

Individual Station Report

Danbury

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

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Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

July 2003

Stakeholder Interview

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



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Danbury Branch

All towns along the Danbury branch participated in the stakeholder sessions. The Merritt 7 Station was discussed in the Norwalk interview.

Danbury

Representatives of the parking authority, finance, and public buildings spoke briefly about the Danbury Station. The discussion was brief, as the City and most people are happy with the new station and its operations. Most negative comments in the City pertain to travel time issues, people hanging around at the station, and diesel fumes from idling engines. The relationship with CDOT was considered to be good.

Danbury station hours are limited and the city cannot pay the money needed to keep the building open longer. There was a bike police presence at one time, but even that has been reduced and is now part of the general downtown patrol. The hours of operation and people hanging out at the station are two of the more frequent complaints. The parking authority is thinking about occupying the empty space in the building.

The city is responsible for keeping the property maintained, and it is one of the priority locations for winter plowing. The city uses a contractor to clean and maintain the building.

Customer Opinion Survey

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



Prepared to

Connecticut Department of Transportation

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Urbitran Associates, Inc.

Danbury Line

Danbury

Eighty-four surveys were distributed at the Danbury station, yielding 23 responses, or a 27% response rate. A full 100% of respondents traveled by train daily, during the peak periods, and

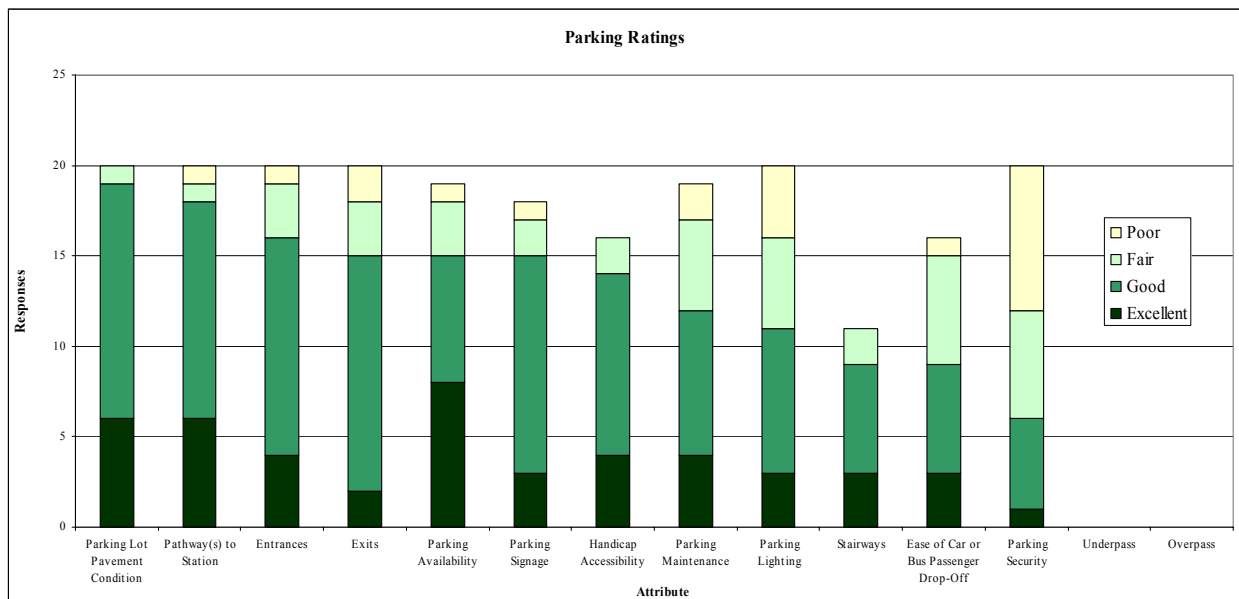
95% indicated work or school as their trip purpose. All but one of the Danbury survey respondents possessed parking permits, and the remaining respondent indicated that he/she is currently on a waiting list for a permit.

Roughly two-thirds of customers surveyed at Danbury were male (64%), and most were within the customary commuting age group of 25-64 years of age. Income distribution was much more varied at Danbury than at other stations. Fifty-three percent of customers reported incomes between \$25,000 and \$75,000. Sixteen percent of respondents had incomes between \$75,000 and \$100,000, while 31% reported incomes above \$100,000.

In an overview of all physical facilities and station elements, 68% of responses were for ratings of ‘excellent’ or ‘good.’ The highest percentage of ratings for the various elements were ‘good’ (50%), with relatively even distribution of ‘excellent’ and ‘fair’ ratings (18% and 21%, respectively). Only 11% of all responses were for ‘poor’ ratings.

Parking facilities at Danbury for the most part received favorable ratings, with two notable exceptions. Parking security represented the single greatest concern among survey respondents at this station. Seventy percent rated the parking security as either ‘fair’ (30%) or ‘poor’ (40%). Security was the only element to receive a majority of negative ratings. Parking lighting and maintenance also received a high percentage of ‘fair’ and ‘poor’ ratings (45% and 37%, respectively). Danbury does not have an underpass or an overpass. At the other end of the scale, 95% of respondents were pleased with the parking lot pavement condition. Ninety percent of respondents were also satisfied with the pathways to the station. Figure 196 shows the parking ratings results for the Danbury Station.

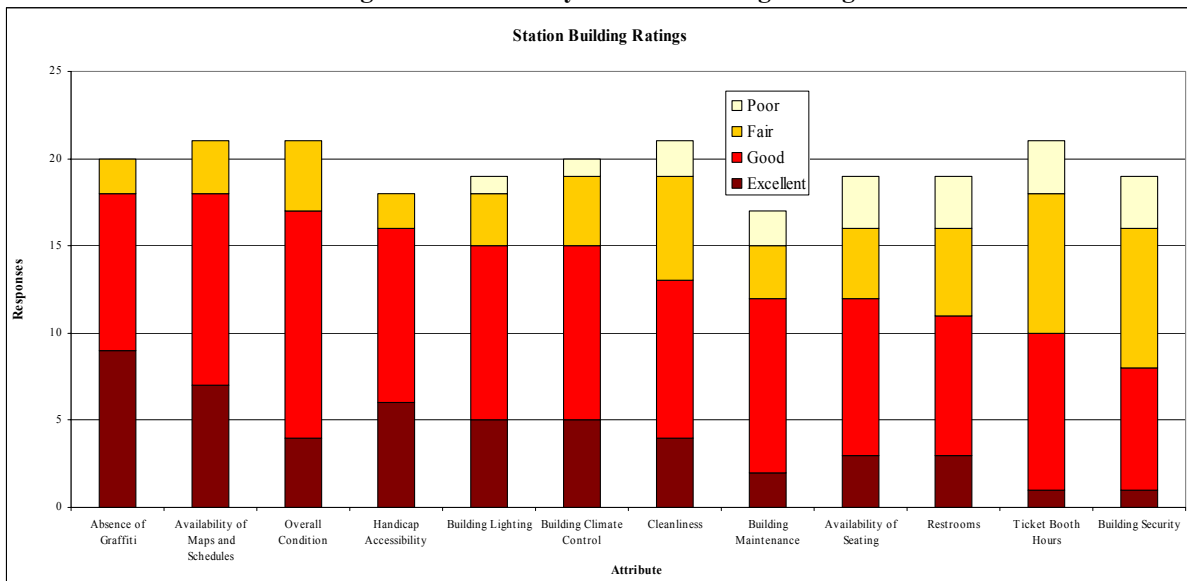
Figure 196: Danbury Station Parking Ratings



Ratings for the Danbury station building were not as favorable. Figure 197 describes the building situation in Danbury. Of the twelve elements surveyed, seven received combined ‘fair’ and

