

Individual Station Report

Branchville

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.

Ridgefield

Branchville Station is located in the town of Ridgefield, and is leased by the Town from CDOT. In turn, the Town has a lease with the Whistlestop Café, which is located in the Station Building, which the tenant agrees to maintain for the Town.

The town leases the parking from the state, and recognizes that the pavement needs to be repaired and restriped, which will happen in FY 2003-2004. There are no parking fees at Branchville, and all revenues for the station are taken either from the general fund or from the tenant. The only costs they put in to the station are for plowing, sanding, and minor repairs. They feel that parking fees will discourage commuters from using the station.

As noted, all of the operating and maintenance expenses for the station building are borne by the tenant. The Town monitors the condition of the building through the Health Department, as food is served on the premises. The Town is responsible for the lots, sidewalks, lighting, and landscaping. They need to improve the site and want CDOT to contribute. According to the Town, they have had no contact with CDOT for some time.

There is a village plan for Branchville being completed which will address the town's direction for the station. The feeling is that the residents of Ridgefield want the Town to retain control, and would like to see improvements, particularly with regard to parking.

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.

Branchville

At the Branchville Station 39 of 167 surveys distributed were returned for a response rate of 23%. Daily commuters accounted for 84% of the respondents, 8% used the train at least once a week, and 3% at least once a month. Five percent of respondents used the train less than once each month. Ninety-two percent of respondents used the train to commute to work or school,

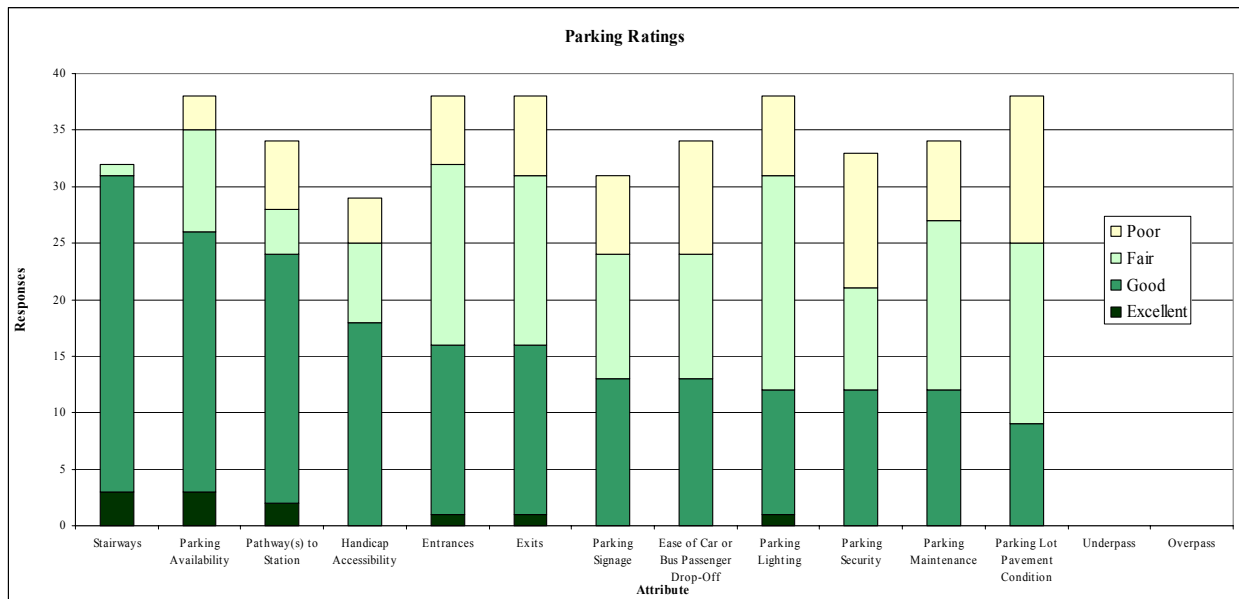
while 8% traveled for business travel other than their daily commute. All respondents at Branchville traveled during the peak periods.

Of survey respondents in Branchville, 82% were male and 18% were female. All respondents were between the ages of 25 and 64. Thirty-seven percent were between 25 and 44 years of age while 63% were aged 45 to 64. Income distribution among Branchville respondents was weighted towards the higher income brackets (\$100k to \$199k and \$200k or more). No surveyed customers reported annual incomes below \$25,000 while 60% earned more than \$100,000.

In general, the Branchville Station received fewer favorable ratings concerning station elements and amenities. While many elements were given ratings of ‘good,’ very few were rated ‘excellent’ and a higher proportion (relative to other stations) received ‘fair’ or ‘poor’ ratings. Parking elements in Branchville were the lowest rated on the Danbury Line.

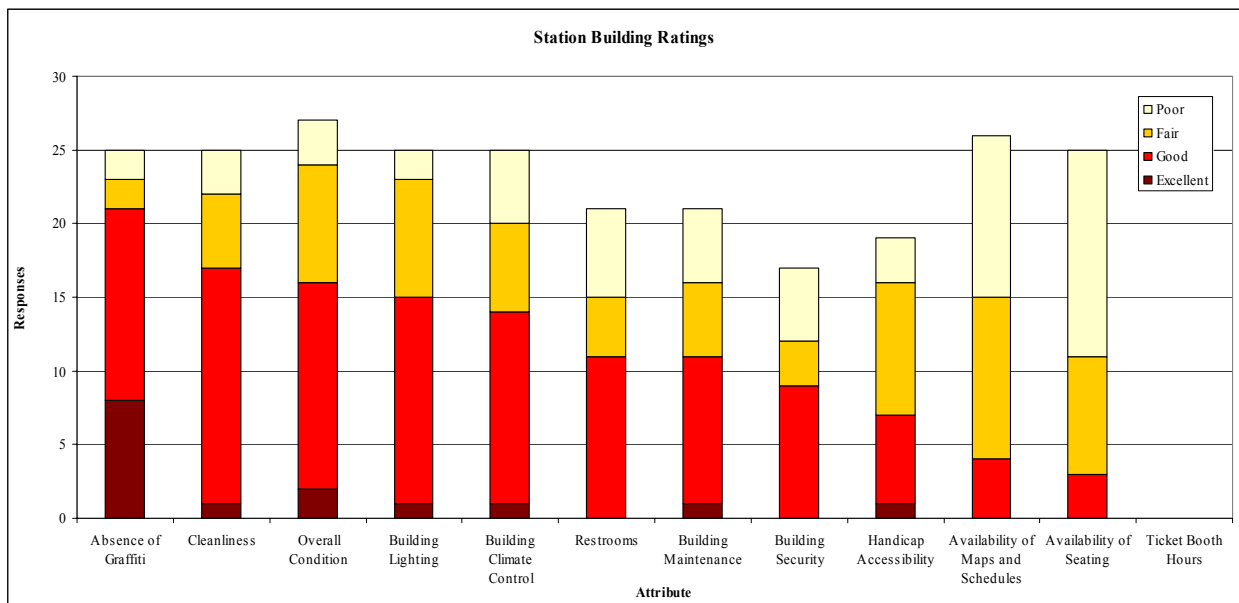
Two-thirds of respondents gave favorable ratings (‘good’ or ‘excellent’) for parking availability, which may explain the comparatively small number of permit holders among those surveyed. Conversely, physical characteristics and maintenance of Branchville's station parking received a less favorable response, likely due to the fact that the parking area is rutted in places and less clearly defined. The categories of parking lot security, lighting, pavement condition, signage and maintenance all received combined responses of ‘fair’ or ‘poor’ exceeding 50%. Among these, lighting and lot pavement condition received the fewest favorable ratings. Sixty-two percent of respondents rated handicap accessibility as ‘good’ (none said it was ‘excellent’), although only 38% gave ease of car or bus passenger drop-off a favorable rating. This being said, all survey respondents indicated previously that they drove and parked at the station. Stairways were very highly rated with 97% satisfaction ratings. Branchville does not have an overpass or an underpass. Figure 216 shows the parking ratings in Branchville.

