maintenance.

Customers complain about the lack of parking, and there is a wait list of over 500 names. The lots are open to anyone and not restricted to Stratford residents. People also complain about the limited station hours.

The town would like overhead canopies on the platforms, and extended platforms which handle more than four cars. They have the long term planning going on now for a garage and improved station facility, and if it is funded by CDOT they would not mind “dumping the whole headache.”

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.

Stratford

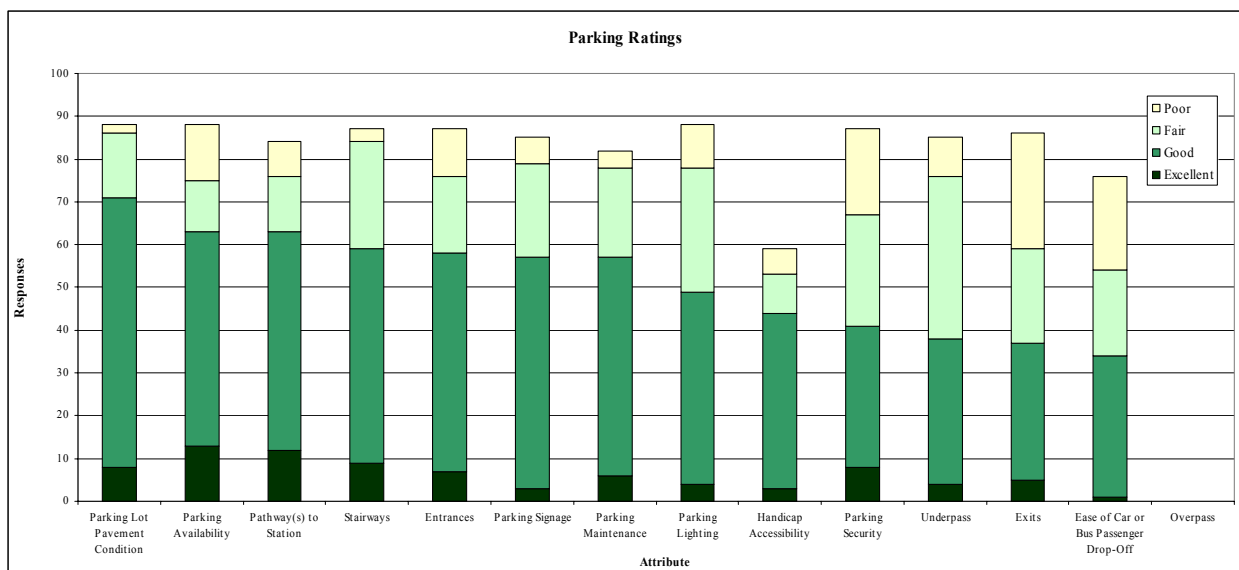
Stratford's survey distribution totaled 270 with 89 responses, or a 33% response rate. Stratford's surveyed customers follow the pattern of being predominantly business/school commuters and traveling daily by train. Eighty-five percent use the train daily while 6% travel at least once a week. Four percent travel at least once a month and the final 4% travel less often than once a month. The vast majority commutes to work or school (89%), and an additional 8% travel for business purposes other than commuting. Only 1% indicated travel for recreational purposes and 2% for other reasons. It follows that 97% of those surveyed travel during the peak periods. In a

slight reversal from overall system trends, the majority of Stratford's surveyed customers were women (54%). As with the overall system trend, 97% of respondents were between the ages of 25 and 64. However, incomes were more evenly distributed among Stratford's respondents than was found at other stations. The majority still earned high annual incomes (35% over \$100,000). However, the middle ranges shared similar percentages: 18% between \$25k and \$50k, 23% between \$50k and \$75k, and 22% between \$75k and \$100k. Only 1% (one respondent) reported an annual income below \$25,000.

Similar to the New Haven Station, Stratford customers' ratings of station elements were more favorable than not. However, all but five elements received combined 'fair' and 'poor' ratings exceeding 25%. More importantly, the number of elements that were rated 'fair' or 'poor' by over 50% of respondents was notably higher: twelve elements (31% of elements) were rated 'fair' or 'poor' by a majority of customers.

Figure 70 shows the parking ratings by element. All but one of the parking elements received at least 25% fair or poor ratings. The exception was parking lot pavement condition, which received 81% positive marks. Other elements rated favorably were handicap accessibility and pathways to the station (75%). Parking availability was also rated reasonably high with 72% satisfaction. The elements for which a majority of those polled indicated as either 'fair' or 'poor' conditions were: exits, underpass, parking security, and ease of car/bus drop-off. There is no overpass in Stratford. Stratford's exit to Main Street has been cited as one with poor visibility to traffic. As always, the concerns about security are of particular importance, although 70% of those surveyed consider the parking security to have improved in recent years. The same cannot be said of the other elements listed above, for which a majority of respondents indicated worsening conditions.

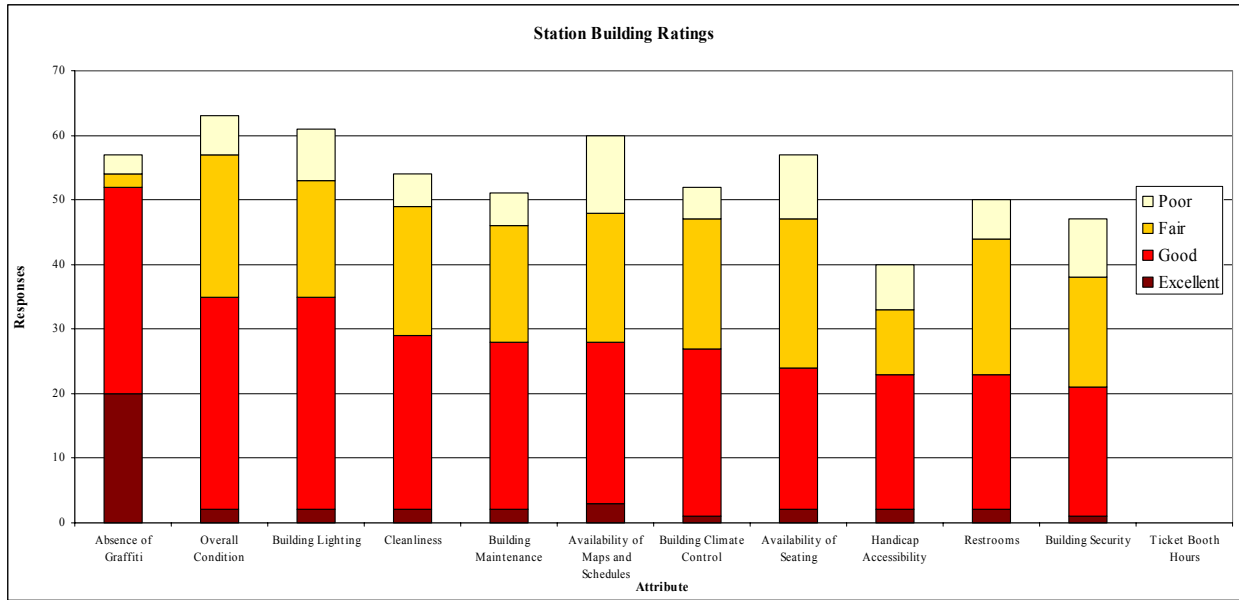
Figure 70: Stratford Station Parking Ratings



All but one of the station building categories received at least 25% combined 'fair' or 'poor' ratings; the absence of graffiti was rated very favorably with 91% 'good' or 'excellent' marks.

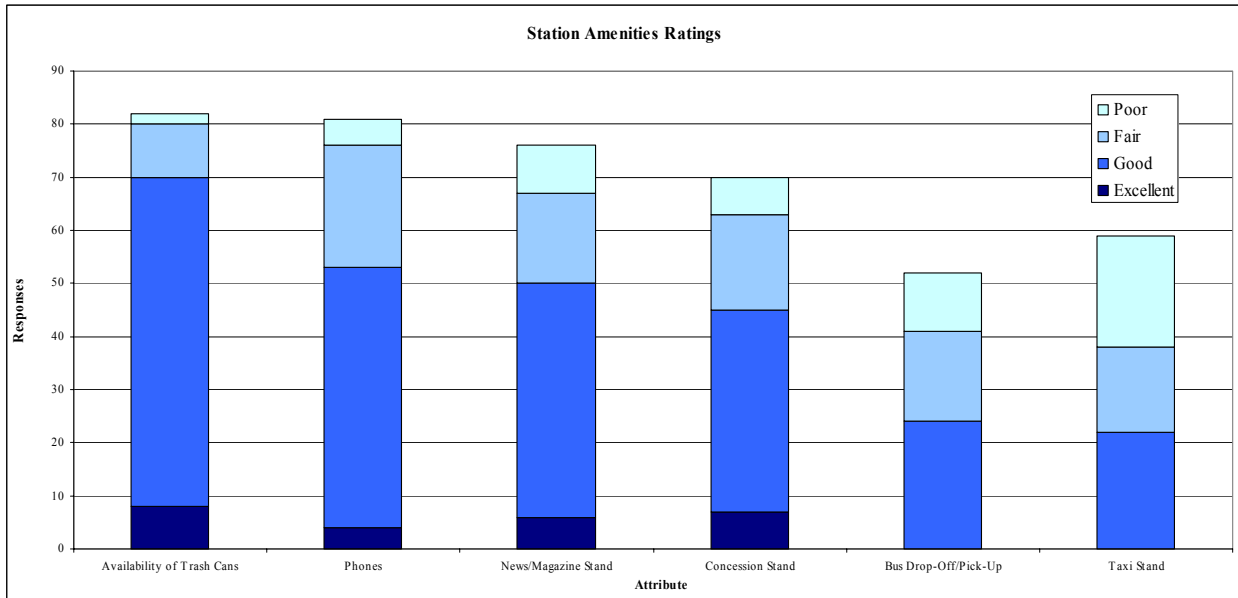
Figure 71 shows the breakdown of customer ratings by building element. Most elements received a slight majority of favorable ratings. The Stratford Station does not have a ticket office. Fifty-five percent rated building security as ‘fair’ or ‘poor,’ making it the lowest rated element. Other areas of customer concern with the station building were restrooms, availability of seating, and availability of maps and schedules.

Figure 71: Stratford Station Building Ratings



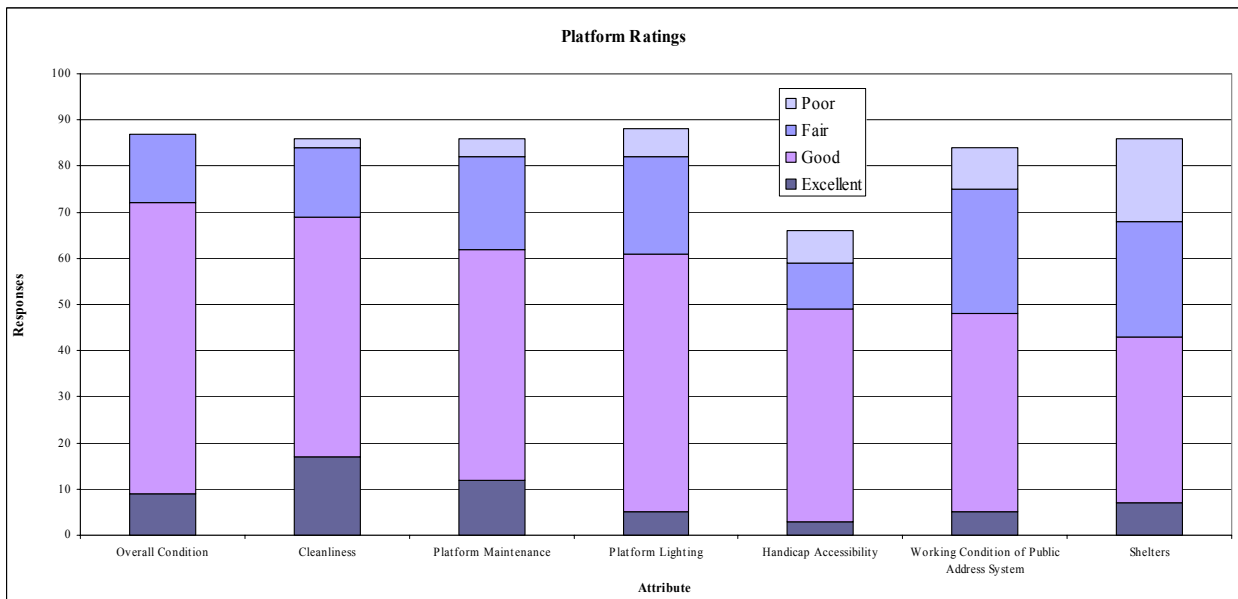
Station amenities at Stratford received favorable ratings, with the exception of the taxi-stand (63% unfavorable) and bus drop-off/pick-up (54%). Figure 72 shows the ratings of amenities by element. As with New Haven, availability of trash cans was the highest rated amenity (85% positive). The other 3 amenities all received at least 64% or higher positive ratings.

