

Individual Station Report

New Canaan

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



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

New Canaan Branch

Only New Canaan was represented for the New Canaan branch, as Stamford did not participate.

New Canaan

According to the first selectman of the town, the agreement for Talmadge Hill and New Canaan stations are very straight-forward and work well. At Talmadge Hill station, CDOT owns only the platform, while the rest of the station area, e.g. the surface parking, is owned and maintained by the town. New Canaan station is owned by CDOT, as are the immediate parking facilities. The feeling is that the station and parking areas at New Canaan station, recently reconstructed, are well maintained.

The town was concerned about liability issues and responsibilities for some activities and areas. As an example, the town evidently cleans the platforms while CDOT maintains them; sometimes the distinction between the two seems blurred. More importantly, the town feels that MNCR does not keep the track bed clean. With the new high platforms, more trash is collecting than in the past. There are also spikes, and ties left behind.

Taxi activity on-site is an issue to the town. While the town can control activity, they do not feel that it is working well. They would like some help from CDOT's compliance division for complaints and inspections. There is a dispatcher on site and they are hoping to see some improvement in the near future. To control who can pick-up at the station, the town has instituted rules regarding vehicle color and identifying name, pictures of the driver in the vehicle, etc.

The town was complimentary of Carl Rosa and his responsiveness to their needs. The state spends most of its money on maintenance and operations, and will participate in some minor capital projects. The state recently paid for and constructed a new shelter at Talmadge Hill. The feeling is that it may be time to construct a new station at Talmadge Hill, with a full length platform and overhead protection. They cited West Redding and Wassauc as models.

They would like CDOT to stay in the loop regarding station operations, and would like the state to inspect the stations on a regular basis. Their basic position is that unless CDOT is unhappy, they are not, and they do not feel any change in procedures is needed. They like having local control over day-to-day activities and feel they can be more responsive to the local community.

They are concerned about parking issues if the state were to take over, specifically that lots now designated for New Canaan residents only would be open to everyone. Parking is the number one problem; by the 6:20 AM train all the meters are occupied, and the remaining parking is restricted to town permits. They give out about 2 permits per space. All spaces are generally filled by 8:30 AM. Talmadge Hill has 91 meters for general use, and the rest of the lots are permit controlled. The town is considering a plan to deck the "lumberyard" lot; one of the issues is that if CDOT helps in the financing of the deck, then the spaces would be open to non-residents. Local residents have fought any expansion at Talmadge Hill; better striping may provide an additional 70 spaces in the multi-tiered lots.

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.

New Canaan Line

New Canaan

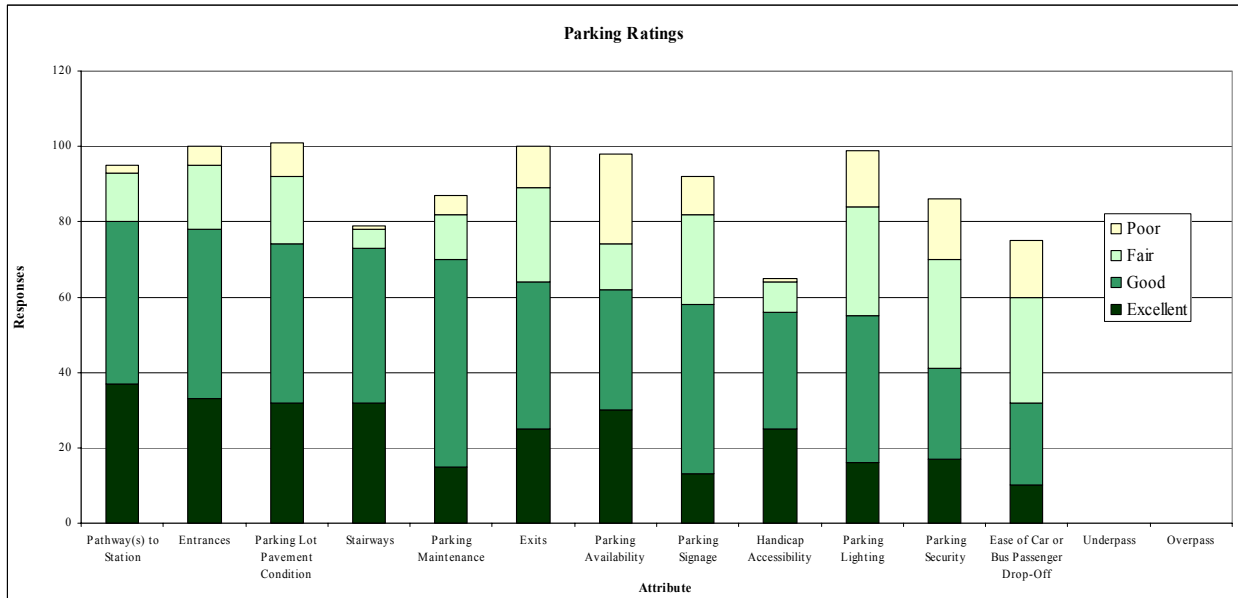
The response rate of 34% at the New Canaan Station was excellent. Of all respondents, 92% rode the train daily and an additional 5% rode at least once per week. Commuters made up 93% of customers surveyed, and 96% of respondents traveled during the peak periods. Of the respondents that parked at the station, 69% had parking permits at the time of the survey, and of those without permits, 41% were on a waiting list.

Although the male to female ratio among surveyed customers has been high at most stations, the 86% male population is somewhat higher at New Canaan. The fact that 93% of responses were from customers aged 25-64 is not surprising given the typical profile of the work commuter. At New Canaan the remaining 7% were over 65 years of age. Finally, personal incomes were extremely high at this station; 94% reported salaries above \$100,000, and the remaining 6% were above \$75,000.

As New Canaan is a recently refurbished station, it follows that customer ratings for the various parking and station elements should be fairly positive. In fact, ratings for the different aspects of the station at New Canaan were among the most favorable in the entire survey. In fact, only 2 of the 39 elements included in the (ease of passenger drop-off and parking security) were rated 'fair' or 'poor' by more than 50% of survey respondents. Furthermore, the percentages of 'excellent' ratings were quite high, and every element was noted to have improved by at least half of respondents. New Canaan respondents rated the elements at the station the highest on the New Canaan Line for the station building, amenities and platform elements. New Canaan change ratings were the highest on the New Canaan Line for all 4 categories of elements.

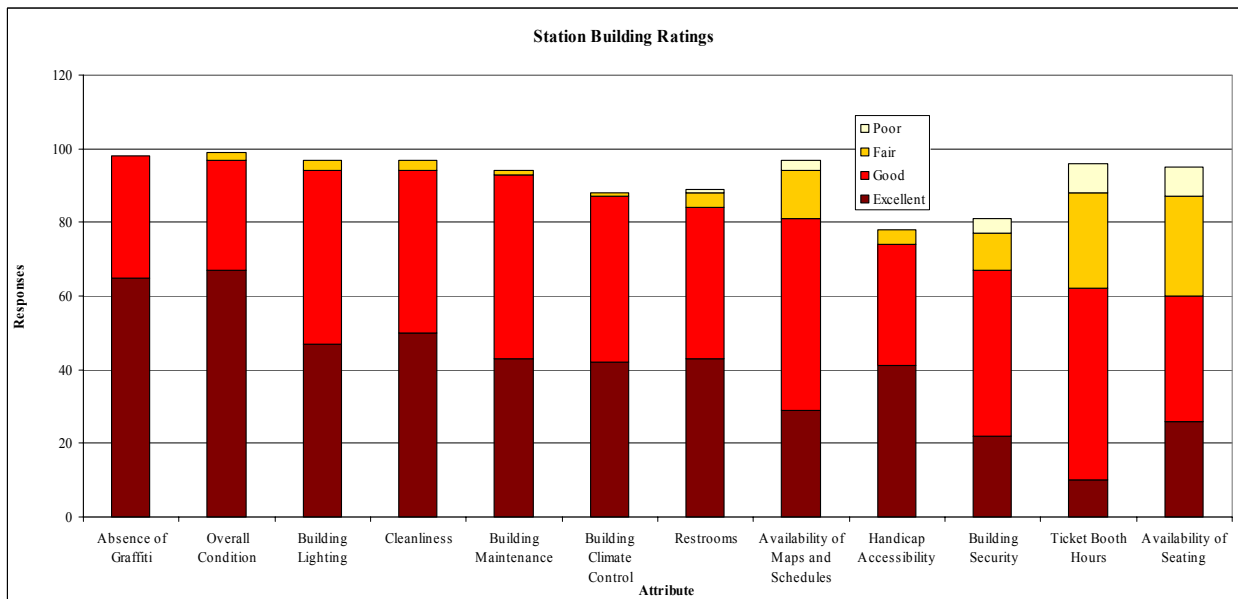
The parking facilities at New Canaan did receive 'fair' or 'poor' ratings from at least a quarter of respondents for many of the different categories and the only 2 elements that were rated negatively by the majority of customers were included within the parking category. These were parking security (52% negative) and the ease of car or bus passenger drop-off (57% negative). Security remains a noteworthy complaint at many stations, although 71% of those who commented did indicate improvement at New Canaan. Parking maintenance, pathways to station, stairways and handicap accessibility were all rated with 80% approval or higher. Stairways were rated the highest of the parking elements with 92% satisfaction. Overpasses and underpasses do not exist at the New Canaan Station. Pathways to the station had the highest actual number of positive marks (80). Figure 249 shows how New Canaan respondents felt about the parking situation.

Figure 249: New Canaan Station Parking Ratings



The station building received very favorable ratings; only the availability of seating prompted ‘fair’ or ‘poor’ ratings from more than a quarter of customers surveyed, and this too was seen to have improved recently. Ninety-eight percent of respondents were pleased with the overall condition of the station. Figure 250 describes the ratings of the station building in New Canaan. As was the case at most stations, absence of graffiti received the highest percentage of positive ratings (100% in this case). Eight of the 12 building elements received positive ratings exceeding 90%. The lowest rated element (seating availability) still received 63% favorable marks.

Figure 250: New Canaan Station Building Ratings



Amenities at the station were rated ‘good’ or ‘excellent’ by the majority of customers. Figure 251 displays the amenities ratings in New Canaan. The news/magazine stands were rated positively by 88% of respondents, making it the highest rated amenity. Bus drop-off/pick-up was rated positively by 61% of respondents, yet it was the lowest rated amenity.

Figure 251: New Canaan Station Amenities Ratings

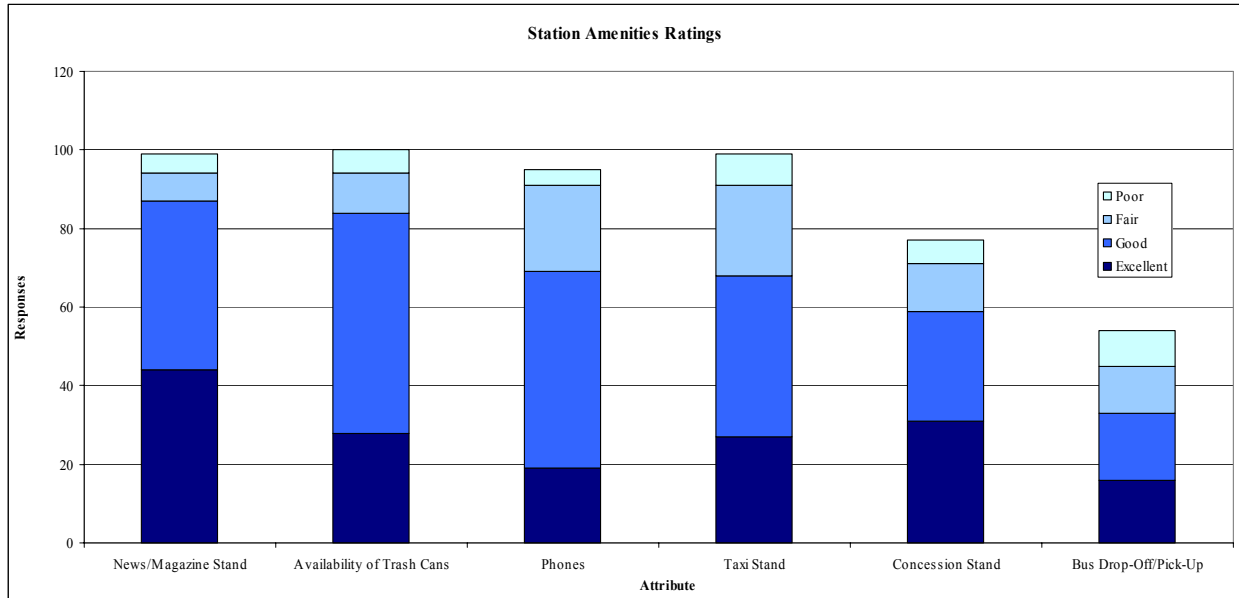
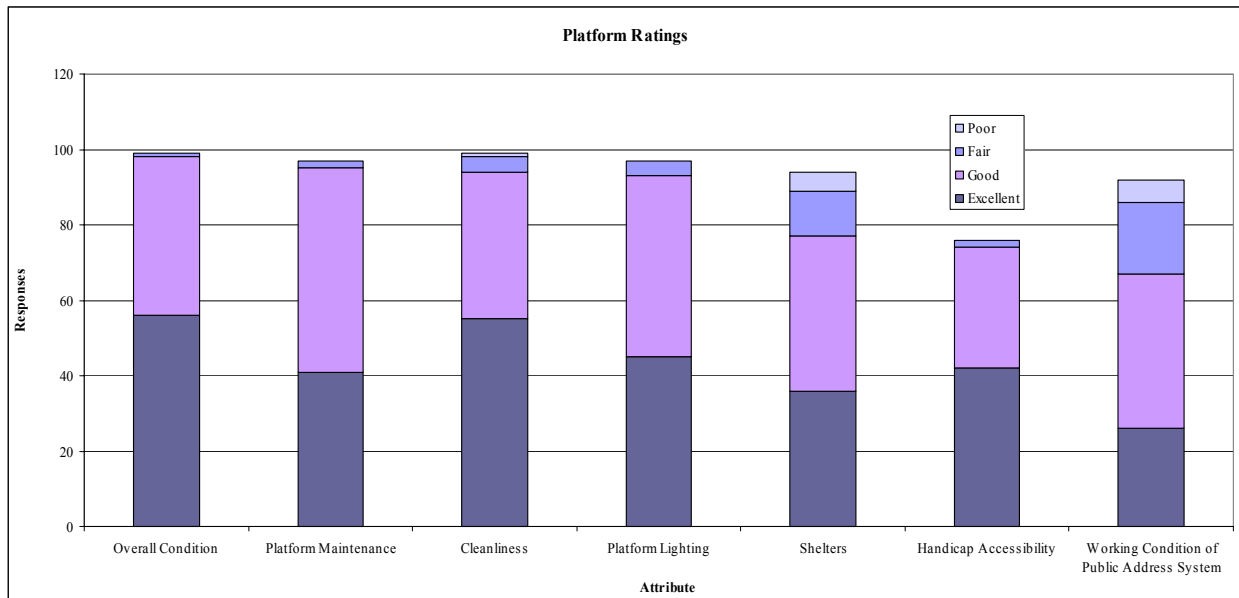