Figure 216: Branchville Station Parking Ratings



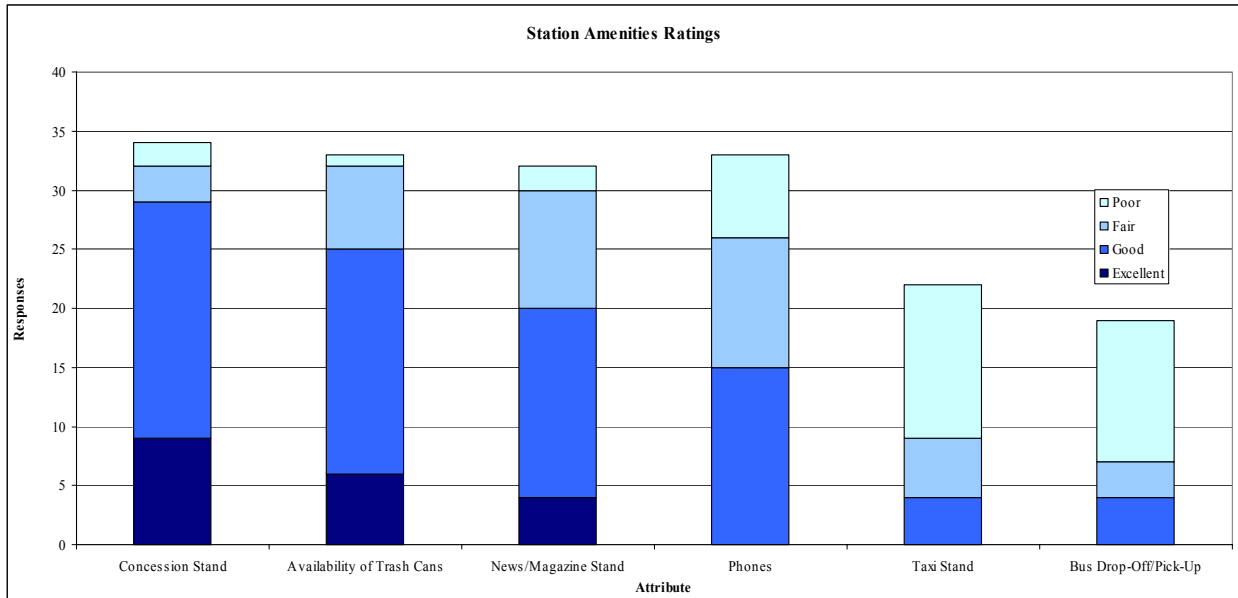
Concerning the station building at Branchville, most elements surveyed received a majority of favorable responses, although rarely more than a combined 60% for ‘good’ and ‘excellent’ ratings. Fifty-nine percent of respondents were satisfied with the overall condition of the station building. Figure 217 describes the building rating situation in Branchville. All but 2 elements received ‘fair’ or ‘poor’ ratings from over 25% of respondents. The only category to receive a considerably high percentage (84%) of ‘excellent’ ratings was the absence of graffiti at the station. This was the highest ranked aspect of the station building, followed distantly by cleanliness (68%). The 2 lowest ranked aspects of the station building were availability of seating and of maps and schedules, both of which received combined ‘fair’ and ‘poor’ ratings of greater than 85%. Branchville does not have a ticket office.

Figure 217: Branchville Station Building Rating Results



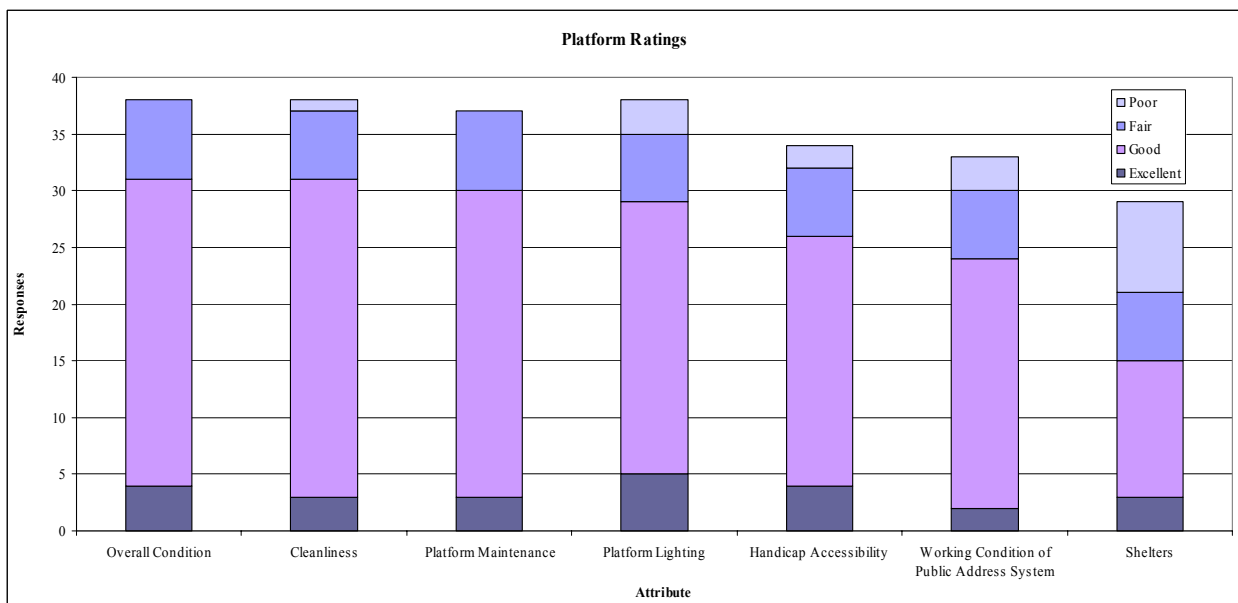
Station amenities were rated somewhat better overall, however once again several elements received a considerable number of ‘fair’ or ‘poor’ ratings. Figure 218 describes how Branchville respondents felt about the condition of the amenities. Half of the amenities were rated negatively by a majority of respondents. Among the poorly rated amenities were public phones (54% ‘fair’ or ‘poor’), the taxi stand (82%), and the bus drop-off/pick-up (79%). The best ranked station amenities were the concession stand and the availability of trash receptacles. These amenities received ‘good’ or ‘excellent’ ratings totaling 85% and 76%, respectively.

Figure 218: Branchville Station Amenities Ratings



Finally, the Branchville station platforms received more consistently favorable ratings from the surveyed customers. Overall condition, handicap accessibility, lighting, cleanliness and maintenance all received predominantly ‘good’ or ‘excellent’ ratings. The only 2 platform elements that received combined ‘fair’ or ‘poor’ ratings exceeding 25% were the shelters and the working condition of the public address system, as was the case at several other stations. Shelters were the lowest rated elements but they still received 52% positive ratings. Eighty-two percent of Branchville respondents were satisfied with the overall condition of the platform. Figure 219 describes the platform ratings in Branchville.

Figure 219: Branchville Station Platform Ratings

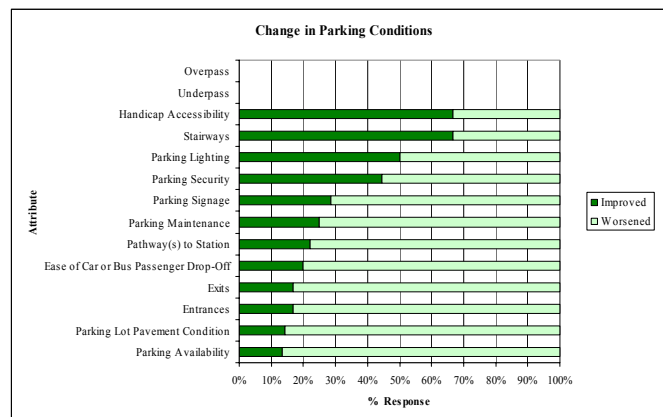


Change

Change ratings were very similar to ratings of the current situation in Branchville. Fourteen of the 39 elements had a majority of respondents who thought that the condition had worsened over the previous 2 years.

The parking element ratings discussed earlier were quite poor and the parking change ratings were even worse. Nine parking elements received a majority of ‘worsened’ ratings. Furthermore, 4 parking elements had more than 80% of respondents who thought that conditions had worsened. Parking availability was the least improved element with 87% ‘worsened’ ratings. Branchville does not have an overpass or an underpass. The 2 most improved elements were handicap accessibility and stairways, which each had 67% improvement ratings. Figure 220 shows the poor parking change ratings in Branchville.

Figure 220: Branchville Station Change in Parking Conditions



Branchville’s building change ratings were much better than the parking change ratings, but still not stellar. Figure 221 lists the building change ratings in Branchville. Two people rated the absence of graffiti as improved so it had 100% improvement ratings. The restrooms were otherwise the most improvement building element with 80% improvement ratings. At the other end of the scale, 3 elements had a majority of respondents who thought that conditions had worsened during the previous 2 years and 4 elements had respondents split down the middle about whether the trend was improving or worsening. Availability of maps and schedules was thought to have improved the least with 75% of respondents thinking that the condition had worsened. Branchville does not have a ticket office.