Figure 72: Stratford Station Amenities Ratings



The Stratford platform elements were also rated favorably for the most part. Figure 73 outlines the platform ratings by element. The lowest rated elements were shelters. Still, only 50% of respondents rated the shelters unfavorably. Eighty-three percent of Stratford respondents were satisfied with the overall condition of the platform.

Figure 73: Stratford Station Platform Ratings



When compared to ratings given on the most recent Metro-North survey effort, results for the Stratford station were similar. The overall condition of the station as rated on the Metro-North survey received 77% satisfaction. Metro-North respondents reported 74% satisfaction with the condition of the station building, platform, and stairs. With the split between building and

platform on this survey, 83% of respondents were satisfied with the overall condition of the platform and 56% were happy with the overall condition of the building. In terms of cleanliness, 76% of Metro-North respondents were satisfied with both the cleanliness of the station and of the track area. However, in this survey only 54% of respondents were happy with building cleanliness, but 80% were pleased with the cleanliness of the platform. The Metro-North respondents rated the public address higher than the respondents to this survey – 71% versus 57%. The opposite was true for parking availability – 72% of respondents to this survey were satisfied and only 63% of Metro-North respondents were pleased.

Change

When asked whether certain conditions had improved or worsened over the previous 2 years, Stratford respondents were generally split in opinion depending on the element. Figure 74 shows the improvement ratings for the parking elements at the Stratford Station. Five elements received half or fewer ratings of improvement. The element noted as most worsened was the ease of car or bus passenger drop-off where 87% of respondents thought that the condition had worsened. Exits and entrances as well as underpasses and parking availability were also noted to have worsened by at least half of the respondents. Handicap accessibility, parking security, lot pavement condition and signage were all thought to have improved over the previous 2 years in Stratford by at least 70% of respondents. Three-quarters of respondents noted parking signage to have improved, making it the most improved of all the parking elements.

Figure 74: Stratford Station Change in Parking Conditions

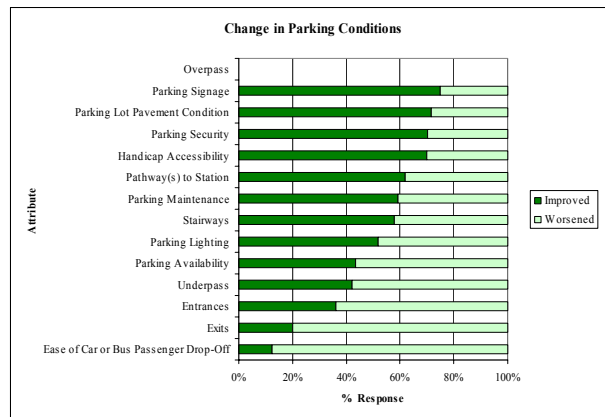
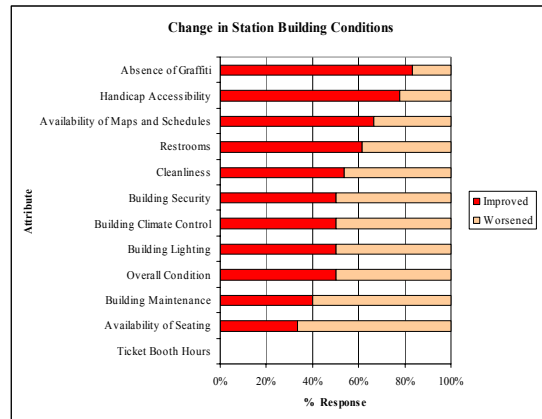


Figure 75 shows how Stratford respondents felt about the changed condition of station building elements. Respondents were really split on their opinion on whether building conditions had improved or worsened – 4 elements received exactly half improvement and 4 worsened ratings. Ticket booth hours were noted to have worsened the most out of all the building elements. Eighty-six percent of Stratford respondents said that ticket booth hours had worsened. Availability of seating and building maintenance were also noted to have worsened by at least half of the respondents. On the other end of the scale, 83% of Stratford respondents thought that the absence of graffiti had improved and 78% of respondents thought that handicap accessibility had improved during the previous 2 years.

Figure 75: Stratford Station Change in Building Conditions



Amenities were reported to have improved by between 30% and 80% of Stratford respondents. In fact, one amenity was rated in each 10% interval between 30% and 80% without duplication. Figure 76 shows the range of improvement ratings for each amenity at the Stratford Station. The lowest improvement rating was given to the bus drop-off/pick-up situation at 33%. On the other hand, 80% of respondents thought that the availability of trash cans had improved in the past 2 years.

Figure 76: Stratford Station Change in Amenities Conditions

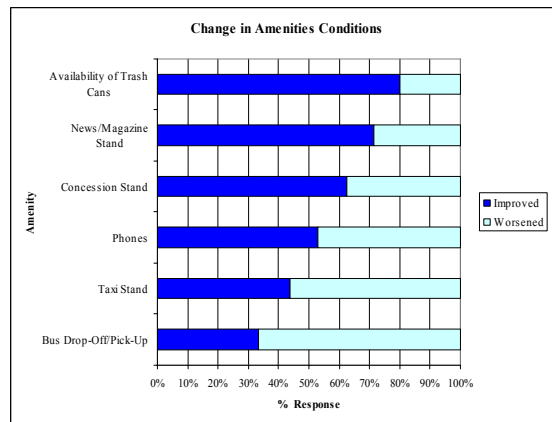
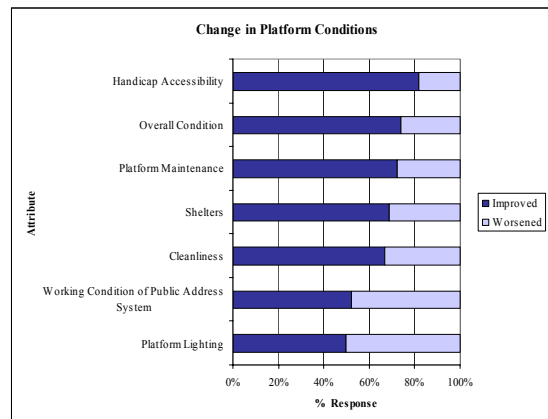


Figure 77 displays how Stratford respondents felt about the changed condition of the platform. The platform was perceived to have improved much more than the other categories of elements in Stratford. The lowest improvement rating was 50% of respondents indicating improvement in platform lighting. The most improved element was handicap accessibility (82% improvement ratings).

Figure 77: Stratford Station Change in Platform Conditions



Overall, the parking and building elements were thought to have worsened much more drastically than the amenities and platform elements in Stratford.

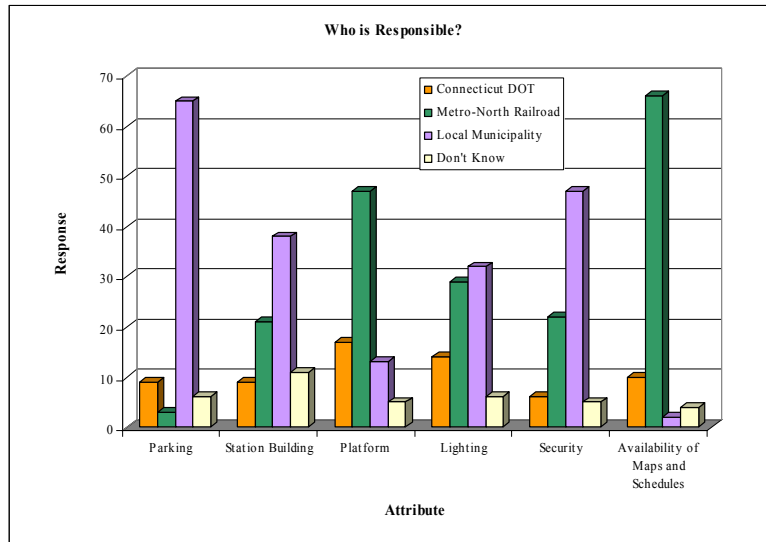
Responsible Agencies

When asked who they thought was responsible for 6 station elements, Stratford respondents were certain about who was in charge of 4 of the elements. Four of the 6 elements had a majority of respondents who thought that a certain agency was in charge of that element. Those 4 elements were:

- Parking: 78% of Stratford respondents thought that the local municipality was in charge
- Platform: 57% of respondents thought that Metro-North was responsible
- Security: 59% thought that the local municipality had responsibility
- Availability of maps and schedules: 80% of respondents thought Metro-North was in charge

In regard to the other two elements, one element was split between two agencies in the eyes of the respondents and one had nearly half of respondents who thought that a particular agency was in charge. Thirty-six percent of Stratford respondents thought that Metro-North was in charge of lighting, but 40% of respondents thought that the local municipality was in charge of lighting. In terms of the station building, 48% of Stratford respondents thought that local municipality was in charge. Figure 78 details how Stratford respondents viewed the responsibilities of Connecticut DOT, Metro-North, and the local municipality.

Figure 78: Stratford Station – Responsible Agencies



Written-In Customer Comments

When given the opportunity to write in their comments, Stratford respondents were most concerned with the difficulty of entrances and exits. Fifteen percent of respondents noted the exit/entrance problem. Many (11%) Stratford respondents were also concerned with the need for more parking. Eight percent of respondents thought that each lighting and the length of the platform needed adjustment. Six percent thought that benches and protected shelters were needed in order to be comfortable during inclement weather. Several other comments were written in by 1, 2, and 3 respondents. Table 7 describes the written-in customer comments at the Stratford Station.

Table 7: Stratford Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
8	Entrances/Exits very difficult	10	15.4%
18	Need more parking areas	7	10.8%
10	Lighting needs improvement	5	7.7%
17	Longer station platforms	5	7.7%
12	Could use benches & protected shelters from rain/snow with heat/air	4	6.2%
1	Another over/underpass needed	3	4.6%
13	Need ticket machines	3	4.6%
21	Traffic officers needed during rush hours	3	4.6%
7	Long wait on parking list	2	3.1%
14	Drop-off and pick-up areas need to be changed	2	3.1%
27	Trash cans needed	2	3.1%
32	Many parking permit spaces empty	2	3.1%
61	Better public address system needed	2	3.1%
63	Snow removal on stairs & walkways	2	3.1%
65	More trains (cars) needed	2	3.1%
4	Fluid & debris fall from train onto walkway	1	1.5%
22	Cleaner trains	1	1.5%
33	Need security at parking areas	1	1.5%
37	Keep token & vending machines in good working order	1	1.5%
43	Need express service	1	1.5%
44	Parking too expensive	1	1.5%
62	Need better security company	1	1.5%
68	Cleaner restrooms on trains and in stations	1	1.5%
71	Better service	1	1.5%
73	Better ticket window hours	1	1.5%
74	Dangerous crossover	1	1.5%
	<i>Total Comments</i>	65	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.

Stratford

Three lots at the Stratford Train Station offer 294 parking spaces. The majority of spaces (222) are for permit parking. Designated daily and handicap parking provide 62 and 10 spaces, respectively.

Lot 1 has 115 parking spaces, of which 96 are designated for permit, 14 for daily, and 5 for handicap. Lot 2 is exclusively used for permit (126 spaces) and handicap parking (5 spaces). Lot 3 is exclusively daily parking (48 spaces).

Based on vehicle counts taken in late October and early November of 2002, average utilization for the Stratford Rail Station was calculated to be 89.1%. Lot 1 experienced 96.5% utilization and Lot 3 showed 91.7% utilization. Lot 2 did not perform as well with 81.7% utilization. An average of 102 rail commuters per day used street parking near the station for free.

