

Individual Station Report

Bethel

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

CONTENTS:

Stakeholder Interview

Customer Opinion Survey

Parking Inventory & Utilization

Station Condition Inspection

Lease Narrative and Synopsis

Station Operations Review

Station Financial Review



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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Bethel

The representatives at the meeting were generally happy with the current arrangements regarding the rail station. The town felt that the revenues received from the parking should be used to maintain the station, and they have had no problem themselves in providing the maintenance, either via city staff or through outside contracts. They have a subcontractor in the building selling coffee and other sundries in the morning who is also responsible for general cleaning at the end of each day, including the bathrooms. The station ticket office is unmanned.

The station building is open in the morning for the inbound trains, and locked thereafter. People do complain about these hours. The town has tried in the past to keep the station open for off-hours and weekends but the volume of use, staffing and security caused them to discontinue the attempt. They have paid for seasonal workers from November to March to keep the building open for longer hours in response to a local snow ordinance.

The town put in cameras for surveillance, with the camera connected into the town system, and this has cut down significantly on a rash of vandalism that they had been experiencing.

Parking permits are available to anyone who wants one regardless of town of residence, and there is no wait list for a permit. The cost of a permit is \$ 175 per year. The station is “running at a profit”; a recent five year audit, just completed, showed an overage of \$ 27,000, which will be set aside for the reinvestment fund.

It was felt that the town could operate and maintain the station more efficiently than the state, assuming that the balance sheet continues to show a profit and that CDOT assists with any ‘extraordinary’ repairs. The town has a good relationship with CDOT and found Carl Rosa to be good to work with concerning maintenance and repair issues. The key for the town, down the line, will be the level of CDOT involvement with any major repair items.

There appears to be an issue regarding the old station in the center of town, and the responsibility for maintaining it. Necessary repairs to the roof, and who should bear the cost, were mentioned.

Some displeasure was expressed concerning the design of the station building and access paths, particularly as it relates to ADA access. Another area of concern was the maintenance of the property around and along the tracks. The track bed itself needs more cleaning of loose debris, and the natural growth needs to be cut back more often. Old rails and ties are still on the property, and there is a ditch with standing water which needs improved drainage. The town says CDOT will not let anyone near these areas, both at the new and old station building, without proper training, which keeps them from addressing these issues.

With regard to improvements to the station and service, they would like to find a cost-effective way to keep the station open for more hours, and are looking at options to do so. They feel that the situation is unlikely to change until there is more service, and faster service, on the line, at which time they expect a significant increase in use. They would like to see at least one peak semi-express train which would reduce travel times to the South West Region and New York City. The residents who do bring up issues to them most frequently comment on the cleanliness of the stations, and in particular the bathrooms, and the level of lighting around the station in the

evening. The town is working with its subcontractor on improving the cleanliness of the station.

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.

Bethel

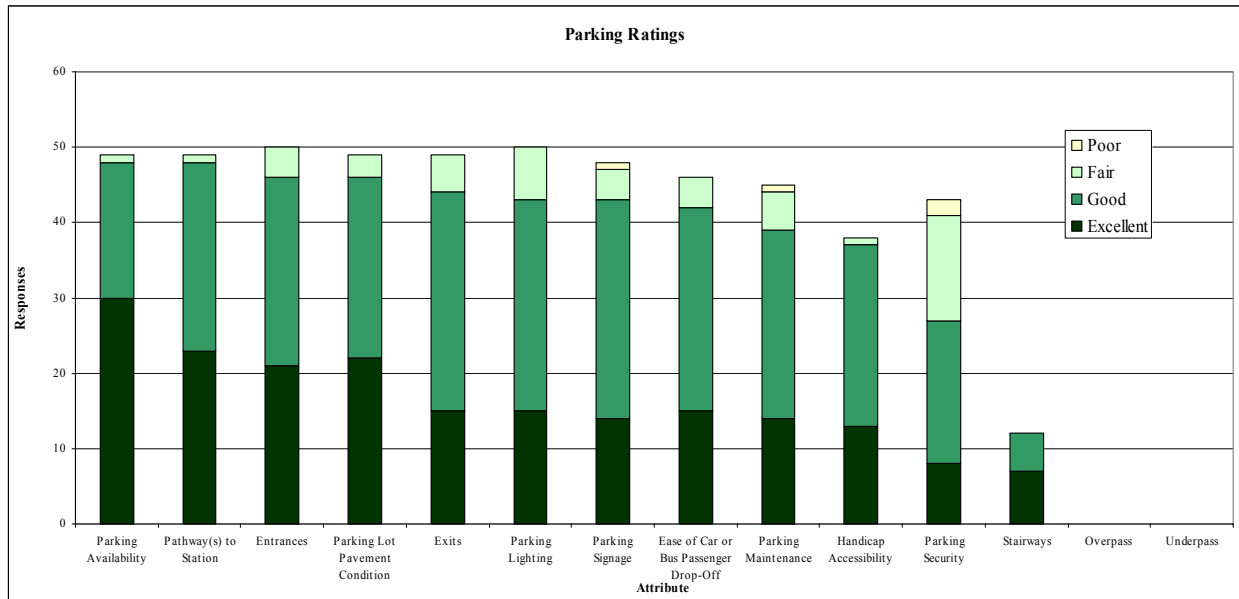
A total of 96 surveys were distributed in Bethel, yielding 50 responses for a high response rate of 52%. Ninety-two percent (92%) of customers surveyed used the train daily, while 6% used the train at least once per week. Two percent (2%) traveled at least once a month; no customers surveyed traveled less often than once a month. As was typical throughout the survey results, the vast majority (98%) of Bethel customers used the train to commute to either work or school, and traveled during the peak periods. The same percentage of respondents (98%) held parking permits for the station. The remaining two percent indicated recreational usage.

The Bethel station provided a more even gender representation than the survey results as a whole, with 57% of respondents being male and 43% female. The age distribution followed the overall pattern of working commuters aged 25-64. Finally, incomes were slightly more evenly distributed than the total survey population, but remained relatively high among Bethel customers. Only 9% of respondents indicated incomes below \$50,000.

Concerning the physical facilities and amenities at the Bethel station, most survey respondents provided favorable responses. The majority of the station elements (parking, building condition, etc.) received mostly responses of 'excellent' or 'good.' Furthermore, most survey respondents provided feedback for each element, although several elements were rated by a smaller number of customers. These elements included underpass, overpass, ticket office hours, taxi stand, and

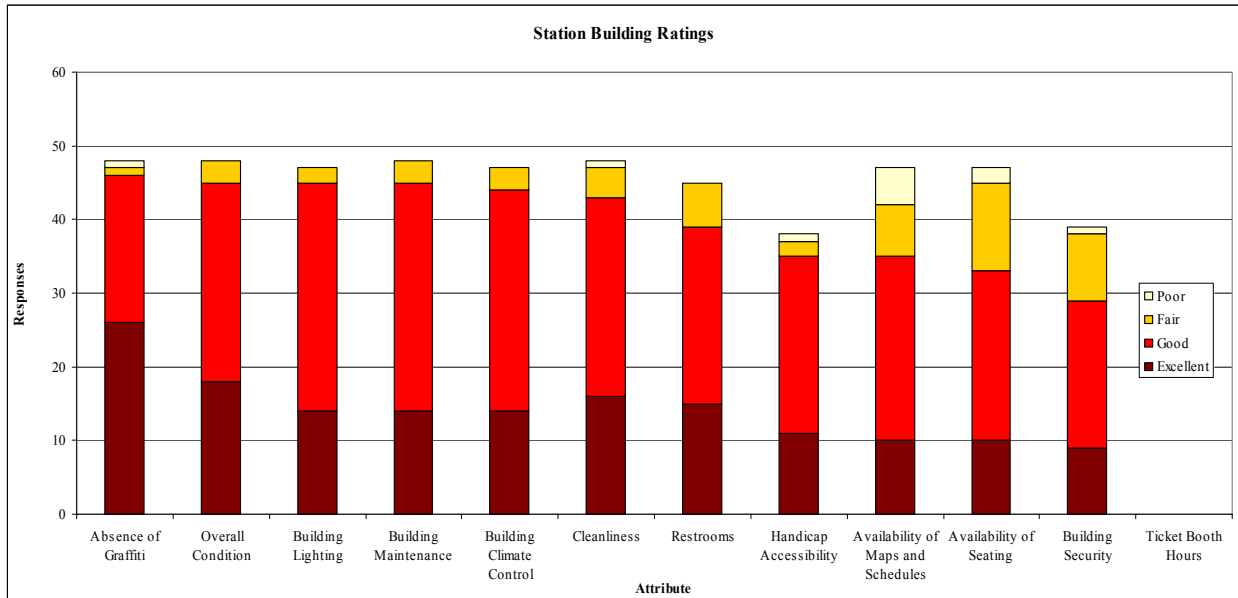
bus drop-off/pick-up. Bethel had the highest building and amenities ratings on the Danbury Line. Bethel also had the highest improvement ratings on the Danbury Line for the platform. Figure 201 shows the parking ratings for the Bethel Station. Parking ratings in Bethel were only slightly lower than the parking ratings in Redding, the highest rated station for parking on the Danbury Line. Parking ratings were extremely high: 7 of the 12 elements had positive ratings from 90% or more respondents. Stairways had 100% positive ratings, but had the lowest actual numbers of positive marks (12). Parking availability and pathways to station had the highest number of positive marks (48) - 98% favorable ratings. The lowest rated parking element in Bethel, parking security, still had an acceptable 63% positive rating.

