

Individual Station Report

Fairfield

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.

Fairfield

The meeting was held with the Chief of Staff and Planning and Zoning Director for the town. The town is satisfied with its lease, and with the cooperation of CDOT. As an example, they cited the purchase of land for the parking lot. They understand having the lots available to anyone, but did at one time consider making the Fairprene lot a residents-only lot since the wait list for permits is so long (1600 people, 30 months). CDOT is very good at doing routine maintenance and taking care of the platforms. They paid for the reflooring and painting of the station as well, items that could have been the responsibility of the town under the lease. CDOT put in the bus shelters at the remote lots as well, although Fairfield pays for the shuttle buses. They have had an excellent relationship with Jack Reedy and Carl Rosa over the years.

Fairfield maintains separate rail accounts in the town budget, as well as a reinvestment fund as required by the lease.

Fairfield wants to keep the governance of the station the same as it is – it is simple and effective in their minds. One complaint they had was that MNCR charges too much for flagging, which is detrimental to doing projects such as simple roofing repairs or painting.

The third station issue is currently being resolved between the Town and CDOT. Ultimately, the town expects that it will be run by CDOT, particularly if there is a parking structure. They do feel they could operate it if all the parking were surface. In either case, the town wants to be a partner in the station operation, and particularly with regard to the parking permit process. A survey distributed to permit holders and those on the wait list indicated that about 2/3 of those responding want the town to run the new station.

The town gets complaints about the lack of parking. They get far fewer regarding the condition of the station since it was cleaned and painted, and since new fixtures and flooring were installed. The town now contracts for its cleaning services. The police department handles parking enforcement.

Southport Station has very few issues. The station has a separate permit list. The Trinity Church lot is currently under-utilized, which may be a function of how permits are controlled, and the situation is being looked at. There were no other issues cited about Southport.

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.

Fairfield

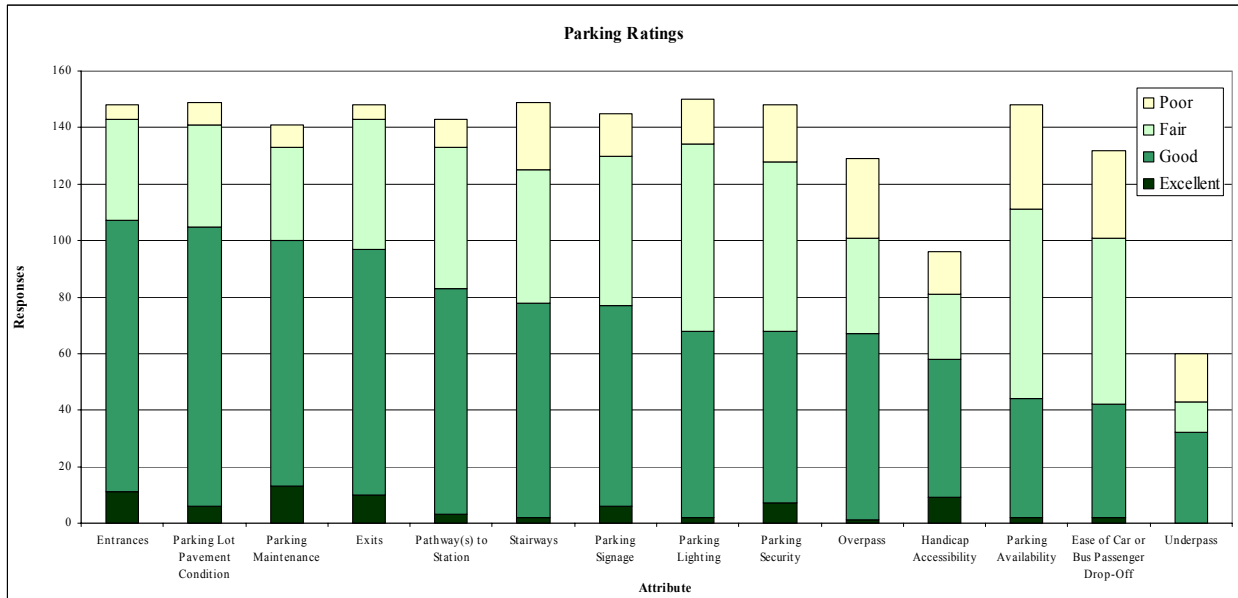
Five hundred surveys were distributed at Fairfield station, 151 of which were returned, for a response rate of 30%. A typical commuter pattern emerged once again, as 93% of customers