Parking Area Ownership

All three Stratford Rail Station parking areas are owned by the State of Connecticut. Figure 6 shows the location and ownership status of the parking areas as well as the popular streets used for free street parking.

Fee Structure

Parking costs are semiannual at \$135.00 or daily for a fee of \$5.00. Those people who park in the daily spaces pay at an automated parking kiosk and are issued a receipt that is placed on the windshield. The Town of Stratford has a waiting list of 617 people waiting for rail station parking permits. It is estimated that the wait for an available space is 3 years.

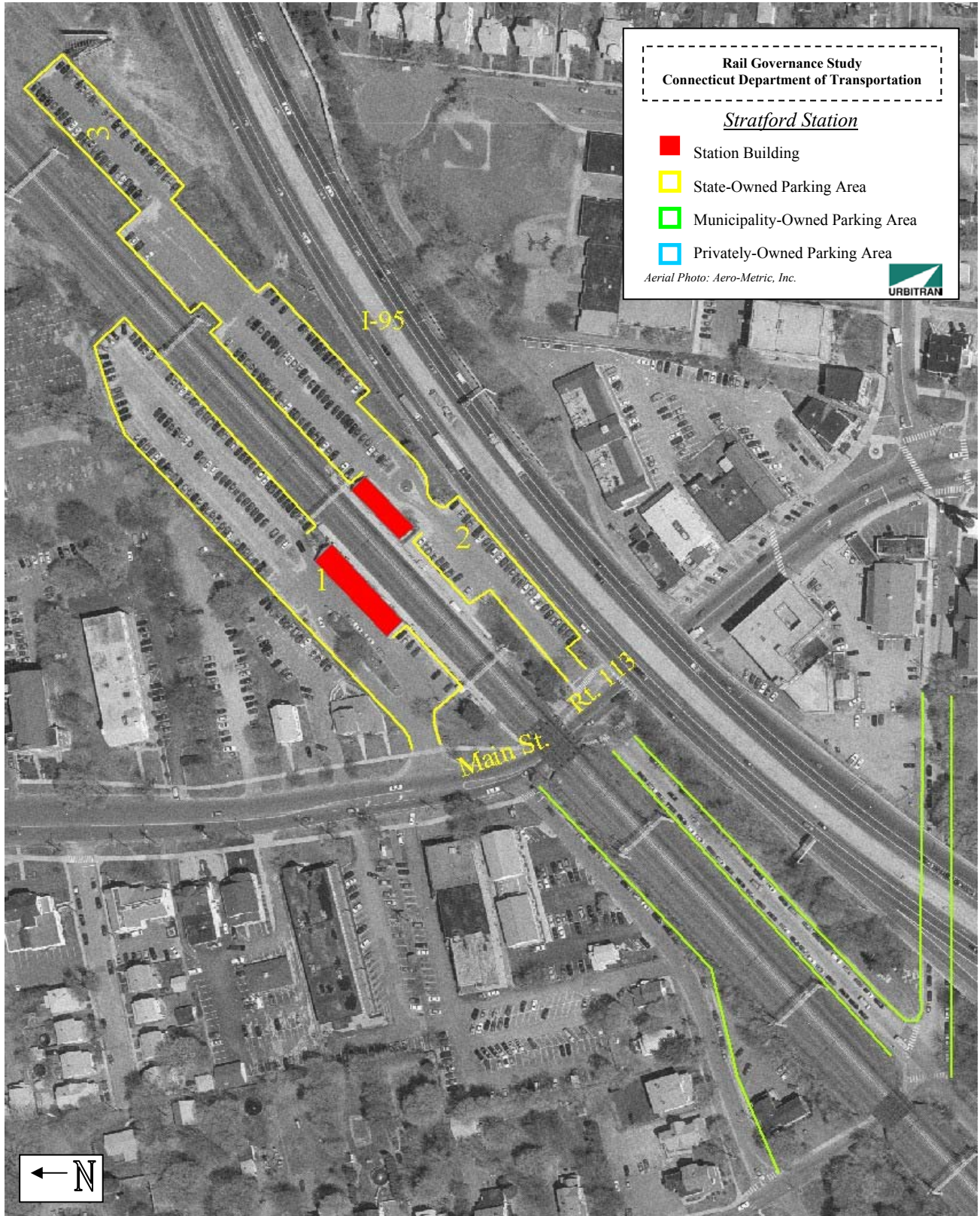
For the 222 permit parking spaces in Stratford, 356 permits are issued annually, yielding an over-sale ratio of 60.4%.

The parking capacity and utilization is presented in detail in Table 6.

Table 6: Stratford Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Lot 1				state
Permit	96	94	97.9%	
Daily	14	14	100.0%	
Handicap	5	3	60.0%	
Total Lot 1	115	111	96.5%	
Lot 2				state
Permit	126	104	82.5%	
Daily	0	0	N/A	
Handicap	5	3	60.0%	
Total Lot 2	131	107	81.7%	
Lot 3				state
Permit	0	0	N/A	
Daily	48	44	91.7%	
Handicap	0	0	N/A	
Total Lot 3	48	44	91.7%	
Permit	222	198	89.2%	<i>state</i>
Daily	62	58	93.5%	294
Handicap	10	6	60.0%	
TOTAL PARKING	294	262	89.1%	

Figure 6: Stratford 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
STRATFORD STATION

GENERAL RECOMMENDATION 3

**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: Stratford
LINE: New Haven
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 65

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: 5

LANDSCAPE: 3

SIDEWALK: 3

CURB: 3

QUADRANT # II

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: 3

LANDSCAPE: 3

SIDEWALK: 2

CURB : 3

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

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 65

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: 2

CURB: 3

QUADRANT # IV

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 5

CURB : 5

STATION: Stratford

LINE: New Haven

INSPECTION DATE : January 3, 2002

INSPECTION AGENCY / FIRM: Parsons Brinckerhoff

INSPECTORS: Jim Connell & Dave Lang

TIME OF INSPECTION: A.M.

WEATHER: Clear and Cool

CONN. DEPT OF TRANSPORTATION

STATION INSPECTION REPORT

SHEET 7 OF 65

PLATFORM --- LIGHTING

Span Number	Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
canopy	4ft fluorescent	unknown	unknown	2	2	18/ 20	serious deterioration
all	HID	unknown w/ Prescolite pole	unknown	2	2	18/ 20	serious deterioration

Remarks: A typical section of the platform was measured at the location indicated and found to average
5.5 and 5.2 on the southbound and northbound platforms, respectively.

PLATFORM --- LIGHTING LEVELS (fc)

NORTHBOUND PLATFORM					
see remarks	avg 5.2	see remarks	see remarks	see remarks	see remarks

TRACKS----{

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

see remarks	see remarks	avg 5.5	see remarks	see remarks	see remarks
SOUTHBOUND PLATFORM					

STATION: Stratford
 LINE: New Haven
 INSPECTION DATE : January 3, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear and Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 8 OF 65

PLATFORM --- SERVICE

Voltage Rating (V)	n/a	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	n/a	Underground	n/a
Rating of Main Breaker (A)	n/a	Origin of Service		Pole	n/a	Transformer	n/a
		Code Compliant		Yes	n/a	No	n/a
Quantity of Phases	n/a	Pole Number & Street	n/a	Wire Sizes	n/a		

Remarks: The electrical service to the platforms originates at the station buildings.

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	n/a	n/a	n/a	n/a	n/a	n/a
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	18/ 18	totally deteriorated
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	unknown	unknown	unknown	unknown
Public Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: _____

STATION: Stratford

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 9 OF 65

INSPECTORS: Jim Connell & Dave Lang

DATE: January 3, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

Each platform receives electrical service from the station buildings. Both platforms have several non-GFCI receptacles that are either broken or missing covers. We suggest that all the receptacles be replaced with a GFCI type with cover.

There are pole-mounted luminaires on the platform. Many of the poles have serious deterioration and are missing their handhole covers, allowing the electrical components to be exposed to the environment. We suggest that the covers be replaced as soon as possible and the light poles be replaced in the near future.

STATION: Stratford
 LINE: New Haven
 INSPECTION DATE : January 3, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear and Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 10 OF 65

STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
incandescent pendant	unknown	unknown	3	3	17/ 20	minor deterioration
incandescent chain	unknown	unknown	3	3	17/ 20	minor deterioration
8ft fluorescent industrial	unknown	unknown	3	3	5/ 20	minor deterioration
Exit	unknown	unknown	3	3	10/ 20	minor deterioration
Emergency Egress	emergi-lite	unknown	3	3	10/ 20	minor deterioration

Remarks: A typical section of the waiting room was measured and found to average 6.5 fc.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC: A B C D

1	avg 6.5			
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: Stratford
 LINE: New Haven
 INSPECTION DATE : January 3, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear and Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
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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)	200	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	Co. 918 Main St	Wire Sizes	unknown		

Remarks: The northbound building, the (museum), has an electrical service from pole number 6937.

STATION BUILDING --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	n/a	n/a	n/a	n/a	n/a	n/a
Main Disconnect Switch	Challenger	unknown	3	mounted on building	17/ 20	minor deterioration
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	unknown	unknown	unknown	unknown
Public Telephone	unknown	n/a	n/a	parking lot	n/a	operational
Station Telephone	unknown	n/a	n/a	n/a	n/a	unknown
Restaurant sub panel	Square D	HOMC20U100	3	restaurant	5/ 18	minor deterioration
Restaurant sub panel	Bryant	unknown	2	restaurant	25/ 20	serious deterioration
Coffee Shop sub panel	Challenger	SL20	3	coffee shop	20/ 20	minor deterioration

Remarks:

STATION: Stratford
 LINE: New Haven
 INSPECTION DATE : January 3, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear and Cool

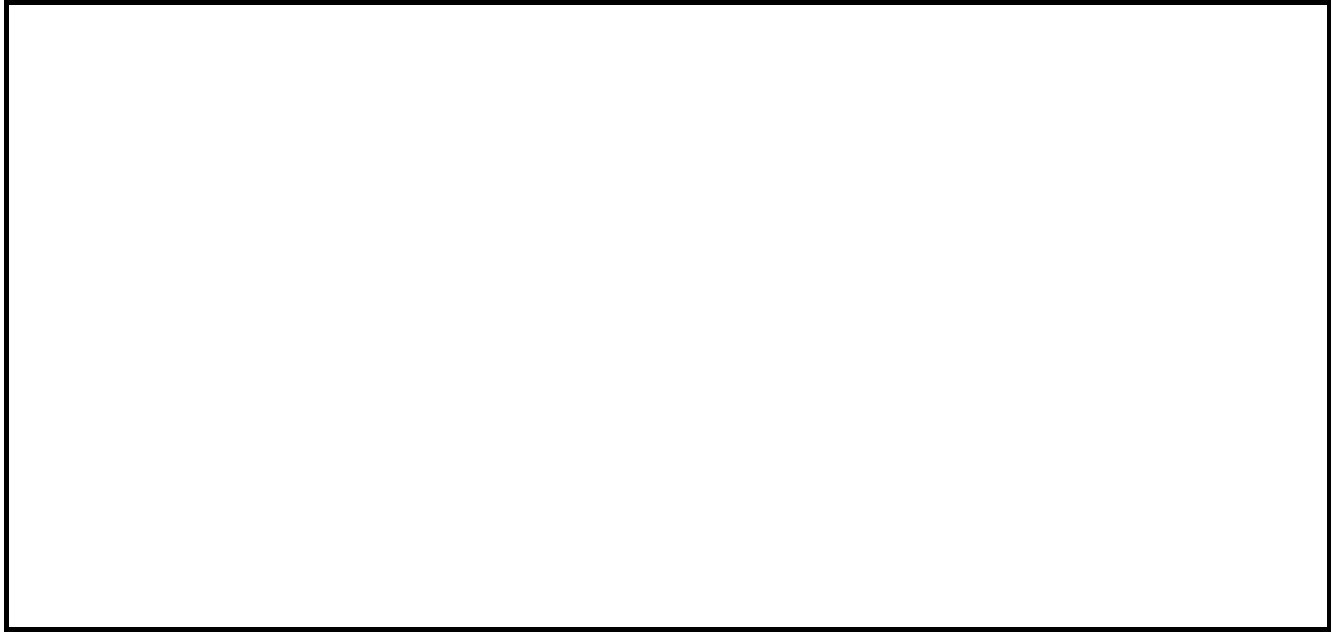
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 12 OF 65

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	Edwards	5751B	3	n/a	coffee shop	17/ 20	minor deterioration
Heat Detector	unknown	unknown	3	n/a	coffee shop	17/ 20	minor deterioration
Smoke Detector	unknown	unknown	3	n/a	coffee shop	17/ 20	minor deterioration
Pull Station	Edwards	unknown	3	n/a	coffee shop	17/ 20	minor deterioration
Annunciator	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Audio/Visual Device	Edwards	unknown	3	n/a	coffee shop	15/ 20	minor deterioration

Remarks: The restaurant does not have any fire detection devices.