Figure 221: Branchville Station Change in Building Conditions

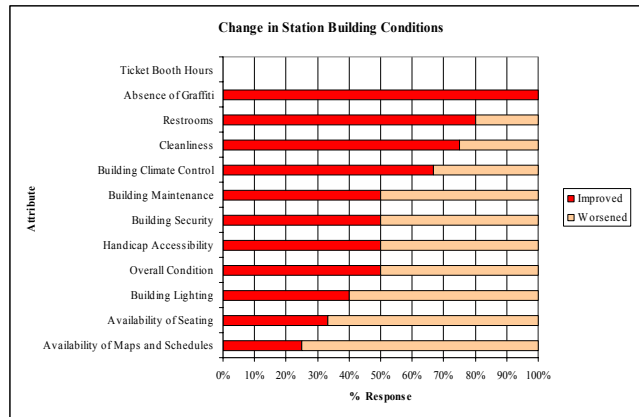
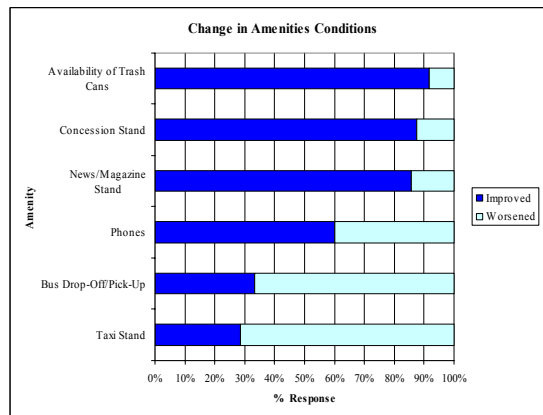


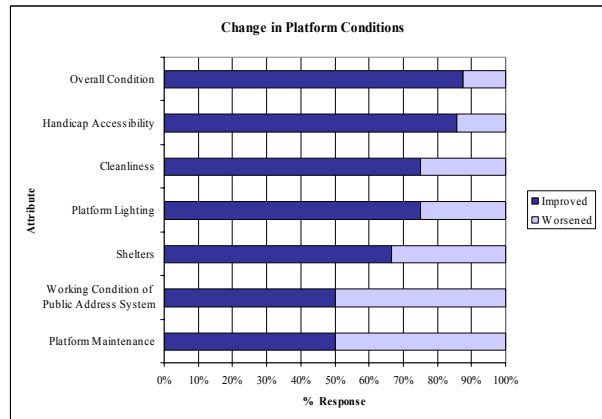
Figure 222 shows the trend in amenities as rated at the Branchville Station. Amenities improvement ratings were even slightly better than the building change ratings. Consistent with the trend among most stations, the availability of trash cans was the most improved amenity. Two amenities had a majority of respondents who thought that they had worsened over the previous 2 years. The least improved amenity was the taxi stand with 71% ‘worsened’ ratings.

Figure 222: Branchville Station Change in Amenities Conditions



Eighty-eight percent of respondents thought that the overall platform conditions had improved during the previous 2 years. Figure 223 shows the platform improvement ratings for Branchville. The platform improvement ratings were the highest of the 4 element categories in Branchville. No elements had a majority of ‘worsened’ ratings. With regard to the public address system and platform maintenance, Branchville respondents were split between thinking that they had improved and thinking that they had worsened. The overall condition was the most improved platform element.

Figure 223: Branchville Station Change in Platform Conditions

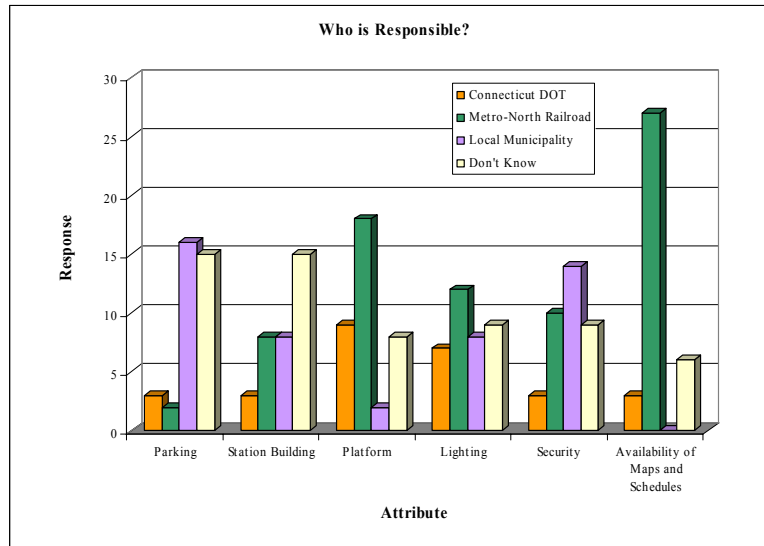


Responsible Agencies

When asked who they thought was responsible for certain station elements, many Branchville respondents did not know how was in charge. Figure 224 graphs how Branchville respondents viewed who was responsible for what at the station. Branchville respondents thought that the responsibility was distributed more evenly among the agencies than the respondents at other stations. The following statements describe how Branchville customers view agencies' responsibility at the station:

- Forty-four percent of respondents thought that the local municipality had responsibility for parking, but 42% said that they did not know who was in charge.
- For the station building the highest percentage (44%) of respondents did not know who had responsibility. Twenty-four percent of respondent though that each Metro-North and the local municipality were responsible for the station building.
- Respondents were slightly more positive about who was in charge of the platform; 49% of respondents thought that Metro-North was responsible for the platform. Another 24% thought that the responsibility for the platform fell to Connecticut DOT and 22% did not know.
- Respondents were pretty evenly split between the 3 agencies and not knowing who had responsibility for lighting. Most (33%) customers thought that Metro-North was in charge of lighting. Respondents also thought that the local municipality and Connecticut DOT were in charge with 22% and 19% votes, respectively. One-quarter of respondents did not know who was responsible for lighting.
- Most (39%) respondents felt that the local municipality was responsible for security. Another 28% of respondents thought that Metro-North had responsibility for security. Again a full quarter of people did not know who was in charge of security.
- Respondents were pretty sure (75%) that Metro-North was responsible for map and schedule availability.

Figure 224: Branchville Station – Responsible Agencies



Written-In Customer Comments

As was the case in several stations, the most common written-in comments had to do with lighting and parking availability. Fourteen percent of respondents commented on each of these topics. When rated in the general rating section, parking availability was given 68% positive marks. Parking lighting was the lowest rated lighting element with building lighting and platform lighting performing significantly better. Table 24 lists all of the comments written-in at the Branchville Station.

Table 24: Branchville Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
10	Lighting needs improvement	3	14.3%
18	Need more parking areas	3	14.3%
31	Narrow parking slots	2	9.5%
66	Lot needs to be paved	2	9.5%
8	Entrances/Exits very difficult	1	4.8%
12	Could use benches & protected shelters from rain/snow with heat/air	1	4.8%
27	Trash cans needed	1	4.8%
33	Need security at parking areas	1	4.8%
45	Public address system needed on trains	1	4.8%
48	Better service on Danbury Line	1	4.8%
52	Need more free parking spaces	1	4.8%
59	Trains in terrible condition	1	4.8%
65	More trains (cars) needed	1	4.8%
82	Bring back coffee stands	1	4.8%
83	Station needs improvements	1	4.8%
<i>Total Comments</i>		21	100.0%

Parking Inventory and Utilization

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



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Branchville

The Branchville Rail Station has 168 spaces available in a surface lot for persons using the rail station. All of the spaces are for daily parking, with the exception of 2 handicapped parking spaces. There is no space available for permit parking at Branchville. The usage rate for the lot was 90.5% on the day of the survey.

Parking Area Ownership

The State of Connecticut owns all of the parking spaces at the Branchville Station. Figure 29 maps the location of the lot and its ownership status.

Fee Structure

Parking is free at the Branchville Rail Station. The lot operates on a “first come, first serve” basis.

Table 29 presents specific information on parking at the Branchville Rail Station.

Table 29: Branchville Rail Station Parking Capacity and Utilization

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	0	0	N/A	state
Daily	166	152	91.6%	
Handicap	2	0	0.0%	
TOTAL PARKING	168	152	90.5%	

Figure 29: Branchville 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
BRANCHVILLE 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: Branchville
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 47

PARKING ELEMENTS

QUADRANT # I

TYPE OF SURFACE: asphalt x 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: 1

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

QUADRANT # II

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

CONDITION OF PAVED SURFACE: 1

CONDITION OF STRIPING: 1

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 3

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: Branchville
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 4 OF 47

PARKING ELEMENTS

QUADRANT # III

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

CONDITION OF PAVED SURFACE: 1

CONDITION OF STRIPING: 2

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 1

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

STATION: Branchville
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 5 OF 47

PLATFORM --- LIGHTING

Span Number	Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
all	HID-MH	Holophane	unknown	3	3	10/ 20	minor deterioration

Remarks: A typical section of the platform was measured at the location indicated and found to average
6.3 fc.

PLATFORM --- LIGHTING LEVELS (fc)

TRACKS---{ _____

see remarks	see remarks	see remarks	see remarks	avg 6.3	see remarks
NORTHBOUND/SOUTHBOUND PLATFORM					

STATION: Branchville
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 6 OF 47

PLATFORM --- SERVICE

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

Remarks: The electrical service pedestal cabinet is located adjacent to the platform and the service pole is adjacent to the parking lot. The platform and building have different services and the platform service was not accessible at the time of inspection.

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	unknown	unknown	unknown	in service pedestal	unknown	unknown
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	2	platform	18/ 20	serious deterioration
Grounding	unknown	unknown	3	platform	18/ 20	minor deterioration
Lighting Controls	Tork	unknown	3	throughout	2/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: The receptacles are not GFCI and mostly broken.

STATION: Branchville

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 7 OF 47

INSPECTORS: Jim Connell & Dave Lang

DATE: January 23, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

The platform power originates at the building with a couple of circuits for the platform receptacles and platform lighting. The few non-GFCI receptacles are missing their covers and exposing people to possible electric shock. We suggest that the receptacles be replaced with GFCI type with covers.

The luminaires are mounted beneath the canopy with an average lighting output of 6.3 foot-candles. The output exceeds the minimal level that is recommended by the IESNA.