Figure 201: Bethel Station Parking Ratings



Building ratings were quite high, but lower than parking ratings. However, Bethel had the highest rated station building on the Danbury Line. Figure 202 shows how Bethel respondents rated building elements. Bethel does not have a ticket office. The lowest rated element, availability of seating, only had 30% negative ratings. Ninety-four percent of respondents were pleased with the overall condition of the station building. The highest rated condition, not surprisingly, was absence of graffiti, and it had 96% positive ratings.

Figure 202: Bethel Station Building Rating Results



Among amenities, Bethel station again received predominantly favorable ratings. Bethel was the also the station with the highest rated amenities on the Danbury Line. Figure 203 shows the highly rated amenities in Bethel. Only the taxi stand and phones received ratings of ‘fair’ or ‘poor,’ which combined exceeded 25%. And, as noted earlier, a smaller total number of respondents chose to rate the taxi stand. The concession stand was the highest rated amenity with 92% positive ratings.

Figure 203: Bethel Station Amenities Ratings

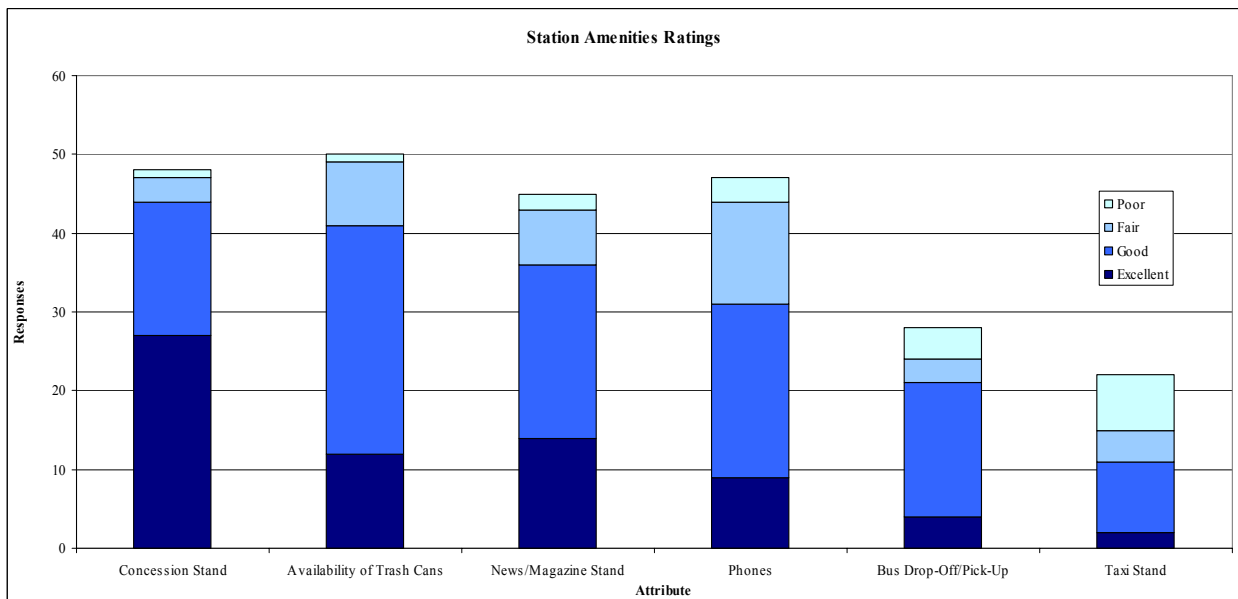
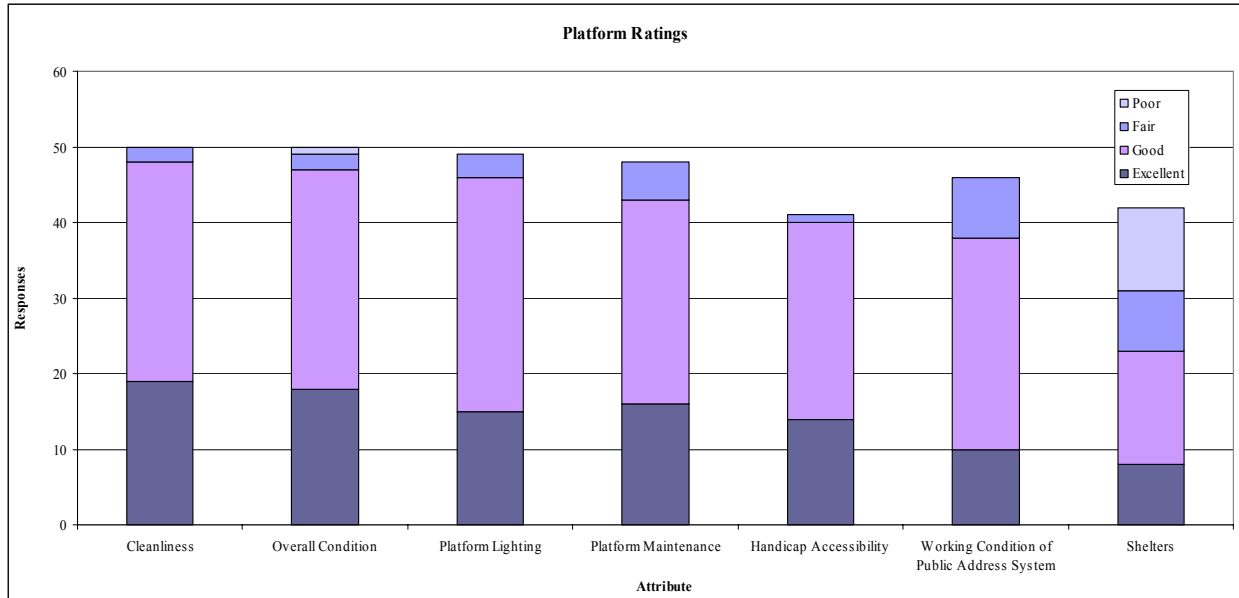


Figure 204 describes how Bethel respondents rated the platform. Ratings for the platform were the second highest on the Danbury Line. As was the case at most stations, shelters were the lowest rated element with only 45% negative ratings. No platform elements had a majority of negative ratings. After shelters, the next lowest rated element had more than 80% positive ratings. Ninety-four percent of respondents were satisfied with the overall condition of the platform. The highest rated platform element was cleanliness, which boasted 96% positive marks.

Figure 204: Bethel Station Platform Ratings

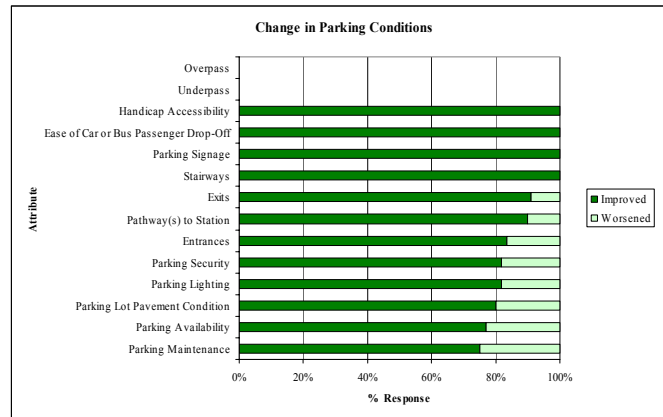


Change

Change ratings in Bethel were lower for parking and the station building compared to the ratings of the current situation, but the opposite was true for amenities and the platform. Only 1 element had a majority of ‘worsened’ ratings.

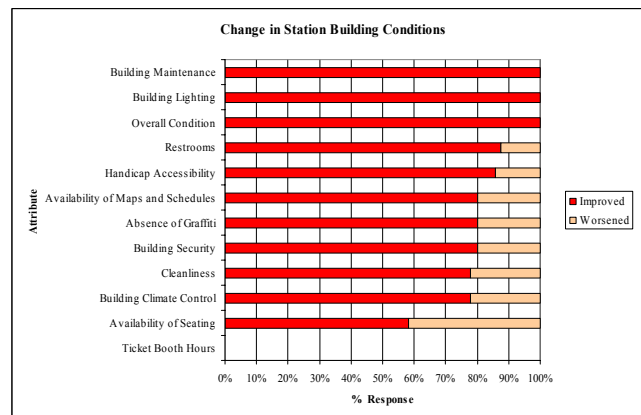
Parking was thought to have improved a lot in Bethel during the previous 2 years. The lowest rated element, parking maintenance, still had 75% improvement ratings. Four elements were thought to have improved by 100% of the respondents. Figure 205 shows how Bethel respondents viewed change to parking over the past couple of years. Bethel does not have an overpass or an underpass.