Figure 252 describes the platform situation in New Canaan. All of the platform elements were rated at 70% or higher satisfaction. In fact, all but 2 elements were rated above 90% positive. Ninety-nine percent of respondents (all but 1 person who rated it ‘fair’) rated the overall condition of the platform favorably. Overall condition was the highest rated element. The working condition of the public address system was the lowest rated platform element with a full 73% approval.

Figure 252: New Canaan Station Platform Ratings



Customer appreciation of the rehabilitation of New Canaan station appears quite evident, both in the proportion of favorable ratings and the number of customers who indicated an improvement for the various elements rated in the survey.

Change

Change ratings in New Canaan were slightly higher than the ratings of the current condition, which can be expected from station that had recently been refurbished. The change ratings in New Canaan were the highest on the New Canaan Line for all 4 categories of elements.

New Canaan respondents felt that handicap accessibility had achieved 100% improvement during the previous 2 years. However, this element received the fewest actual number of responses in the parking category. Ease of passenger drop-off was the least improved parking element with 50% improvement ratings. Parking availability was the second least improved element but still received 63% improvement ratings. The stairways and pathways to the station were highly rated at over 90% improvement. Figure 253 shows how New Canaan respondents perceived change in parking conditions over the previous 2 years.

Figure 253: New Canaan Station Change in Parking Conditions

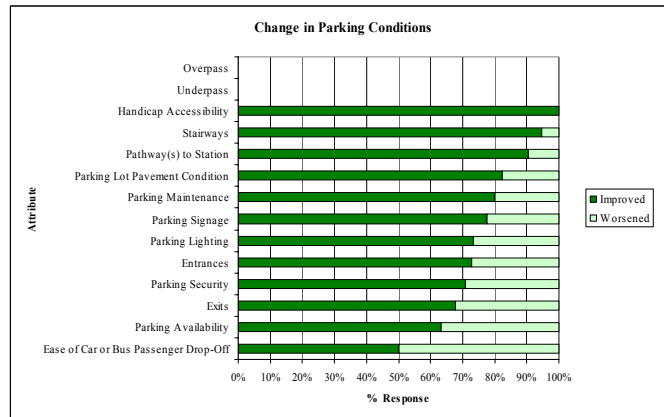


Figure 254 shows how New Canaan respondents felt about the changed condition of building elements. An incredible 7 elements including the overall condition of the building were thought to have improved by 100% of respondents. All of the other elements were thought to have improved by at least 85% of respondents. The refurbished station was obviously well received by the New Canaan customers.

Figure 254: New Canaan Station Change in Building Conditions

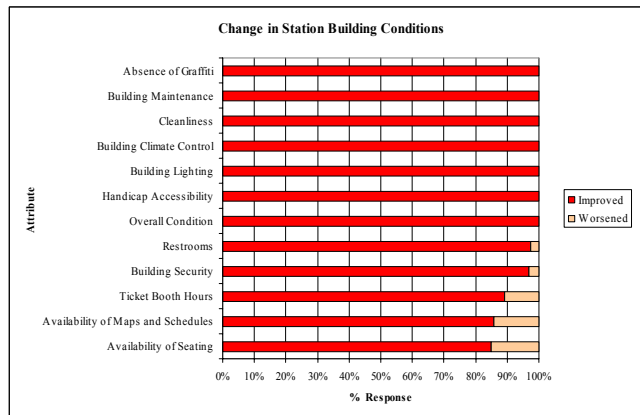
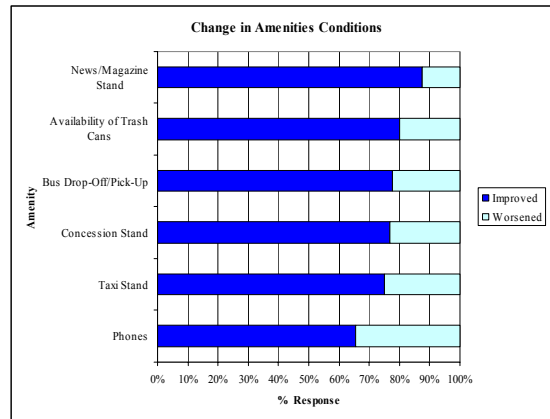


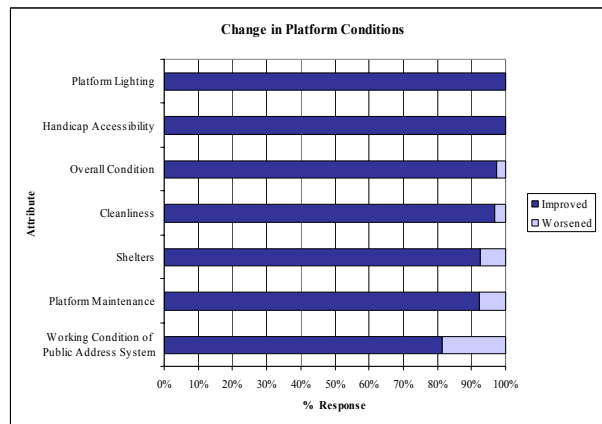
Figure 255 details the amenities trend ratings in New Canaan. The change ratings in New Canaan were between 65% and 88% improvement. Thus, the amenities were thought to have improved slightly less than the other categories of elements, but the change was still very positive. The least improved amenities were the phones and the most improved amenity was the news/magazine stand.

Figure 255: New Canaan Station Change in Amenities Conditions



New Canaan platform change ratings were the second highest of all the platform change ratings given at all the stations surveyed. Figure 256 shows the high platform improvement ratings. Platform handicap accessibility and lighting were thought to have improved by 100% of respondents. Shelters, a concern area in several stations, were thought to have improved by 93% of respondents. The least improved element, the working condition of the public address system, was still thought to have improved by 81% of respondents.

Figure 256: New Canaan Station Change in Platform Conditions



As noted, the change ratings in New Canaan were extremely high, a testament to the excellent station conditions created after the refurbishing process.

Responsible Agencies

As was the case in several stations, New Canaan respondents generally thought that Metro-North was responsible for most station conditions. Figure 257 describes how New Canaan respondents viewed agency responsibility at the station. The largest exception to the Metro-North was with regard to parking, where 89% of respondents thought that the local municipality had responsibility. A majority of New Canaan respondents felt that Metro-North was responsible for the following 2 elements:

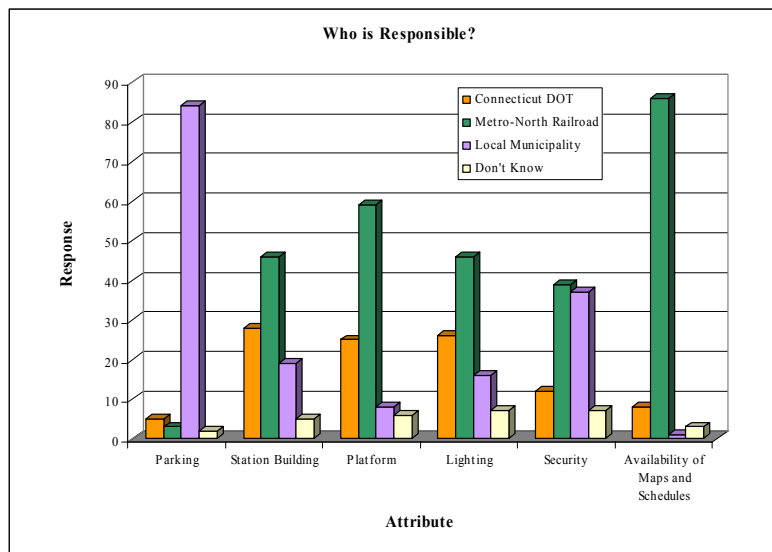
- Platform (60%)
- Map and Schedule Availability (88%)

Nearly half of respondents thought that Metro-North was responsible for these 2 elements:

- Station Building (47%)
- Lighting (48%)

Additionally, 29% of respondents thought that Connecticut DOT was responsible for the station building and 27% thought that Connecticut DOT was responsible for lighting. Respondents were generally split between Metro-North (41%) and the local municipality (39%) when deciding who was responsible for security in New Canaan.

Figure 257: New Canaan Station – Responsible Agencies



Written-In Customer Comments

When asked to write in their own comments on the survey, New Canaan respondents were very concerned with need for more parking areas. Twenty-three people (37%) wrote in that more parking areas were necessary. When asked to rate parking availability in the rating section, 63% of respondents indicated satisfaction with the situation. The same percentage of respondents also thought that parking availability had improved in the previous 2 years. The next highest percentage (10%) of respondents wrote in overall good comments. Eight percent of respondents also thought that more trains were needed. Table 28 lists all of the comments made by respondents at the New Canaan Station, even the comments made by only 1 person.

Table 28: New Canaan Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
18	Need more parking areas	23	37.1%
49	Overall good comments	6	9.7%
65	More trains (cars) needed	5	8.1%
8	Entrances/Exits very difficult	3	4.8%
71	Better service	3	4.8%
85	Only residents should be allowed parking permits	3	4.8%
10	Lighting needs improvement	2	3.2%
3	Generally satisfied	1	1.6%
7	Long wait on parking list	1	1.6%
13	Need ticket machines	1	1.6%
16	Parking garage needed	1	1.6%
17	Longer station platforms	1	1.6%
22	Cleaner trains	1	1.6%
27	Trash cans needed	1	1.6%
37	Keep token & vending machines in good working order	1	1.6%
41	Information for parking permits made available	1	1.6%
47	Repaint the number of each parking space at New Canaan	1	1.6%
52	Need more free parking spaces	1	1.6%
58	Taxis all over parking lots and waited 15 years for a permit despite recent station rebuild	1	1.6%
59	Trains in terrible condition	1	1.6%
61	Better public address system needed	1	1.6%
66	Lot needs to be paved	1	1.6%
68	Cleaner restrooms on trains and in stations	1	1.6%
80	More seating outside	1	1.6%
	<i>Total Comments</i>	<i>62</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.

New Canaan Line

New Canaan

The New Canaan Rail Station has 510 parking spaces in three surface lots in close proximity to the station proper. One lot is adjacent to the station, another is off Elm Street, and the third is off Pine Street. Three parking categories are utilized in these lots: permit parking, daily parking, and handicapped parking. There are 353 permit spaces, 151 daily spaces, and 6 handicapped spaces. The total usage for the lots was 82.4%, with daily and handicapped parking realizing 100% occupancy.

There are also a number of private municipal lots that provide an additional 585 parking spaces in the area around the station. There are six total lots, none of which provide handicapped parking. The lots offer a mix of permit and daily parking.

Parking Area Ownership

Lots 1 and 3 at the New Canaan Rail Station are owned by the State of Connecticut. All of the other lots are owned by the City of New Canaan. The State owns 15% of the parking used by rail commuters at the New Canaan Station. Figure 22 displays the locations and ownership of the parking lots.

Fee Structure

The New Canaan lots have permit and daily parking available. Daily parking costs \$3. The permit rate is \$324 annually, which is pro-rated throughout the year. The waiting list for permit parking ranges from 3 to 6 years, depending on which lot is being requested. The waiting list currently has 610 people waiting for permits. Permits are oversold at the New Canaan Station by 5.2%.

Table 22 contains specific information on the parking situation at the New Canaan Rail Station.