surveyed traveled by train on a daily basis. Five percent traveled at least once a week, 1% indicated travel at least once a month, and 1% said they traveled less than once a month. Similarly, 95% used the train to commute to work or school, roughly 5% traveled for business purposes other than commuting, and 1 passenger indicated travel for recreational purposes. Not surprisingly, 97% of survey respondents traveled during peak periods. The surveyed population at Fairfield was predominantly male (76%), between the ages of 25 and 64, and earned high annual incomes. Seventy-four percent of respondents earned in excess of \$100K, while none reported incomes less than \$25K per year. The remaining 24% earned between \$25K and \$100K.

Results of the customer ratings for various station elements at Fairfield were mixed. As a whole, the majority of ratings for the different categories fell between 'good' and 'fair.' Relatively few elements received notable percentages of either extreme rating of 'excellent' or 'poor.' While the overall picture was relatively positive, it was not overwhelmingly so, and the number of negative ratings is worthy of discussion. In fact, all but 3 elements received combined 'fair' and 'poor' ratings from at least one quarter of surveyed respondents. In fact, 14 of the 39 elements surveyed were rated 'fair' or 'poor' by a majority of customers.

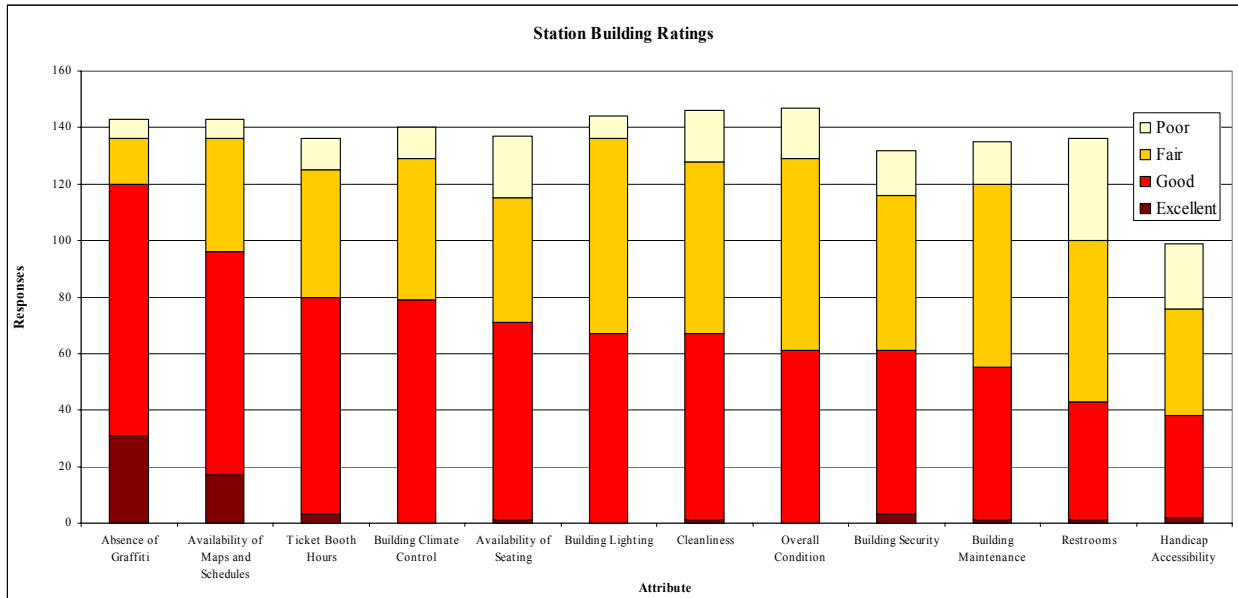
Four of the parking elements surveyed received 'good' or 'excellent' ratings from at least two-thirds of survey respondents. These elements were: parking entrances, pavement condition, parking lot maintenance, and parking exits. Handicap accessibility also received a high percentage of positive ratings (60%), but comparatively few actual ratings (58). Among elements with less favorable ratings, the following were rated 'fair' or 'poor' by over 50% of respondents: parking availability, lighting, security, and the ease of car or bus passenger drop-off. Again, security represents perhaps one of the principal concerns of surveyed passengers. Parking availability was rated positively by only 30% of respondents. Similarly, only 32% of respondents rated ease of passenger drop-off favorably. Underpasses had a majority of positive ratings but only 32 people rating the element. Figure 88 displays the opinions of Fairfield respondents with regard to each individual parking element.