Figure 205: Bethel Station Change in Parking Conditions



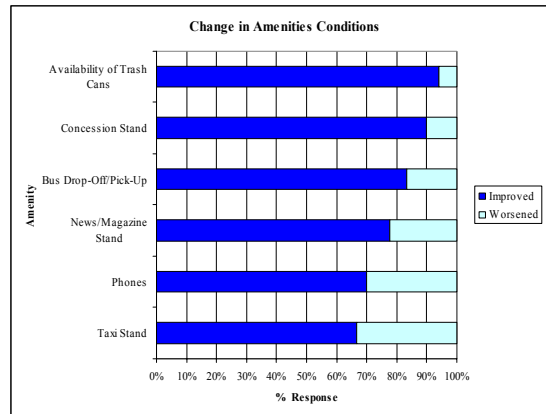
Bethel also had the second highest station building improvement ratings on the Danbury Line. Three building elements were thought to have improved by all the respondents. Figure 206 displays the change ratings for building elements in Bethel. The station in Bethel had no ticket office. One hundred percent of respondents said they thought that the overall condition of the station building had improved in the past 2 years.

Figure 206: Bethel Station Change in Building Conditions



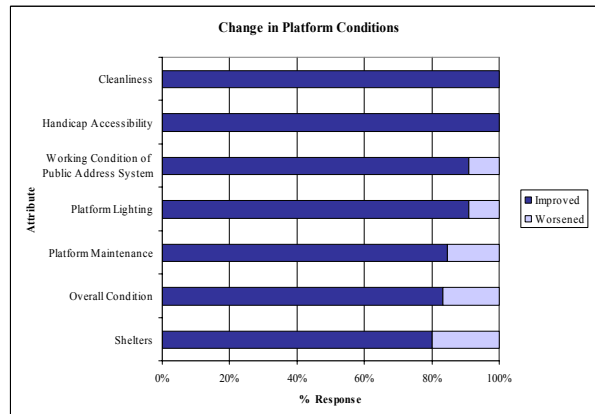
Amenities in Bethel were also mostly thought to have improved. Figure 207 shows the ratings. The least improved element, the taxi stand, still had 67% improvement ratings. Consistent with the trend from other stations, 94% of respondents were pleased with the improvement to trash can availability and it was the most improved amenity. Ninety percent of respondents also felt that the concession stand had improved over the last 2 years.

Figure 207: Bethel Station Change in Amenities Conditions



Platform elements in Bethel were thought to be the most improved on the Danbury Line. Figure 208 shows the highly improved platform elements in Bethel. The least improved element, not surprisingly, was the shelters, but they only received 20% ‘worsened’ ratings. Eighty-three percent of respondents thought that the overall condition of the platform had improved in the previous 2 years. All of the respondents thought that cleanliness and handicap accessibility had improved. Platform lighting and the working condition of the public address system also had improvement ratings above 90%.

Figure 208: Bethel Station Change in Platform Conditions



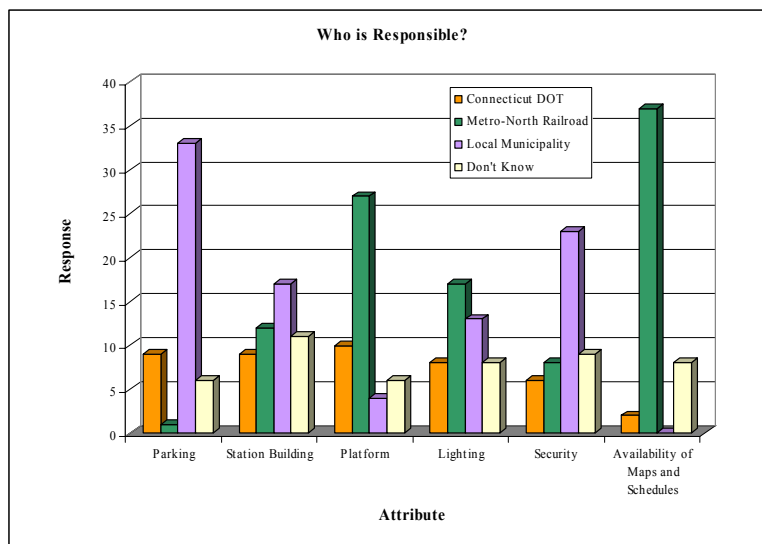
Responsible Agencies

When asked who they thought was responsible for certain station elements, Bethel respondents were much less certain than respondents from other stations. Bethel respondents were pretty sure that the local municipality was responsible for parking (67%), that Metro-North was in charge of the platform (57%), and that Metro-North was responsible for map and schedule availability (78%). Figure 209 shows exactly who Bethel respondents thought was responsible for each element.

The following statements can be made about the elements that were a little more mixed:

- Most (35%) respondents thought that the local municipality was responsible for the station building. Another 24% thought that Metro-North had responsibility and another 18% thought it was Connecticut DOT in charge. A high percentage (22%) of respondents did not know who was responsible.
- Lighting was almost exactly opposite to the station building in terms of percentages of people who thought that Metro-North and the local municipality had responsibility. Thirty-seven percent of respondents thought that Metro-North was responsible for lighting, as did 28% who thought it was the local municipality. Another 17% thought Connecticut DOT was responsible for lighting.
- Twenty-one percent of respondents also thought that Connecticut DOT was in charge of the platform, despite the majority of respondents who thought it was Metro-North.
- Half of Bethel respondents thought that the local municipality was responsible for security. The next highest percentage was the group of people who did not know who had responsibility for security.

Figure 209: Bethel Stations – Responsible Agencies



Written-In Customer Comments

When asked to write in their comments, the highest percentage (17%) of respondents wrote that more trains/cars were needed. Fourteen percent of respondents also wrote in general good comments. Another 14% wrote about the need for benches and protected shelters to shield against inclement weather. Several other comments were made by 3 or fewer people. Table 22 shows all of the comments written-in by respondents at the Bethel Station.

Table 22: Bethel Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
65	More trains (cars) needed	5	17.2%
12	Could use benches & protected shelters from rain/snow with heat/air	4	13.8%
49	Overall good comments	4	13.8%
18	Need more parking areas	3	10.3%
68	Cleaner restrooms on trains and in stations	3	10.3%
79	Pay phone needed	2	6.9%
8	Entrances/Exits very difficult	1	3.4%
13	Need ticket machines	1	3.4%
24	Cleaner platforms	1	3.4%
41	Information for parking permits made available	1	3.4%
52	Need more free parking spaces	1	3.4%
55	Extend station hours	1	3.4%
56	Escalators need repair	1	3.4%
64	Single overpass not adequate	1	3.4%
	<i>Total Comments</i>	29	100.0%

Parking Inventory and Utilization

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



Prepared to

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Bethel

The Bethel Rail Station has one surface lot with 197 spaces. The spaces are designated in three categories. There are 165 permit spaces, 26 metered spaces, and 6 handicapped spaces at the lot. The overall usage rate at the station was 73.1%. Permit parking was utilized at a rate of 77%.

Parking Area Ownership

The State of Connecticut owns all of the parking spaces at the Bethel Rail Station. Figure 27 maps the lot location and ownership status.