Table 22: New Canaan Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Lot 1 (Adjacent to Station)				state
Permit	0	0	N/A	
Daily	87	87	100.0%	
Handicap	6	6	100.0%	
Total Lot 1	93	93	100.0%	
Lot 2 (off Elm St.)				municipality
Permit	346	256	74.0%	
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total Lot 2	346	256	74.0%	
Lot 3 (off Pine St.)				state
Permit	7	7	100.0%	
Daily	64	64	100.0%	
Handicap	0	0	N/A	
Total Lot 3	71	71	100.0%	
Lot 4 (Richmond Hill)				municipality
Permit	68	52	76.5%	
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total Lot 4	68	52	76.5%	
Lot 5 (Maple St.)				municipality
Permit	116	88	75.9%	
Daily	50	45	90.0%	
Handicap	0	0	N/A	
Total Lot 5	166	133	80.1%	
Lot 6 (Seminary St.)				municipality
Permit	0	0	N/A	
Daily	52	26	50.0%	
Handicap	0	0	N/A	
Total Lot 6	52	26	50.0%	
Lot 7 (Seminary St.)				municipality
Permit	118	90	76.3%	
Daily	10	4	40.0%	
Handicap	0	0	N/A	
Total Lot 7	128	94	73.4%	
Lot 8 (Cherry St.)				municipality
Permit	18	17	94.4%	
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total Lot 8	18	17	94.4%	
Lot 9 (Locust St.)				municipality
Permit	125	109	87.2%	
Daily	28	16	57.1%	
Handicap	0	0	N/A	
Total Lot 9	153	125	81.7%	
Permit	798	619	77.6%	state
Daily	291	242	83.2%	164
Handicap	6	6	100.0%	municipality
TOTAL PARKING	1095	867	79.2%	931

Figure 22: New Canaan 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
NEW CANAAN STATION

GENERAL RECOMMENDATION 2

**CONN. DEPT OF TRANSPORTATION
STATION INSPECTION**

INSPECTION RATING SCALE

The following rating scale is used for inspections:

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

STATION: New Canaan
 LINE: New Canaan
 INSPECTION DATE: 12-16-01
 INSPECTION AGENCY / FIRM: UA
 INSPECTORS: WV, RGW
 WEATHER: Sunny, 26°

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 1 OF 61

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

STATION: New Canaan
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 26°

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 4 OF 61

PARKING ELEMENTS

QUADRANT # I

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 4

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 4

SIDEWALK: 3

CURB: 3

QUADRANT # II

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 4

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: New Canaan
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 26

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 5 OF 61

PARKING ELEMENTS

QUADRANT # III

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 4

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 2

LANDSCAPE: 5

SIDEWALK: 5

CURB: 2

QUADRANT # IV

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 4

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: New Canaan
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 26

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 61

PARKING ELEMENTS

QUADRANT # V

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 4

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

SIGNAGE: 4

FENCE AND GUARDRAIL: 4

LANDSCAPE: 3

SIDEWALK: 3

CURB: 3

QUADRANT # VI

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: New Canaan
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 26

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 7 OF 61

PARKING ELEMENTS

QUADRANT # VII

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 3

QUADRANT # VIII

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

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

SIGNAGE: 2

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 3

STATION: New Canaan
LINE: New Canaan
INSPECTION DATE: 12-16-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 26

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 61

PARKING ELEMENTS

QUADRANT # IX

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 3

QUADRANT # X

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 5

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: New Canaan
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE : January 8, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 10 OF 61

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: Electric power for the platform is derived from the station building panelboards.

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	3/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	unknown	unknown	unknown	unknown
Public Telephone	unknown	n/a	n/a	platform	unknown	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: _____

STATION: New Canaan

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 11 OF 61

INSPECTORS: Jim Connell & Dave Lang

DATE: January 8, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

The power for the platform is in good working condition as described in the building summary.

Metal Halide type luminaires are mounted beneath the canopy that covers the entire platform. Most of the luminaires are pedant mounted, except at the building where they are wall mounted. The light output of these luminaires averages 12.1 foot-candles and exceeds the minimal levels recommended by the IESNA.

STATION: New Canaan
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE : January 8, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 12 OF 61

STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
incandescent pendant	unknown	unknown	4	4	3/ 20	new condition
incandescent wall mtd	unknown	unknown	4	4	3/ 20	new condition
2 ft fluorescent	unknown	unknown	4	4	3/ 20	new condition
4 ft fluorescent	unknown	unknown	4	4	3/ 20	new condition
Exit	unknown	unknown	4	4	3/ 20	new condition
Emergency Egress	unknown	unknown	4	4	3/ 20	new condition

Remarks: A typical section of the waiting room was measured and found to average 3.4 fc.
 The attic has several incandescent edison base light fixtures.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 3.4			
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: New Canaan
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE : January 8, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 13 OF 61

STATION BUILDING --- SERVICE

Voltage Rating (V)	120/240	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	n/a	Underground	X
Rating of Main Breaker (A)	200	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	see remarks	Wire Sizes	unknown		

Remarks: The underground electric service may originate at one of two utility poles. Therefore, we were unable to confirm the exact utility pole number.

STATION BUILDING --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	GE	AF37S	4	electrical room	3/ 20	new condition
Main Disconnect Switch	Square D	unknown	4	supply room	3/ 20	new condition
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	3	throughout the facility	3/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	electrical room	3/ 20	minor deterioration
Public Telephone	unknown	n/a	n/a	waiting area	n/a	operational
Station Telephone	unknown	n/a	n/a	ticket booth	n/a	operational
Main Metering Cabinet	GE	TMPR12222R	4	attached to exterior wall	3/ 20	new condition
Light Panel	GE	AF37S	4	electrical room	3/ 20	new condition
Lease Panel	GE	AF37S	4	electrical room	3/ 20	new condition
Taxi Panel	Square D	QOC16UF	4	taxi stand	3/ 20	new condition

Remarks: _____

STATION: New Canaan
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE : January 8, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Clear & Cool

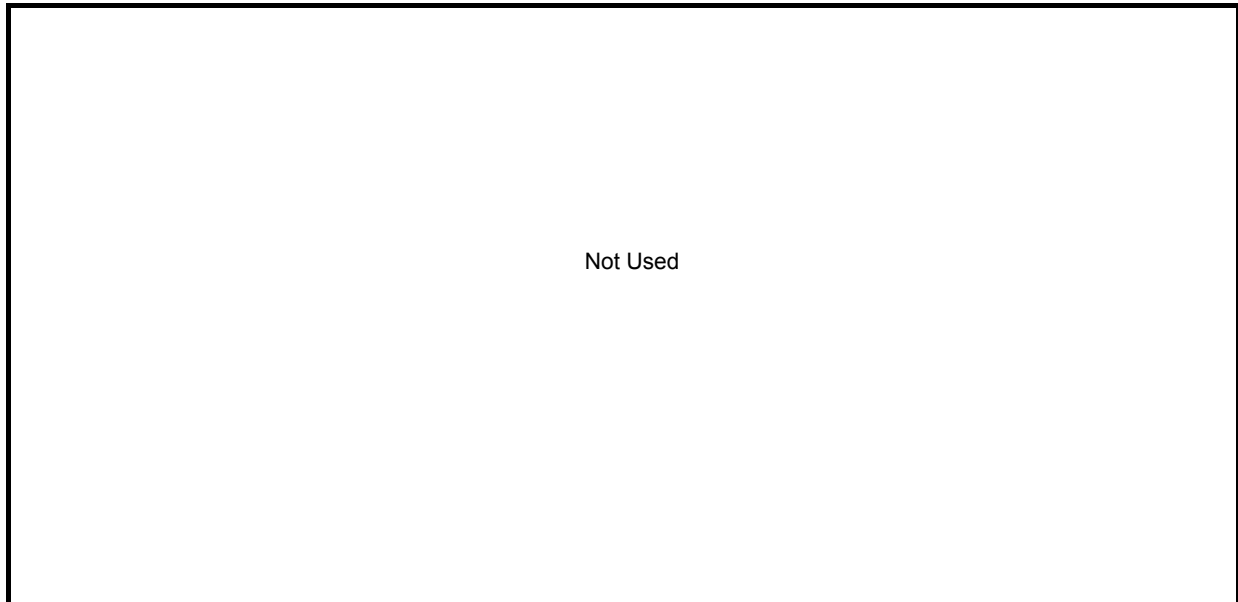
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 14 OF 61

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	Notifier	System 500	4	1	waiting room	3/ 20	new condition
Heat Detector	existence unknown	n/a	n/a	n/a	n/a	n/a	n/a
Smoke Detector	unknown	unknown	4	unknown	throughout the facility	3/ 20	new condition
Pull Station	Notifier	unknown	4	unknown	throughout the facility	3/ 20	new condition
Annunciator	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Audio/Visual Device	unknown	unknown	4	unknown	throughout the facility	3/ 20	new condition

Remarks: There are no pull stations at the coffee shop egress and there is no fire detection device located in the janitors closet.
Smoke detectors are located in the taxi stand.

STATION BUILDING --- SKETCHES



STATION: New Canaan

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 15 OF 61

INSPECTORS: Jim Connell & Dave Lang

DATE: January 8, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

The building and the small taxi stand structure have recently been renovated with new electrical systems throughout. The power panels are adequately serving the space and also have some spare capacity for growth. The building electrical system is in good repair and well maintained. The electrical service terminates in a metal enclosure within a wood cabinet located on the platform. Electrical power is then distributed to the platform and building.

During hours of darkness, the waiting room maintains an average of 3.4 foot-candles. Luminaires should be added to increase the light level to 5 foot-candles to meet the minimum levels as recommended by the IESNA. Exit and egress lighting is operational and meets the requirements of NFPA 101.

There is an active fire alarm system in the building that complies with the ADA. Fire detection devices are located throughout the building except there is no fire detection device located in the janitor's closet. Additionally, there are no pull station devices located at the coffee shop egress. We recommend that devices be installed and connected to the existing fire alarm system at the coffee shop egresses and in the closet.

STATION: New Canaan
LINE: New Haven - New Canaan Branch
INSPECTION DATE : January 8, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 61

BUILDING -- HVAC - Fire Protection

BOILER: N/A

WATER HEATER: Rheem/Rund
1 Element (lower) 6000 W, Serial CV 0998 KH 039830659
Model EGSP20, Good Repair

FUEL TYPE: Electric

HEATING UNIT / FURNACE: Heating/Air Conditioning Unit
Powermatic IWC, Serial 0698-15973
Model CA-Z, Input 250,000 Btu/hr
Output 200,000 Btu/hr - Excellent Condition

FUEL TYPE: No. 2 oil - Oil tank capacity approximately 500 gal. Installed July 1998

HEATING FILTER: Yes, Good Repair

A/C FILTER: Yes, Good Repair

DUCTS: Ductwork in crawling space under the floor - Excellent Condition
Air supply through grilles (5) in the floor along the room perimeter,
same in Ticket Area (2) grilles, from ticket area air return through grille above the door.
Air return from the general area through ducted grille.

OF DAMPERS: No dampers observed

CONDITION OF DAMPERS: N/A

THERMOSTATS: Honeywell, Programmable with night set back

NIGHT SET BACK: Yes

PUMPS: Not Observed

PIPING: N/A

STATION: New Canaan
LINE: New Haven - New Canaan Branch
INSPECTION DATE : January 8, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: P.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 17 OF 61

BUILDING -- HVAC - Fire Protection Continued

Air Cooled Condensers
2 Trane XE 1000
Model TTR048D100A
Serial N491T6DFF
Volts 208/230
Installed 11/98 - Good Repair

In the Attic

Two air return grilles. One ducted back to the unit, one not ducted but with damper for air relief in the spring and fall. - Good Repair

1 wall fan for exhaust air - Good Repair

Exhaust from toilets (2) and janitor's closet with exhaust fan; ducted to the outdoors. Good Repair

In Coffee Shop

One air supply grille in the floor, one air return in the ceiling, Good Repair

Fire Protection

No sprinklers

Separate Small Building on Platform (Taxi Cab Dispatcher)

Through the wall A/C Carrier - Heat pump, Electric, Good Repair
Additional Electric Portable Base Board Heater - Good Repair

STATION: New Canaan
LINE: New Haven - New Canaan Branch
INSPECTION DATE : January 8, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 19 61

BUILDING - PLUMBING

RESTROOM

PIPING: Good Condition, Insulated (Handicapped)
WATER PRESSURE: Normal
DRAINS: OK
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: Kohler
* CONDITION: Good
ADA Conditions - Yes all conform
Water Conservation fixtures - Yes

KITCHEN

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

EXTERIOR

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

Men's Fixtures

1 Urinal
1 Toilet
1 Lavatory
All Handicapped fixtures
All water conservation fixtures
All new and in very good condition
Heat from under the floor through grille
Louvered door
Exhaust fan working
Floor drain

Toilets have water flush system -
Sloan Flushrate, 1.6 gpf.

Women's

1 Handicapped Toilet
1 Regular Toilet
1 Lavatory
All water conservation fixtures
All new and in very good condition
Heat through grille supplied from
under the floor

Louvered door
Exhaust Fan working
Floor drain

Toilets have water flush system -
Sloan Flushrate, 1.6 gpf.