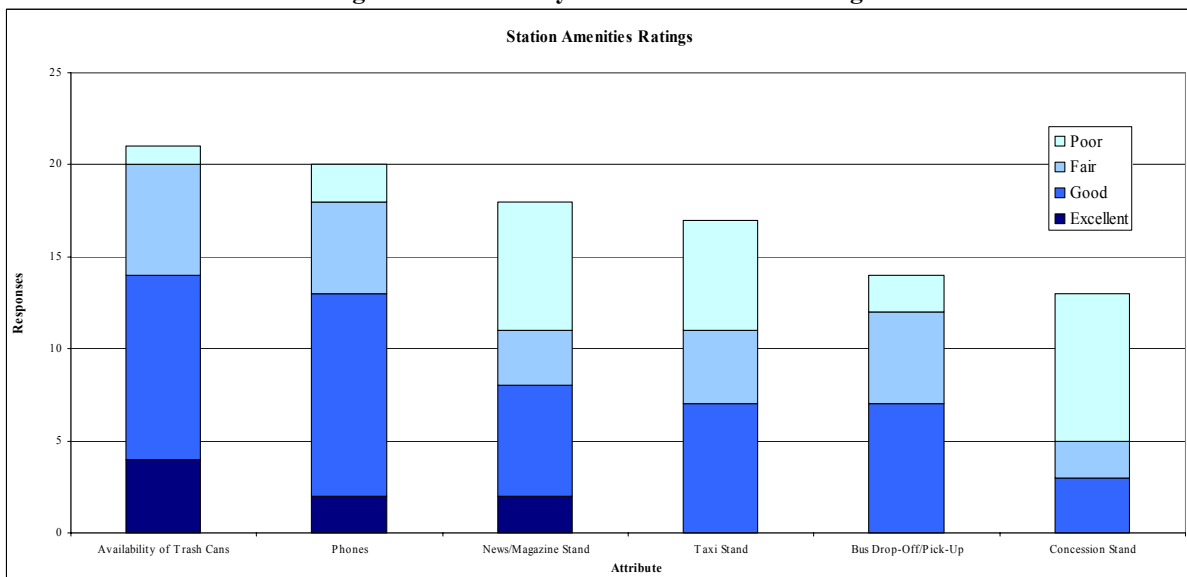
‘poor’ ratings of 25% or higher. These included ticket office hours (52%), building climate control (25%), building security (58%), cleanliness (39%), restrooms (42%), building maintenance (30%), and availability of seating (37%). However, 81% of respondents were pleased with the present overall condition of the building. As was the case in several other stations, the highest rated elements were the absence of graffiti (90% positive) and availability of maps and schedules (86% positive).

Figure 197: Danbury Station Building Ratings



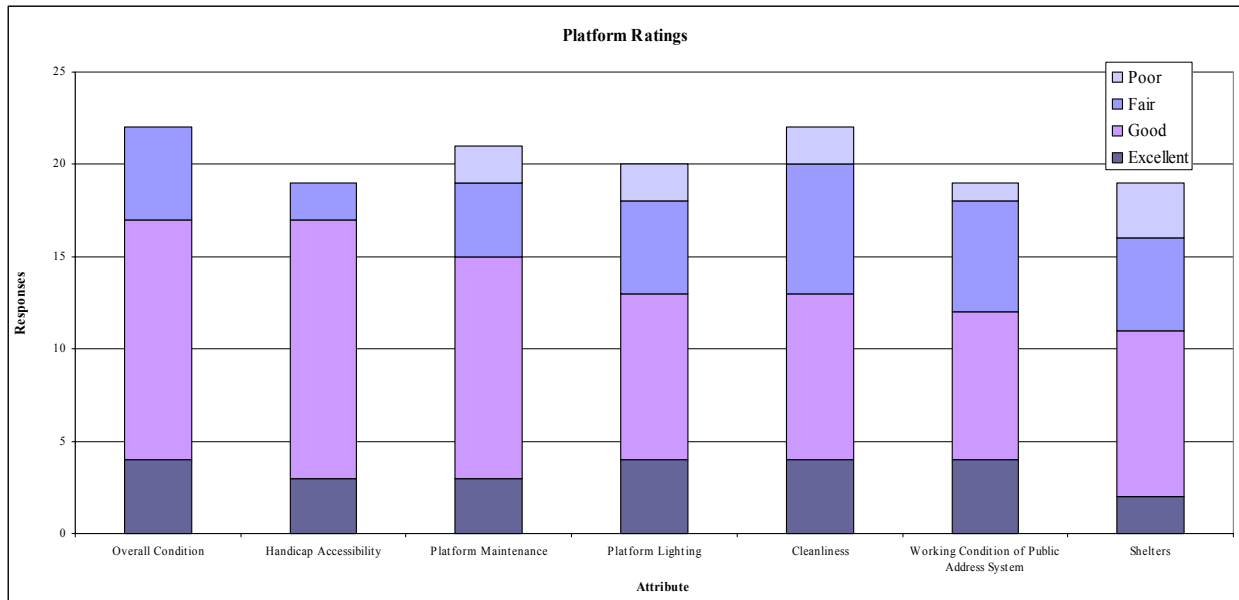
Amenities at the Danbury Station were mediocre. Figure 198 shows how respondents rated amenities in Danbury. Three elements had less than half of respondents who rated them positively. The lowest rated amenity was the concession stand, which had 77% negative ratings. The highest rated element, trash can availability, still only had 67% favorable ratings.

Figure 198: Danbury Station Amenities Ratings



All of the platform elements at Danbury were rated favorably by most customers. Particularly favorable ratings were given to overall condition and handicap accessibility, while platform shelters – usually a source of criticism among passengers – received ‘good’ or ‘excellent’ ratings from 58% of respondents. Shelters were still, however, the lowest rated platform element. Figure 199 outlines the platform ratings given at the Danbury Station. Seventy-seven percent of respondents were satisfied with the overall condition of the platform. Handicap accessibility was the highest rated element with 89% positive ratings.

Figure 199: Danbury Station Platform Ratings



Change

When asked to rate change in the Danbury Station during the previous 2 years, not many respondents commented. Generally speaking, the majority of respondents thought the condition they rated had worsened. The following comments were made about the trend in elements:

- **Parking**
 - Parking Maintenance (1 person said it worsened)
 - Parking Security (1 person said it improved)
 - Exits (1 person said they improved, 1 person said they worsened)
- **Building**
 - None
- **Amenities**
 - Phones (1 person said they worsened)
 - News/Magazine Stand (1 person said it worsened)
 - Concession Stand (1 person said it worsened)
 - Taxi Stand (1 person said it worsened)
 - Bus Drop-Off/Pick-Up (1 person said it worsened)
 - Availability of Trash Cans (1 person said it improved, 1 person said it worsened)

- **Platform**
 - Overall Condition (1 person said it worsened)
 - Handicap Accessibility (1 person said it worsened)
 - Lighting (1 person said it improved)
 - Cleanliness (1 person said it worsened)
 - Shelters (1 person said they worsened)
 - Platform Maintenance (1 person said it worsened)
 - Working Condition of Public Address System (1 person said it worsened)