Figure 88: Fairfield Station Parking Ratings



The greatest concentration of less favorable responses came with questions regarding aspects of the station building. Only 41% of respondents rated the overall condition of the building positively. Figure 89 details the building ratings in Fairfield. Seven of the 12 station elements received at least 50% combined ‘fair’ or ‘poor’ ratings. The physical condition of the building did not receive favorable ratings. Aspects such as overall condition, lighting, safety, restrooms, cleanliness, and building maintenance all received a majority of negative ratings. Restrooms had the lowest percentage of positive ratings, but handicap accessibility had the fewest number of people (38) who were satisfied. On the positive side, the absence of graffiti and the availability of maps and schedules were rated favorably with 84% positive ratings. After the absence of graffiti, the next best performing element, availability of maps and schedules, only received 67% ratings of satisfaction.

Figure 89: Fairfield Station Building Ratings



Ratings for the station amenities and the platform elements were generally favorable. Figure 90 details how Fairfield respondents felt about the current amenities situation. The 2 elements that received a majority of negative ratings were the concession stand and bus drop-off/pick-up, which had 55% and 58% negative ratings, respectively. On the other hand, the availability of trash cans was again the highest rated amenity. The newspaper and magazine stand was also highly rated with 72% satisfaction.

Figure 90: Fairfield Station Amenities Ratings

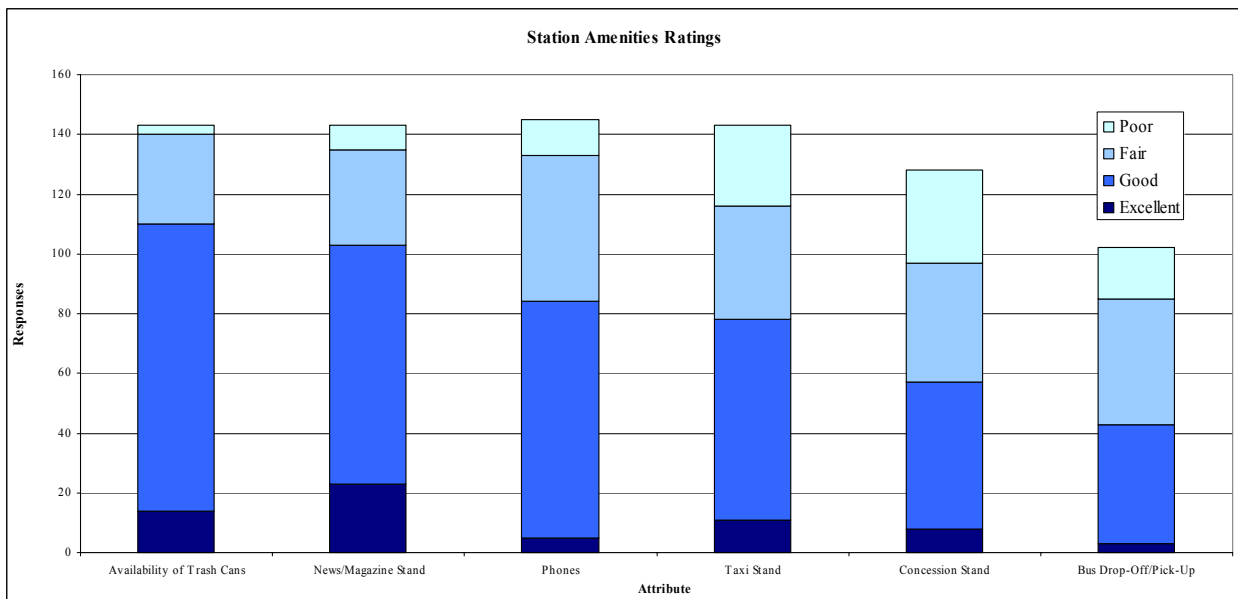
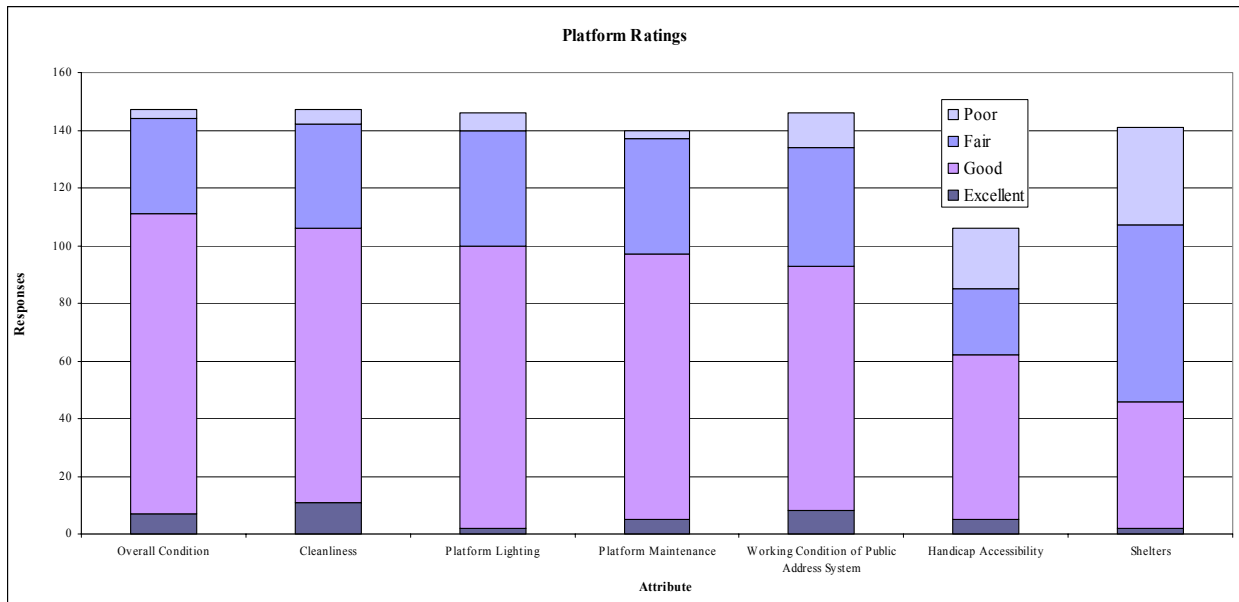