In common area, electric stainless steel refrigerated water cooler - Good Repair

STATION: New Canaan
LINE: New Haven - New Canaan Branch
INSPECTION DATE : January 8, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Clear & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 20 OF 61

BUILDING - PLUMBING (CONT.)

RESTROOM

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

KITCHEN

PIPING: Good Repair 2 stainless steel sinks - Good Repair
WATER PRESSURE: Normal 1 normal sized sink
DRAINS: OK 1 very small sink
FAUCET/FIXTURES: As Described
* MODEL: Unknown
* YEAR: Unknown Janitors Closet
* MANUFACTURER: Unknown One slop sink with hot and cold
* CONDITION: Good Repair running water, no leaks, Good Repair

EXTERIOR

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

Building gutters and downspouts in very good condition.

STATION: New Canaan

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 21 OF 61

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 8, 2002

STATION – MECHANICAL SUMMARY

HVAC

The station HVAC system is fairly new and in very good condition. The HVAC unit uses No.2 oil for combustion, supplied from a fuel storage tank. The unit also supplies tempered (cool) air conditioning in the summer. Two air-cooled condensers are located outdoors.

Fire Protection

The station is not equipped with sprinklers for fire protection but is equipped with heat detectors and an alarm system. Portable fire extinguishers shall be provided, conspicuously located and affixing "EXTINGUISHER" signs.

Plumbing System

Men's and Women's restrooms are equipped with handicapped type fixture units. They conform to ADA requirements. Restrooms have been recently remodeled and are in very good condition.

Storm drainage

All gutters and downspouts are in very good condition.

STATION: New Canaan
 LINE: New Haven-New Canaan Branch
 INSPECTION DATE: April 25, 2002
 INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
 INSPECTORS: Hortense Oliveira/Josue Garcia
 WEATHER: Good

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 22 of 61

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/cm ²)	Rating
Canopy Columns	4	Yes	3
Canopy Beams	4	Yes	3
Canopy Deck	1	No	3

Station Building

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Ext Walls and Borders	5	Yes	3
Door Frames	3	No	3
Doors	3	No	3
Window Frames	2	No	3

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Window Sashes	3	No	3
Window Sills	1	No	3
Int. Walls	3	No	4
Int. Ceiling and Canopy	Assumed	Yes	4

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

SUSPECT ASBESTOS-CONTAINING MATERIALS

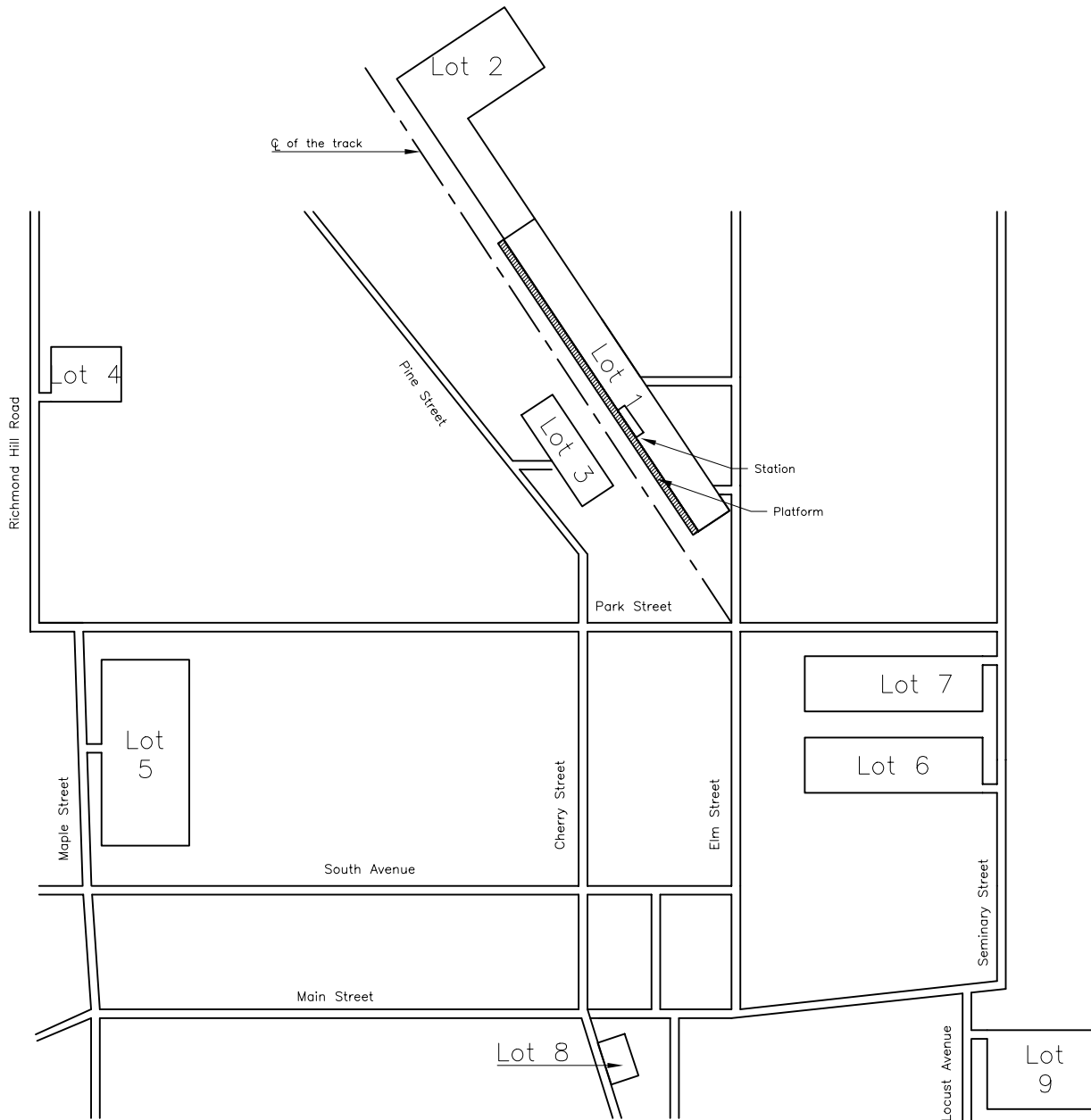
Listed below are suspect asbestos-containing materials that were observed during a visual inspection. Materials were found to be in fair to good condition. Any future disturbance of these materials should be preceded by the collection of samples and laboratory analysis of these samples. This work must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

Platform

Suspect Materials	Rating
Caulking on Platform Seams	3

Station House

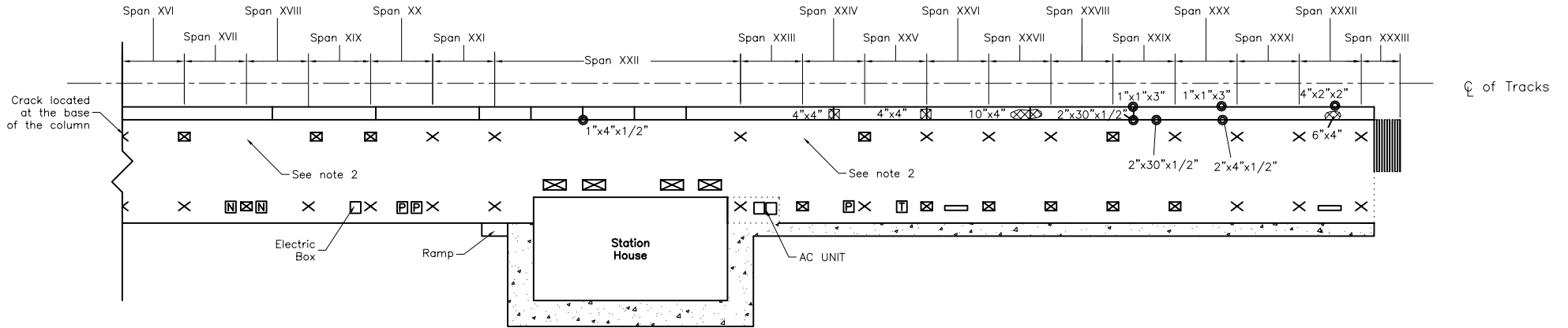
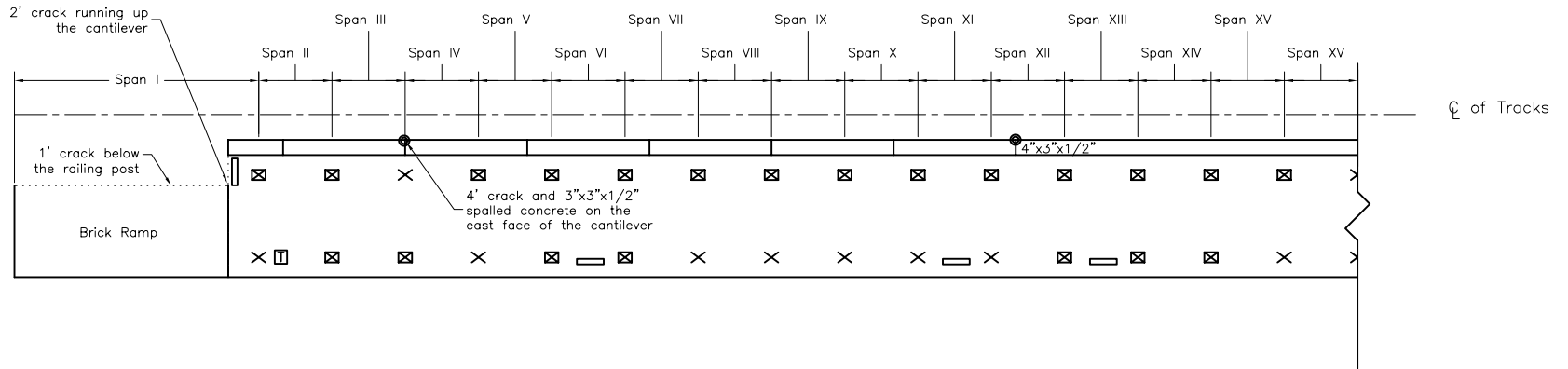
Suspect Materials	Rating
Window Glazing	3
Cab House Floor Tile	3
Roof Shingles	3



NOTES:

1. Lot 5, 6, & 7 had signs that said "Parking for non-commuters" therefore we did not inspect.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station General Layout
Date: 12-20-01



Legend:

- Pedestrian Rail
- ~~~~~ Crack
- ▣ Map Cracking
- ▤ Sidewalk
- Spalled Concrete
- × Canopy Column
- ⊗ Canopy Column w/ Cracks
- ▭ Sign
- ⊠ Bench
- ⊞ Trashcan
- ⊞ Newspaper
- ⊞ Ticket Vending Machine
- Joint

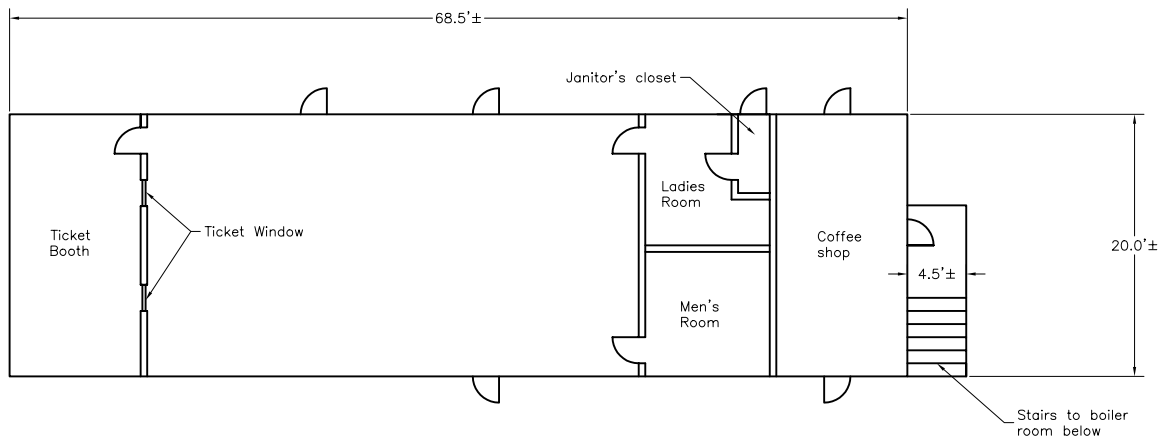
NOTES:

1. Columns exhibit centerline cracks that extend the height of the columns, but are reinforced with metal bolts.
2. Two of the columns have been removed and replaced with a cable support

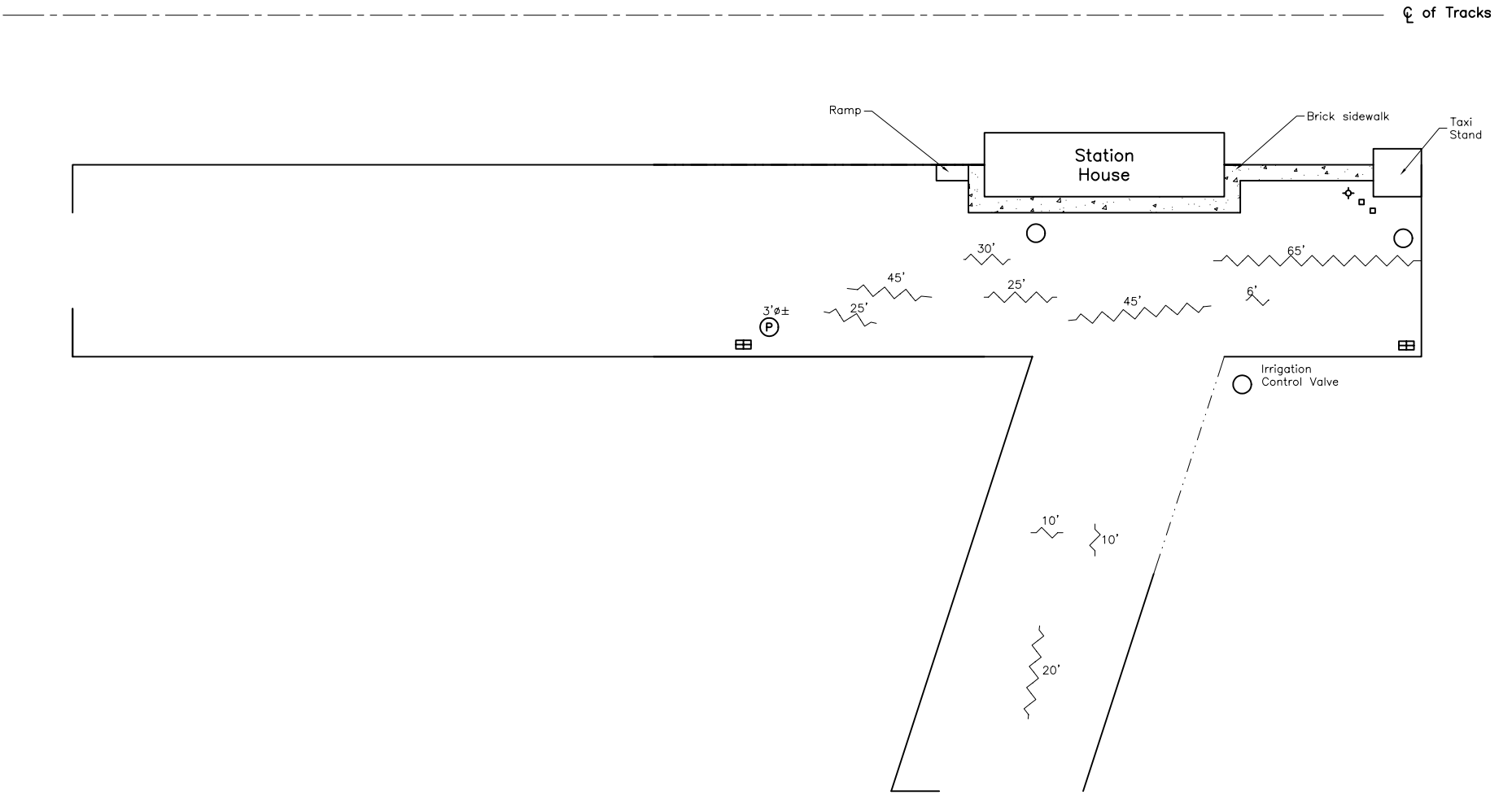
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station Platform Plan
Date: 12-20-01

← N

☒ of Tracks



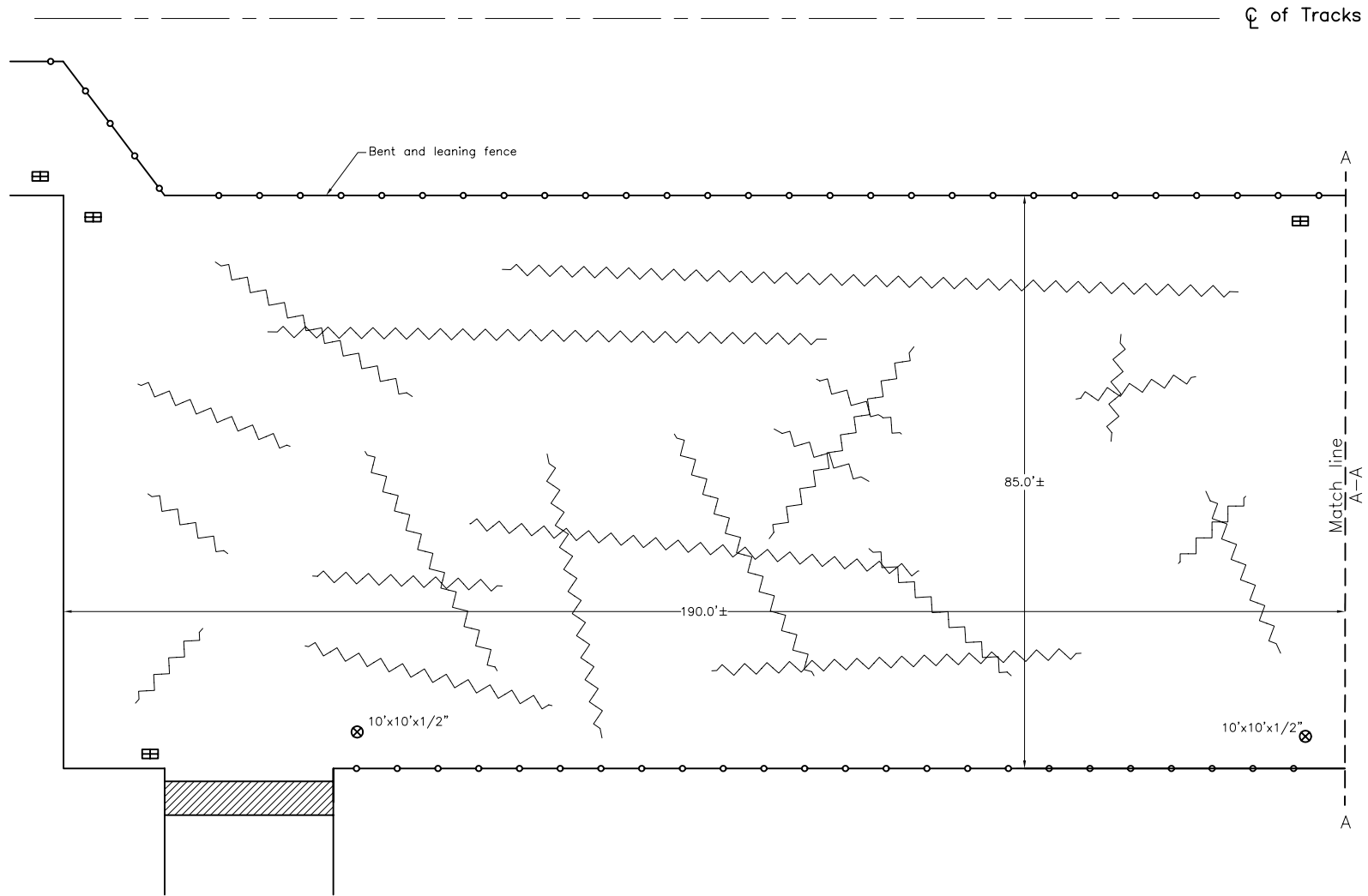
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station Building Plan
Date: 12-20-01



Legend:

- Guardrail
- ~ Crack
- ☐ Sidewalk
- Sanitary Manhole
- ☒ Drain
- Bollard
- ◆ Light
- Ⓟ Ponding of Water

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 1) Quadrant I Details
Date: 12-20-01

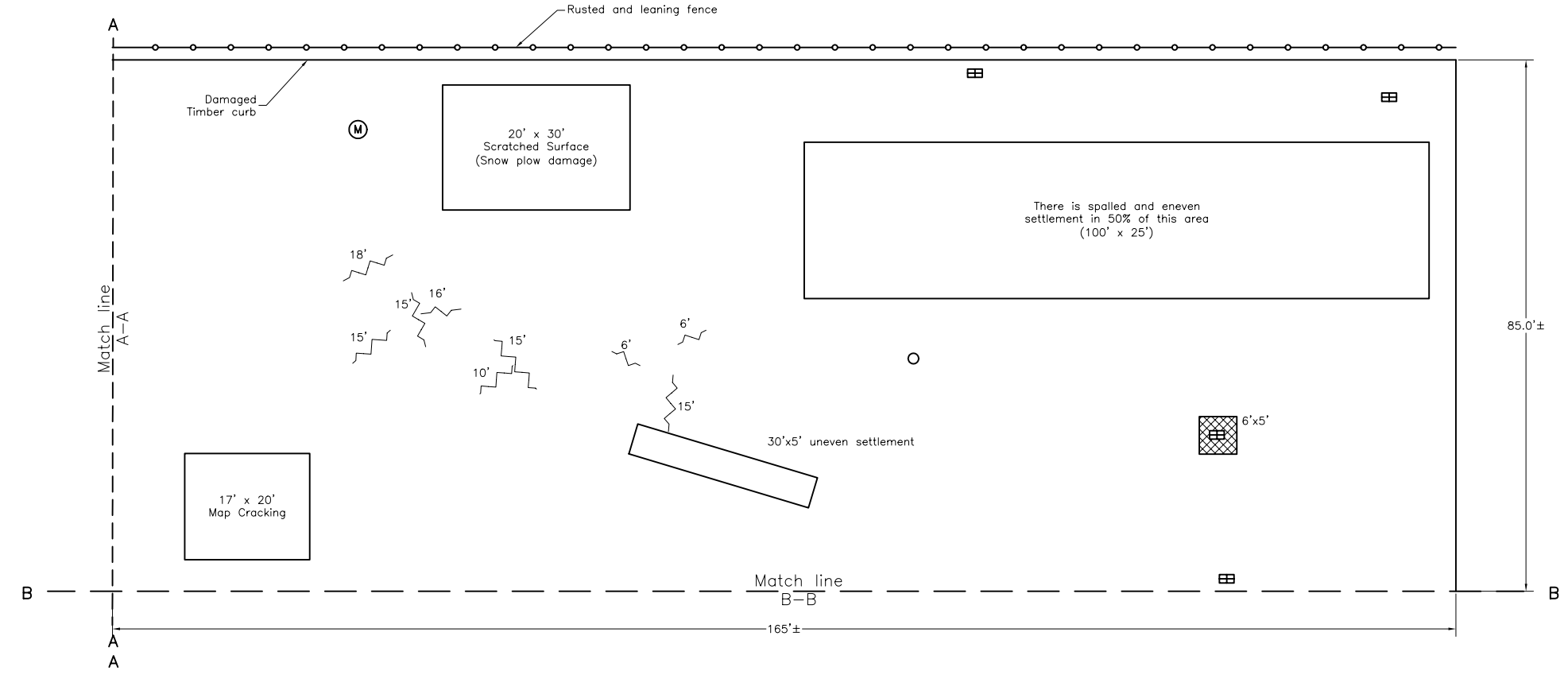


- Legend:
- Fence
 - Cracks
 - Drain
 - Pothole
 - Timber Road Block

NOTES:
 1. 40% of the asphalt surface exhibits cracks up to 3" wide

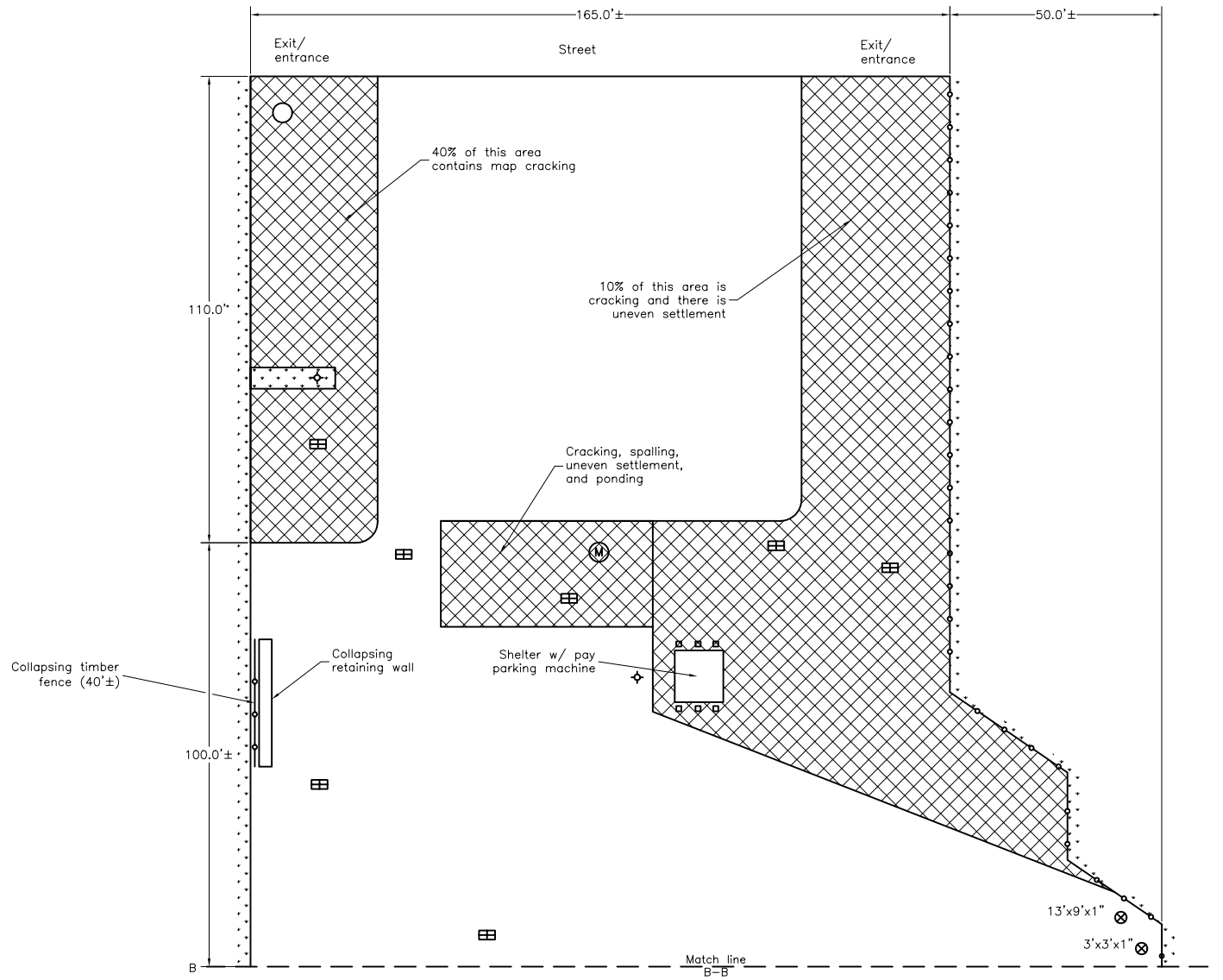
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 2) Quadrant II Details
Date: 12-20-01

← N C of Tracks



- Legend:
- Fence
 - Cracking
 - Map Cracking
 - Monitoring Well
 - Drain

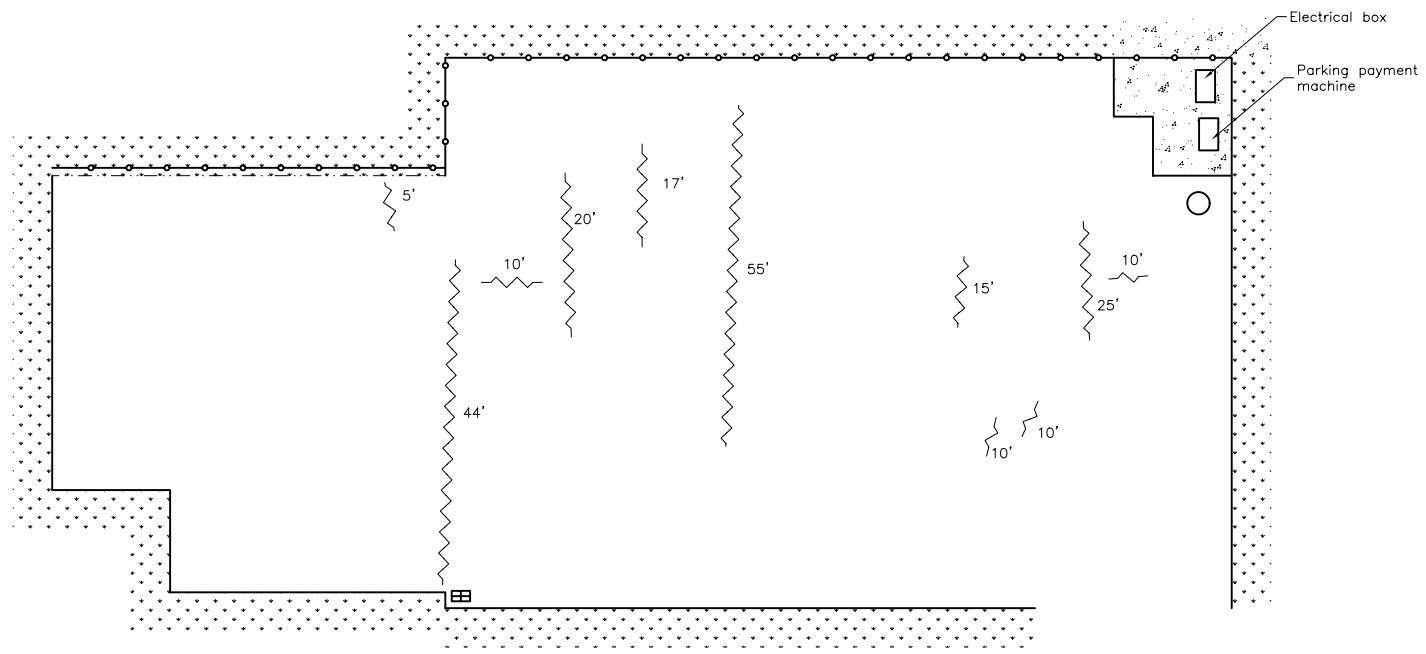
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 2) Quadrant III Details
Date: 12-20-01



Legend:

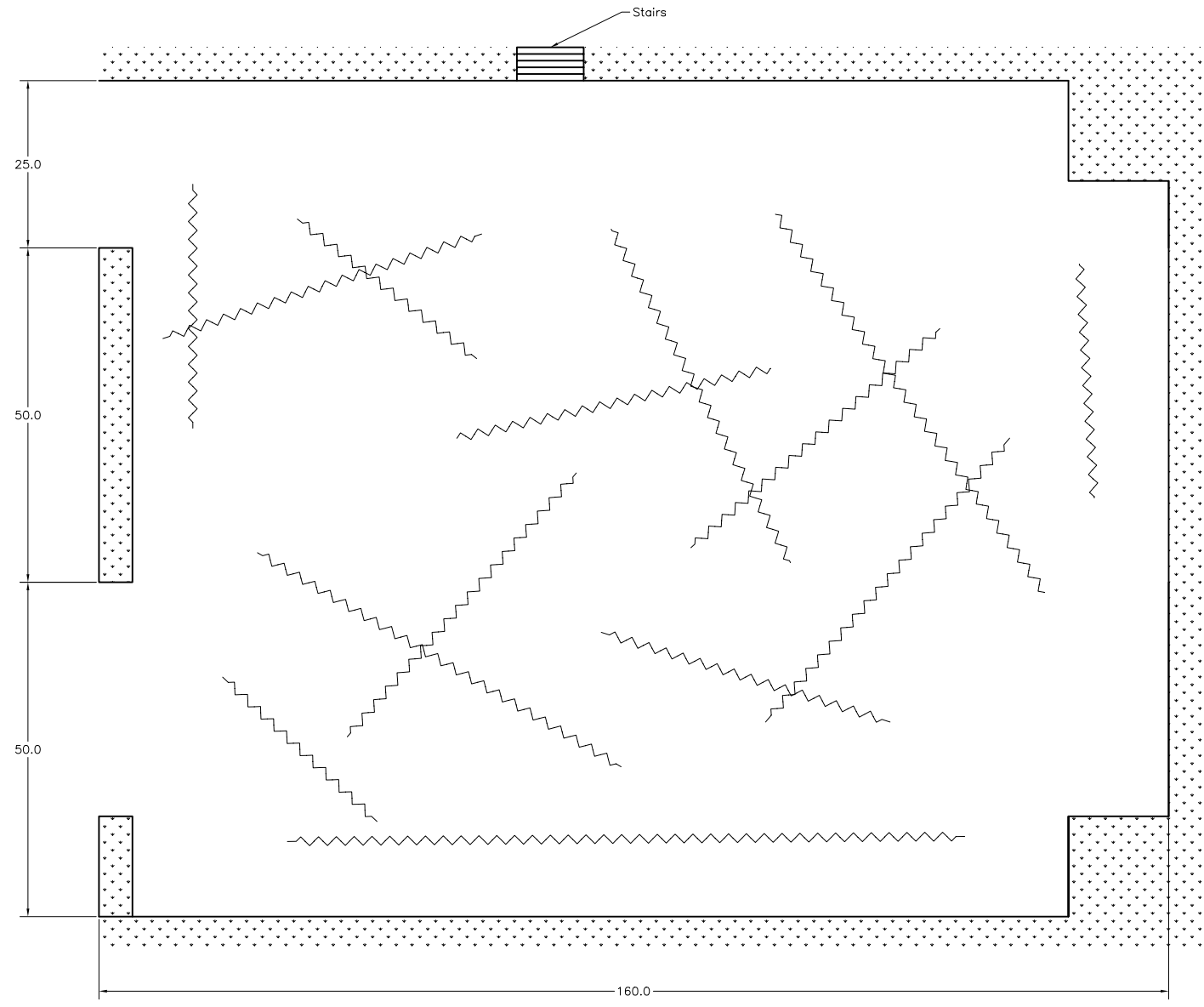
- Fence
- Map Cracking
- Grass
- Sanitary Manhole
- Monitoring Well
- Drain
- Pothole
- Metal Poles
- Light


Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (Lot 2) Quadrant IV Details
Date: 12-20-01



- Legend:
- Fence
 - Guardrail
 - Crack
 - Grass
 - Sidewalk
 - Sanitary Manhole
 - Drain

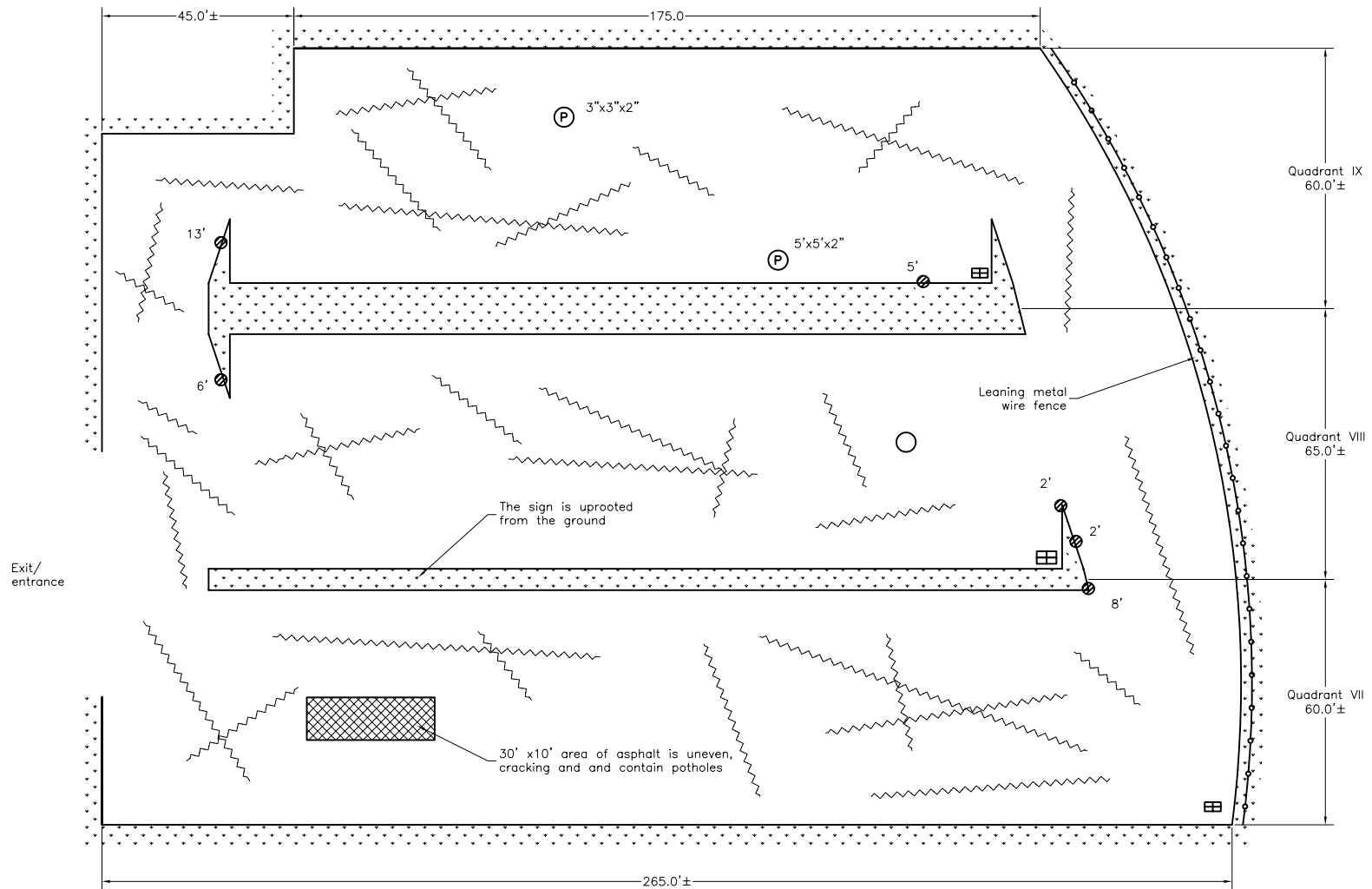
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 3) Quadrant V Details
Date: 12-20-01



Legend:
 Cracks

- NOTES:
1. 35% of the asphalt surface is cracked.
 2. The striping is faded.

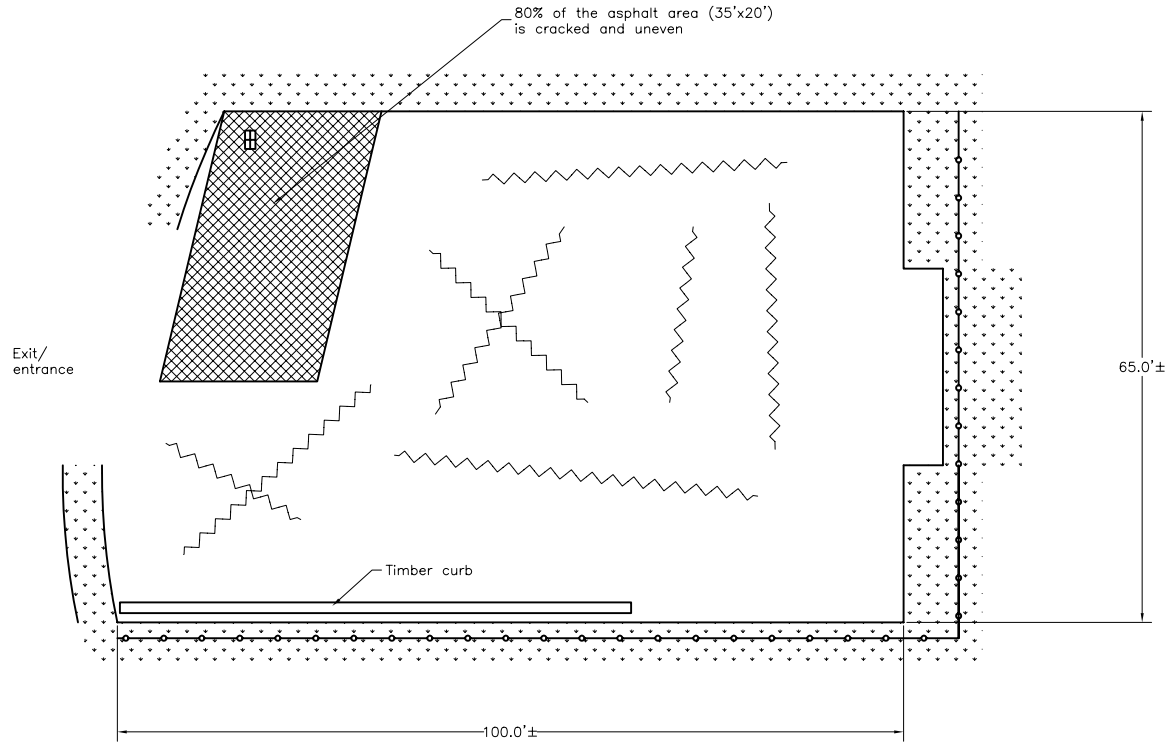
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 4) Quadrant VI Details
Date: 12-20-01



- Legend:
- Fence
 - Cracks
 - Map Cracking
 - Grass
 - Sanitary Manhole
 - Drain
 - Pothole
 - Cracked, Broken, Missing Curb

- NOTES:
1. Quadrant VIII contains an additional 20% of cracked asphalt.
 2. Quadrant IX contains 30% of cracked asphalt.
 3. Quadrant X contains 40% of cracked asphalt.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (Lot 9) Quadrant VII, VIII, IX, Details
Date: 12-20-01



NOTE:

1. 10% of the asphalt pavement is cracked.

Legend:

- Fence
- Cracks
- Drain
- Cracking
- Grass

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Canaan Station (LOT 8) Quadrant X Details
Date: 12-20-01

STATION: New Canaan

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 34 OF 61

INSPECTORS: WV, RGW

DATE: 12/16/02

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
3		29	Span III, XII, XXII, XXIX, XXX, XXXII 5 - Typical spalled and cracked concrete.
2		36	Quad II, III, IV, VI-X Surface - Typical cracking, and uneven settlement
2		31	Quad II, III Fence - Typical bent and leaning fence
2		32	Quad III Surface - Typical sunken drain surrounded with cracks and uneven settlement
2		31	Quad III Curb - The timber curb is damaged
2		33	Quad IV Surface - The asphalt pavement exhibits two potholes filled with dirt and rocks
2		34	Quad IV Surface - Typical patched asphalt with ponding and surrounded with cracks
2		35	Quad IV Fence - Along the south side the fence is damaged and the retaining wall is collapsing into the parking area
2		36	Quad VI, VII-IX Landscape - Broken branches and accumulation of leaves in the parking area
3		38	Quad VII-IX Curb - The asphalt curbing is broken and missing in various locations
2		37	Quad IX Signage - The sign is up heaved from the ground
2		39	Quad VII-IX Fence - The metal wire fence is leaning
2		19	Quad VI Striping - The striping is faded.

New Canaan Station

Description	Units	Quantity	Price / Unit	Total Cost
Filling in cracked asphalt	ft	477.00	\$2.00	\$954.00
<u>Replace asphalt curb</u>				
-Removal of curb	yd ³	1.00	\$80.00	\$80.00
-Replacing curb	ft	36.00	\$22.00	\$792.00
<u>Replacing asphalt pavement</u>				
-Removal of asphalt	yd ³	5300.00	\$22.00	\$116,600.00
-6" top course and binder course	yd ²	14700.00	\$25.00	\$367,500.00
-7" aggregate base	yd ³	2780.00	\$20.00	\$55,600.00
Replace fence	ft	455.00	\$48.00	\$21,840.00
Install fire alarm pull stations	EACH	2.00	\$138.00	\$276.00
fixed heat detector	EACH	1.00	\$289.00	\$289.00
Add luminaires in the waiting room *	EACH	3.00	\$500.00	\$1,500.00
Estimated cost for portable extinguishers on brackets	EACH	2.00	\$300.00	\$600.00
Miscellaneous (signs, timber curb, and etc.)	LS	-	-	\$1,000.00
Mobilization / Demobilization (10%)				\$56,603.10
Sub-total				\$623,634.10
Contingency (20%)				\$124,726.82
Grand Total				\$748,360.92
Say				\$750,000.00

* The quantity of lobby luminaires required to bring lighting up to recommended levels is an order-of-magnitude estimate. Performance of a lighting design is required to develop a precise quantity estimate.

Lease Narrative and Synopsis

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



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Urbitran Associates

**RAILROAD LEASE AGREEMENT
NARRATIVE**

STATION NAME: **New Canaan and Talmadge Hill Stations**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE: Town of New Canaan

Under this Lease Agreement (the "Lease"), the State leases to the Town of New Canaan (the "Town") five (5) parcels of land within the railroad right-of-way, containing an aggregate of 2.35 acres, more or less. These parcels comprise the New Canaan and Talmadge Hill Stations, both located in the Town of New Canaan. The term of the Lease is ten (10) years, commencing July 1, 1998, to and including June 30, 2008. The Town has the right to renew for one (1) additional ten (10) year period of time.

When the Lease requires work on, over or under the right of way of any railroad company, the Town must carry Railroad Protective Liability Insurance for and on behalf of the railroad company, the Town and the State as named insureds, with coverage limits of: (1) not less than \$2,000,000 for any individual accident or occurrence involving injury or death and/or destruction of property; and (2) \$6,000,000 aggregate for all injuries to persons or property during the policy period. These required amounts exceed the amounts called for in the "Standard Railroad Lease Specifications & Covenants"¹ and the majority of other railroad lease agreements included in this study.