STATION: Branchville
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 8 OF 47

STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
incandescent pendant	unknown	unknown	3	3	2/ 20	minor deterioration
Exit/Emergency Egress	unknown	unknown	3	3	2/ 20	minor deterioration

Remarks: A typical section of the waiting room was measured and found to average 10 fc.
 The building light levels were recorded during the early evening hours because of limited access to the building.
 Exit and Egress lighting is not located at all exits.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC: A B C D

1				
2				
3				
4				

waiting room

ROOM DESC: A B C D

1				
2				
3				
4				

not used

ROOM DESC: A B C D

1				
2				
3				
4				

not used

ROOM DESC: A B C D

1				
2				
3				
4				

not used

STATION: Branchville
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 9 OF 47

STATION BUILDING --- SERVICE

Voltage Rating (V)	120/240	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	X	Underground	n/a
Rating of Main Breaker (A)	200	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	SNET 13A Peachable	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	G4040MB1200	3	kitchen	10/ 20	minor deterioration
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	throughout	5/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	throughout	18/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Station Telephone	unknown	unknown	n/a	counter	n/a	n/a
Misc. Panel	Bryant	unknown	3	bakery	18/ 20	minor deterioration

Remarks: _____

STATION: Branchville
 LINE: New Haven-Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: P.M.
 WEATHER: Clear

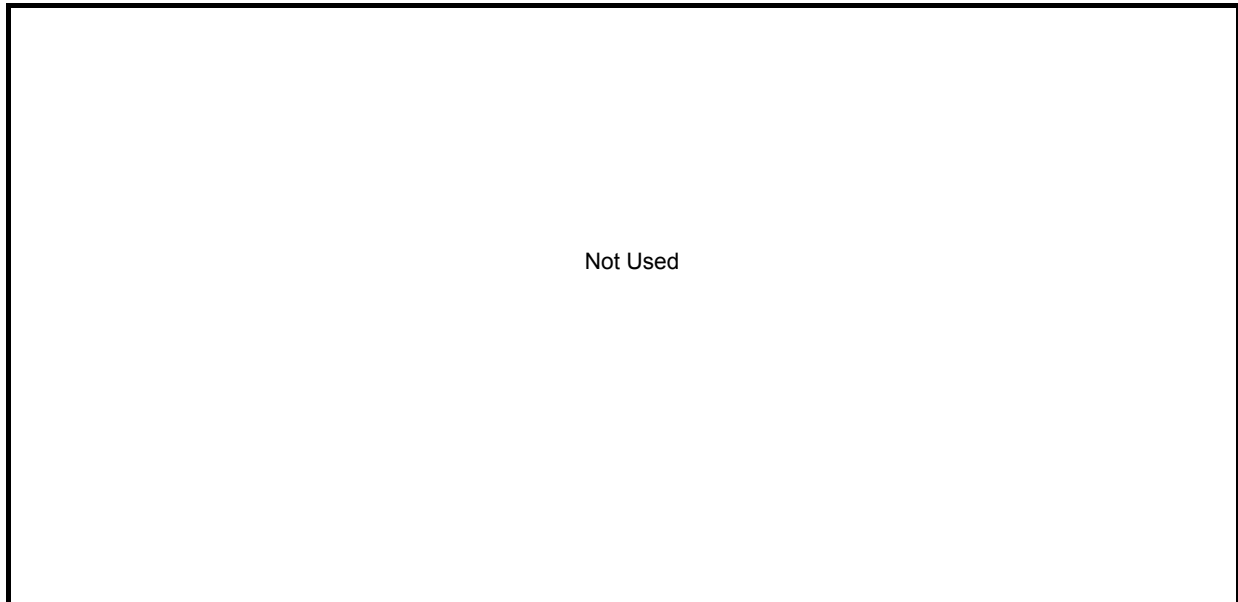
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 10 OF 47

STATION BUILDING --- FIRE ALARM SYSTEM

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

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

STATION BUILDING --- SKETCHES



STATION: Branchville

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 11 OF 47

INSPECTORS: Jim Connell & Dave Lang

DATE: January 23, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

This building appears to be completely leased to a tenant and, in our opinion, does not have any common space for the railroad patrons. Posted at the restrooms is a sign indicating that the use is for bakery customers only. Further, the only seating area serves as the bakery dining area.

The building service originates from an electrical utility pole located across the railroad tracks on Peachable Street. The main panel is located in the kitchen and a sub panel is located in the dining area. Both panels have minor deterioration, but are functioning as originally designed.

The building lighting was not measured because of the limited access to the bakery during hours of darkness. However, calculations of the entrance area were performed and estimated the lighting to be 10 foot-candles. Egress and exit lighting are present at the main doors but the rear door does not have any. We recommend that an exit sign and additional egress lighting be installed to meet the Life Safety Code.

The station does not comply with the ADA or NFPA 72 because there are no fire detection devices in the building.

STATION: Branchville
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 23, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Humid & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 12 OF 47

BUILDING -- HVAC - Fire Protection

BOILER: N/A

Water Heater located in the attic
Make Allanson Type 425H instant hot water
WATER HEATER: Catalog No 15H30 15BA (in Good Repair)

FUEL TYPE: Electric

Heating Furnace is located in the attic,
Make- Premier Furnace Company LPG Gas input
160,000 Btu/hr, Model GHB160D-57, Serial 197392A3
HEATING UNIT / FURNACE: Manufactured in 1/14/83 (in Good Repair)

FUEL TYPE: Liquid Petroleum Gas (LPG)

HEATING FILTER: Condition or Existence Unknown

AC UNIT: Condition or Existence Unknown

DUCTS: Condition or Existence Unknown

OF DAMPERS: Condition or Existence Unknown

CONDITION OF DAMPERS: Condition or Existence Unknown

THERMOSTATS: Location of thermostat was not determined

NIGHT SET BACK: N/A

PUMPS: N/A

PIPING: N/A

STATION: Branchville
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 23, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: A.M.
WEATHER: Humid & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 13 OF 47

BUILDING -- HVAC - Fire Protection Continued

For summer operation: ovens and counter area exhaust fan with gravity damper. Good Repair

Ceiling fan working, air supply grille in the ceiling, 1 supply grille in kitchen, 1 return in kitchen. Good Repair

Air supply in store = One air return
1 wall heater

A small recessed electric heater estimated at 1 KW is located at the entrance hallway. Good Repair

LPG stored in two outdoor cylinders with pressure regulator. Good Repair

Fire Protection

Gas suppression system PCL-350 for gas cooking stove hood. Good Repair

A portable 2.5 lb extinguisher. Good Repair

No Sprinklers

STATION: Branchville
 LINE: New Haven - Danbury Branch
 INSPECTION DATE : January 23, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: J. Duncan & T. Abrahamson
 TIME OF INSPECTION: P.M.
 WEATHER: Humid & Cool

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 14 OF 47

PLATFORM - PLUMBING

SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS	SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS
All	Platform rain canopy has aluminum gutters with PVC pipe downspouts.						
	All in good repair.						

PLATFORM - FIXTURES--N/A

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

STATION: Branchville
LINE: New Haven - Danbury Branch
INSPECTION DATE : January 23, 2002
INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
INSPECTORS: J. Duncan & T. Abrahamson
TIME OF INSPECTION: P.M.
WEATHER: Humid & Cool

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 15 OF 47

BUILDING - PLUMBING

RESTROOM

PIPING: No leaks
WATER PRESSURE: a little low
DRAINS: Good
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good Condition

Unisex Restroom
1 Toilet
1 Lavatory
Fixtures
Not Handicapped type
No Water Conservation Fixtures
Not Handicapped accessible
Fixtures old but in good working condition
Exhaust fan working

KITCHEN

PIPING: No leaks
WATER PRESSURE: a little low
DRAINS: Good
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good Condition

Not in agreement with ADA
At the present time due to space limitations, it would not be possible to make the area conform with ADA.

Kitchen
Stainless steel triple compartment in good condition
Small little sink in good condition
Rough in only for another sink.
Pipes are capped, fixture not installed

EXTERIOR

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

Building gutters are missing all along front and side of the building.
The rest of the gutters and downspouts where they existed are severely deficient.

STATION: Branchville

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 47

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 23, 2002

STATION – MECHANICAL SUMMARY

HVAC

To provide heating there is a furnace located in the attic. The make of the furnace is Premier and it uses LPG as fuel. The manufactured date is 1/14/83. The LPG (two outdoor) cylinders have a pressure regulator. Based on this standard requirement NFPA 55, protective bollards shall be installed in front of the wooden cylinder's cabinet. The local fire department should decide on the applicability of NFPA 58 article 3 for the installation location of the LPG cylinders with respect to the building. The heating system is working. There is also a water heater located in the attic. It is an instant water heater and the make is Allanson. Both the furnace and the water heater were in working condition. A small recessed electric wall heater estimated at 1 KW is located at the entrance hallway. It is in good condition. For summer ventilation in the ovens and cookie counter area, there is a wall exhaust fan with a gravity damper, which is in good condition. There is also a ceiling fan, which is working.

Fire Protection

There is a Gas Suppression system PCL-350 for the gas cooking stove hood in good condition. There is also a portable 2.5 lb extinguisher located in the kitchen.

Plumbing

There is one unisex restroom. It contains one toilet and one lavatory. The fixtures are not handicapped type, nor water conservation type, and there is no handicapped access. Fixtures are old but in good repair. The exhaust fan is working. At the present time due to space limitation it would not be possible to make the area conform to ADA requirements.