STATION BUILDING --- SKETCHES



STATION: Stratford

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 13 OF 65

INSPECTORS: Jim Connell & Dave Lang

DATE: January 3, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

There are two buildings each with separate electrical services located on opposite sides of the railroad tracks. The electrical service in the southbound building is distributed between several panelboards, most of which are in good working condition. However, there is a panelboard in the tenant's space (restaurant) that should be replaced due to age and adverse conditions. Miscellaneous electrical equipment in both southbound and northbound buildings are in good working condition.

The lighting in the waiting area of the southbound building maintains an average light level of 6.5 foot-candles. There is no waiting area in the northbound building, but the lighting in the tenant helicopter museum is in good working condition with a combination of track lighting and fluorescent down lights.

In the southbound building, fire detection is throughout all common spaces except in the restaurant, which is lacking a fire detection system. Although not recommended under this scope of inspection, a fire detection system should be installed at some time in the restaurant to become ADA and NFPA 72 compatible. The northbound building has a fire detection system throughout and meets the requirements of the ADA and NFPA 72.

STATION: Stratford

LINE: New Haven

INSPECTION DATE : January 3, 2002

INSPECTION AGENCY / FIRM: Parsons Brinckerhoff

INSPECTORS: J. Duncan & T. Abrahamson

TIME OF INSPECTION: A.M.

WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION

STATION INSPECTION REPORT

SHEET 14 OF 65

BUILDING -- HVAC - Fire Protection (RESTAURANT)

BOILER: N/A

Water Heater - AO Smith Nat.Gas Model FS 100-230 100 gal capacity
Serial Number - ML94-0085378 - 230

WATER HEATER: Input 75000 Btu/hr - Good Repair

FUEL TYPE: Natural Gas

HEATING UNIT / FURNACE: Two Installed Bryant Size 394-396
MFGR BDP SYRACUSE NY
Tel No. 1-800-428-4326 - Good Repair

HEATING FILTER: N/A

BOILER: N/A

AC UNIT: Heater/ AC Unit

AC FILTER: N/A

DUCTS: Good Condition

OF DAMPERS: N/A

CONDITION OF DAMPERS: N/A

THERMOSTATS: Thermostats: 1 Honeywell, 1 Lennox in good condition
operates the furnace in winter, manually operated

2 Honeywell- old fashion, round, good condition operates the A/C
in the summer, manually operated

In addition for summer cooling there are two through the wall A/C , the first
in fair condition estimated capacity of 8000 Btu/hr, the second in good condition,
estimated capacity of 6000 Btu/hr

NIGHT SET BACK: Manually

STATION: Stratford
LINE: New Haven
INSPECTION DATE : January 3, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 15 OF 65

BUILDING -- HVAC - Fire Protection (RESTAURANT) -Continued

PUMPS: N/A
PIPING: N/A

Two air cooled condensers
Rheem Model RACC-036 JAS
Serial 35 M4286-8986 - Adequate

Kitchen roof exhaust fan (exhaust from
hood above the stove) looks good but requires cleaning.

1 wall exhaust fan for heat generated in the kitchen
with a gravity damper for summer operation only.
The assembly works but does not appear to be in good condition
(looks dirty).

In the restaurant to supplement the heat there are 4 electric
baseboard heaters (2' length) in each of the two rooms.

The two heaters/ A/C and air cooled condensers are
10 years old. Life left is 10-15 years.

FIRE PROTECTION

No sprinklers
Gas Fire Suppression System for Stove Hood Pyro Chem PCL-278 - Good Condition

STATION: Stratford
LINE: New Haven
INSPECTION DATE : January 3, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 65

BUILDING - PLUMBING - RESTAURANT

RESTROOM

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: O.K.
FAUCET/FIXTURES:
* MODEL: 4083 Serial 408 3M 87
* YEAR: Unknown
* MANUFACTURER: American Standard
* CONDITION: Good

Men's Restroom
Fixtures: Not Handicapped type,
Not Water Conservation
1 Urinal - Good Repair
1 Toilet - Good Repair
1 Lavatory - Good Repair
Good Condition, Clean,
Access into the restroom adequate for the
handicapped.
Exhaust fan working
No floor drain

KITCHEN

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: OK
FAUCET/FIXTURES:
* MODEL: Unknown As Described
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good

Women's Restroom
Same as men's, no urinal,
1 handicapped accessible toilet - Good Repair
1 regular toilet - Good Repair
No Floor Drain

Kitchen
2 small stainless steel sinks - Good Repair
1 triple stainless steel sink - Good Repair
No leaks

SPRINKLER: NONE
FACET/FIXTURES:
* MODEL: _____ N/A
* YEAR: _____
* MANUFACTURER: _____
* CONDITION: _____

STATION: Stratford
LINE: New Haven
INSPECTION DATE : January 3, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 17 OF 65

BUILDING -- HVAC - Fire Protection (CAFETERIA)

BOILER: N/A

WATER HEATER: Unknown

FUEL TYPE: N/A

HEATING UNIT / FURNACE: Heating unit located above the ceiling not accessible during inspection

FUEL TYPE: Natural Gas, Gas Meter at end of building - Good Repair

HEATING FILTER: Unknown

BOILER: N/A

AC UNIT: Unknown

AC FILTER: Unknown
One supply and one return register in kitchen,
In cafeteria six supply registers -one return
For general heating and infiltration air, air supplied through grilles

DUCTS: in the floor along the walls, air return at the ceiling

OF DAMPERS: N/A

CONDITION OF DAMPERS: N/A

THERMOSTATS: Programmable Honeywell

NIGHT SET BACK: yes

PUMPS: N/A

PIPING: N/A

FIRE PROTECTION

No sprinklers

STATION: Stratford
LINE: New Haven
INSPECTION DATE : January 3, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 18 OF 65

BUILDING - PLUMBING - CAFETERIA

RESTROOM

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: OK
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: American Standard
* CONDITION: Good
ADA Conditions - Not Conforming

Men's Restroom
Fixtures: Not Handicapped type,
Not Water Conservation type
Handicapped Access
1 Urinal - Good Repair
1 Toilet - Good Repair
1 Lavatory - Good Repair
Good Condition, clean,
Access into the restroom is adequate for the
handicapped.
Floor Drain
Exhaust Fan in restroom not working

KITCHEN

PIPING: OK
WATER PRESSURE: Normal
DRAINS: OK
FACET/FIXTURES:
* MODEL: Triple bowl stainless steel sinks, one small stainless steel sink
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good

Women's Restroom
Same arrangement as men's room, no urinal, Same
conditions as men's room

EXTERIOR

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

N/A

STATION: Stratford

LINE: New Haven

INSPECTION DATE : January 3, 2002

INSPECTION AGENCY / FIRM: Parsons Brinckerhoff

INSPECTORS: J. Duncan & T. Abrahamson

TIME OF INSPECTION: A.M.

WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION

STATION INSPECTION REPORT

SHEET 19 OF 65

BUILDING -- HVAC - Fire Protection (Helicopter Museum)

BOILER: Not accessible. Basement locked by owner.

WATER HEATER: Unknown

FUEL TYPE: See Note

HEATING UNIT / FURNACE: Unknown

FUEL TYPE: See Note

HEATING FILTER: Unknown

BOILER: N/A

AC UNIT: Unknown

AC FILTER: Unknown

DUCTS: Under the floor with registers along the walls

OF DAMPERS: Unknown

CONDITION OF DAMPERS: Not Available

Owner Telephone

203 375-5766

We received no response

THERMOSTATS: In its present location it is enclosed by a mock helicopter cabin. It must be moved to an open area. Honeywell programmable- Good Repair

NIGHT SET BACK: Yes

PUMPS: Unknown

PIPING: Unknown

Note: The type of fuel used for the water heater and for heat - Natural Gas. The gas meter is located across the tracks.

STATION: Stratford
LINE: New Haven
INSPECTION DATE : January 3, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 20 OF 65

BUILDING - PLUMBING - HELICOPTER MUSEUM

RESTROOM

PIPING: No leaks
WATER PRESSURE: N/A
DRAINS: OK
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good

Men's Restroom
Fixtures: Not Handicapped type,
Not Water Conservation type
Handicapped Access available
1 Urinal - Good Repair
1 Toilet - Good Repair
1 Lavatory - Good Repair
Good Condition, Clean

Floor drain
Exhaust fan in restroom not working.

KITCHEN

PIPING: _____
WATER PRESSURE: _____
DRAINS: _____
FACET/FIXTURES: _____ N/A
* MODEL: _____
* YEAR: _____
* MANUFACTURER: _____
* CONDITION: _____

Women's Restroom
Same arrangement as men's room, no urinal,
Same condition and fixtures as men's room

EXTERIOR

SPRINKLER: _____
FACET/FIXTURES: _____
* MODEL: _____
* YEAR: _____ N/A
* MANUFACTURER: _____
* CONDITION: _____

STATION: Stratford
 LINE: New Haven
 INSPECTION DATE : January 3, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: J. Duncan & T. Abrahamson
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 21 OF 65

PLATFORM - PLUMBING

SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS	SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS
Building: Gutters and downspouts at station and helicopter museum in excellent condition.							
There is a shelter on platform with curbed roof, no storm drains.							

PLATFORM - FIXTURES--N/A

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

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

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

STATION: Stratford

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 22 OF 65

INSPECTORS: J. Duncan, T. Abrahamson DATE: January 3, 2002

STATION – MECHANICAL SUMMARY

The station includes two major areas: a day cafeteria and a Chinese restaurant. On the New Haven bound side of the tracks there is a helicopter museum.

HVAC Systems

The cafeteria and the restaurant have separate HVAC systems as well as different occupational requirements. The fuel for heating is natural gas and the two areas have separate gas meters.

The cafeteria's system consists of a heating unit located above the ceiling. Access to this unit was not provided to the inspectors. The cafeteria/waiting room does not have air conditioning. The heating was working satisfactory at the time of the inspection.

The restaurant has two heating and air conditioning units installed and maintained by the owner (this is what the inspectors were told by the restaurant owner). All systems in the restaurant were accessible, working and in good condition.

The Helicopter museum is closed from fall to late spring. The heat in the exhibit area is kept at 50 °F. The inspectors were unable to gain access to the basement where the boiler is located and unable to contact the owner. A Honeywell programmable thermostat is located in the exhibit area enclosed by a mock helicopter cockpit. This thermostat should be moved to an open area so it will accurately control the temperature.

STATION: Stratford

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 23 OF 65

INSPECTORS: J. Duncan, T. Abrahamson DATE: January 3, 2002

STATION – MECHANICAL SUMMARY CONT.

Plumbing

The day cafeteria has two restrooms, a men's room and a women's room. The fixtures are not handicapped type, nor water conservation type. The access to the fixtures accommodates a wheel chair. The exhaust ventilation in the restrooms is working but some maintenance is required. The fixtures are in good repair; however, in order to make the system meet ADA requirements the fixtures should be changed and the areas renovated.

The restaurant has two restrooms, a men's room and a women's room. The fixtures are not handicapped type, nor water conservation type. The access to the fixtures accommodates a wheel chair. The exhaust ventilation in the restrooms is working but some maintenance is required. The fixtures are in good repair; however, in order to make the system meet ADA requirements the fixtures should be changed and the areas renovated.

The cafeteria restrooms and the restaurant restrooms are located back to back. If remodeling is done simultaneous the cost will be lower.

The helicopter museum restrooms are clean and in good condition. There is handicapped access, but the fixtures are not handicapped type, nor water conservation type. There are two toilets in the women's restroom and one toilet and a urinal in the men's restroom. The exhaust fans in the restrooms are not working.

Platform/Building Storm Drainage

The gutters and downspouts at the station and helicopter museum are in excellent condition. The shelter on the platform has a curbed roof and has no storm drains.