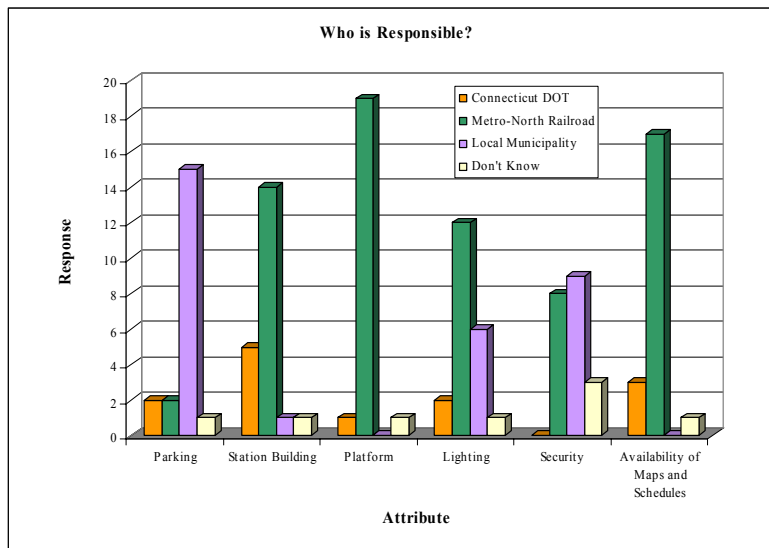
Responsible Agencies

Similar to the respondents in Greenwich, Danbury respondents also had a majority of respondents indicate that they thought that a particular agency was responsible for each of the elements in question except for security. Figure 200 shows how respondents viewed the responsibility structure in Danbury. Consistent with the trend found at several other stations, Danbury respondents felt that Metro-North had the responsibility for the most elements. The majority of respondents felt that the following elements were the responsibility of these agencies:

- Parking: local municipality (75)
- Station Building: Metro-North (67)
- Platform: Metro-North (90)
- Lighting: Metro-North (57)
- Map and Schedule Availability: Metro-North (81)

A large percentage (29%) of respondents also thought that the responsibility for lighting fell in the sphere of the local municipality. For security, 45% of respondents thought that the local municipality was in charge and 40% thought that Metro-North had responsibility.

Figure 200: Danbury Station – Responsible Agencies



Written-In Customer Comments

Based on the comments that respondents wrote in at the Danbury Station, customers are generally happy with the station. Twenty-one percent of respondents wrote in good general comments about the station. A couple of people wrote in that the lighting needed improvement, that station hours needed to be extended and that more trains/cars were necessary. Table 21 shows all of the comments written-in by customers in Danbury, even if they were only mentioned by 1 person.

Table 21: Danbury Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
49	Overall good comments	3	21.4%
10	Lighting needs improvement	2	14.3%
55	Extend station hours	2	14.3%
65	More trains (cars) needed	2	14.3%
16	Parking garage needed	1	7.1%
21	Traffic officers needed during rush hours	1	7.1%
35	Train schedules usually inaccurate	1	7.1%
50	Parking stripes need to be painted on	1	7.1%
83	Station needs improvements	1	7.1%
	<i>Total Comments</i>	<i>14</i>	<i>100.0%</i>

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.

Danbury Line

Danbury

The Danbury Rail Station has one surface lot with 147 spaces. Five categories are utilized to designate the parking spaces. There are 12 permit spaces at the lot and 12 metered spaces. The lot also contains 5 handicapped spaces, 2 15-minute parking spaces, and 2 reserved spaces. The usage rate for the entire lot was 57.8%. The metered spots had the highest usage rate, with 88.3% of spaces utilized. Permit parking was utilized at a rate of 57.1%. Also, a 550-space parking garage nearby can be used by commuters and is privately owned and operated. The garage is not counted in this inventory.

Parking Area Ownership

All of the surface parking at the Danbury Rail Station is owned by the State of Connecticut. Figure 26 shows the lot location and ownership.

Fee Structure

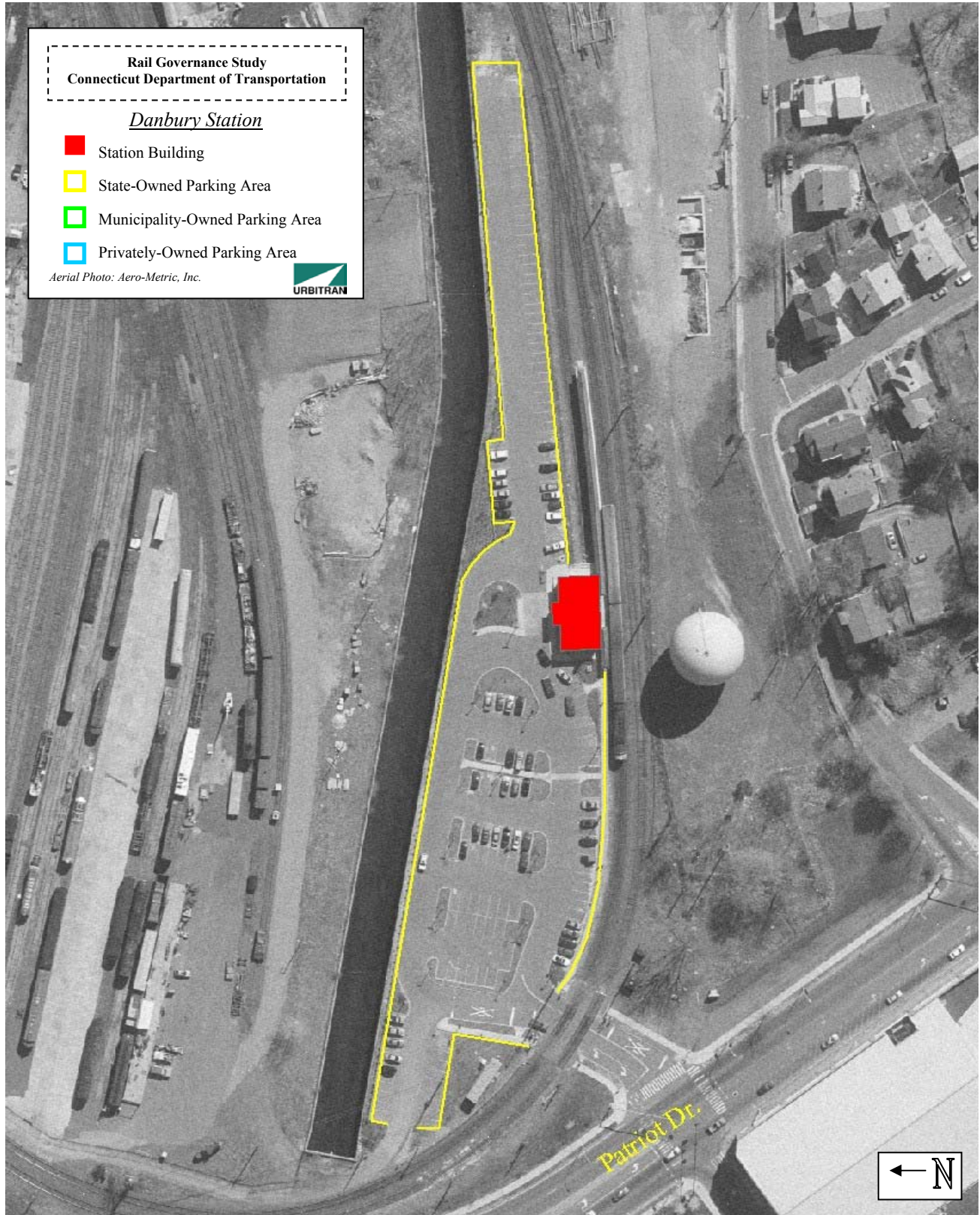
The Danbury Rail Station has three rate categories. The annual rate for permit parking is \$150, which is pro-rated throughout the year. Metered spaces have a rate of \$0.50 for up to ten hours. The 15-minute parking spots are free of charge, as are the reserved spaces. There is no waiting list.

Table 26 presents specific information on parking at the Danbury Rail Station.