In the kitchen there is a stainless steel triple compartment sink in good condition. There is also a smaller sink which is in good condition. There are rough-in pipe connections, for an additional sink. The pipes are capped, and the fixture is not installed.

Storm Drainage For Building/Platform

The building gutters and downspouts are missing all along the front and side of the building. The other gutters and downspouts on the building are in disrepair. Gutter and downspouts should be installed.

Platform gutters are aluminum with 4 in. plastic downspouts, which are in excellent condition.

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

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 17 of 47

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	1	No	4
Canopy Beams	1	No	4
Platform Warning Strip	1	No	3

Station Building

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Old Siding and Borders	4	Yes	3
Door Frames	6	Yes	3
Doors	2	No	3
New Siding	3	No	3
Waste Container	1	No	3
Electricity Column	1	Yes	2
Window Frames	2	Yes	3

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Window Sashes	2	No	3
Window Sills	2	No	3
Interior Walls	3	Yes	3
Canopy Beams/Deck	2	Yes	3
6" O.D. Metal Pole	1	No	3
Int. Ceiling (Assumed)	--	Yes	3
Bench	1	No	3

Lead-Based Paint was found on surfaces noted above. Painted surfaces were found to be in fair to 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.

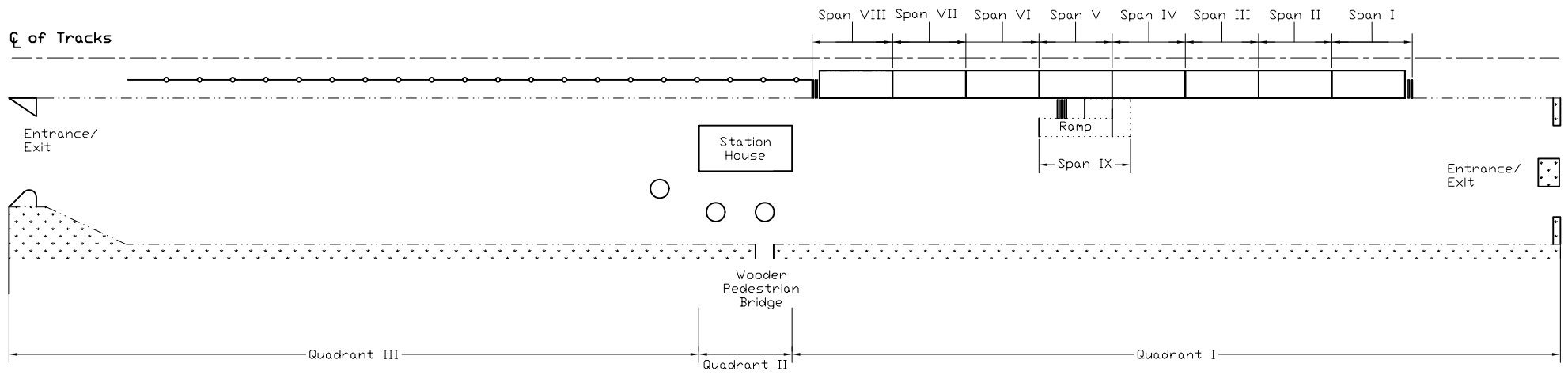
SUSPECT ASBESTOS-CONTAINING MATERIALS

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.

Station House

Suspect Materials	Rating
Window Glazing	3
Roof Shingles	3

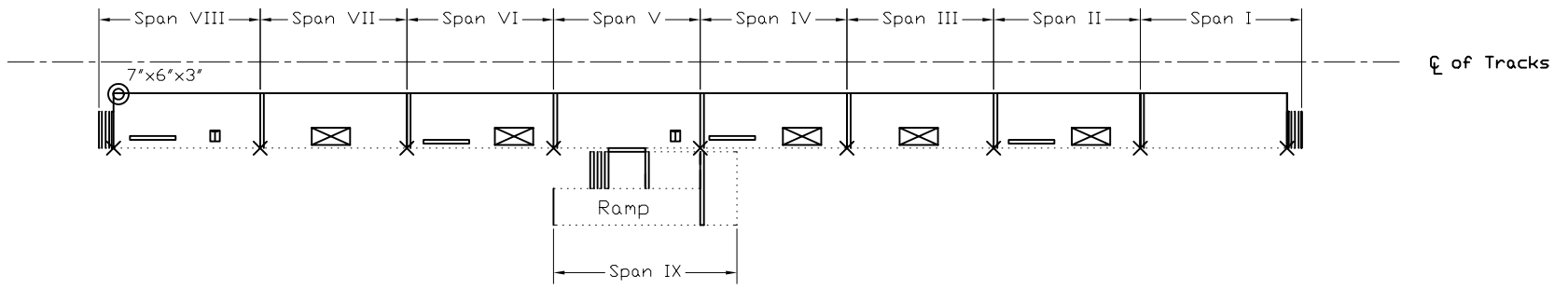
N ←



Legend:

- Fence
- - - - - Guard Railing
- Pedestrian Railing
- ▨ Grass
- Sanitary Manhole

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Branchville Station General Layout
Date: 12-5-01

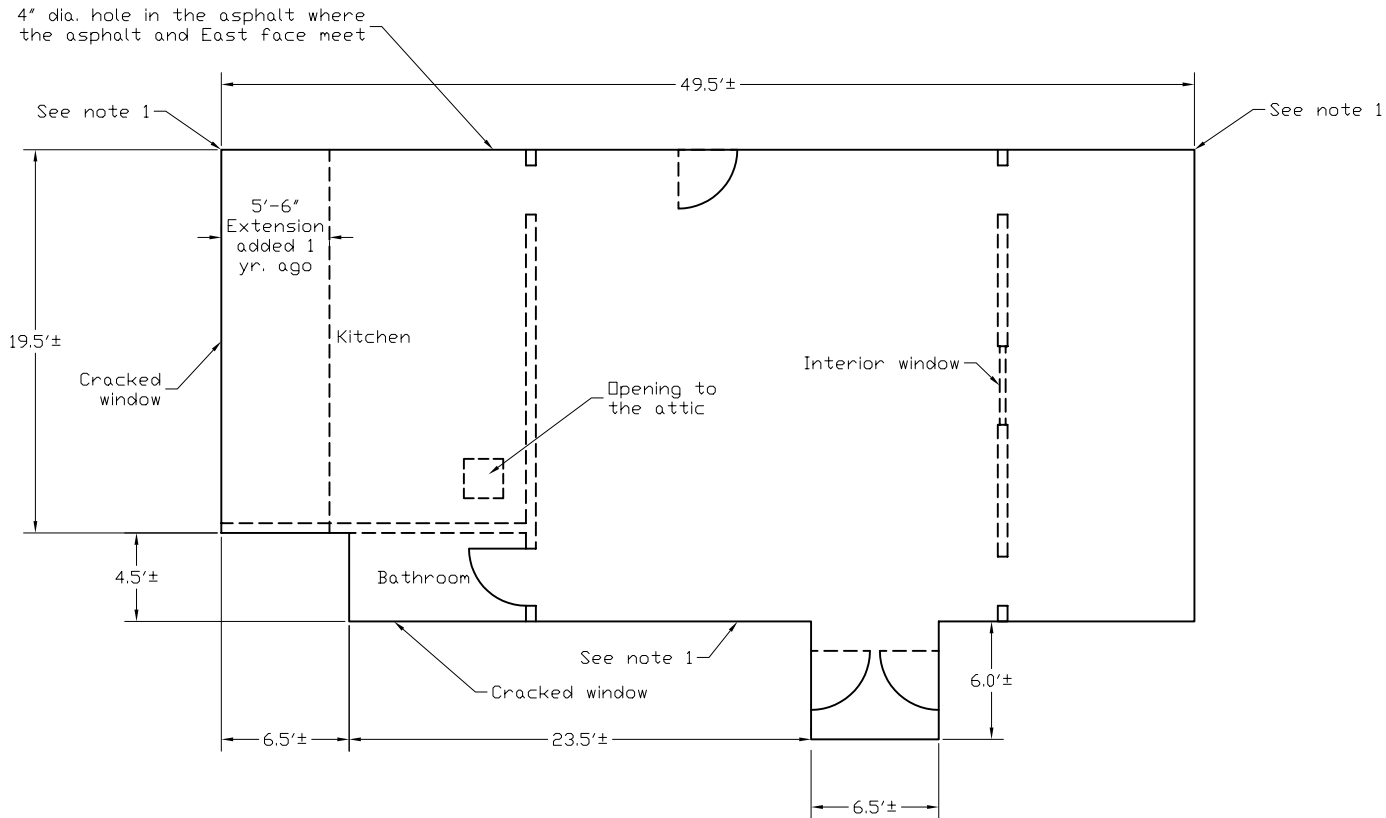


- Legend:
- Pedestrian Railing
 - ⊙ Spalled area
 - Joint
 - × Column
 - ▭ Sign
 - ⊠ Bench
 - ⊞ Trash

NOTE:

1. The warning strip paint is fading through out the entire length of the platform

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



NOTE:

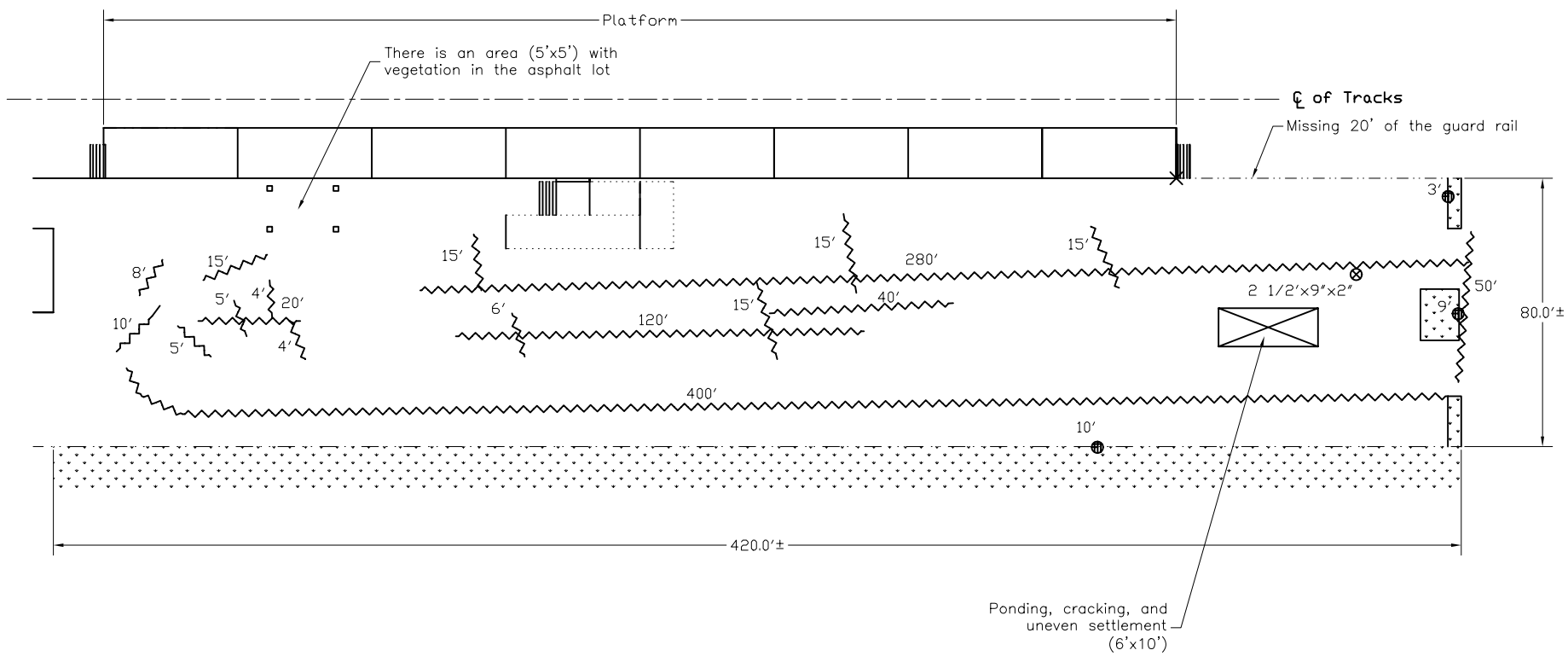
1. The roof is damaged in the Northwest corner, Southwest corner, and the middle of the Westside

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation

Branchville Station
Station House Plan

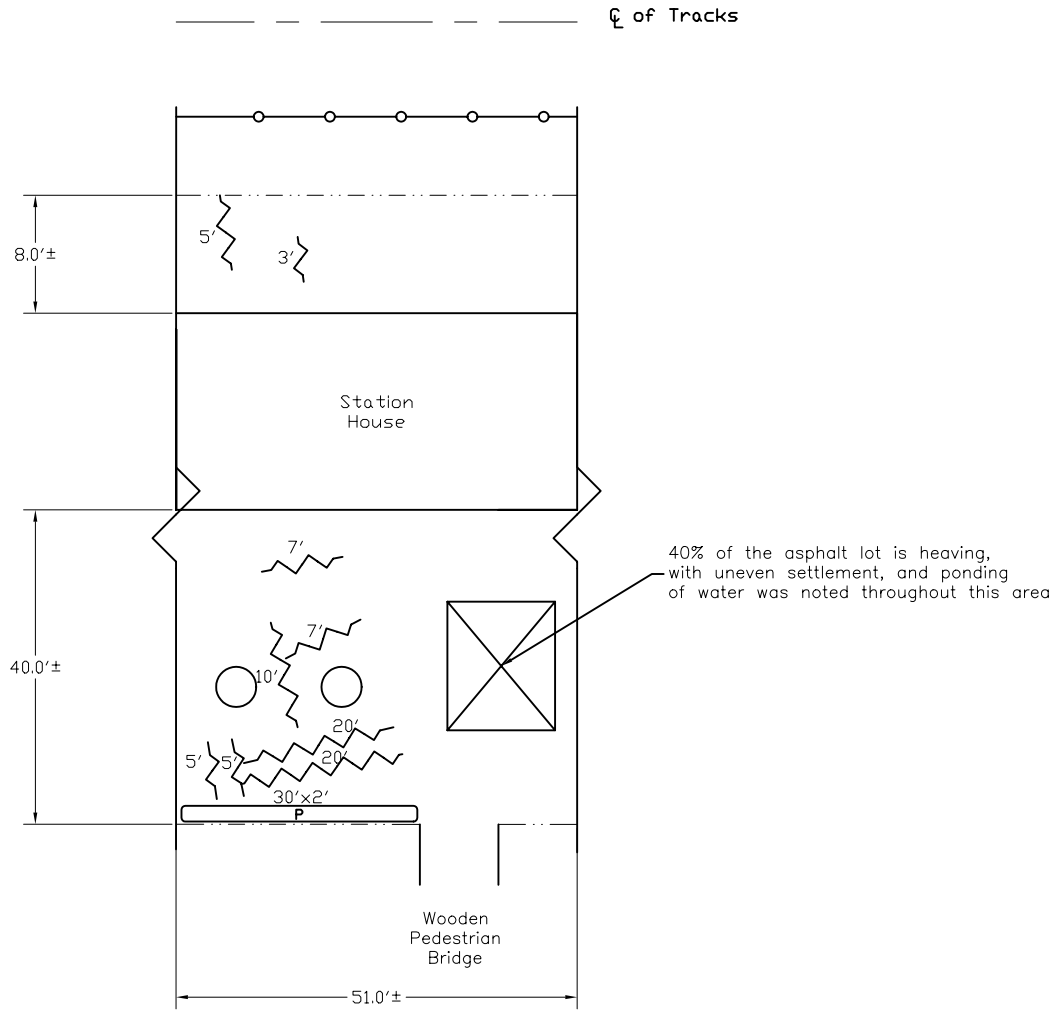
Date: 12-5-01



- Legend:
- Guard Railing
 - Pedestrian Railing
 - ~~~~~ Cracks
 - ▨ Grass
 - Sanitary Manhole
 - Ⓟ Ponding
 - ⊗ Pothole
 - Ⓢ Missing or Spalled Curb
 - ▣ Bollards

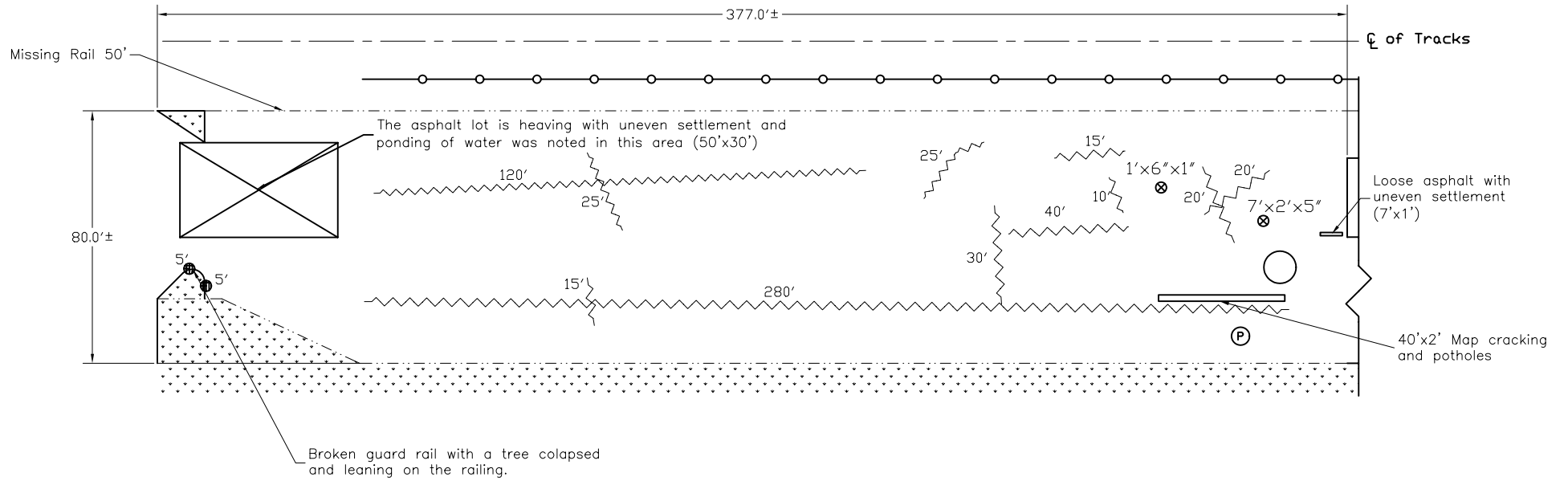
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Branchville Station Quadrant I Plan
Date: 12-5-01

← N



- Legend:
- Fence
 - - - - - Guard Railing
 - ~~~~~ Cracks
 - Sanitary Manhole
 - Ⓟ Ponding