Fee Structure

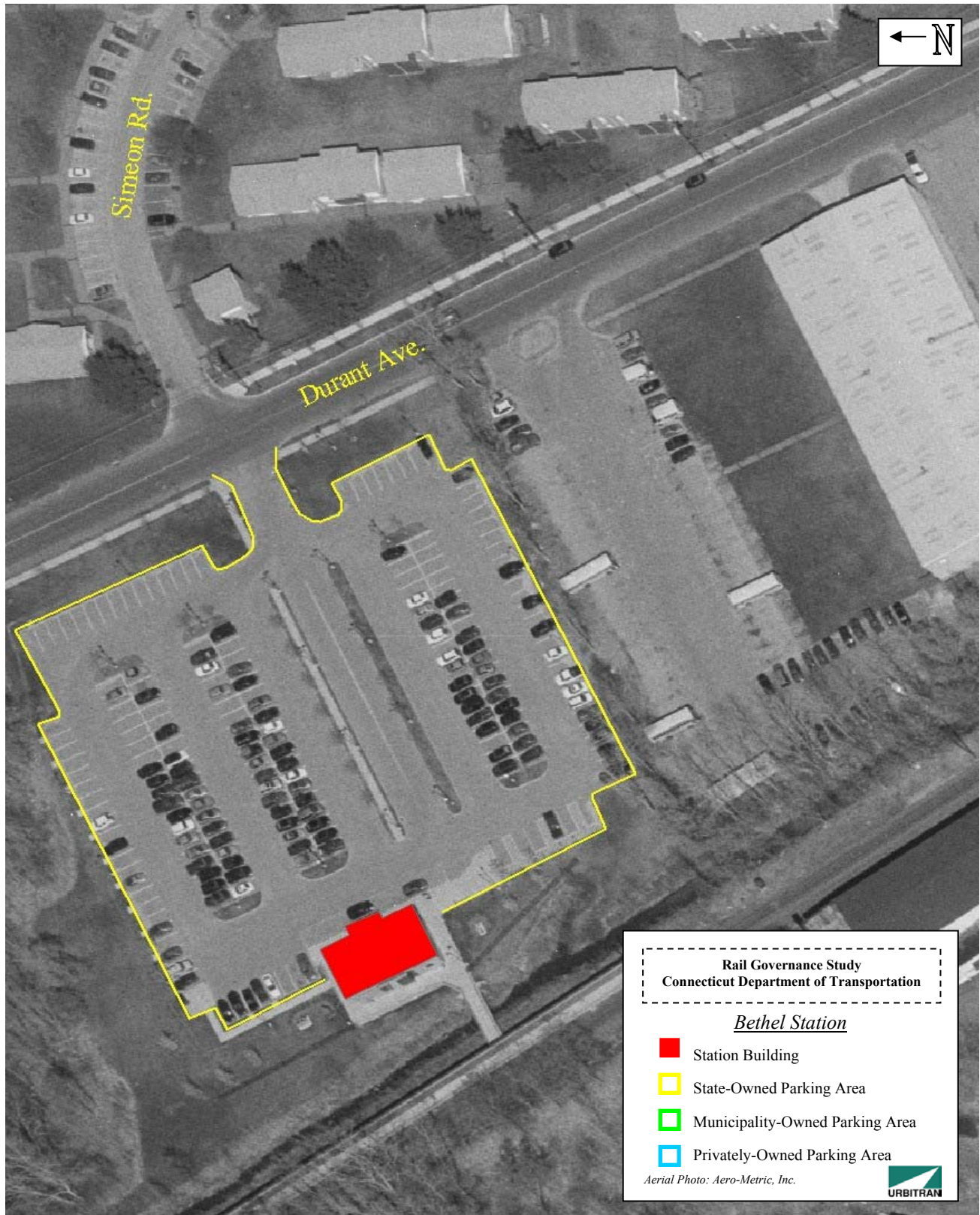
Two rate options are available at the lot for parking. There is a \$175 annual permit rate, which will be pro-rated based on the date of purchase. The metered spaces have a rate of \$3 per day. Also, debit cards are available for use at the metered spots. These cards are available in quantities of \$50. There is no waiting list.

Table 27 presents specific information on parking at the Bethel Rail Station.

Table 27: Bethel Rail Station Parking Capacity and Utilization

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	165	127	77.0%	state
Daily	26	16	61.5%	
Handicap	6	1	16.7%	
TOTAL PARKING	197	144	73.1%	

Figure 27: Bethel 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
BETHEL STATION

GENERAL RECOMMENDATION 3

STATION: Bethel
LINE: Danbury
INSPECTION DATE: 12-1-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 60's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 3 OF 42

PARKING ELEMENTS

QUADRANT # 1

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: 4

LANDSCAPE: 3

SIDEWALK: 3

CURB: 2

QUADRANT #

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

CONDITION OF PAVED SURFACE: _____

CONDITION OF STRIPING: _____

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

SIGNAGE: _____

FENCE AND GUARDRAIL: _____

LANDSCAPE: _____

SIDEWALK: _____

CURB : _____

STATION: Bethel
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 24, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M. & P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 5 OF 42

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 for the platform originates from the building panelboard.

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	n/a	n/a	n/a	n/a	n/a	n/a
Grounding	unknown	unknown	3	platform	2/ 20	minor deterioration
Lighting Controls	see remarks	see remarks	3	building	2/ 20	minor deterioration
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: The platform lighting controls are located in the building equipment room.

STATION: Bethel

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 42

INSPECTORS: Jim Connell & Dave Lang

DATE: January 24, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

There are no receptacles located on the platform. Receptacles are not required.

A continuous row of lights is installed under the canopy and maintains an average of 17.7 foot-candles. This light level exceeds the minimum as recommended by the IESNA. However, the lenses are not continuous and may allow moisture to penetrate the fixture and compromise the fixtures light output. There is no recommendation at this time to replace them. Additionally, two of the fixtures are missing their lenses and should be replaced with approved lenses recommended by the manufacturer.

STATION: Bethel
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 24, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M. & P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 7 OF 42

STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
linear fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
2' x 4' fluorescent	unknown	unknown	3	3	2/ 10	minor deterioration
compact fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
industrial fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
not used	not used	not used	not used	not used	not used	not used
Exit	unknown	unknown	3	3	2/ 20	minor deterioration
Emergency Egress	unknown	unknown	3	3	2/ 20	minor deterioration

Remarks: A typical section of the waiting room was measured and found to average 8.6 fc.
 The 2'x4' fluorescent lenses were in the beginning stages of becoming discolored and will likely reduce the light output in the near future.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 8.6			
2				
3				
4				

ROOM DESC:	A	B	C	D
1 not used				
2				
3				
4				

ROOM DESC:	A	B	C	D
1 not used				
2				
3				
4				

ROOM DESC:	A	B	C	D
1 not used				
2				
3				
4				

STATION: Bethel
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 24, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M. & P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 8 OF 42

STATION BUILDING --- SERVICE

Voltage Rating (V)	120/208	Type of 3 phase connection		Delta	n/a	Wye	X
		Method of Entrance		Overhead	n/a	Underground	X
Rating of Main Breaker (A)	225	Origin of Service		Pole	n/a	Transformer	X
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	1653 Durant Ave	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	GE	AQF3422MB	3	equipment room	2/ 20	minor deterioration
Main Disconnect Switch	GE	TG4324	3	equipment room	2/ 20	minor deterioration
Transformer	unknown	unknown	3	outdoor near building	2/ 20	new condition
Receptacles	unknown	unknown	3	throughout building	2/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	throughout building	2/ 20	minor deterioration
Public Telephone	unknown	unknown	see remarks	see remarks	n/a	see remarks
Station Telephone	unknown	unknown	n/a	n/a	n/a	n/a
Lighting Panel	GE	AQF3301MB	3	break room	2/ 20	minor deterioration

Remarks: There are two phones mounted outdoors on the right side of the building. One of the phones was operational and the other was missing with cords hanging out.

STATION: Bethel
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 24, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M. & P.M.
 WEATHER: Clear

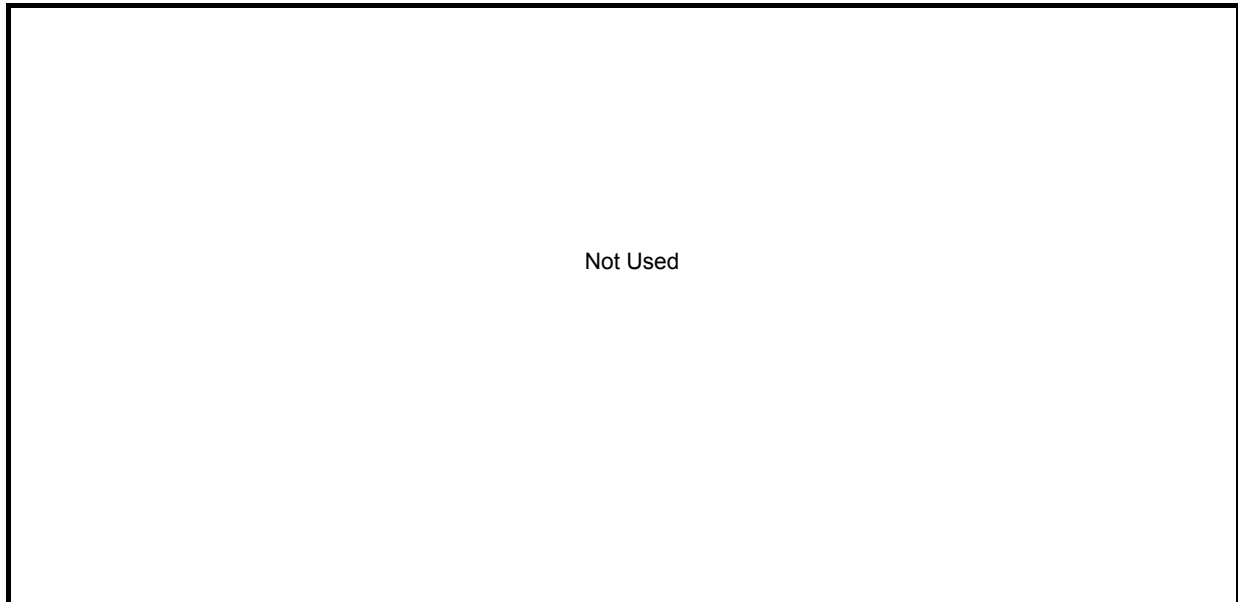
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 9 OF 42

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	Intergrated Security Sys	5204 Fire Control	3	3	equipment room	2/ 20	minor deterioration
Heat Detector	unknown	unknown	3	3	throughout	2/ 20	minor deterioration
Smoke Detector	unknown	unknown	3	3	throughout	2/ 20	minor deterioration
Pull Station	unknown	unknown	3	3	throughout	2/ 20	minor deterioration
Annunciator	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Audio/Visual Device	ETS	unknown	3	3	throughout	2/ 20	minor deterioration

Remarks: There are no visual signaling devices in the restrooms, break room and the kitchen.