Table 26: Danbury Rail Station Parking Capacity and Utilization

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	126	72	57.1%	state
Daily	12	10	83.3%	
15-Minute	2	0	0.0%	
Reserved	2	2	100.0%	
Handicap	5	1	20.0%	
TOTAL PARKING	147	85	57.8%	

Figure 26: Danbury Rail Station Parking



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
DANBURY 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: Danbury
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: 4

CONDITION OF STRIPING: 3

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see page 1)

SIGNAGE: 4

FENCE AND GUARDRAIL: 3

LANDSCAPE: 3

SIDEWALK: 5

CURB: 2

QUADRANT # 2

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

CONDITION OF PAVED SURFACE: 4

CONDITION OF STRIPING: 3

CONDITION OF BASIN / DRAINS / ETC: 3
(FOR LOCATION SEE SHEET: see page 1)

SIGNAGE: 4

FENCE AND GUARDRAIL: 3

LANDSCAPE: 4

SIDEWALK: 3

CURB: 2

STATION: Danbury
 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.
 WEATHER: Light Rain

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	X
Rating of Main Breaker (A)	n/a	Origin of Service		Pole	n/a	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	n/a	Pole Number & Street	n/a	Wire Sizes	n/a		

Remarks: The electrical service to the platform originates from the building, see Station Building Service Sheet.

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	3	platform	2/ 20	minor deterioration
Grounding	unknown	unknown	3	platform	2/ 20	minor deterioration
Lighting Controls	unknown	unknown	3	unknown	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: _____

STATION: Danbury

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 several NEC compliant GFCI receptacles located in various locations on the platform.

A continuous row of lights is installed under the canopy that maintain an average of 17.5 foot-candles, which exceeds the minimum light levels as recommended by the IESNA. However, the gaskets at 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, but it is likely that these fixtures will need to be replaced within ten years, if the above item is not addressed.

STATION: Danbury
 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.
 WEATHER: Light Rain

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
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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'x4' fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
compact fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
industrial fluorescent	unknown	unknown	3	3	2/ 20	minor deterioration
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 8.18 fc.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 8.18			
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: Danbury
 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.
 WEATHER: Light Rain

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)	200	Origin of Service		Pole	n/a	Transformer	X
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	3	Pole Number & Street	CL&P 1120 parking lot	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	Siemens	S3C42ML 275FTS	3	equipment room	2/ 20	minor deterioration
Main Disconnect Switch	Siemens	SN424	3	equipment room	2/ 20	minor deterioration
Transformer	unknown	unknown	unknown	unknown	2/ 20	new condition
Receptacles	unknown	unknown	3	throughout	2/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	2/ 20	unknown
Lighting Controls	Siemens	unknown	3	equipment room	2/ 20	minor deterioration
Public Telephone	unknown	unknown	n/a	building exterior	n/a	operational
Station Telephone	unknown	unknown	n/a	ticket booth	n/a	operational
Panel LP	Siemens	S3C30E4100 FTF	3	equipment room	2/ 20	minor deterioration

Remarks: _____

STATION: Danbury
 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.
 WEATHER: Light Rain

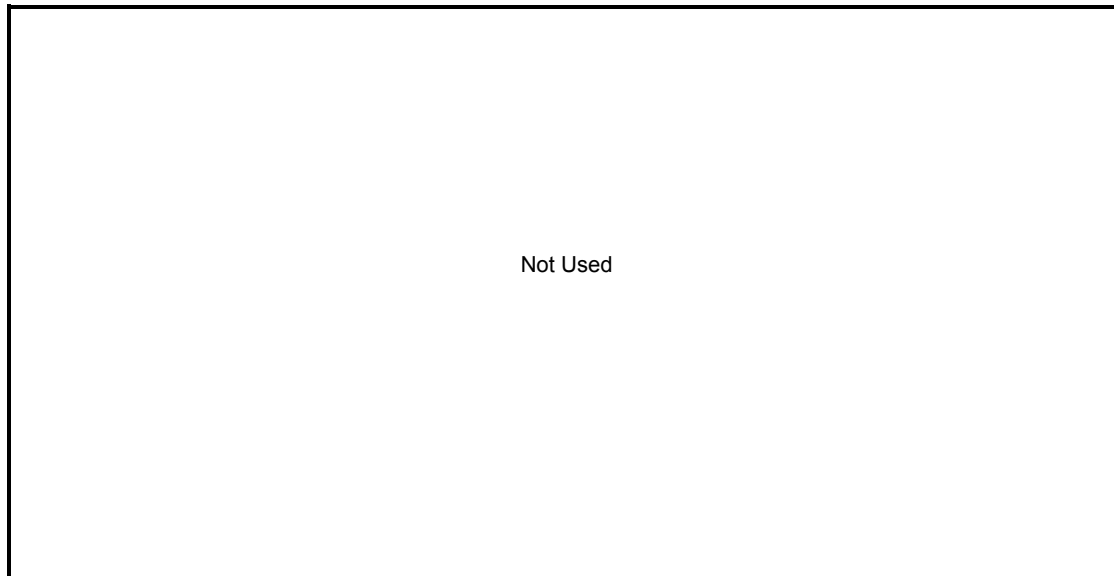
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
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STATION BUILDING --- FIRE ALARM SYSTEM

Fire Alarm Device	Manufacturer	Model Number	Quantity	Location	Estimated Age/Life(y/y)	Visual Condition	Rating
Fire Alarm Control Panel	Simplex	4001	1	equipment room	2/ 20	minor deterioration	3
Heat Detector	unknown	unknown	see remarks	throughout	2/ 20	minor deterioration	3
Smoke Detector	unknown	unknown	see remarks	throughout	2/ 20	minor deterioration	3
Pull Station	Simplex	unknown	see remarks	throughout	2/ 20	minor deterioration	3
Annunciator	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Audio/Visual Device	Simplex	unknown	see remarks	throughout	2/ 20	minor deterioration	3

Remarks: Compliant with NFPA 72 and/or ADA

STATION BUILDING --- SKETCHES



STATION: Danbury

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 8.18 foot-candles, which exceeds the minimum light levels as recommended by the IESNA. Exit and emergency lighting are operational and meet the requirements of NFPA 101.

The fire alarm system meets the requirements of the ADA and NFPA 72.

STATION: Danbury
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: Light Rain

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
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BUILDING -- HVAC - Fire Protection

Two small Weil McLain hot water boilers
Model HE II-5 Serial 1
BOILER: Natural Gas input 133,000 Btu/hr, Good Repair

Water Heater 50 gallon gas fired.
WATER HEATER: 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:

FUEL TYPE: N/A

HEATING FILTER: Filters in Good Repair

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
AC UNIT:

AC FILTER: Filters in Good Repair

DUCTS: Ducts in the attic insulated in Good Repair.

OF DAMPERS: N/A

CONDITION OF DAMPERS: N/A

Each area (each bathroom, waiting room, ticket room) has its own thermostat
not programmable type (Honeywell and Barber Colman), Good Repair
THERMOSTATS:

NIGHT SET BACK: None

PUMPS: Two hot water circulating pumps Model 1 GTS, Good Repair

PIPING: All in Good Repair, all insulated

STATION: Danbury
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: Light Rain

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
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BUILDING -- HVAC - Fire Protection Cont.

Linear diffusers along the two windows/glass doors sides, Good Repair
Return grilles on the ceiling along the wall of the restrooms, Good Repair

One gas meter at the side of the building, Good Repair.

Outdoors

One large air cooled condenser on one side of the building, Make: Trane, Good Repair

Two small air cooled condensers outdoors at the opposite side of the building
Make: Trane XE-1000 Model TTRO24C100A1 Serial K3211LLAF, Good Repair

Fire Protection

Portable fire extinguishers are located in the equipment room and the ticket office.

STATION: Danbury
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: Light Rain

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:
* MODEL: unidentified
* YEAR: unidentified
* MANUFACTURER: unidentified
* CONDITION: Good Repair

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 Toilets - 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

KITCHEN

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

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

EXTERIOR

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

Men's Room

1 Handicapped Toilet - Good Repair
1 Handicapped Urinal - Good Repair
1 Regular urinal - Good Repair
1 Lavatory Regular - 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

Building gutters and downspouts in Good Repair.

Downspouts are galvanized sheet metal, one is deteriorated at the bottom.