Figure 91 graphs the ratings of platform elements in Fairfield. More than three quarters (76%) of Fairfield respondents rated the overall condition of the platform positively. Respondents were also pleased with the cleanliness of the platform (72% positive ratings). The only platform element without a majority of positive ratings was the shelter. Shelters received only 33% positive ratings.

Figure 91: Fairfield Station Platform Ratings



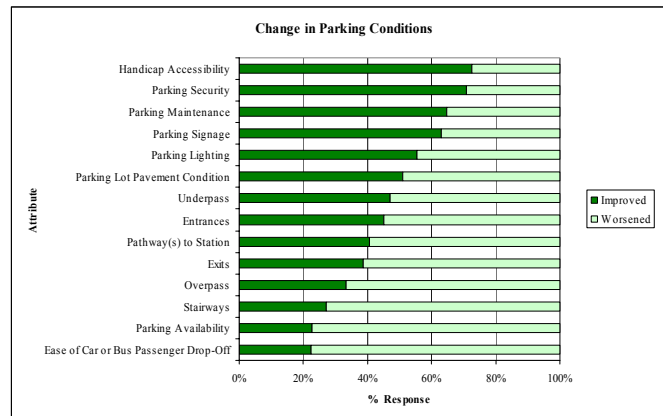
The ratings of the Fairfield station were compared to ratings for similar questions in the most recent Metro-North survey effort. A lot of disparity arose between the two survey efforts. In terms of station condition, 70% of Metro-North respondents were pleased with the overall condition as compared to only 41% of respondents to this survey. Regarding platform condition, respondents to this survey (76%) actually rated the condition higher than Metro-North respondents (62%). The same reverse situation occurred with the cleanliness ratings as well. Station cleanliness received 46% positive ratings from respondents to this survey and 64% positive ratings from the Metro-North survey. Conversely, platform cleanliness was rated positively by 72% of respondents to this survey and by 68% of Metro-North respondents. Platform cleanliness was the condition where there was the closest correlation between surveys. Parking availability was rated very low by respondents to both surveys: 44% positive ratings from Metro-North respondents and 30% from respondents to this survey. The public address system was rated higher by Metro-North respondents (70% positive ratings versus 64%).

Change

When asked to rate the same elements based on whether or not they thought that the condition had improved or worsened over the previous 2 years, respondents rated more than half of the elements as having worsened by at least 50%.