The Lease describes the duties of each of the parties with some specificity. The State retains the sole responsibility for maintaining all major structural renovations and/or repairs and for maintaining and restoring all fencing bordering the tracks, canopies over the platforms, and stairways. The Town is solely responsible for day-to-day maintenance, including, but not limited to, general structural repairs, snow removal, trash removal and security of any and all platforms, railings, stairs, shelters and ramps.

¹ The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated June 18, 1998.

LEASE SYNOPSIS

<u>STATION NAME:</u>	New Canaan and Talmadge Hill Stations
Lease Document(s) Reviewed	Lease Agreement dated 4/23/99
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Town of New Canaan
Agreement Number	2.11-03(99)
Effective Date of Lease	7/1/98
Term	10 years
Number of Renewal Periods	1 (at Lessee's option)
Renewal Period	10 years
Number of Lessee Renewals Exercised in Prior Years	0
Number of Renewals Remaining	1
Expiration Date of Lease	6/30/08
Recorded?	Volume 515, Page 608
Number of Parcels	5
Total Acreage	2.35 acres
How Is Revenue Earned?	Rail parking revenue and revenue from other rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee shall establish a separate account to accrue reinvestment funds. All revenue generated from all sources derived from the use of the property(ies) described in the Lease, minus mutually agreed to operating and/or maintenance expenses, shall be deposited into this fund. The State reserves the right to approve or disapprove the use of these funds to ensure improvement and maintenance of rail station building, parking, and services.
Allowable Direct Costs in Calculating Surplus	Maintenance of rail station buildings, rail station parking, and mutually agreed upon rail station operating and/or maintenance expenses

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 there is a surplus, at the end of each five (5) year period of the initial term and the one (1) renewal period thereafter, if any, the State shall receive fifty percent (50%) of said surplus.
Are Certified Financial Statements Required?	Yes. See Appendix I.
Financial Statement Submission Period	Lessee shall prepare and deliver to the State within ninety (90) days following the end of each year of the specified term of the Lease, statements of gross revenue.
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No
Monthly Debt Repayment Amount	n/a
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance Bodily Injury Coverage	When the Lease requires work on, over, or under the right-of-way of any railroad company, Lessee shall carry, with respect to the operations that it or its subcontractors perform under the Lease, Railroad Protective Liability Insurance, providing for coverage limits of not less than Two Million Dollars (\$2,000,000.00) for all damages arising out of any one accident or occurrence, in connection with bodily injury or death and/or injury to or destruction of property [with limit of \$6,000,000.00 for all injuries to persons or property during the policy period].
Other Required Coverage	n/a
Voluntary Coverage	n/a

Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Named Insured	Lessee, State and Metro-North Commuter Railroad Company
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	The State retains responsibility for maintaining all major structural renovations and/or repairs. Lessee shall retain sole responsibility of the day-to-day maintenance, including general structural repair.
Platform Gutters	Lessee
Fences	State
Signs	Lessee
Platform Lights	Lessee
Drains	Lessee
Equipment	Lessee
Electric and Mechanical Systems	Lessee

Live Rail Facilities	State
Platforms	Lessee
Railings	Lessee
Stairs	State
Platform Shelters	Lessee
Platform Canopy	State
Tunnels	
Parking Lots	Lessee
Waiting Room	Lessee
Ticket Office	Lessee
Baggage Room	Lessee
<u>PARKING:</u>	
Parking Fees	Where there is a charge for parking, the minimum annual parking fee per vehicle is \$100.00. The State reserves the right to review and approve any and all parking fees which exceed this minimum fee. Lessee has the right to establish and publish a Daily, Weekly, Monthly, 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	
Sewer	
Owns Title to Property	State

Owens Title to Capital Improvements	State
Is Subleasing Allowed?	Not without receipt of prior written approval from the State and the appropriate Federal Regulatory Agency, if required.
Can Lease be Sold or Assigned?	Not without receipt of prior written approval from 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 & Covenants" dated June 18, 1998

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.

NEW CANAAN BRANCH

The New Canaan Branch includes the following municipalities that participate in or manage the operations and maintenance stations and/or commuter parking lots: New Canaan (New Canaan and Talmadge Hill Stations) and Stamford (Glenbrook and Springdale Stations). Please note that the Stamford Transportation Center is operated by the State and was viewed separately from the Glenbrook and Springdale Stations. As such, the Stamford Station is noted in the New Haven Main Line separated from these smaller stations located on the New Canaan Branch.

NEW CANAAN

New Canaan and Talmadge Hill Stations

The Town of New Canaan has two stations, one located in the center of town and one at Talmadge Hill just south of the Merritt Parkway. The recently renovated New Canaan train station, located in the center of the community, is heavily utilized and its parking lots are generally full by 7:00 a.m. A significant number of commuters also walk to the station from home or are dropped off at the station.

The New Canaan Station is considered to be a significant building to the town, even among those who do not commute to by train. The station was brought back to its original design and historic significance by the State's Department of Transportation three years ago.

The station at Talmadge Hill is located a few minutes south of the New Canaan Station, and consists largely of parking lots, a small shelter and single platform.

Agreements

Although the Office of the First Selectman is familiar with the lease with the Department of Transportation, there is no organization chart of chain of command published for maintenance and operations responsibilities. The terms of the lease are generally followed in the operations and management of the leased lots. The Town is responsible for the day-to-day operations of the lots and station, and the State is responsible for major renovations and/or repairs. Further, the lease requires that the Town charge a minimum annual \$100 parking fee per vehicle for state-owned parking lots.

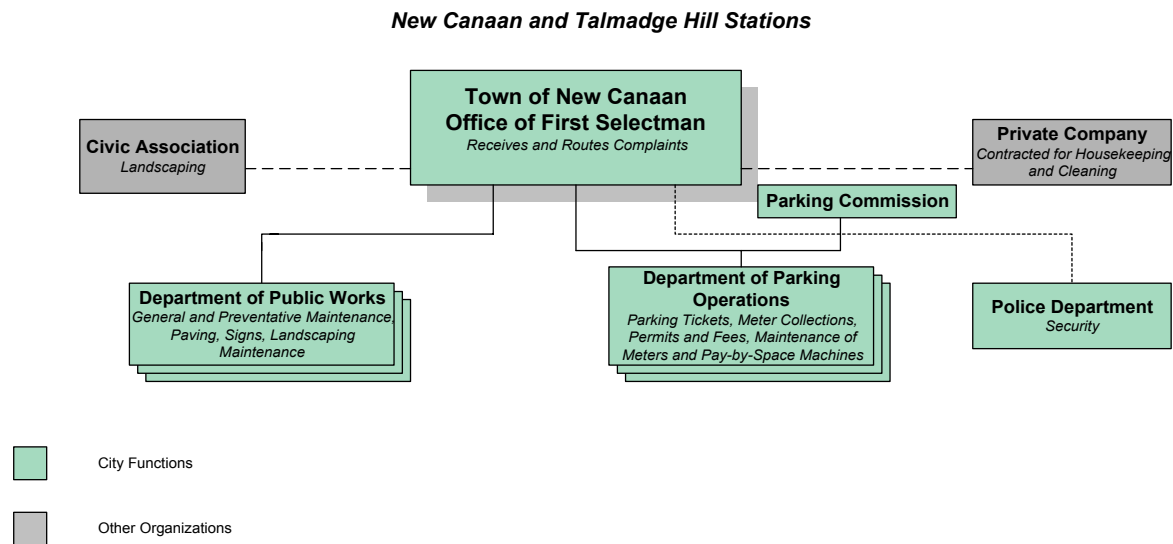