STATION: Stratford
 LINE: New Haven-Main Branch
 INSPECTION DATE: May 14, 2002
 INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
 INSPECTORS: Josue Garcia
 WEATHER: Good

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 24 OF 65

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
Platform Warning Strip	1	Yes	3
Light Pole	3	No	3

Station Building

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Coffee Shop Ext. Siding	7	No	4
Coffee Shop Door and Door Frame	2	No	4
Coffee Shop Drain Pipe	1	No	4
Coffee Shop Window Frame	1	No	4
Restaurant-Int. Chair Rail and Wall Below	4	No	3
Museum-Siding Below 5'	3	No	3
Museum-Siding Above 5'	2	Yes	3
Museum -Canopy Support	1	Yes	3

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Restaurant- Ext. Siding	4	Yes	3
Restaurant-Door and Door Frame & Drain Pipe	4	No	3
Restaurant-Windows	3	Yes	3
Restaurant-Drain Pipe	1	No	3
Restaurant-Int. Wall Above Chair Rail	2	Yes	3
Museum-Window Frames and Sashes and Door Frames	5	Yes	3
Museum- Canopy Underside & Int. Ceilings	Assumed	Yes	3

Lead-Based Paint was found on surfaces noted above. Painted surfaces were found to be in good condition. Any future disturbance of the lead-based painted surfaces noted above should be abated by an Environmental Protection Agency/Connecticut Abatement Contractor in accordance with the EPA's 40 CFR 745, HUD's 24 CFR Part 35 and The HUD Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing, OSHA's 29 CFR 1926.62, and all other applicable regulations.

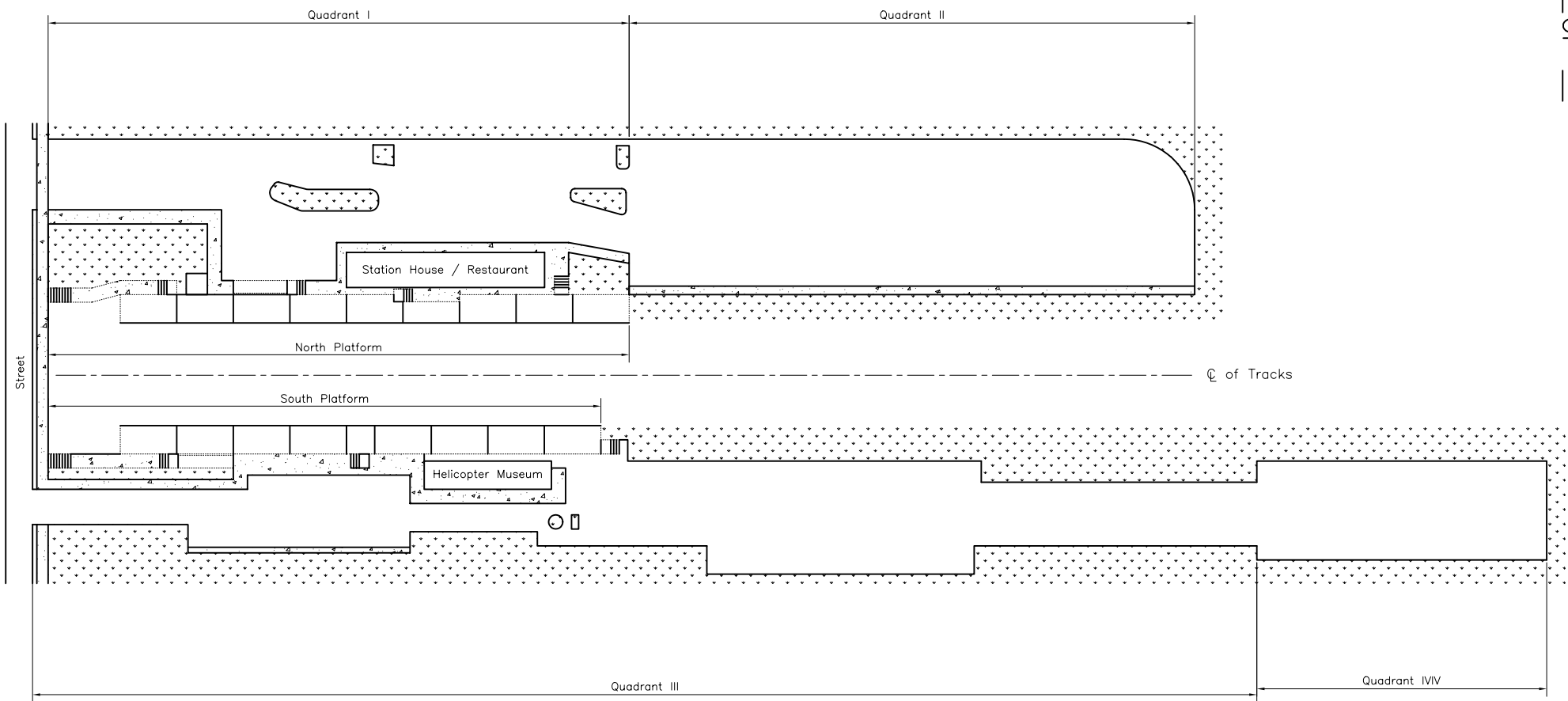
* This surface was assumed positive because at the time of inspection this paint surface was not accessible

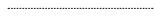

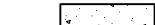
SUSPECT ASBESTOS-CONTAINING MATERIALS

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.

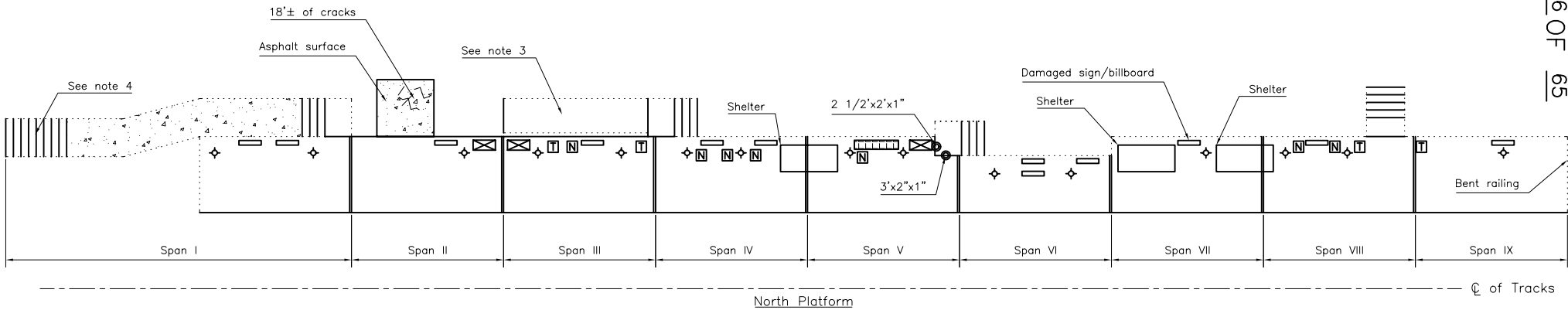
Station House

Suspect Materials	Rating
Restaurant -Roof Shingles	3
Museum-Roof Shingles	3



- Legend:
-  Pedestrian Rail
 -  Grass
 -  Sidewalk

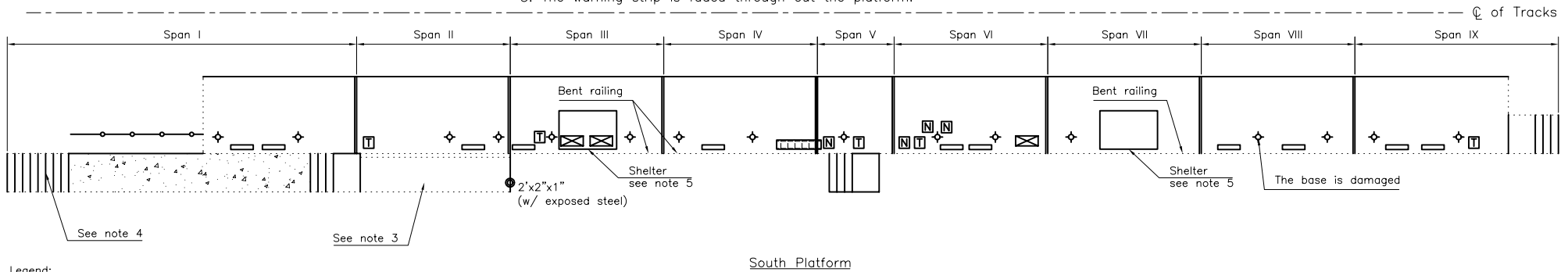
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station General Plan
Date: 8/23/02



North Platform

NOTES (North-platform):

1. The base plates for the double tee are rusted and deteriorated throughout the entire platform.
2. The joint material is starting to deteriorate at all locations.
3. There is spalled concrete adjacent to the rusted railing base plates in 12 locations.
4. The concrete stairs are cracked in numerous locations.
5. The warning strip is faded through out the platform.



South Platform

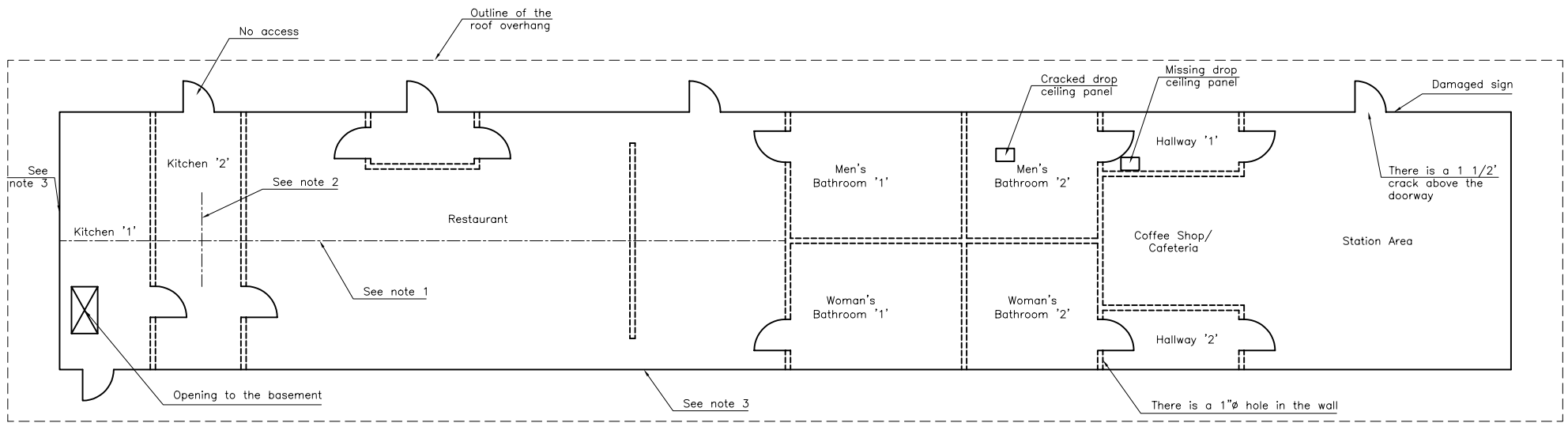
NOTES (South-platform):

1. The base plates for the double tee are rusted and deteriorated throughout the entire platform.
2. The joint material is starting to deteriorate at all locations.
3. There is spalled concrete adjacent to the rusted railing base plates in 12 locations.
4. The stairs contains scaled and cracked concrete with exposed metal treads.
5. The shelter's base plate nuts and bolts are rusted.
6. The warning strip is faded through out the platform.