STATION BUILDING --- SKETCHES



STATION: Bethel

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 10 OF 42

INSPECTORS: Jim Connell & Dave Lang

DATE: January 24, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

The building has recently been built with new electrical systems throughout.

The power panels are adequately serving the space and also have some spare capacity for growth. The building electrical and lighting systems are in good repair and will only need general maintenance to operate into the future.

The waiting room maintains an average of 7.9 foot-candles and exceeds the minimum light levels as recommended by the IESNA. Exit and emergency lighting are operational and meet the requirements of NFPA 101.

There is an active fire alarm system in the building, but it does not comply with the ADA because visual signals are missing in the kitchen, break room, and the bathrooms. It is recommended that visual signal devices be installed in these spaces.

STATION: Bethel
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 24, 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 11 OF 42

BUILDING -- HVAC - Fire Protection

One hot water producing boiler burning natural gas.
Model MR5000, Serial MKG-1043 Input 500,000 Btu/hr, Output 412,000 Btu/hr
BOILER: All hot water pipes insulated and in Good Repair

Water Heater 50 gallon capacity, Make Rheem
Serial No RN0994G01130 Model RF098-50-1
WATER HEATER: Input 98,000 Btu/hr, Good Repair

FUEL TYPE: natural gas

Units (2) in the attic, one unit for waiting area
and restrooms. The other unit is for the cafeteria and ticket office.
Each unit has a hot water heating coil and a cooling
coil., Good Repair
HEATING UNIT / FURNACE: coil., Good Repair

FUEL TYPE: N/A

HEATING FILTER: Clear - Spares available, Good Repair

AC UNIT: See Heating Unit/Furnace

AC FILTER: Clear - Spares available, Good Repair

DUCTS: In the attic, insulated, in Good Repair

OF DAMPERS: Inaccessible, Condition or Existence Unknown

CONDITION OF DAMPERS: Inaccessible, Condition or Existence Unknown

Each area (each restroom, waiting room, ticket room) has
its own thermostat, not programmable type, Good Repair
THERMOSTATS: its own thermostat, not programmable type, Good Repair

NIGHT SET BACK: None

PUMPS: Good Repair

PIPING: Good Repair

STATION: Bethel
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 24, 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 12 OF 42

BUILDING -- HVAC - Fire Protection

In waiting room, linear diffusers along window sides. Return air linears in waiting room. Two way air supply diffusers and return register in ticket (counter) room. All in Good Repair.

3/4" Back flow preventer on the make up water for the boiler/exchanger- Needs maintenance, it continuously leaks (drips).

Air Cooled Condenser

1 large unit on one side of the building - Carrier Model 38AKS-013-500, Serial 1195F38149 208/230 V
2 small units on the other side of the building - Carrier Model H38TKB024310, Serial 1795E07461
208/230 V

Fire Protection

No Sprinklers

Small portable fire extinguishers in equipment room, Good Repair

STATION: Bethel
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 24, 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 42

BUILDING - PLUMBING

RESTROOM

PIPING: Insulated, Good Repair
WATER PRESSURE: Normal
DRAINS: Good Repair
FAUCET/FIXTURES: As Described
* MODEL: unidentified
* YEAR: unidentified
* MANUFACTURER: unidentified
* CONDITION: Good Repair

KITCHEN As Described

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

EXTERIOR N/A

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

Building gutters and downspouts in good condition.

Both restrooms are up-to-date, modern, in complete conformance with ADA requirements and have water conservation fixtures

Women's Room

1 Handicapped Toilet - Good Repair
2 Regular Toilet - Good Repair
2 Lavatories with insulated pipes - Good Repair
Hot and cold water
Louvered door
Exhaust fan working
Floor drain - Good Repair
Recessed hot water cabinet heater with remote thermostat-Coleman - Good Repair
Thermostat is not properly calibrated - Good Repair

Water meter in equipment room - Good Repair
Slop sink in equipment room - Good Repair

In the waiting area there are two drinking fountains that are stainless steel, one regular, one handicapped, both in Good Repair

Men's Room

1 Handicapped Toilet - Good Repair
1 Handicapped Urinal - Good Repair
1 Regular Urinal - Good Repair
1 Regular Lavatory - Good Repair
1 Lavatory with insulated pipes - Good Repair
Hot and cold water
Louvered door
Exhaust fan working
Floor drain - Good Repair
Recessed hot water cabinet heater with remote thermostat-Coleman- Good Repair
Thermostat is not properly calibrated - Good Repair

Kitchen (Cafeteria)

A 3 compartment stainless steel sink (AERO Model SS-3-2460-43) contains no leaking. All equipment installed and maintained by the cafeteria owner .

STATION: Bethel

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 15 OF 42

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 24, 2002

STATION – MECHANICAL SUMMARY

The station was recently constructed. All the mechanical equipment is in excellent condition.

HVAC

The air conditioning system is split into two zones, each zone has it's own air conditioning unit. Each of these units has a hot water and chilled water coil. The cooling system is forced cooled air and the primary heating system is forced hot air. One of the units works with one large air-cooled condenser that serves the restrooms, and the large waiting area. The other unit works with two smaller air-cooled condensers. It serves the office and the kitchen area. Each area (each restroom, waiting room, ticket room) has its own thermostat, not programmable type.

There is a hot water recessed cabinet unit heater in each restroom and one hot water heater in the equipment room. One hot water producing boiler burning natural gas is installed. There is a 50 gallon capacity water heater, make Rheem. All hot water pipes are insulated and in excellent condition. There is a $\frac{3}{4}$ " back flow preventer for the make up water for the boiler/exchanger. This one needs maintenance, it continuously leaks (drips). The HVAC system is in good repair. The ducts in the attic from the heating/air conditioning unit are in good condition and are well insulated.

In the waiting room there are linear diffusers along the windows sides. There is a return air linear register in the waiting area. In the ticket (counter) room and the kitchen there is a two way diffuser and a 2'X2' air return grille.

The pipes to the gas meter are rusted and require repair.

STATION: Bethel

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 42

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 24, 2002

STATION – MECHANICAL SUMMARY

Plumbing

The men's room and a women's room are in excellent condition. The plumbing system is in complete compliance with ADA requirements and has water conservation fixtures.

There are two drinking fountains located in the waiting area. One is handicapped accessible.

Storm Drainage for Building/Platform

Building gutters and downspouts are in good condition. The Platform has thick painted sheet metal gutters and downspouts. These are in good condition but require caulking at gutter seams.

STATION: Bethel
 LINE: New Haven-Danbury 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 17 of 42

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	1	No	4
Platform Warning Strip	1	No	4
Canopy Beams	2	No	4

Station Building

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Walls	4	No	4
Door Frames	1	No	4
Radiator Covers	1	No	4

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Metal Meter Box	2	No	3
Parking Lot Lines	1	No	3