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Branchville Station Quadrant II Plan
Date: 12-5-01



Legend:

- Fence
- Guard Railing
- Cracks
- Grass
- Sanitary Manhole
- Ponding
- Pothole
- Missing or Spalled Curb

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Branchville Station Quadrant III Plan
Date: 12-5-01

STATION: Branchville

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 24 OF 47

INSPECTORS: WV, RGW

DATE: 12/1/01

RATINGS		PHOTO NO.			REMARKS:
NEW	PREV				
2		11	Span I-VIII	8	-The warning strip paint is faded throughout the platform
3		12	Span VIII	5	- There is a random area of spalled concrete in the northwest corner
2		13,14	Station house	26	-Two windows are cracked
2		15,16	Station house	30	-The roof is damaged in the northwest, southwest, and middle of the westside of the station house
2		17-19	Quad I	Surface	- There are cracks, pounding, uneven settlement and vegetation growth in the asphalt pavement
2		20	Quad I	Striping	-The striping paint is faded throughout the parking area
1		21	Quad I	Railing	-There is 20' of guardrail missing in the sotheast corner
1		22	Quad I	Curb	-There is 9' of the asphalt curb missing at the southend
1		3,4	Quad II	Surface	-The entire surface contains cracks, ponding, and uneven settlement
1		3,4	Quad II	Striping	-There is no stripping for parking spaces
1		23,24	Quad III	Surface	-The entire area contains cracks, ponding, uneven settlement and potholes
2		25	Quad III	Striping	-The striping paint is faded throughout the parking area
1		26	Quad III	Railing	-There is 50' of guardrail missing in the notheast corner

Branchville Station				
Description	Units	Quantity	Price / Unit	Total Cost
Replacing asphalt sidewalk				
-Remove asphalt (6")	yd ³	110.00	\$22.00	\$2,420.00
-Installing asphalt (6" layer)	yd ²	660.00	\$25.00	\$16,500.00
Replacing asphalt pavement				
-Remove asphalt	yd ³	2565.00	\$22.00	\$56,430.00
-6" asphalt top course and binder course	yd ²	7825.00	\$25.00	\$195,625.00
-7" aggregate base	yd ³	1521.00	\$20.00	\$30,420.00
Replacing the guard rail				
-Remove the guard rail	ft	70.00	\$22.00	\$1,540.00
-Install the guard rail	ft	70.00	\$2.00	\$140.00
Repainting the stripping	ft	7020.00	\$1.00	\$7,020.00
Add egress lighting	EACH	1.00	\$289.00	\$289.00
Add exit lighting	EACH	1.00	\$93.00	\$93.00
Install a minimal fire alarm system to meet the requirements of ADA*	LS	-	-	\$2,470.00
Repair/replace platform receptacles	EACH	3.00	\$50.00	\$150.00
Estimated cost of installing new building gutters and downspouts	LS	-	-	\$5,000.00
Mobilization / Demobilization (10%)				\$31,809.70
Sub-total				\$349,906.70
Contingency (20%)				\$69,981.34
Grand Total				\$419,888.04
Say				\$420,000.00

* The fire alarm system is an order-of-magnitude cost required to comply with ADA requirements. Performance of a fire alarm system design is required to develop a precise quantity estimate.

Lease Narrative and Synopsis

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



Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

**RAILROAD PARKING LOT LEASE AGREEMENT
NARRATIVE**

STATION NAME: **Branchville Railroad Station (Ridgefield)**

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

LESSEE: Town of Ridgefield

This Lease Agreement, dated May 20, 1997 (the "Lease"), provides for the lease of one (1) parcel of State land on the westerly side of the Danbury Branch Rail Line, consisting of 1.7 acres, to the Town of Ridgefield (the "Town") for the purpose of commuter parking. The land and the building thereon comprise the Branchville Railroad Station. This Lease cancels the Original Agreement, dated April 15, 1982.¹

The Lease term is twenty (20) years,² commencing October 1, 1995, to and including September 30, 2015. The Town has the right to renew the Lease term for two (2) additional successive five (5) year renewal terms.

The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" (the "Standard Specifications") dated May 1, 1995. However, there is a unique Lease provision that expands Lessee's duties beyond those enumerated in the Standard Specifications. Lessee has sole responsibility for maintaining and restoring all fencing bordering the tracks and all platform canopies. More significantly, in addition to retaining sole responsibility for day-to-day maintenance, Lessee is responsible for all major structural renovations and repairs.³

Lessee is required to establish a Reinvestment Fund, into which Lessee must deposit all revenue generated from all sources derived from the use of the leased property, minus mutually agreed to operating and maintenance expenses. Lessee is permitted to include an allocated amount of its debt service as an expense.⁴

¹ This Agreement, No. 1.27-06(82), is recorded at Volume 284, Page 975 of the Ridgefield Land Records.

² This lease term is unique in its length, which exceeds the average lease length for the agreements examined in this study by ten years.

³ In the majority of railroad leases (by and between the State and those cities and towns having railroad stops on the Metro-North line) and in the Standard Specifications for all relevant dates, major structural repairs are assigned to the State and/or Lessor.

⁴ Only two (2) other leases reviewed expressly provide for debt service to be included in the Town's expenses when calculating the deposit into the Reinvestment Fund.

LEASE SYNOPSIS

<u>STATION NAME:</u>	Branchville Railroad Station
Lease Document(s) Reviewed	Lease Agreement, dated 5/20/97 (the " <u>Lease</u> ")
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Town of Ridgefield
Agreement Number	9.07-01(95)
Effective Date of Lease	10/1/95
Term	20 years
Number of Renewal Periods	2 (at Lessee's option)
Renewal Period	5 years each
Number of Lessee Renewals Exercised in Prior Years	0
Number of Renewals Remaining	2
Expiration Date of Lease	9/30/2015
Recorded?	Volume 545, Page 154
Number of Parcels	1
Total Acreage	1.7 acres
How Is Revenue Earned?	Rail parking revenue and revenue from rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee shall establish a separate fund to accrue reinvestment funds (the " <u>Reinvestment Fund</u> "). All revenue generated from all sources derived from the use of the property described in the Lease, minus mutually agreed to operating and/or maintenance expenses, shall be deposited in the Reinvestment Fund. The State reserves the right to approve or disapprove the use of funds in the Reinvestment Fund to ensure improvement and maintenance of rail station buildings, parking and services.
Allowable Direct Costs in Calculating Surplus	Capital improvements, maintenance of buildings and parking lots, security, utilities, administration, accounting and auditors

Allowable Indirect Costs in Calculating Surplus	Mutually agreed upon Town-allocated costs, including debt service. Funds appropriated by Lessee, with State's approval, are deemed "expenditures."
Is Surplus Deposited in Capital Fund?	Yes
Is Surplus Shared with the State?	Yes
How Often is Surplus Shared?	State receives fifty percent (50%) of surplus at the end of each five (5) year period of the initial term and two (2) renewal periods thereafter, if any.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	Statement(s) of gross revenue, pertinent expenses and amount in the Reinvestment Fund must be submitted to the State within 90 days following (i) each year of the term of the Lease, or (ii) the termination of the Lease.
Is Annual Budget Required?	No
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance	\$750,000 individual - \$1,500,000 aggregate
Bodily Injury Coverage	\$750,000 individual - \$1,500,000 aggregate
Other Required Coverage	Workers' Compensation Insurance
Voluntary Coverage	n/a
Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Named Insured	
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
<u>MAINTENANCE:</u>	
Description of Lessee's	Lessee is responsible for (i) maintaining and/or

Responsibilities	restoring all fencing bordering the tracks and canopies over the platforms and maintaining all major structural renovations and/or repairs and (ii) day-to-day maintenance, including, but not limited to, any and all platforms, railings, stairs, shelters, and ramps (i.e. general structural repairs, snow removal and security).
Enhance Aesthetic Appearance	Lessee
Not Erecting Signs on Premises	Lessee
Surface Grade Land	Lessee
Install and Maintain Fencing	Lessee
Install Suitable Drainage	Lessee
Ice Snow Control of Sidewalks	Lessee
Install and Maintain Electrical Systems for Lights	Lessee
Sweeping and Cleaning Litter	Lessee
Station Structures	Lessee
Platform Gutters	Lessee
Fences	Lessee
Signs	Lessee
Platform Lights	Lessee
Drains	Lessee
Equipment	Lessee
Electric and Mechanical Systems	Lessee
Live Rail Facilities	State
Platforms	Lessee
Railings	Lessee
Stairs	Lessee

Platform Shelters	Lessee
Platform Canopy	Lessee
Tunnels	n/a
Parking Lots	Lessee
<u>PARKING:</u>	
No. of Spaces – State	The State reserves one (1) parking space in the “day parking” lot.
Parking Fees	Where there is a charge for parking, the minimum annual fee per vehicle is \$100.00. Lessee may establish and publish a periodic Parking-Fee Schedule.
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Water	Lessee
Electricity	Lessee
Other Public Utilities	Lessee
Gas	
Sewer	
Owns Title to Property	State
Owns Title to Capital Improvements	State
Is Subleasing Allowed?	No
Can Lease be Sold or Assigned?	No
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 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.