Legend:

- Fence
- Guardrail
- Pedestrian Rail
- Crack
- Sidewalk
- Spalled Concrete
- Light
- Canopy Column
- Sign
- Bench
- Trash Receptacle
- Newspaper Dispenser
- Joint
- Train Power Line Pole
- Portable Metal Platform

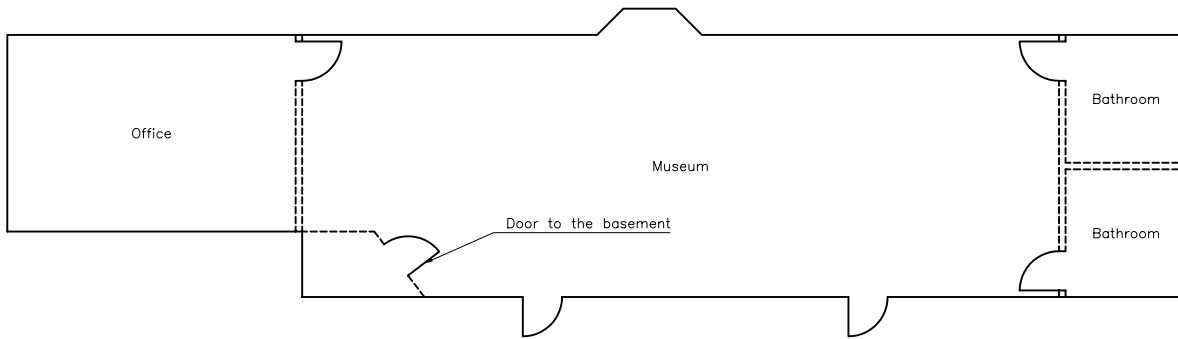
Urbitran Associates, Inc.
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Stratford Station Platform Plans
Date: 8/23/02



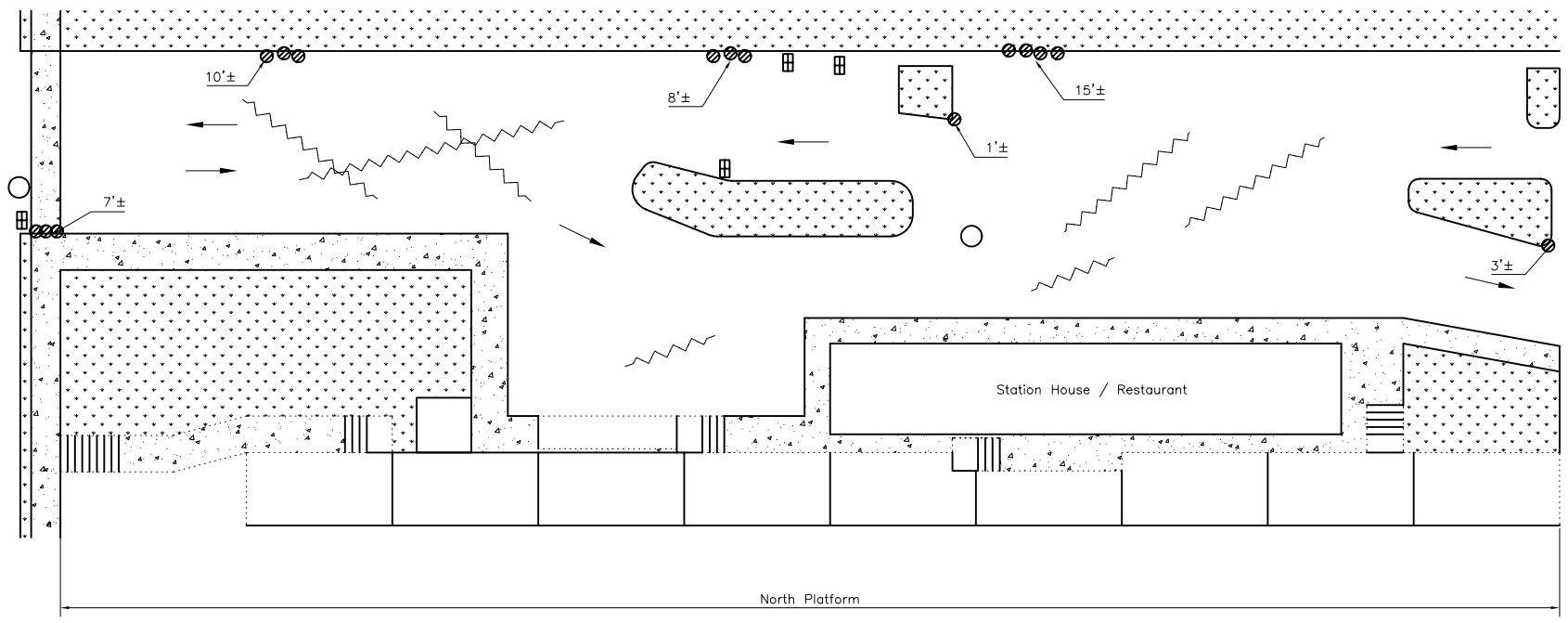
NOTES:

1. There is an 1/8" crack at the underside of the beam along the entire length.
2. The underside of the beam is deteriorated.
3. The base timber panel is missing and damaged in various areas.
4. Two windows are cracked on the north exterior face of the building..

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station North Station House Plan
Date: 12/06/01



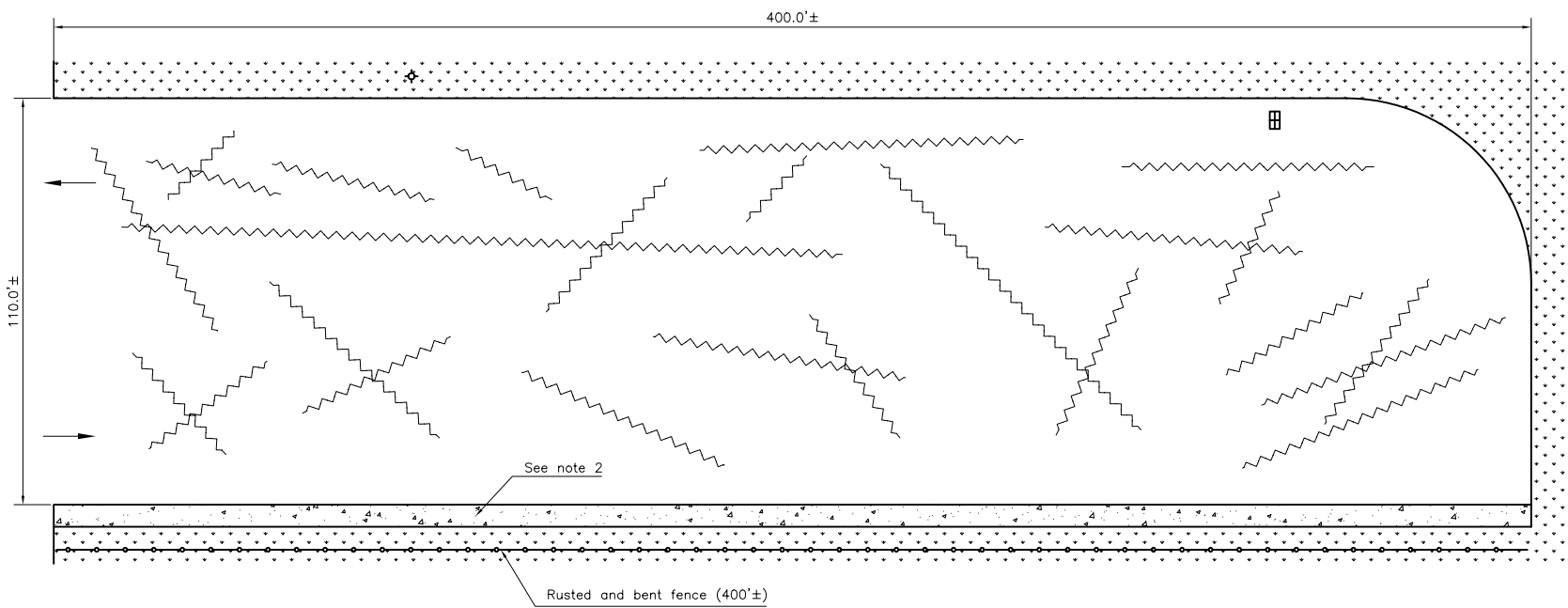
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station South Station House Plan
Date: 12/06/01



NOTES:
 1. The asphalt surface is cracked 1000'±.