SUSPECT ASBESTOS-CONTAINING MATERIALS

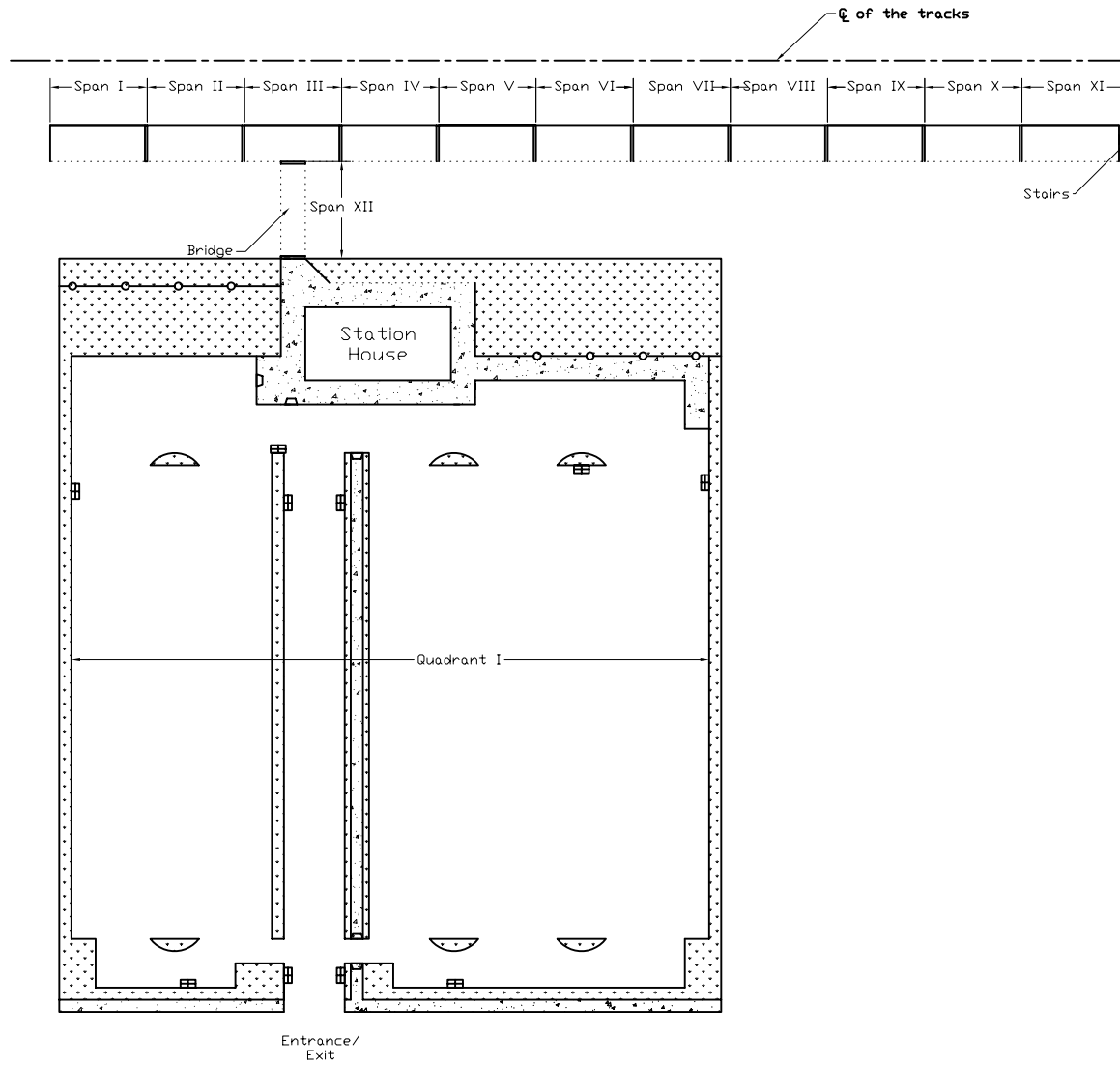
Listed below are suspect asbestos-containing materials that were observed during a visual inspection. Materials were found to be in fair to good condition. Any future disturbance of these materials should be preceded by the collection of samples and laboratory analysis of these samples. This work must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

Platform

Suspect Materials	Rating
Caulking on Canopy Beams	3
Yellow Warning Strip Line Caulking	3
Caulking at Base of Canopy Metal Columns and Bridge Seams	3

Station House

Suspect Materials	Rating
Caulking at the Perimeter Base of Building	3
Roof Shingles	3
2'x2' Ceiling Tiles	4
Window Frame Caulking	4

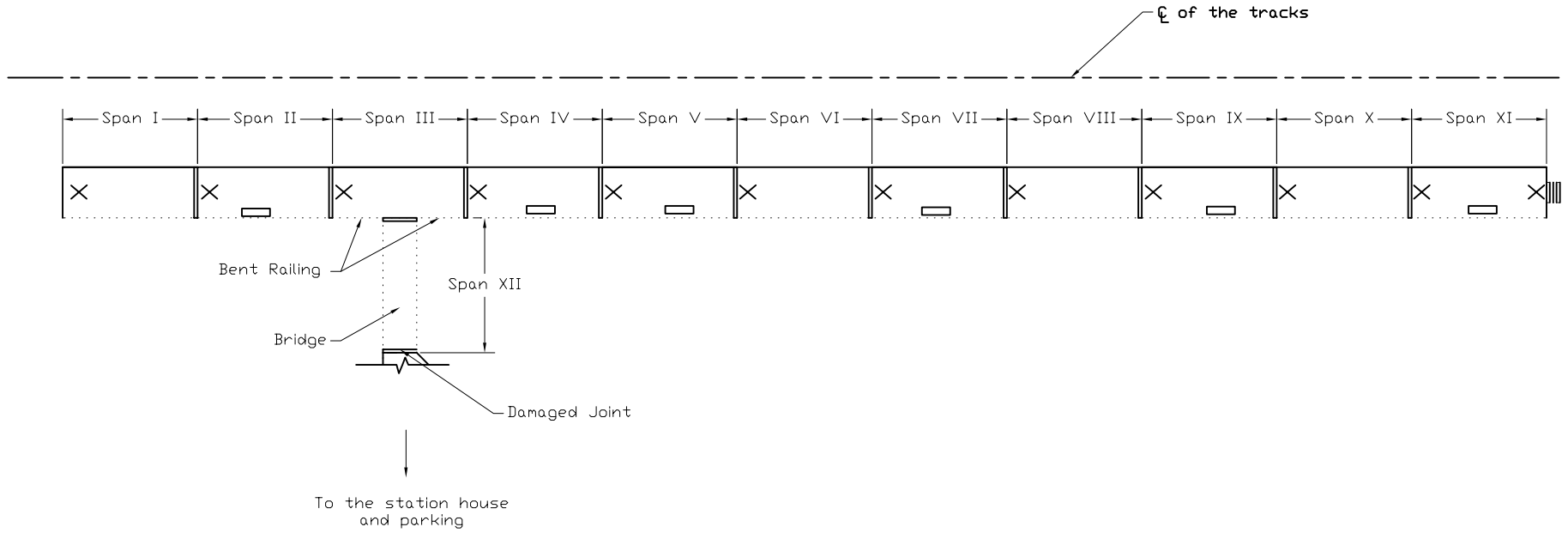


- Legend:
- Fence
 - Pedestrian Rolling
 - Grass
 - Sidewalk
 - Drain
 - Ramp

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation
Bethel Station
General Layout

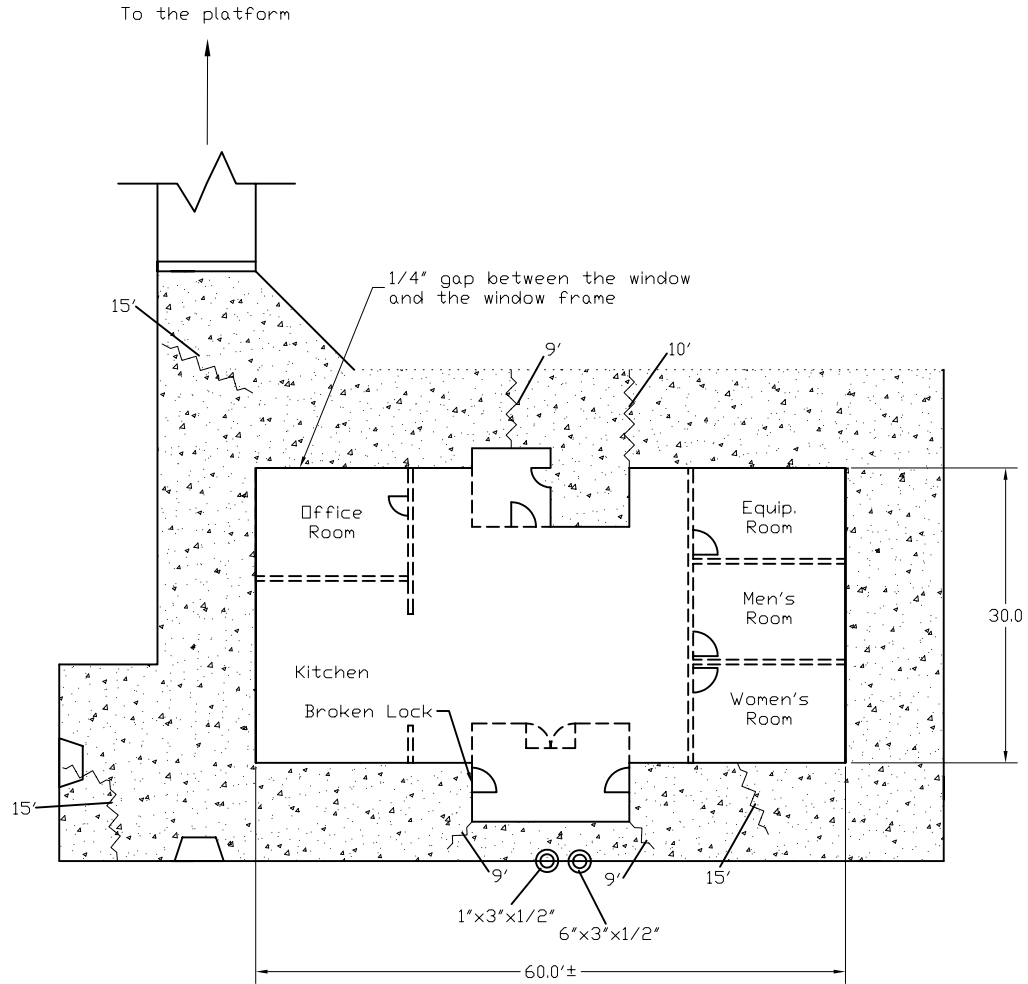
Date: 12-04-01



Legend:

- Pedestrian Railing
- Grass
- Sidewalk
- Joint
- × Column
- Sign

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Bethel Station Platform Plan
Date: 12-04-01



Legend:

- Pedestrian Railing
- ~~~~~ Cracks
- ▨ Sidewalk
- ⊙ Spalled Concrete
- ▽ Ramp

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation

Bethel Station
Building Plan

Date: 12-05-01

**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.

Bethel Station				
Description	Units	Quantity	Price / Unit	Total Cost
Fill cracked asphalt	ft	400.00	\$2.00	\$800.00 *
Fill cracked concrete	ft	125.00	\$9.00	\$1,125.00 *
Repair spalled concrete	ft ²	3.00	\$40.00	\$120.00 *
Replace missing curb	ft ²	6.00	\$22.00	\$132.00 *
Maintenance to the 3/4" back flow preventer	LS	-	-	\$600.00 *
Recaulking platform gutters at the seams	LS	-	-	\$1,200.00 *
Replace canopy fixture lenses	EACH	2.00	\$200.00	\$400.00 *
Install fire alarm audio/visual and visual devices to meet the minimal requirements of ADA.	LS	-	-	\$772.00 *
Mobilization / Demobilization (10%)				\$514.90
Sub-total				\$5,663.90
Contingency (20%)				\$1,132.78
Grand Total				\$6,796.68
Say				\$7,000.00

* The extent of deterioration noted during our inspection is minimal and does not require immediate repair. The type and extent of deterioration will not affect the station operations or commuters. Therefore, we recommend the that defects noted in this report be included in a future station maintenance rehabilitation contract.

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: **Bethel Railroad Station**

STATION OWNER: State of Connecticut Department of Transportation (the "State")

LESSEE: Town of Bethel

The Lease Agreement, dated June 19, 1995 (the "Lease"), between the State and the Town of Bethel provides for the lease of a parcel of land within the railroad right-of-way, on the northeasterly side of the Danbury Branch Rail Line. The parcel of land, containing approximately 3.780 acres, comprises the Bethel Railroad Station (the "Station") and adjacent commuter rail parking area (the "Parking Area"). The term of the Lease is ten (10) years, commencing June 1, 1995, to and including May 31, 2005. Lessee has the right to renew for two (2) additional successive ten (10) year periods.

There is no annual fee under this Lease; however, Lessee is required to pay the difference between Revenues and Expenses into the Reinvestment Fund each year. Fifty percent of the surplus in the Reinvestment Fund is to be paid to the State every five (5) years. This Lease is unique in its enumeration of Lessee's expenses,¹ including: capital improvements; maintenance of the building and Parking Area; administrative, accounting and security costs; utilities; independent auditors; and other mutually agreed upon town-allocated costs, including debt service.² The use of one parking space in the Station's Parking Area is reserved for the State. Finally, the Lease specifies that the State retains sole responsibility for maintaining and restoring all fencing bordering the tracks and canopies over the platforms. The Lease also contains a standard provision, naming the State as the party solely responsible for all major structural renovations and repairs and Lessee as the party solely responsible for the day-to-day maintenance of the Station and the Parking Area.

The Lease is made subject to each and every specification and covenant, unless specifically deleted therefrom, contained in the "Standard Railroad Lease Specifications & Covenants," dated October 1, 1994.

¹ The modified accrual basis of accounting is specified as the method to be used for these records.

² Only two (2) other leases reviewed expressly provide for debt service to be included in the Town's expenses when calculating the deposit into the Reinvestment Fund.

LEASE SYNOPSIS

STATION NAME:	Bethel Railroad Station
Lease Document(s) Reviewed:	Lease Agreement dated 6/19/95
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Town of Bethel
Agreement Number	8.25-04(94)
Effective Date of Lease	6/1/95
Term	10 years
Number of Renewal Periods	2 (at Lessee's option)
Renewal Period	10 years each
Number of Lessee Renewals Executed in Prior Years	0
Number of Renewals Remaining	2
Expiration Date of Lease	5/31/05
Recorded?	Volume 588, Page ____
Number of Parcels	1
Total Acreage	3.78 acres
How Is Revenue Earned	Rail parking revenue and revenue from other rail-related leases
Are Separate Funds Accounts Required?	Yes. In lieu of an annual fee paid to the State, Lessee shall establish a separate account to accrue surplus funds for the improvement and maintenance of rail station buildings, rail station parking, and rail station services (the " <u>Reinvestment Fund</u> "). All revenue generated from rail parking, rail-related leases and all other sources derived from the use of the property(ies) described in the Lease (including accrued interest), minus mutually agreed upon operating and/or maintenance expenses, shall be deposited annually into the Reinvestment Fund. The State reserves the right to approve or disapprove the use of funds in the Reinvestment Fund to ensure improvement and maintenance of rail station buildings, rail station parking, and rail station services.

Allowable Direct Costs in Calculating Surplus	Capital improvements; maintenance of buildings and parking lots; administrative, accounting and other security costs; utilities; independent auditors; and any other mutually agreed upon, town-allocated applicable costs, including debt service.
Allowable Indirect Costs in Calculating Surplus	Not specified
Is Surplus Deposited in Capital Fund?	Yes
Is Surplus Shared with the State?	Yes. In the event there is any surplus at the end of each 5 year period of the initial term and the 2 renewal periods thereafter, the State shall receive 50 percent of such surplus.
How Often is Surplus Shared?	Surplus is shared every 5 years.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	Must be submitted to the State within 90 days following (i) the end of each year of the specified term of lease, or (ii) the termination of the Lease.
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No. The Town is permitted to include an allocated amount of its debt service as an Expense under Section 3 of the Lease.
Monthly Debt Repayment Amount	n/a
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance	\$750,000 individual; \$1,500,000 aggregate
Bodily Injury Coverage	\$750,000 individual; \$1,500,000 aggregate
Other Required Coverage	n/a
Voluntary Coverage	n/a
Is Lessee Self Insured?	Yes
Outside Placement of Insurance	Yes

Is Certificate of Coverage on File?	Yes
Dates of Coverage	n/a
Named Insured	State of Connecticut; Metro-North Commuter Railroad
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
Annual Insurance Premium	n/a
Who Owns the Improvements?	State
<u>MAINTENANCE:</u>	
Description of State's Responsibilities	The State is responsible for (i) maintaining and/or restoring all fencing bordering the tracks and canopies over the platforms, and (ii) all major structural renovations and/or repairs, and may, upon written notice to Lessee, draw funds remaining in the Reinvestment Fund as surplus at the end of each 5 year period to pay for any of the above-cited work.
Description of Lessee's Responsibilities	Lessee is responsible for the day-to-day maintenance, including, but not limited to, any and all platforms, railings, stairs, shelters, and ramps, i.e. general structural repairs, snow removal, and security.
Enhance Aesthetics 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	State: major structural renovations and/or repairs; Lessee: day-to-day maintenance
Platform Gutters	Lessee
Fences	State

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	State
Tunnels	Lessee
Parking Lots	Lessee
Waiting Room	Lessee
Ticket Office	Lessee
Baggage Room	Lessee
<u>PARKING:</u>	
No. of Spaces – State	The State reserves 1 parking space in the “day parking” lot at the Bethel Railroad Station.
Parking Fees	Where there is a charge for parking, there is a minimum annual parking fee per vehicle of \$100.00. The State reserves the right to review and approve any and all parking fees which exceed this minimum amount. Lessee shall have the right to establish and publish a Daily, Weekly, Annual and/or other periodic Parking-Fee Schedule(s).
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Water	Lessee

Electricity	Lessee
Other Public Utilities	Lessee
Gas	Lessee
Owns Title to Property	State
Owns Title to Capital Improvements	State
Is Subleasing Allowed?	Not without prior written approval of the State and the appropriate Federal Regulatory Agency, if required
Can Lease be Sold or Assigned?	Not without prior written approval of the State and the appropriate Federal Regulatory Agency, if required
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	The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated 10/1/94.

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.

BETHEL

Bethel Station

Bethel Station is a relatively new building, located just north of downtown. Its governance appears to be very effective as the Town considers itself a major stakeholder in its operations and maintenance of the station.