TOWN OF RIDGEFIELD

Branchville Station

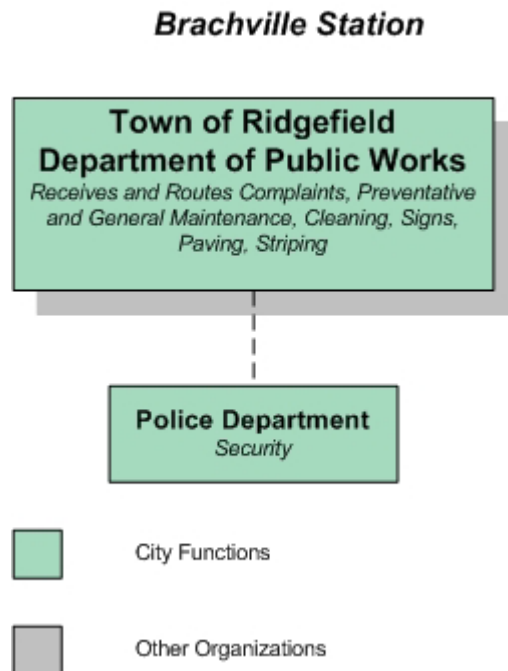
The Town of Ridgefield, in which Branchville Station is located, does not charge for parking at the station, and charges a minimal rent to a small bakery on the premises. This is significant, as there is little revenue generated by the parking lot to offset the cost to the Town for required maintenance, including capital expenditures, as outlined in the lease agreement.

Agreements

Unlike standard station leases along the New Haven line, the Town of Ridgefield is not only responsible for day-to-day maintenance of the lot and platforms, but for all capital improvements as well. Usually, the State is responsible for these types of expenditures. As the Town does not have a parking fee (and if it did, the lease calls for a minimum annual fee of \$100 per vehicle permit), the financing of any capital improvements would come from the Town's general fund.

There is a bakery on the parking property. The operator of the bakery leases the building for one dollar annually, and in exchange must provide all capital improvements to the building, including the septic system.

Organizational Structure



There is no organization chart published by the Town of Ridgefield. The organization chart above was formed from information that was gathered from interviews with municipal officials. The Department of Public Works (DPW) is the primary department that maintains and operates the Branchville Station and adjacent parking lot. Within the DPW, the Town Engineer has the primary responsibility for the station and lots. His superior is the First Selectman, although he does not need First Selectman approval

regarding the general operation of the station and lots. The Police Department monitors the lot, but does not report to anyone formally regarding the security for the lot.

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.

BRANCHVILLE FINANCES

ACCOUNTING ENTITY / BASIS

The Town of Ridgefield is responsible for the Branchville station. There is no separate fund used to manage this property. However, there is a lease agreement between the Town of Ridgefield (the Town) and the State whereby the Town agreed to establish a separate account to accrue surplus funds to be reinvested in the property. A parking operation has not been initiated. Any costs associated with the station platform, building and parking incurred by the Town is commingled with municipal operations in the Town's general fund. Other expenses for servicing the property are accounted for by Metro-North (see below).

FINANCIAL REPORTING TO STATE

The lease requires annual statement(s) of gross revenue. There is no financial reporting to the State by the Town. There is no fee-for-parking operation being conducted by the Town and thus no gross receipts, beyond a \$1/year sublease of the station building. The Town provides some services to the parking area, and the station building is maintained by the State primarily through the Metro-North service agreement.

REVENUES

The Town does not charge for parking and the station building's sole tenant pays annual rent of one dollar. The station thus generates no revenues other than possibly advertising at the platforms received through the Metro-North service agreement.

EXPENSES

The Town provides security and maintenance to the station building and grounds. The station-building tenant pays for its own occupancy costs.

The Town as lessee is permitted to include an allocated amount of debt service as an expense and is responsible for maintaining and restoring all fencing bordering the tracks and all platform canopies. A unique provision provides that the lessee is also responsible for all major structural repairs.

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. Metro-North performs cyclical maintenance and on-call repairs and maintenance as needed. Metro-North is also 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 any arrangement or 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.

FINANCIAL PRESENTATION IN COMPARISON TO THE PARKING INVENTORY

A parking inventory and utilization report is presented separately as Task 2 in this study. Since all railroad parking is free, there is currently no financial reporting to the State. The finances shown herein are the State's cost for Metro-North general maintenance of the platforms as previously explained. The parking inventory covers only the spaces at Branchville station which are subject to the State's lease with the Town of Ridgefield.

Not included in the parking inventory is parking associated with the rail commuter shuttle service between Ridgefield and Metro-North's Harlem Line station at Katonah, 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.

BRANCHVILLE RAILROAD STATION AND PARKING OPERATITONS

	YEAR 1996					YEAR 1997				
	OPERATING AGREEMENTS				%	OPERATING AGREEMENTS				%
	LOCAL GOV'T	METRO-NORTH	TOTAL			LOCAL GOV'T	METRO-NORTH	TOTAL		
<u>REVENUES</u>										
PARKING	\$ -	\$ -	\$ -	-	0.0%	\$ -	\$ -	\$ -	-	0.0%
RENTS	\$ -	\$ -	\$ -	-	0.0%	\$ -	\$ -	\$ -	-	0.0%
INVESTED FUNDS	\$ -	\$ -	\$ -	-	0.0%	\$ -	\$ -	\$ -	-	0.0%
OTHER	\$ -	\$ -	\$ -	-	0.0%	\$ -	\$ -	\$ -	-	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>0.0%</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	<u>0.0%</u>
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>										
REPAIRS AND MAINTENANCE	\$ -	\$ 1,493	\$ 1,493	50.4%		\$ -	\$ 1,369	\$ 1,369	50.0%	
UTILITIES	\$ -	\$ 1,075	\$ 1,075	36.3%		\$ -	\$ 1,099	\$ 1,099	40.1%	
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)	\$ -	\$ 394	\$ 394	13.3%		\$ -	\$ 269	\$ 269	9.8%	
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%		\$ -	\$ -	\$ -	0.0%	
	<u>\$ -</u>	<u>\$ 2,962</u>	<u>\$ 2,962</u>	<u>100.0%</u>		<u>\$ -</u>	<u>\$ 2,737</u>	<u>\$ 2,737</u>	<u>100.0%</u>	
<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (2,962)</u>	<u>\$ (2,962)</u>			<u>\$ -</u>	<u>\$ (2,737)</u>	<u>\$ (2,737)</u>		
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>										
ACCUMULATED SURPLUS (DEFICIT)	\$ -					\$ -				
LESS - LOCAL GOVERNMENT'S SHARE										
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>-</u>					<u>-</u>				
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>					<u>\$ -</u>				

BRANCHVILLE RAILROAD STATION AND PARKING OPERATITONS

	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOV'T	METRO-NORTH	TOTAL	%	LOCAL GOV'T	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
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>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,736	\$ 2,736	62.8%	\$ -	\$ 647	\$ 647	37.0%
UTILITIES	\$ -	\$ 1,051	\$ 1,051	24.1%	\$ -	\$ 1,037	\$ 1,037	59.3%
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)	\$ -	\$ 568	\$ 568	13.1%	\$ -	\$ 65	\$ 65	3.7%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ 4,355</u>	<u>\$ 4,355</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 1,749</u>	<u>\$ 1,749</u>	<u>100.0%</u>
<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (4,355)</u>	<u>\$ (4,355)</u>		<u>\$ -</u>	<u>\$ (1,749)</u>	<u>\$ (1,749)</u>	
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ -				\$ -			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>-</u>				<u>-</u>			
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>				<u>\$ -</u>			

BRANCHVILLE RAILROAD STATION AND PARKING OPERATITONS

	YEAR 2000			
	OPERATING AGREEMENTS			%
	LOCAL GOV'T	METRO-NORTH	TOTAL	
<u>REVENUES</u>				
PARKING	\$ -	\$ -	\$ -	0.0%
RENTS	\$ -	\$ -	\$ -	0.0%
INVESTED FUNDS	\$ -	\$ -	\$ -	0.0%
OTHER	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>

<u>STATION, PLATFORMS AND PARKING EXPENSES</u>				
REPAIRS AND MAINTENANCE	\$ -	\$ 2,181	\$ 2,181	64.5%
UTILITIES	\$ -	\$ 971	\$ 971	28.7%
RENT	\$ -	\$ -	\$ -	0.0%
SECURITY	\$ -	\$ -	\$ -	0.0%
INSURANCE AND CLAIMS	\$ -	\$ -	\$ -	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	\$ -	\$ 229	\$ 229	6.8%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ 3,381</u>	<u>\$ 3,381</u>	<u>100.0%</u>

<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (3,381)</u>	<u>\$ (3,381)</u>
---------------------------------	-------------	-------------------	-------------------

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