The Town of New Canaan has tenants at the New Canaan Station, although the agreements are not formal and there are no written agreements available. However, municipal officials explained that the Town charges \$400 a month for use of the taxi stand, and charges \$100 a month to a coffee stand. The coffee stand pays its own utilities.

The Town leases land from a private developer, Avalon Bay Communities Inc., for additional commuter parking at the New Canaan Station. The lot is 3.5 acres and through a land swap arrangement, the Town pays the private entity \$500 a day for an additional seventy spaces (120 permits).

The Talmadge Hill Station does not have tenants or any additional leases.

Organizational Structure

The New Canaan Station is centrally located in the Town of New Canaan. The town considers itself a “commuter village” where a significant portion of the residents use the Rail Line to commute to New York. It is a historically significant station and important to the community and functionality of the town. The station is monitored by the Department of Transportation, although the town plays a significant role in general maintenance of the platform and has sole responsibility for the commuter lots. The organization chart below illustrates the responsibilities and chain of command regarding the New Canaan Station and the Talmadge Hill Station.



As noted earlier, the Town of New Canaan does not have a published formal organization chart of responsibilities for the maintenance and operations of the New Canaan Station and commuter lots. The organization chart above was designed from information gathered from New Canaan municipal officials. The New Canaan Office of the First Selectman is the primary department for managing and operating the lots and serves as the main contact for the stations and associated lots of New Canaan Station and Talmadge Hill Station. Robert Bond is the First Selectman and official contact for issues regarding the stations, but is required to spend minimal time with these issues. Administrative officer of the Office of the First Selectman, Peter Murphy, is the administrative contact for the operations of the stations. He spends a larger percentage of his time (as do all departments involved) with the operations of the New Canaan Station than the Talmadge Hill operations.

The employees of the Department of Public Works report directly to the First Selectman. The Police Department does not formally report to the First Selectman. The Department of Parking Operations reports to the Parking Commission as well as the Office of the First Selectman. A private company is contracted for housekeeping and cleaning and reports to the Office of the First Selectman.

Operating Procedures

There are no operating procedure guides published by the Town; information was gathered from municipal officials as well. The New Canaan Station is well run, although there is no direct chain of responsibility and command. If there is a problem, a towns person can file a complaint with the Office of the First Selectman. If it is a parking problem, the First Selectman will contact the Department of Parking Operations to solve the problem. The Department of Parking Operations is responsible for the

maintenance of meters and pay-on-foot machines, parking permits, and parking enforcement. If it is a maintenance problem, the First Selectman will contact the Department of Public Works to fix the problem. Because New Canaan has a small municipal government system, this type of governance works well; particularly since the majority of town residents, not only public officials, would consider themselves stakeholders in the station.

NEW CANAAN

Although a part of a small town, the New Canaan Station and lots are not a one-person operation. The employees of the Department of Public Works, who report to the First Selectman, perform general and preventative maintenance of the lot, paving, signs, and landscaping. The Police Department includes the lots of the stations as part of its patrol routes. All parking violations, meter collection, maintenance of pay-on-foot machines and meters, and permit and fee collections are performed by the Department of Parking Operations. A private company, Young’s, is contracted for housekeeping and cleaning, and a local civic association landscapes the area surrounding the station and its lots. There are no formal agreements available for the contracted housekeeping company or the non-profit organization.

Procedure	Responsible Party
Opening and Closing of Station	MTA
Housekeeping Inside Station	Contracted Company
Housekeeping Outside Station	Department of Public Works
Daily Maintenance	Department of Public Works
Preventative Maintenance	Department of Public Works and Conn-DOT
Landscaping	Civic Association
Security	Police Department
Customer Service	Office of the First Selectman
Tenant Performance	Office of the First Selectman
Parking Enforcement	Department of Parking Operations
Parking Fees and Permits	Department of Parking Operations
Parking Operation Maintenance	Department of Parking Operations

TALMADGE HILL

The Talmadge Hill Station is moderately maintained, and there is no direct chain of responsibility and command. Problem solving is done in the same manner as for the New Canaan station, but Talmadge Hill does not receive as much attention since it is not centrally located and is not as “noticeable.”

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 and Conn-DOT
Landscaping	Department of Public Works
Security	Police Department
Customer Service	Office of the First Selectman
Tenant Performance	N/A
Parking Enforcement	Department of Parking Operations
Parking Fees and Permits	Department of Parking Operations
Parking Operation Maintenance	Department of Parking Operations

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.

NEW CANAAN FINANCES

ACCOUNTING ENTITY / BASIS

The Town accounts for the State-leased operations as an enterprise fund included in its annual general purpose municipal financial statements. The records are kept on an accrual basis similar to a private enterprise. The Town's books are, for the most part, kept separate for the railroad State-leased property (New Canaan station and parking, and the Talmadge Hill platform) from the Town-owned railroad parking areas (Talmadge Hill lot, Richmond Hill and the "lumberyard" lot). Revenues are separately identified for the State-leased lots from the Town-owned lots and certain expenses are also identified as specifically chargeable to the fund, but general municipal services get allocated to the railroad fund.

FINANCIAL REPORTING TO STATE

The presentation included in the annual municipal report is provided to the State. A separate detailed report is not submitted.