STATION: Danbury

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 HVAC system is forced hot air and cooled air supplied from two HVAC units with a hot water (winter) and a chilled water (summer) coil. The HVAC system is split into two systems each having an air conditioning/heating unit. One unit works with one large air-cooled condenser; this unit serves the restrooms, equipment room and the large waiting area. There are linear supply diffusers and linear air return registers along the perimeter of the waiting area. There is a hot water recessed cabinet unit heater in each restroom and one hot water heater in the equipment room. Each area is equipped with a non-programmable thermostat. The second unit works with two smaller air-cooled condensers, serving the ticket office, and the kitchen area (at the present time not rented and unoccupied). Each area has its own thermostat, which is not programmable type. In these areas there is a two way diffuser and a 2'X2' air return grille.

There is a ¾" back flow preventer for the make-up water for the boiler exchanger, which is defective and is planned to be replaced by the town-engineering department.

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: Danbury
 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
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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	3	No	3
Platform Warning Strip	1	No	3
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
Concrete Barricade	4	No	2
Ramp Hand Rails	1	No	4

SUSPECT ASBESTOS-CONTAINING MATERIALS

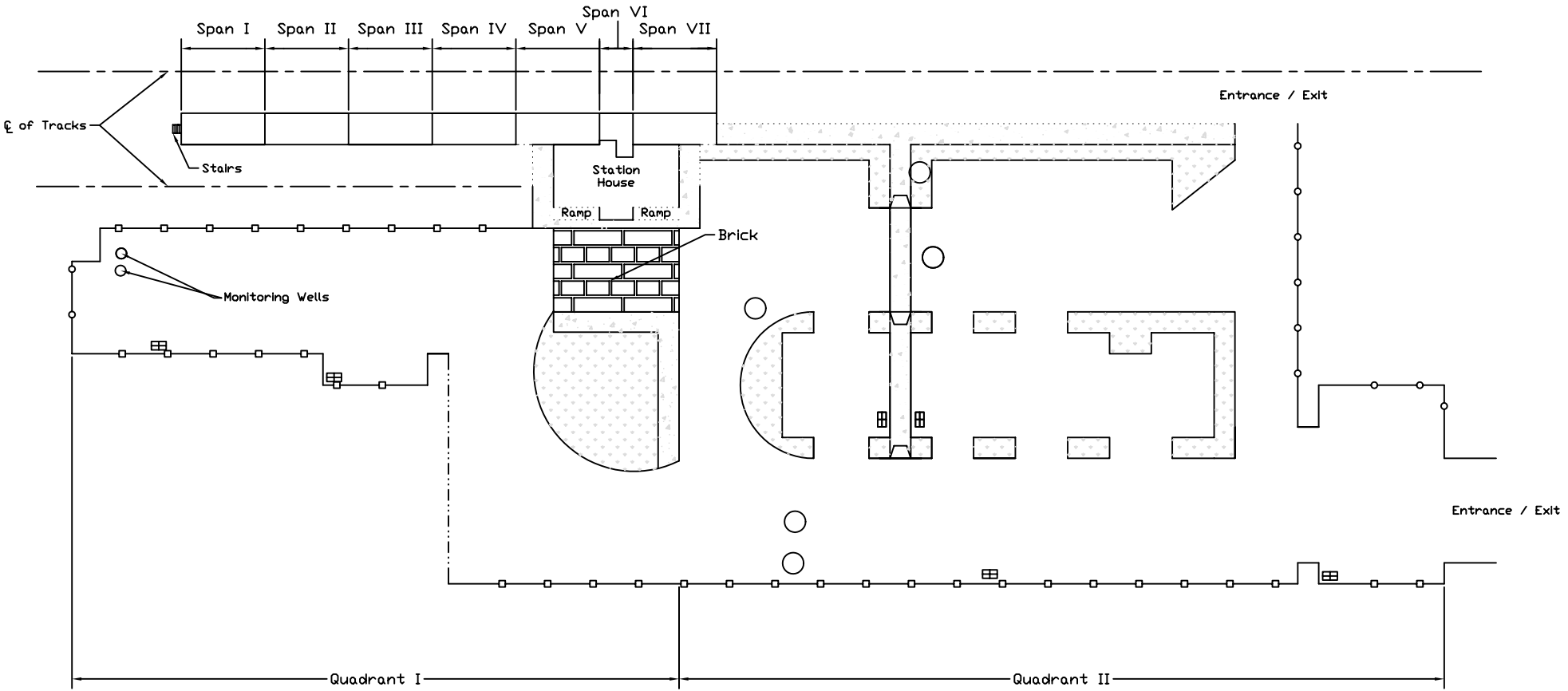
Listed below are suspect asbestos-containing materials that were observed during a visual inspection. Materials were found to be in fair to good condition. Any future disturbance of these materials should be preceded by the collection of samples and laboratory analysis of these samples. This work must 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	3

Station House

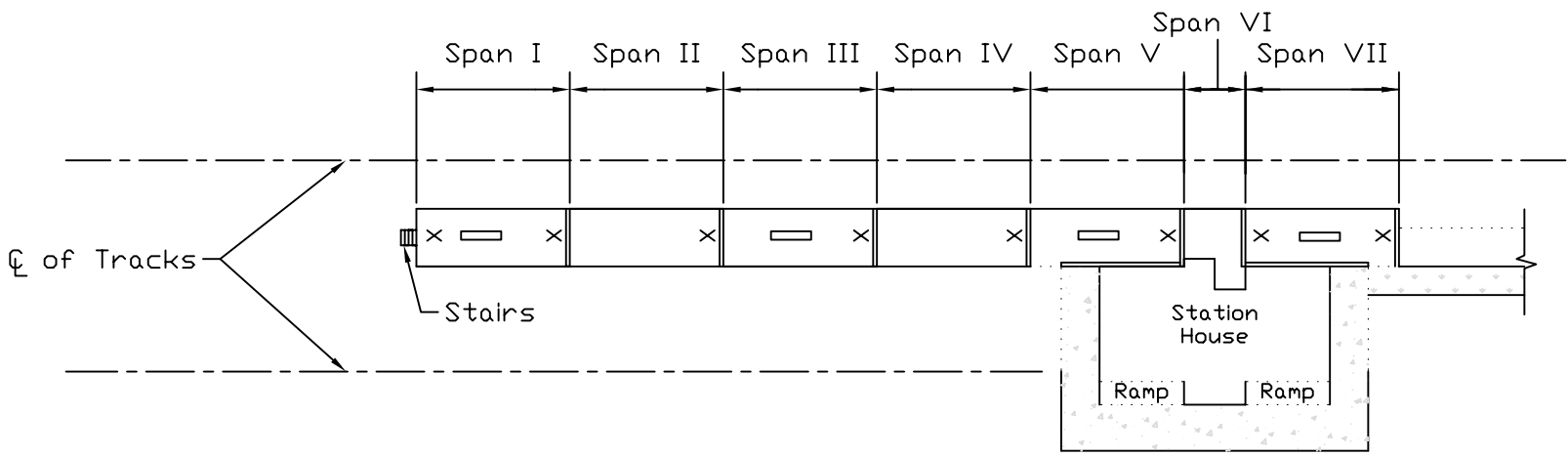
Suspect Materials	Rating
Caulking at the Perimeter Base of Building	3
Roof Shingles	3
Window Frame Caulking	3



- Legend:
- Fence
 - Fence and Guard Railing
 - - - - - Guard Railing
 - Pedestrian Railing
 - Grass
 - Sidewalk
 - Sanitary Manhole
 - ▣ Drain
 - ▵ Ramp

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Danbury Station General Layout
Date: 12-04-01

→ N



Legend:

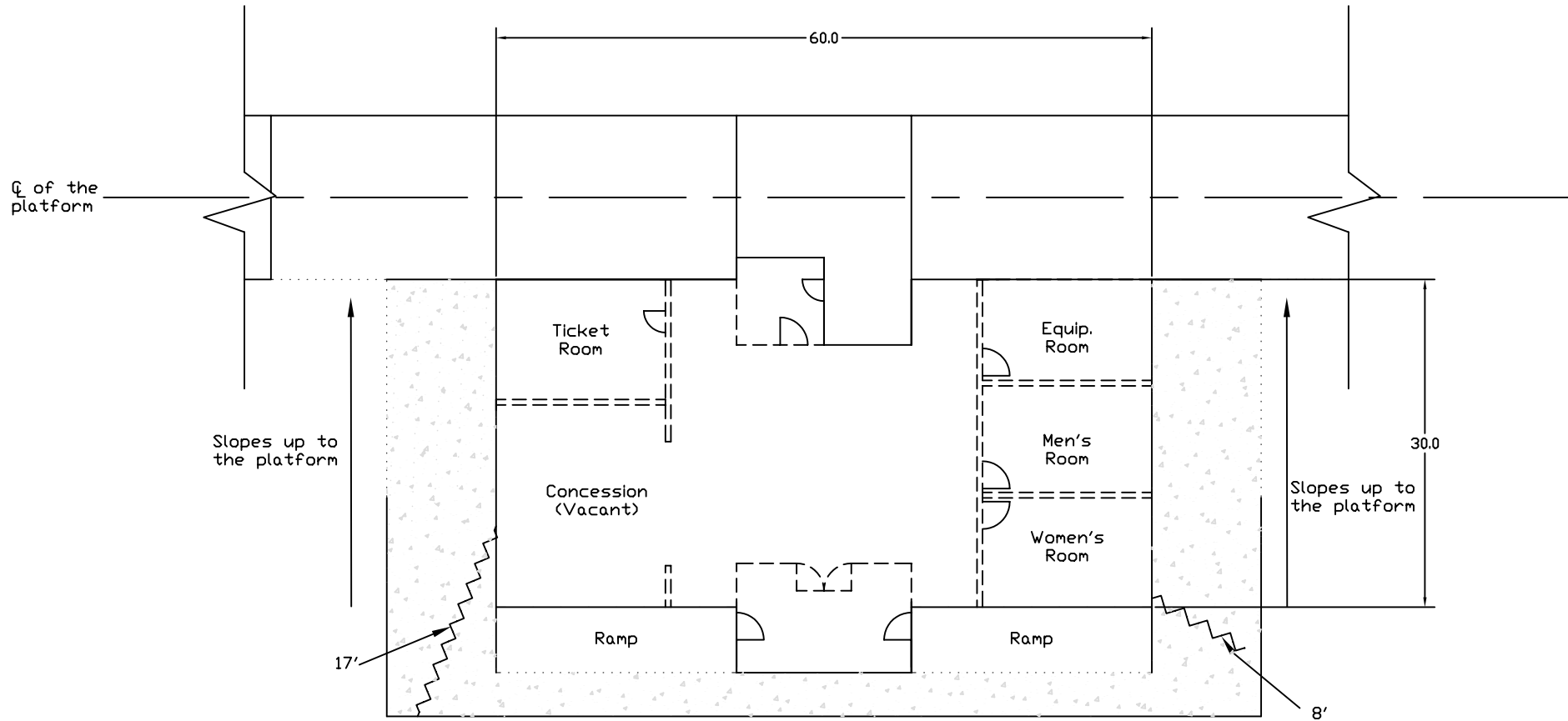
- Pedestrian Railing
- [] Grass
- [] Sidewalk
- Joint
- × Canopy Column
- [] Sign

NOTES:

1. Top of the platform exhibits 25% map cracking in Span VI

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

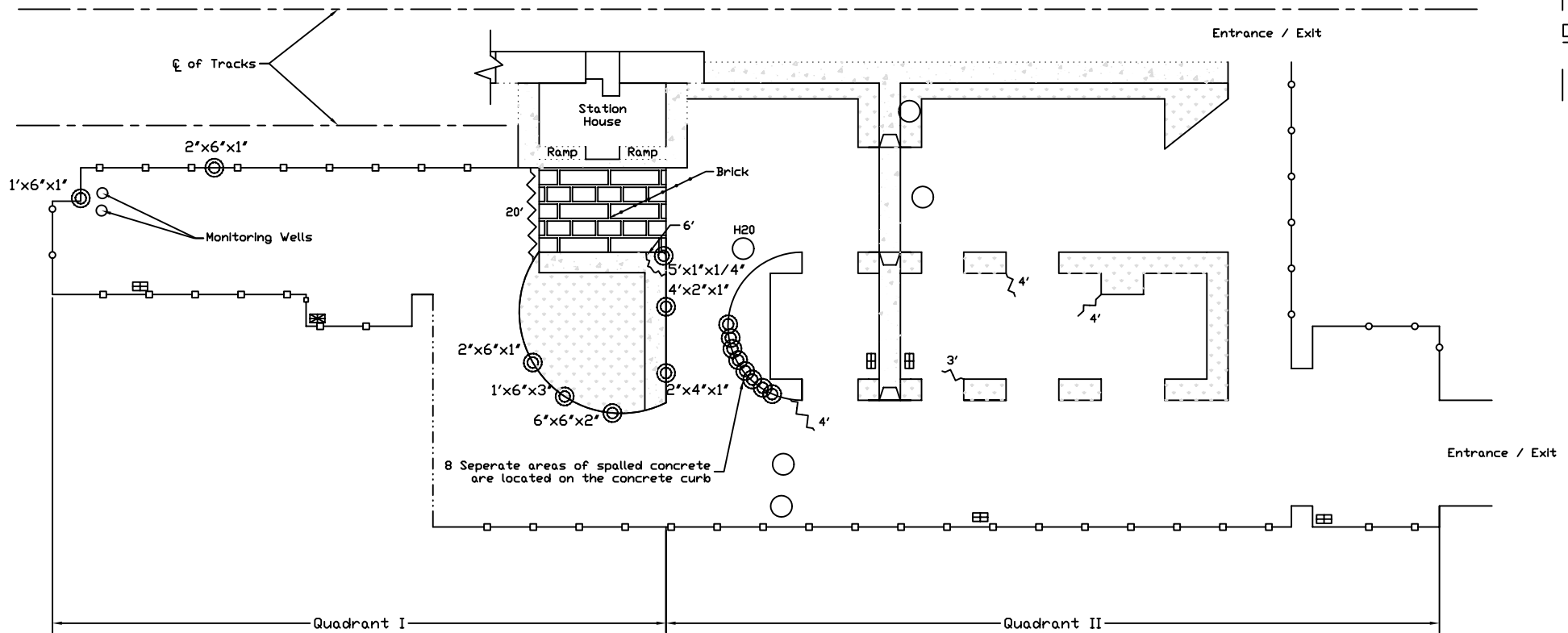
→ N



- Legend:
- Pedestrian Railing
 - ~~~~~ Cracks
 - ▭ Sidewalk

- NOTES:
1. A lock to a bathroom stall is missing in both the men's and women's room.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Danbury Station Building Plan
Date: 12-05-01



- Legend:**
- Fence
 - Fence and Guard Ralling
 - — — — — Guard Ralling
 - Pedestrian Ralling
 - ~~~~~ Cracks
 - Grass
 - Sidewalk
 - Sanitary Manhole
 - ▣ Drain
 - ▣ Drain covered with vegetation and garbage
 - ⊙ Spalled area
 - △ Ramp

NOTES:

- The concrete sidewalk on the West side exhibits typical rusting and cracks below the ralling.

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

Danbury Station				
Description *	Units	Quantity	Price / Unit	Total Cost
Sub-total				0.00
Contingency (10%)				0.00
Grand Total				0.00

* The extent of deterioration noted during our inspection is minimal and does not require immediate repair. The type of 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.