Agreements

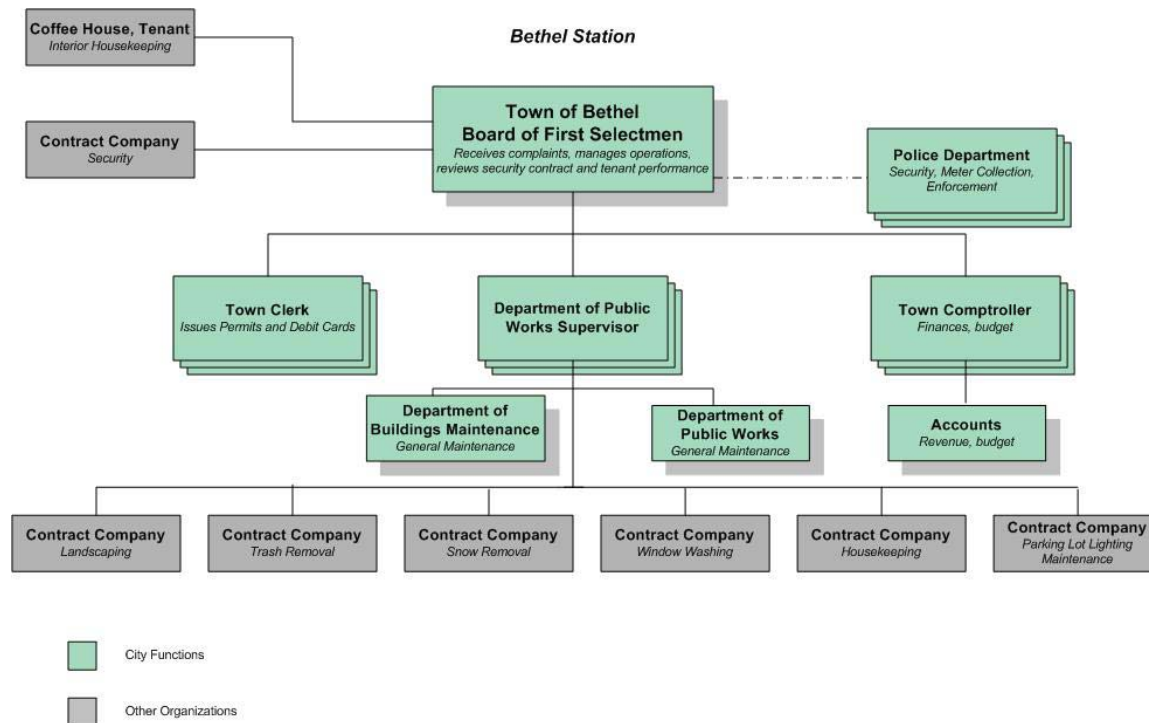
The Bethel station lot is owned by CDOT and leased to the Town. The Town does not necessarily follow the provisions of the lease, per se, but clearly those with whom we spoke feel the Town does what is necessary to keep the station functioning, most likely performing above and beyond the requirements of the lease.

The Bethel station has a tenant who operates a coffee stand, and is responsible for the housekeeping of the station each day. Currently, the monthly rent for this tenant is \$450 and is under negotiation. There are also a number of station maintenance activities that are contracted to private companies including trash removal, housekeeping, parking lot lighting, window cleaning, security, snow removal, and landscaping.

In addition to the Bethel Station currently in use, the Town of Bethel also leases the old station in downtown Bethel from CDOT. This station is in turn leased to nonprofit groups and is currently used as an arts co-op. It is not used for transit purposes. Town officials indicated that the old station is in severe disrepair and needs to be renovated.

Organizational Structure

The Town Clerk, Sheila Zelensky, the Department of Public Works Supervisor, Clarence Rees, and the Town Comptroller, Barry Curina, report to the Town's three Selectmen -- Judith Novachek, Robert Legnard, and James O'Hara. Virtually all of the contracted services, with the exception of the private security contract, are under the management of Mr. Rees in the Department of Public Works. The private security company and the coffee stand tenant report to the Board of First Selectmen. The Police Department does not report directly to any entity regarding the operation of the station; however, they will notify the Department of Public Works and the Board of Selectmen of any criminal incidents that have taken place at the station. The Selectmen are the official managers of the station and all municipal operations. However, it is Mr. Rees of the Department of Public Works who is the main day to day person in charge of the operations and maintenance of the station.



Operating Procedures

Parking permits are issued for commuter parking at the Town Clerk’s Office. Permit parking is available at the train station on Durant Street and there is a waitlist for permits in this area. A permit costs the user \$150 a year, and this rate is prorated for tickets purchased after January. In addition to a permit area there are meters where commuters may use debit cards which are issued in twenty dollar amounts. These debit cards can also be purchased from the Town Clerk, and provide a reasonable alternative to non-commuters. The meters accept quarters in addition to the debit cards. Furthermore, there is usually parking available for free on-street in the station area.

The Bethel station has a tenant, a coffee stand, who is responsible for the housekeeping of the station, including the bathrooms, at the end of each day. However, the most frequent complaints from residents include the cleanliness of the Station, and the bathrooms in particular, as well as the poor lighting at the station. The Town is working with its tenant to improve the cleanliness of the station. Furthermore, the Town has recently installed security cameras for surveillance in the area, which has apparently decreased vandalism at the station. In addition to regular maintenance staffing, the Town provides seasonal workers from November to March to keep the Station open for longer hours in response to a local snow ordinance. As noted, there are several contracted services including landscaping, trash removal, snow removal, window washing, housekeeping, and parking lot lighting maintenance. The Department of Public Works and Buildings Maintenance provide day-to-day maintenance on the station and bill their time to the station fund.

The Police Department monitors the lot in addition to the private security company. The police also provide enforcement of the lot’s permit regulations and meter collection. The Police Department gives all revenues collected from enforcement fines and meters to the Town Accounts so that the revenue goes to the station fund.

Procedure	Responsible Party
Opening and Closing of Station	Coffee Stand and/or Security
Housekeeping Inside Station	Coffee Stand, private company
Housekeeping Outside Station	DPW, private company
Daily Maintenance	DPW, private company
Preventative Maintenance	DPW
Landscaping	Private company
Security	Police Department, private company
Customer Service	DPW Supervisor, Town Clerk, Board of Selectmen
Tenant Performance	Board of Selectmen
Parking Enforcement	Police Department
Parking Fees and Permits	Town Clerk
Parking Operation Maintenance	DPW

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.

BETHEL FINANCES

ACCOUNTING ENTITY / BASIS

The Town of Bethel accounts for railroad parking in a special revenue fund identified as "Railroad Station" and includes this accounting in its comprehensive annual financial report.

FINANCIAL REPORTING TO STATE

The Town provides only its general-purpose financial statements to the State. These include the special revenue fund for railroad parking operations under the lease. This financial information is presented in summary format. A separate detailed report was not provided.

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

The primary source of revenue is from permit and daily metered parking.

EXPENSES

Generally Classified Expenses – These expenses were not reported in detail by the Town. They are described in the Town's financial statements as "general government" 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 Town shows an accumulated surplus at June 30, 1999 of \$49,974. However, for fiscal year 2000 operations were reported to produce a deficit of \$8,338 (see observation below regarding special requirements).

The revenues and accumulated surplus excludes covering any of the Metro-North expenses. As previously mentioned Metro-North expenses are outside the lease agreement and not considered by the Town (or the State) as expenses that need to be covered by its parking fees.

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.

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 the parking inventory cover only the spaces which are subject to the State's lease with the Town of Bethel.

BETHEL RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ 26,563	\$ -	\$ 26,563	99.8%	\$ 45,806	\$ -	\$ 45,806	88.8%
RENTS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ 66	\$ -	\$ 66	0.2%	\$ 5,763	\$ -	\$ 5,763	11.2%
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 26,629</u>	<u>\$ -</u>	<u>\$ 26,629</u>	<u>100.0%</u>	<u>\$ 51,569</u>	<u>\$ -</u>	<u>\$ 51,569</u>	<u>100.0%</u>
 <u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 1,466	\$ 1,466	7.5%	\$ -	\$ 1,686	\$ 1,686	6.1%
UTILITIES	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 8	\$ 8	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 17,353	\$ 803	\$ 18,156	92.5%	\$ 25,983	\$ -	\$ 25,983	93.9%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 17,353</u>	<u>\$ 2,269</u>	<u>\$ 19,622</u>	<u>100.0%</u>	<u>\$ 25,983</u>	<u>\$ 1,694</u>	<u>\$ 27,677</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	<u>\$ 9,276</u>	<u>\$ (2,269)</u>	<u>\$ 7,007</u>		<u>\$ 25,586</u>	<u>\$ (1,694)</u>	<u>\$ 23,892</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ 9,276				\$ 34,862			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>9,276</u>				<u>34,862</u>			
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ 4,638</u>				<u>\$ 17,431</u>			

BETHEL 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	\$ 43,097	\$ -	\$ 43,097	93.0%	\$ 37,539	\$ -	\$ 37,539	85.6%
RENTS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ 3,236	\$ -	\$ 3,236	7.0%	\$ 6,307	\$ -	\$ 6,307	14.4%
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	\$ 46,333	\$ -	\$ 46,333	100.0%	\$ 43,846	\$ -	\$ 43,846	100.0%

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ -	\$ 400	\$ 400	1.1%	\$ -	\$ 3,732	\$ 3,732	8.1%
UTILITIES	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 573	\$ 573	1.2%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 35,573	\$ -	\$ 35,573	98.9%	\$ 39,494	\$ 2,401	\$ 41,895	90.7%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	\$ 35,573	\$ 400	\$ 35,973	100.0%	\$ 39,494	\$ 6,706	\$ 46,200	100.0%

NET PROFIT (LOSS)

\$ 10,760	\$ (400)	\$ 10,360		\$ 4,352	\$ (6,706)	\$ (2,354)
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LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 45,622	\$ 49,974
LESS - LOCAL GOVERNMENT'S SHARE		
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	45,622	49,974
STATE'S AVAILABLE SHARE @ 50%	\$ 22,811	\$ 24,987

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

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