Financial measurements such as unit values for revenues or costs per space, etc. and units further broken down for each lot, is not required by the lease and not included with the financial information. Specific railroad lease operating or capital budgets are not necessarily a requirement of the lease or submission to the State.

REVENUES

Revenues are derived from parking, rents, and interest income. The State also provides capital grants outside of the enterprise fund. As previously mentioned, revenues are separately identifiable for State-leased lots from Town-owned lots

Parking revenues are from daily parking fees. Automated pay-station machines are located at the New Canaan parking lot. Parkers pay for their space by depositing money into the pay-station machine. The automated machine is administered to by the Town's Parking Authority to collect the cash for deposit and identify any unpaid and occupied parking spaces. The Town-owned lots use permit and metered parking systems.

Rental income is derived from a taxi service, a newsstand, a coffee vendor and a vending machine.

EXPENSES

The Town uses its municipal departments and outside services to maintain the railroad properties. Operating expenses include utilities, repairs, maintenance, cleaning and supplies. Repairs are generally performed by outside tradesmen and contractors. Cleaning and window washing is done under a service contract. Town services are provided by the Highway, Building and Park's Departments. These services include plowing, sanding, sweeping, janitorial, landscaping and other similar services. Expenses exclude security costs because there is no security provided at the railroad lots by the local police as part of their scheduled patrol. The Town also charges depreciation on certain railroad properties.

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. At New Canaan the Town also relies on Metro-North to clean-up the debris in the track area at the 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 railroad fund was operated at a profit for the 1996-1999 fiscal years. A loss of \$23,184 was recorded in fiscal year 2000 (see Special Requirements note). At June 30, 2000 the railroad fund had accumulated a net surplus of approximately \$141,749.

The State expenditures for this property through its service agreement with Metro-North, when added to the cost of operations results in an excess of expenses over revenues. The local government does not give consideration to the Metro-North costs in setting 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

In 1998 the original passenger station was renovated by ConnDOT preserving its historic features and making it more handicap accessible.

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 covers only the State-owned 182 spaces at the New Canaan and Talmadge Hill stations as these are the only spaces for which financial information is captured in the railroad enterprise fund of the Town. The parking inventory includes an additional 1,224 rail parking spaces owned by the Town of New Canaan at the two stations.

NEW CANAAN & TALMADGE HILL 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	\$ 65,991	\$ -	\$ 65,991	88.7%	\$ 66,934	\$ -	\$ 66,934	88.6%		
RENTS	\$ 4,605	\$ -	\$ 4,605	6.2%	\$ 4,645	\$ -	\$ 4,645	6.1%		
INVESTED FUNDS	\$ 3,820	\$ -	\$ 3,820	5.1%	\$ 3,992	\$ -	\$ 3,992	5.3%		
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 74,416</u>	<u>\$ -</u>	<u>\$ 74,416</u>	<u>100.0%</u>	<u>\$ 75,571</u>	<u>\$ -</u>	<u>\$ 75,571</u>	<u>100.0%</u>		
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>										
REPAIRS AND MAINTENANCE	\$ 57,698	\$ 22,795	\$ 80,493	84.1%	\$ 46,240	\$ 17,274	\$ 63,514	73.2%		
UTILITIES	\$ 9,367	\$ -	\$ 9,367	9.8%	\$ 18,149	\$ -	\$ 18,149	20.9%		
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
INSURANCE AND CLAIMS	\$ -	\$ 700	\$ 700	0.7%	\$ -	\$ -	\$ -	0.0%		
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 2,190	\$ 2,943	\$ 5,133	5.4%	\$ 2,693	\$ 2,416	\$ 5,109	5.9%		
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 69,255</u>	<u>\$ 26,438</u>	<u>\$ 95,693</u>	<u>100.0%</u>	<u>\$ 67,082</u>	<u>\$ 19,690</u>	<u>\$ 86,772</u>	<u>100.0%</u>		
<u>NET PROFIT (LOSS)</u>	<u>\$ 5,161</u>	<u>\$ (26,438)</u>	<u>\$ (21,277)</u>		<u>\$ 8,489</u>	<u>\$ (19,690)</u>	<u>\$ (11,201)</u>			
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>										
ACCUMULATED SURPLUS (DEFICIT)	\$ 109,165				\$ 117,654					
LESS - LOCAL GOVERNMENT'S SHARE										
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>109,165</u>				<u>117,654</u>					
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ 54,583</u>				<u>\$ 58,827</u>					

NEW CANAAN & TALMADGE HILL RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1998					YEAR 1999				
	OPERATING AGREEMENTS				%	OPERATING AGREEMENTS				%
	LOCAL GOVT	METRO-NORTH	TOTAL			LOCAL GOVT	METRO-NORTH	TOTAL		
REVENUES										
PARKING	\$ 72,233	\$ -	\$ 72,233	88.2%	\$ 79,862	\$ -	\$ 79,862	92.7%		
RENTS	\$ 3,640	\$ -	\$ 3,640	4.4%	\$ -	\$ -	\$ -	0.0%		
INVESTED FUNDS	\$ 6,021	\$ -	\$ 6,021	7.4%	\$ 6,259	\$ -	\$ 6,259	7.3%		
OTHER	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%		
	<u>\$ 81,894</u>	<u>\$ -</u>	<u>\$ 81,894</u>	<u>100.0%</u>	<u>\$ 86,121</u>	<u>\$ -</u>	<u>\$ 86,121</u>	<u>100.0%</u>		

STATION, PLATFORMS AND PARKING EXPENSES

REPAIRS AND MAINTENANCE	\$ 32,658	\$ 22,076	\$ 54,734	52.0%	\$ 5,350	\$ 33,661	\$ 39,011	50.0%
UTILITIES	\$ 15,546	\$ -	\$ 15,546	14.8%	\$ 4,008	\$ -	\$ 4,008	5.1%
RENT	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%	\$ -	\$ 69	\$ 69	0.1%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ 31,122	\$ 3,956	\$ 35,078	33.3%	\$ 32,052	\$ 2,852	\$ 34,904	44.8%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ 79,326</u>	<u>\$ 26,032</u>	<u>\$ 105,358</u>	<u>100.0%</u>	<u>\$ 41,410</u>	<u>\$ 36,582</u>	<u>\$ 77,992</u>	<u>100.0%</u>

NET PROFIT (LOSS)

	<u>\$ 2,568</u>	<u>\$ (26,032)</u>	<u>\$ (23,464)</u>		<u>\$ 44,711</u>	<u>\$ (36,582)</u>	<u>\$ 8,129</u>
--	-----------------	--------------------	--------------------	--	------------------	--------------------	-----------------

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ 120,222	\$ 164,933
LESS - LOCAL GOVERNMENT'S SHARE		
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>120,222</u>	<u>164,933</u>
STATE'S AVAILABLE SHARE @ 50%	<u>\$ 60,111</u>	<u>\$ 82,467</u>

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

URBITRAN REPORT

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

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

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

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

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

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

Massachusetts
275 Southamptn Road
Holyoke, MA 01040
413.539.9005

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