Urbitran Associates

**RAILROAD LEASE AGREEMENT
NARRATIVE**

STATION NAME: **Danbury Railroad Station**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE: City of Danbury ("Lessee," or the "City")

The State leases to the City a parcel of land consisting of 2.244 acres, more or less, for a term of ten (10) years, with the right to renew for two (2) additional successive ten (10) year periods of time. Under the Lease Agreement, dated October 17, 1996 (the "Lease"), the parties seek to make the most efficient use of the railroad station and commuter rail parking area, to attract rail patrons, and to make rail facilities more convenient, aesthetically pleasing and compatible with the public interest.

Lessee pays no annual fee to the State, but is required under the Lease to establish a separate account (the "Reinvestment Fund") to accrue surplus funds for the improvement and maintenance of rail station buildings, rail station parking and rail station services. All revenue generated from rail parking, rail-related leases and all other sources derived from the use of the leased properties (including accrued interest), minus mutually agreed upon operating and maintenance expenses, must be deposited annually into the Reinvestment Fund.

The only non-standard provision in the Lease calls for the State to retain sole responsibility for maintaining and restoring all fencing bordering the tracks and canopies over the platforms. Lessee's duties are also enumerated, at least in part, in a provision charging Lessee with 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" (See Lease, Section 17).

The Lease is made subject to each and every specification and covenant contained in the "Standard Railroad Lease Specifications & Covenants," dated May 1, 1995.

LEASE SYNOPSIS

<u>STATION NAME:</u>	Danbury Railroad Station
Lease Document(s) Reviewed	Lease Agreement dated 10/17/96
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	City of Danbury
Agreement Number	02.05-02(96)
Effective Date of Lease	10/1/96
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	9/30/06
Recorded?	Volume 1164, Page 571
Number of Parcels	1
Total Acreage	2.244 acres
How Is Revenue Earned?	Rail parking revenue and revenue from rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee pays no annual fee to the State, but is required under the Lease to establish a separate account (the " <u>Reinvestment Fund</u> ") to accrue surplus funds for the improvement and maintenance of rail station buildings, rail station parking and rail station services. All revenue generated from rail parking, rail-related leases and all other sources derived from the use of the leased properties (including accrued interest), minus mutually agreed upon operating and maintenance expenses, must be deposited annually into the Reinvestment Fund. The State reserves the right to approve the use of funds in the Reinvestment Fund.

Allowable Direct Costs in Calculating Surplus	Capital improvements; maintenance of building and parking lots; administrative accounting and security costs
Allowable Indirect Costs in Calculating Surplus	Not specified
Is Surplus Deposited in Capital Fund?	Yes
Is Surplus Shared with the State?	Yes
How Often is Surplus Shared?	In the event of a surplus, at the end of each 5 year period of the initial term and the 2 renewal periods thereafter, if any, the State shall receive 50 percent of said surplus.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	Lessee shall have prepared and delivered to the State within 90 days following the end of each year of the specified term of Lease, or any renewal periods thereafter, or other termination of the Lease, statements of gross revenue, pertinent expenses, and amount in Reinvestment Fund.
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No. Lessee 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	\$750,000.00 individual \$1,500,000.00 aggregate
Bodily Injury Coverage	\$750,000.00 individual \$1,500,000.00 aggregate
Other Required Coverage	With respect to all operations performed by Lessee and its subcontractors, Lessee shall carry Workers' Compensation Insurance in accordance with the requirements of Connecticut law.
Voluntary Coverage	n/a

Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Dates of Coverage	
Amounts of Coverage	
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	State
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	Major structural renovations: State; General structural repairs: Lessee
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	Lessee
Tunnels	Lessee
Parking Lots	Lessee
Waiting Room	Lessee
Ticket Office	Lessee
Baggage Room	Lessee
<u>PARKING:</u>	
Parking Fees	Lessee has the right to establish and publish a Daily, Weekly, Annual and/or other periodic Parking-Fee Schedule(s). Where there is a charge for parking, the minimum annual parking fee per vehicle is \$100.00. The State reserves the right to review and approve any and all parking fees which exceed the aforementioned minimum fee.
No. of Spaces – State	1 space in the “day parking” lot
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Water	Lessee
Electricity	Lessee
Other Public Utilities	Lessee
Gas	
Sewer	
Owns Title to Property	State

Owns Title to Capital Improvements	
Is Subleasing Allowed?	Not without receipt of prior written approval of the State and the appropriate Federal Regulatory Agency, if required.
Can Lease be Sold or Assigned?	Not without receipt of 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	Lease is made subject to the "Standard Railroad Lease Specifications and Covenants" dated 5/1/95.

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.

DANBURY BRANCH

The Danbury Branch includes the following municipalities that participate in or manage the operations and maintenance stations and/or commuter parking lots: Danbury, Bethel, Redding, Ridgefield (Branchville Station), and Wilton (Wilton and Cannondale Stations). Merritt Seven is also on the Danbury Branch, but is located within the City of Norwalk and is, therefore, discussed with Norwalk station under the New Haven Main Line.

DANBURY Danbury Station

The Danbury Station and parking lot is primarily operated by the City's parking authority; however, there is ambiguity in the identification of operational responsibilities of the station's lot between the City and the Parking Authority.

Agreements

The State leases the station and the adjacent parking lot to the City of Danbury. The City is responsible for the day-to-day maintenance of the platforms, railings, and stairs, and for snow removal and security of the lot. The State is responsible for maintaining fencing and canopies of the station platform. The State and the City appear to follow the provisions of the lease.

The Danbury Parking Authority operates the parking lot at the station for the City of Danbury for an annual fee of \$3600. There was no documentation of this contract available from the Parking Authority or the City.

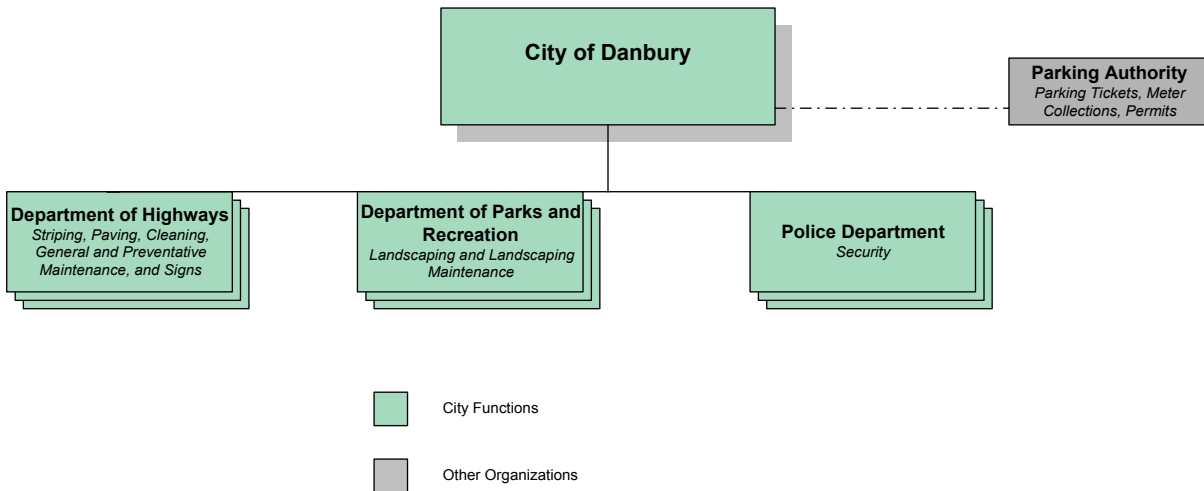
Organizational Structure

There is no published organization chart for the management and operations of the Danbury Station and commuter parking lot. There is no direct chain of command for the operations of the lot and station. The information gathered from Parking Authority and municipal officials indicated that the Parking Authority reports to the City, although not directly to any specific department. Since there is an annual fee involved with the operations of the parking lot, the Department of Finance would be the main contact, although Finance Department staff members could not confirm this.