- Legend:
- Pedestrian Rail
 - ~~~~~ Crack
 - Stippled area Grass
 - Dotted area Sidewalk
 - Sanitary Manhole
 - Drain
 - ⊗ Cracked, Spalled, or Missing Curb

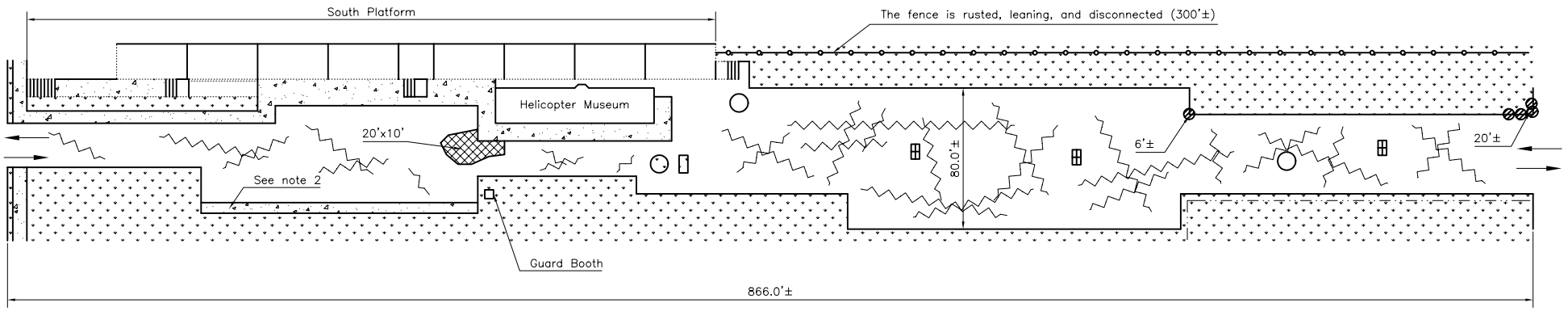
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station Quadrant I Plan
Date: 8/23/02



- Legend:
- Fence
 - Pedestrian Rail
 - Crack
 - Grass
 - Sidewalk
 - Drain
 - Light

- NOTES:
1. The asphalt surface is cracked 5000'±.
 2. The concrete sidewalk is cracked with vegetation growth and an uneven walking surface (400'x5').

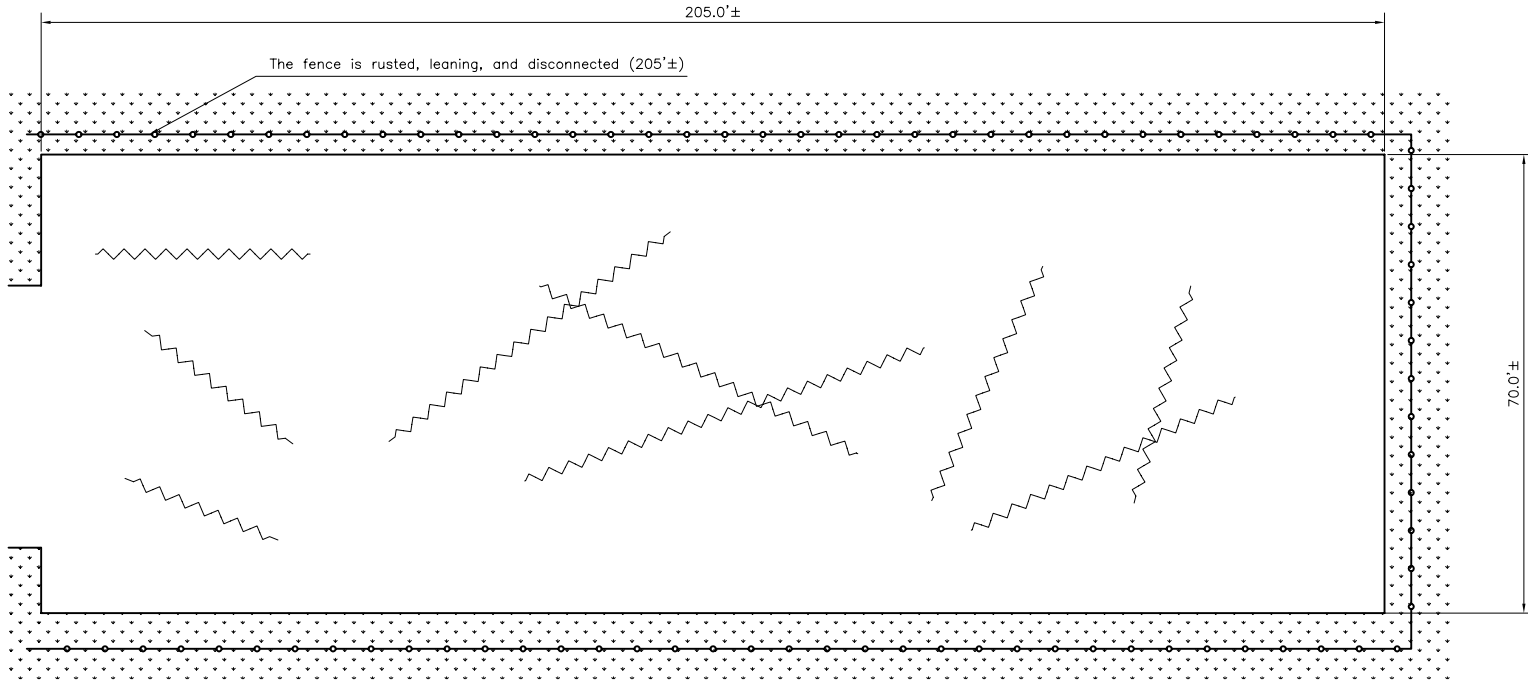
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station Quadrant II Plan
Date: 8/23/02






- Legend:
- Fence
 - Guardrail
 - Pedestrian Rail
 - Crack
 - Map Cracking and Potholes
 - Grass
 - Sidewalk
 - Sanitary Manhole
 - Drain
 - Cracked, Spalled, or Missing Curb
 - Light

- NOTES:
1. The asphalt surface is cracked 5000'±.
 2. The concrete sidewalk is cracked with an uneven walking surface (160'x5').

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Stratford Station Quadrant III Plan
Date: 8/23/02



Legend:

-  Fence
-  Crack
-  Grass

NOTES:

1. The asphalt surface is cracked 1000'±.

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation

Stratford Station
Quadrant IV Plan

Date: 8/23/02

STATION: Stratford

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 33 OF 65

INSPECTORS: Pk, RGW

DATE: 8/23/02

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		14	Span IX (N-platform) 1 - The railing is bent in various locations Span III,IV,VII (S-platform)
2		15	Span III (N-platform) 2,5 - The concrete is spalled adjacent to the rusted railing base plate Span II (S-platform)
2		16-17	Span I (N-platform) 3 - The concrete stairs are cracked in various locations; The treads were covered with grout, but are now being exposed Span I (S-platform)
3		18	Span I-VIII (N-platform) 4 - The joint filler material is starting to deteriorate Span I-VIII (S-platform)
3		19	Span V (N-platform) 5 - The concrete is spalled in two locations
2		20	Span II (S-platform) 5 - The concrete is spalled with exposed rebar
3		21	Span II (N-platform) 5 - The asphalt surface is cracked
2		22	Span VII (N-platform) 7 - The metal cover in the middle of the sign/billboard is coming loose
2		23	All spans 8 - The warning strip paint is faded
2		24	All spans NA - The base plate for the double tee are rusted
2		25	Span III (S-platform) NA - The shelter's base plate nuts and bolts are rusted
2		26	Span VIII (S-platform) NA - The light pole base is damaged; the base plate is rusted and deteriorated
3		27	North Station House Floor - The tile is cracked and missing in one location

STATION: Stratford

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 34 OF 65

INSPECTORS: Pk, RGW

DATE: 8/23/02

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
3		28	North Station House 20 - The drop ceiling panel is missing in one location
3		29	North Station House 20 - There is a crack in one of the drop ceiling panels
2		30	North Station House 25 - There are two windows that are cracked
2		31	North Station House NA - There is a 1/8" crack running along the entire length of the timber beam
2		32	North Station House NA - The bottom of the timber beam is deteriorated
2		33	North Station House NA - There is a 1" dia. hole in the wall
2		34	North Station House NA - The sign is bent.
3		35	North Station House 26 - There base timber board is cracked and missing in various locations
3		36	Quad I Curb - The concrete curb is spalled
3		37	Quad I Curb - The asphalt curb is cracked and dislocated
2		38-39	Quad II, III Surface - There are cracks with vegetation growth, and map cracking
2		40	Quad II Sidewalk - The asphalt sidewalk is deteriorated
2		41	Quad III Surface - The asphalt surface is cracked with potholes
2		43	Quad III Sidewalk - The sidewalk is crack with vegetation growth and an uneven walking surface
2		42	Quad III,IV Fence - The fence is bent, rusted, and dislocated

Stratford Station				
Description	Units	Quantity	Price / Unit	Total Cost
Replace sidewalk				
-Remove asphalt	yd ³	52.00	\$22.00	\$1,144.00
-6" asphalt top course and binder course	yd ²	312.00	\$25.00	\$7,800.00
Fill in cracked asphalt	ft	12000.00	\$2.00	\$24,000.00
Replace the fence	ft	905.00	\$48.00	\$43,440.00
Remove and install curb	ft	64.00	\$100.00	\$6,400.00
Fill in joint material	ft	240.00	\$9.00	\$2,160.00
Grout stair treads	ft ²	200.00	\$40.00	\$8,000.00
Fill concrete cracks	ft	9.00	\$60.00	\$540.00
Repair spalled concrete	ft ²	26.00	\$40.00	\$1,040.00
Clean and paint warning strip	ft	720.00	\$18.00	\$12,960.00
Replace pedestrian railing	ft	160.00	\$100.00	\$16,000.00
Misc. (clean and paint structural steel)	LS	-	-	\$4,500.00
Misc. (signs, windows, drop ceiling, and etc.)	LS	-	-	\$5,000.00
Move Thermostat (Helicopter Museum)	LS	-	-	\$400.00
Plumbing cafeteria restrooms (ADA compliance)	LS	-	-	\$8,000.00
Plumbing restaurant restrooms (ADA compliance)	LS	-	-	\$8,000.00
Plumbing helicopter museum restrooms (ADA compliance)	LS	-	-	\$8,000.00
New exhaust fans in restrooms (Helicopter Museum)	LS	-	-	\$2,000.00
Replace panel boards	EACH	1.00	\$620.00	\$620.00
Repair/Replace platform receptacles	EACH	4.00	\$50.00	\$200.00
Replace platform luminaires *	EACH	34.00	\$2,800.00	\$95,200.00
Replace platform lighting conduit/conduit fittings				
-fittings	EACH	34.00	\$75.00	\$2,550.00
-conduit	EACH	1000.00	\$9.20	\$9,200.00
-type XHHW conductors	EACH	4000.00	\$0.50	\$2,000.00
Mobilization / Demobilization (10%)				\$26,915.40
Sub-total				\$296,069.40
Contingency (20%)				\$59,213.88
Grand Total				\$355,283.28
Say				\$356,000.00

* The quantity of 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.

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.

**RAILROAD LEASE AGREEMENT
NARRATIVE**

STATION NAME: **Stratford Railroad Station**
STATION OWNER: State of Connecticut (the “State”)
LESSEE: Town of Stratford

This Lease Agreement, dated November 17, 1988 (the “Lease”), between the State and the Town of Stratford, consisting of three (3) parcels of land containing an aggregate of approximately 8.545 acres, is for an initial term of fifty (50) years,¹ commencing on April 1, 1988, to and including March 31, 2038.

Lessee has the right to renew for one (1) additional ten (10) year period. There is no sharing of surplus revenue with the State; however, Lessee is required to reinvest all surplus revenues into the improvement of rail station parking. The State has the right to approve the use of funds in the reinvestment account.

The Lease permits Lessee to sublease a portion of one of the three parcels to Xebec Land Corporation for the purpose of expanding Xebec’s existing parking area. Lessee to provide space in the railroad station for commuters to purchase tickets and wait for trains, and for Metro-North personnel presently employed on the site. The Lease also specifies acceptable modes of vehicular access to one of the three parcels.

The Lease is made subject to the “Standard Railroad Lease Specifications & Covenants” dated January 1, 1988.

¹ This is the longest lease term for the railroad and rail parking lease agreements included in this group of narratives and lease synopses.

LEASE SYNOPSIS

<u>STATION NAME:</u>	Stratford Railroad Station
Lease Document(s) Reviewed	Lease Agreement dated 11/17/88 (the " <u>Lease</u> ")
Station Owner	State of Connecticut (the " <u>State</u> ")
Lessee	Town of Stratford
Agreement Number	1.25-03(88)
Effective Date of Lease	4/1/88
Term	50 years
Number of Renewal Periods	1 (at Lessee's option)
Renewal Period	10 years
Number of Lessee Renewals Exercised in Prior Years	0
Number of Renewals Remaining	1
Expiration Date of Lease	3/31/2038
Recorded?	Volume 703, Page 133
Number of Parcels	3
Total Acreage	8.545 acres
How Is Revenue Earned?	Railroad parking revenue and revenue from Railroad-related leases
Are Separate Funds Accounts Required?	Yes
Allowable Direct Costs in Calculating Surplus	Mutually agreed upon operating and/or maintenance expenses.
Allowable Indirect Costs in Calculating Surplus	Not specified.
Is Surplus Deposited in Capital Fund?	Yes. Lessee shall establish a separate fund or account to accrue reinvestment funds. All income from all sources derived from the use of the property(ies) described herein, minus mutually agreed to operating and/or maintenance expenses, shall be deposited in this fund.

Is Surplus Shared with the State?	No
Are Certified Financial Statements Required?	Yes. The statements shall be prepared and certified by an Independent Certified Public Accountant (CPA) as defined in Chapter 389 of the Connecticut General Statutes and shall contain the CPA's professional opinion as to: (a) the sufficiency and adequacy of all records presented by Lessee to the CPA to properly reflect all aspects of Lessee's operations under the Lease; (b) whether the system of recordkeeping utilized by Lessee pursuant to the Lease is in substantial accord with generally accepted accounting principles and practices; and (c) the CPA's recommendations for measures that would improve the fiscal relationship between the State and Lessee.
Financial Statement Submission Period	Statement(s) of gross receipts, pertinent expenses and amount in the reinvestment fund must be submitted to the State within 60 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	\$750,000.00 individually - \$1,500,000.00 aggregate
Bodily Injury Coverage	\$750,000.00 individually - \$1,500,000.00 aggregate
Other Required Coverage	n/a
Voluntary Coverage	n/a
Is Lessee Self Insured?	No
Is Certificate of Coverage on File?	Yes
Named Insured	State of Connecticut and Metro-North Commuter Railroad (MNCR)

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	State
Equipment	State
Electric and Mechanical Systems	State
Live Rail Facilities	State
Platforms	Lessee
Railings	State
Stairs	State
Platform Shelters	MNCR

Platform Canopy	MNCR
Tunnels	n/a
Parking Lots	Lessee
<u>PARKING:</u>	The State reserves the right to approve the use of funds in the reinvestment account to insure improvement in rail station parking.
Parking Fees	Where there is a charge for parking, the minimum annual 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>	
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
<u>OTHER:</u>	
Is there a Lease to CT Transit?	No
Cancellation	The Lease provides that there shall be no cancellation clause during the term of the Lease.
Employment/Non Discriminatory Requirement	Yes
Miscellaneous	Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated 1/1/88.

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.

STRATFORD

Stratford Station

According to the Assistant Town Manager, the Town of Stratford considers itself to be a stakeholder in their station. He believes that the station is run very well and that the commuting public utilizing the station is satisfied with the service provided.

The Town has plans to improve the condition of the railroad area sidewalks, lot lighting, and street lighting. There are also plans to have a crosswalk made to improve pedestrian traffic safety to cross from the lots to the station parcels. There are also plans to add benches to the premises. The funding for these projects will come from the Reserve Fund. The plans were recently sent to the State for approval. Also included in the plans, but not definite as of yet, are ideas to improve the area located below the I-95 bridge which will make the area safer for pedestrians and will expand the platforms.