The Danbury Parking Authority is operated by a director, Terrence McNally, who reports to a five member Board appointed by the Mayor. In addition to the commuter lot, the Danbury Parking Authority is responsible for the operations of the Patriot Garage in downtown Danbury and all metered and permit parking in the City. The Authority is a non-profit organization where revenues collected from fees and violations fund operating and capital expenditures

The Department of Highways, the Department of Parks and Recreation, and the Police Department have operating responsibilities at the lot and station; however, there is no reporting system. Further, there is no system of checks and balances to determine that proper operating procedures have taken place to ensure effective management. Although there is little organization to the operations and responsibilities of this lot, there is some general understanding of which entity is responsible for what task. Consequently, the lot is well maintained. Therefore, conversations must take place among departments. However, this information could not be confirmed. The below organization chart was developed from conversations with parking authority and municipal employees.

Danbury Station



Operating Procedures

The Department of Public Works is almost completely responsible for the operations of the lot and station. The Police Department provides security for the station and lot. As illustrated in the agreements, the Whistle Stop Bakery provides all capital improvements to the building. The funds for all operations are not separated in the general fund.

Procedure	Responsible Party
Opening and Closing of Station	N/A
Housekeeping Inside Station	N/A
Housekeeping Outside Station	Department of Public Works
Daily Maintenance	Department of Public Works
Preventative Maintenance	Department of Public Works
Landscaping	N/A
Security	Police Department
Customer Service	Department of Public Works
Tenant Performance	Department of Public Works
Parking Enforcement	N/A
Parking Fees and Permits	N/A
Parking Operation Maintenance	Department of Public Works

Station Financial Review

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



Prepared to
Connecticut Department of Transportation

Submitted by
Seward and Monde

Under Contract to
Urbitran Associates, Inc.

DANBURY FINANCES

ACCOUNTING ENTITY / BASIS

The City of Danbury accounts for railroad parking in a special revenue fund as part of the City's municipal accounts and includes this accounting in its comprehensive annual financial report. The purpose of this fund is to account for funds received from the City of Danbury Parking Authority for permits sold at the Danbury Railyard-Union Station.

FINANCIAL REPORTING TO STATE

The City provides its accounting in its general-purpose financial statements that include the special revenue fund for railroad parking operations under the lease. This financial information is presented in summary format. A separate detailed report is 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 metered parking which began during fiscal year 1997. The State lease was executed in October 1996. Prior to the lease there was no parking fee charged for this property.

EXPENSES

Maintenance – general maintenance is administered through the City's Highway Department and landscaping through the Parks and Recreation Department.

Generally Classified Expenses – These expenses are not reported in detail to provide further information. The City of Danbury pays its Parking Authority an annual fee to administer to the permit issuance and collection and meter collections.

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 City shows an accumulated surplus of \$12,436 at June 30, 2000. This 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 City (or the State) as expenses that need to be covered by 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.

CAPITAL PROJECTS

The station building and parking areas were opened to the public in 1996 and were constructed by ConnDOT to replace the old Union Station, now part of the Danbury Railway Museum. The station provided a waiting room and ticket office.

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 at Danbury which are subject to the State's lease with the City.

Not included in the parking inventory is parking associated with the rail commuter shuttle service between Danbury and Metro-North's Harlem Line station at Brewster, NY. This service is supported by ConnDOT and operated by HART (Housatonic Valley Area Regional Transit District). The shuttle operations are not covered by the financial study.

DANBURY RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
<u>REVENUES</u>	LOCAL GOV'T	METRO-NORTH	TOTAL	%	LOCAL GOV'T	METRO-NORTH	TOTAL	%
PARKING	\$ -	\$ -	\$ -	0.0%	\$ 8,550	\$ -	\$ 8,550	100.0%
RENTS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>	<u>\$ 8,550</u>	<u>\$ -</u>	<u>\$ 8,550</u>	<u>100.0%</u>
 <u>STATION PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 44,949	\$ 44,949	59.1%	\$ -	\$ 44,725	\$ 44,725	47.6%
UTILITIES	\$ -	\$ 2,614	\$ 2,614	3.4%	\$ -	\$ 17,701	\$ 17,701	18.9%
RENT	\$ -	\$ 2,681	\$ 2,681	3.5%	\$ -	\$ 384	\$ 384	0.4%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ 6,500	\$ 6,500	8.5%	\$ -	\$ 7,000	\$ 7,000	7.5%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ -	\$ 19,293	\$ 19,293	25.4%	\$ 6,715	\$ 17,355	\$ 24,070	25.6%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ 76,038</u>	<u>\$ 76,038</u>	<u>100.0%</u>	<u>\$ 6,715</u>	<u>\$ 87,165</u>	<u>\$ 93,880</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	 <u>\$ -</u>	 <u>\$ (76,038)</u>	 <u>\$ (76,038)</u>		 <u>\$ 1,835</u>	 <u>\$ (87,165)</u>	 <u>\$ (85,330)</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ -				\$ 1,835			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>-</u>				<u>1,835</u>			
 <u>STATE'S AVAILABLE SHARE @ 50%</u>	 <u>\$ -</u>				 <u>\$ 918</u>			

DANBURY RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
<u>REVENUES</u>	LOCAL GOV'T	METRO-NORTH	TOTAL	%	LOCAL GOV'T	METRO-NORTH	TOTAL	%
PARKING	\$ 10,990	\$ -	\$ 10,990	100.0%	\$ 13,670	\$ -	\$ 13,670	100.0%
RENTS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 10,990</u>	<u>\$ -</u>	<u>\$ 10,990</u>	<u>100.0%</u>	<u>\$ 13,670</u>	<u>\$ -</u>	<u>\$ 13,670</u>	<u>100.0%</u>
 <u>STATION PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 36,159	\$ 36,159	46.1%	\$ -	\$ 29,604	\$ 29,604	38.9%
UTILITIES	\$ -	\$ 14,071	\$ 14,071	18.0%	\$ -	\$ 13,916	\$ 13,916	18.3%
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 11,485	\$ 16,663	\$ 28,148	35.9%	\$ 11,590	\$ 20,952	\$ 32,542	42.8%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 11,485</u>	<u>\$ 66,893</u>	<u>\$ 78,378</u>	<u>100.0%</u>	<u>\$ 11,590</u>	<u>\$ 64,472</u>	<u>\$ 76,062</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	 <u>\$ (495)</u>	 <u>\$ (66,893)</u>	 <u>\$ (67,388)</u>		 <u>\$ 2,080</u>	 <u>\$ (64,472)</u>	 <u>\$ (62,392)</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ 1,340				\$ 3,420			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>1,340</u>				<u>3,420</u>			
STATE'S AVAILABLE SHARE @ 50%	<u>\$ 670</u>				<u>\$ 1,710</u>			

DANBURY RAILROAD STATION AND PARKING OPERATIONS

YEAR 2000

<u>REVENUES</u>	OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%
PARKING	\$ 16,951	\$ -	\$ 16,951	100.0%
RENTS	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ -	\$ -	\$ -	0.0%
OTHER	\$ -	\$ -	\$ -	0.0%
	\$ 16,951	\$ -	\$ 16,951	100.0%

STATION PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ -	\$ 54,952	\$ 54,952	68.6%
UTILITIES	\$ -	\$ 13,370	\$ 13,370	16.7%
RENT	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 7,935	\$ 3,856	\$ 11,791	14.7%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%
	\$ 7,935	\$ 72,178	\$ 80,113	100.0%

NET PROFIT (LOSS)

\$ 9,016 \$ (72,178) \$ (63,162)

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 12,436
LESS - LOCAL GOVERNMENT'S SHARE	
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>12,436</u>
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>6,218</u>

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

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