Agreements

The Town has a contract with United Security to provide security for the station and the Stratford Police Department provides additional security. The Town has a contract with a private company for snow removal, but the Town's Department of Public Works performs all other maintenance on the lots. Responsibilities of the maintenance of the platforms are ambiguous. The State must be contacted regarding major capital improvements and major concerns with Metro North.

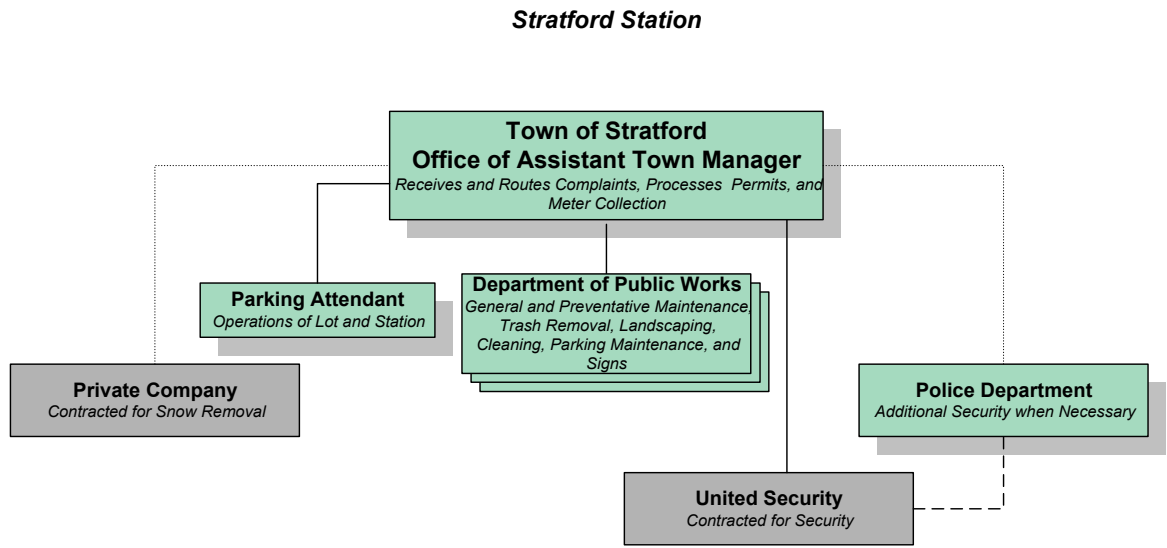
Organizational Structure

The Office of the Assistant Town Manager controls the operations of the Stratford Station and parking lots. The Assistant Town Manager also has an assistant who participates in some of the administrative and operative duties of the station. He communicates directly with the State through Carl Rosa with problems regarding the platforms at the Stratford Station. He indicated that he never communicates directly with Metro-North. The Assistant Town Manager is also the administrator who processes complaints and comments from rail station patrons.

A parking attendant reports directly to the Assistant Town Manager. The Department of Public Works reports directly to the Assistant Town Manager. A contracted security company, United Security, reports directly to the Assistant Town Manager and has a relationship with the Police Department. The Police Department has a relationship with the Office of the Assistant Town Manager, although it is not direct or

formal. A private company that is contracted for snow removal informally reports to the Assistant Town Manager.

The Town does not publish an organization chart for the operations and maintenance of the Stratford Station and parking lot. The organization chart below was developed from data gathered from Town employees and administrators.



- City Functions
- Other Organizations

Operating Procedures

As stated above, the Assistant to the Town Manager manages the station.

United Security provides security for the station. During the months of December and January, the Stratford Police Department provides additional security due to the increase of security needs during this time period. Further, the Police Department includes the station and lot as part of regularly scheduled patrol routes.

As mentioned, a private company provides a snow removal service for the lot. The Department of Public Works performs all other maintenance on the lots. However, there is not a relationship between the contracted snow removal company and the Department of Public Works.

The Town does not publish operating procedures. The chart below was developed from information from Town staff and administrators.

Procedure	Responsible Party
Opening and Closing of Station	N/A
Housekeeping Inside Station	N/A
Housekeeping Outside Station	N/A
Daily Maintenance	Department of Public Works, private company for snow removal
Preventative Maintenance	Department of Public Works
Landscaping	Department of Public Works
Security	United Security, Police Department
Customer Service	Office of Assistant Town Manager
Tenant Performance	N/A
Parking Enforcement	Parking attendant
Parking Fees and Permits	Office of Assistant Town Manager
Parking Operation Maintenance	Office of Assistant Town Manger, 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.

STRATFORD FINANCES

ACCOUNTING ENTITY / BASIS

The railroad station and parking operations are accounted for in a special revenue fund called the Railroad Property Fund. The basis of accounting for this fund is a modified accrual basis.

A separate bank account for depositing parking revenues is not maintained but a separate Railroad Property Fund account is used to deposit other railroad property revenue such as rent. Parking revenues get deposited into the Town's General Fund bank account and are then coded and accounted for by the Railroad Property Fund by means of an inter-fund receivable and payable. The General Fund is used to make payments for goods and services connected with the railroad property. The Railroad Property Fund then gets charged by means of the inter-fund accounts.

The Town is not faced with the added problem of segregating revenue and expense transactions between the State leased property and Town owned property, because the municipal parking is free street parking. All railroad parking and station revenues and expenses can be identified and attributed to the State leased property.

FINANCIAL REPORTING TO STATE

A separate detailed report is not readily submitted. 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. Specific railroad lease operating or capital budgets are not necessarily a requirement of the lease or submission to the State.

REVENUES

Revenues consist of permit and daily parking fees, related fines, and rent. There is no commission income from pay telephones or investment income accounted for by the Railroad Property Fund.

Parking revenue is generated from daily and six month permits fees. The parking fee ticketing and collection system involves the used of pre-numbered tickets and an electronic database. The procedure is administered daily with the issuance of parking tickets by the parking lot guards. The ticket can be mailed with payment. The pre-numbered ticket stubs are used with the electronic database for controlling and accounting for collections and matching the stubs to paid-up permit customers. Collection delinquencies have been a problem for the Town.

Rental income is generated from the use of the station by a restaurant and coffee shop.

EXPENSES

Primarily, the expenses of the Railroad Property Fund are for repairs, maintenance and utilities. Other expenses include printing costs, materials, security service contract and an operating transfer charged by the Town for in-kind services.

Operating Transfers – This is a charge that began in fiscal year 1996 representing in-kind services provided by the Town to administer to and maintain the Stratford railroad station. It includes administrative, clerical, bookkeeping and public works 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

The lease with Stratford is different from other station leases in that there is no profit sharing with the State. Stratford is, however, required to reinvest all surplus revenues into the improvement of rail station parking. The State has the right of approval. There was an accumulated at June 30, 2000 of \$608,436.

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

There were no major capital outlays during the five-year period ending June 30, 2000 from the Railroad Property Fund.

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 only those parking spaces under lease from the State. The inventory did not include but noted that free street parking was also available in the area of the station.

STRATFORD RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
REVENUES								
PARKING	\$ 110,239	\$ -	\$ 110,239	91.6%	\$ 109,205	\$ -	\$ 109,205	90.8%
RENTS	11,171	-	11,171	9.3%	12,020	-	12,020	10.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	(1,109)	-	(1,109)	-0.9%	(923)	-	(923)	-0.8%
	<u>\$ 120,301</u>	<u>\$ -</u>	<u>\$ 120,301</u>	<u>100.0%</u>	<u>\$ 120,302</u>	<u>\$ -</u>	<u>\$ 120,302</u>	<u>100.0%</u>

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ 36,552	\$ 4,589	\$ 41,141	44.4%	\$ 29,673	\$ 3,759	\$ 33,432	40.6%
UTILITIES	12,957	11,489	24,446	26.4%	10,377	9,982	20,359	24.7%
RENT	-	-	-	0.0%	-	-	-	0.0%
SECURITY	-	-	-	0.0%	-	-	-	0.0%
INSURANCE AND CLAIMS	-	4,610	4,610	5.0%	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	21,602	914	22,516	24.3%	26,695	1,801	28,496	34.6%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ 71,111</u>	<u>\$ 21,602</u>	<u>\$ 92,713</u>	<u>100.0%</u>	<u>\$ 66,745</u>	<u>\$ 15,542</u>	<u>\$ 82,286</u>	<u>100.0%</u>

NET PROFIT (LOSS)

\$ 49,190 **\$ (21,602)** **\$ 27,587**

\$ 53,557 **\$ (15,542)** **\$ 38,016**

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 390,300
LESS - LOCAL GOVERNMENT'S SHARE	
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>\$ 390,300</u>

\$ 443,857
<u>\$ 443,857</u>

STATE'S AVAILABLE SHARE @ 50%

NO SHARING PER LEASE

NO SHARING PER LEASE

STRATFORD RAILROAD STATION AND PARKING OPERATIONS

REVENUES	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
PARKING	\$ 113,735	\$ -	\$ 113,735	91.3%	\$ 139,194	\$ -	\$ 139,194	92.8%
RENTS	11,388	-	11,388	9.1%	11,388	-	11,388	7.6%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	(506)	-	(506)	-0.4%	(553)	-	(553)	-0.4%
	<u>\$ 124,617</u>	<u>\$ -</u>	<u>\$ 124,617</u>	<u>100.0%</u>	<u>\$ 150,029</u>	<u>\$ -</u>	<u>\$ 150,029</u>	<u>100.0%</u>

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ 30,678	\$ 1,863	\$ 32,541	31.7%	\$ 29,176	\$ 378	\$ 29,554	35.5%
UTILITIES	10,437	8,649	19,086	18.6%	9,687	10,411	20,098	24.2%
RENT	-	-	-	0.0%	-	-	-	0.0%
SECURITY	-	-	-	0.0%	-	-	-	0.0%
INSURANCE AND CLAIMS	-	18,000	18,000	17.5%	-	1,300	1,300	1.6%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	32,384	737	33,120	32.2%	31,630	613	32,243	38.8%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ 73,498</u>	<u>\$ 29,249</u>	<u>\$ 102,747</u>	<u>100.0%</u>	<u>\$ 70,492</u>	<u>\$ 12,703</u>	<u>\$ 83,195</u>	<u>100.0%</u>

NET PROFIT (LOSS)

\$ 51,119 **\$ (29,249)** **\$ 21,870**

\$ 79,537 **\$ (12,703)** **\$ 66,834**

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)
LESS - LOCAL GOVERNMENT'S SHARE

\$ 494,977

\$ 574,514

NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)

\$ 494,977

\$ 574,514

STATE'S AVAILABLE SHARE @ 50%

NO SHARING PER LEASE

NO SHARING PER LEASE

STRATFORD RAILROAD STATION AND PARKING OPERATIONS

	YEAR 2000			
	OPERATING AGREEMENTS		TOTAL	%
	LOCAL GOVT	METRO-NORTH		
REVENUES				
PARKING	\$ 143,641	\$ -	\$ 143,641	97.2%
RENTS	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%
OTHER	4,203	-	4,203	2.8%
	<u>\$ 147,844</u>	<u>\$ -</u>	<u>\$ 147,844</u>	<u>100.0%</u>

NOTES....

A = 2000 - \$91,422 of "Operating Costs" not detailed

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ -	\$ 2,235	\$ 2,235	1.8%	
UTILITIES	-	9,975	9,975	7.8%	
RENT	-	-	-	0.0%	
SECURITY	-	-	-	0.0%	
INSURANCE AND CLAIMS	-	-	-	0.0%	
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	113,922	1,125	115,047	90.4%	A
CONNECTICUT SALES TAX	-	-	-	0.0%	
	<u>\$ 113,922</u>	<u>\$ 13,335</u>	<u>\$ 127,257</u>	<u>100.0%</u>	

NET PROFIT (LOSS)

\$ 33,922 **\$ (13,335)** **\$ 20,587**

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 608,436
LESS - LOCAL GOVERNMENT'S SHARE	
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>\$ 608,436</u>

STATE'S AVAILABLE SHARE @ 50%

NO SHARING PER LEASE

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

URBITRAN REPORT

71 West 23rd Street
New York, New York 10010
212.366.6200
Fax 212.366.6214

12 West 27th Street, 12th Floor
New York, NY 10001
212.366.6200
Fax 646.424.0835

New Jersey
2 Ethel Road - Suite 205B
Edison, New Jersey 08817
732.248.5422
Fax 732.248.5424

150 River Road, Building E
Montville, NJ 07045
973.299.2910
Fax 973.299.0347

Connecticut
50 Union Avenue
Union Station, Third Floor East
New Haven, CT 06519
203.789.9977
Fax 203.789.8809

California
1440 Broadway, Suite 500
Oakland, CA 94612
510.839.0810
Fax 510.839.0854

Massachusetts
275 Southamptn Road
Holyoke, MA 01040
413.539.9005

Albany
6 Meadowlark Drive
Cohoes, NY 12047
P.O.Box 524
518.235.8429