Fairfield respondents were especially dissatisfied with the level of improvement found in the parking elements. Eight of the 14 parking elements received more than 50% ratings of worsening. The elements thought to have worsened the most were ease of drop-off and parking availability, each of which received a 77% worsened rating. The most improved element was handicap accessibility, which still only received 72% improvement ratings. Figure 92 gives the change ratings for all of the parking elements in Fairfield.

Figure 92: Fairfield Station Change in Parking Conditions



Fairfield respondents were mostly split on their ratings of worsening or improving for the station building. Figure 93 describes how Fairfield respondents rated the changed building conditions over the past 2 years. Restrooms and cleanliness were thought to be the least improved building elements, each of which produced 65% worsened ratings. Absence of graffiti was again voted the most improved element, but by a smaller percentage of respondents (76%) than most of the other stations.

Figure 93: Fairfield Station Change in Building Conditions

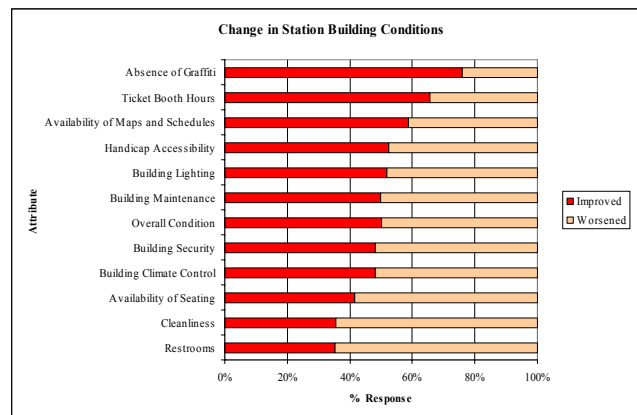
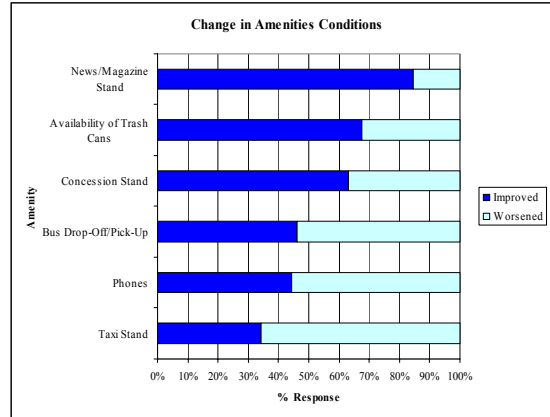


Figure 94 shows how Fairfield respondents felt about the changed condition of amenities. Amenities were generally thought to have improved more than parking and the building. Eighty-five percent of Fairfield respondents had noticed improvement in the newspaper and magazine stand over the past 2 years. At the other end of the scale, 66% of respondents felt that the

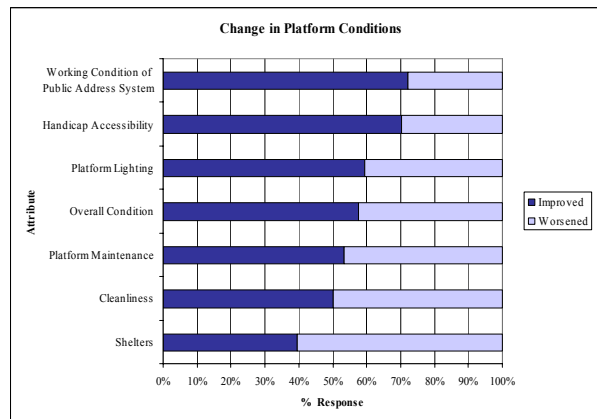
condition of the taxi stand had worsened. Half of the amenities received a majority of worsened ratings and half received a majority of improvement ratings.

Figure 94: Fairfield Station Change in Amenities Conditions



Change ratings for platform elements in Fairfield were mediocre. Only 58% of the respondents said they had noticed improvement in the overall condition of the platform in the past 2 years. Figure 95 shows the improvement ratings by element in Fairfield. Four of the 7 platform elements received more than half improvement ratings. However, the most improved element, the working condition of the public address system, still only received 72% improvement ratings. As with the current situation ratings, platform shelters were considered to have worsened the most. Sixty-one percent of Fairfield respondents said that the conditions of the shelters had worsened during the previous 2 years.

Figure 95: Fairfield Station Change in Platform Conditions



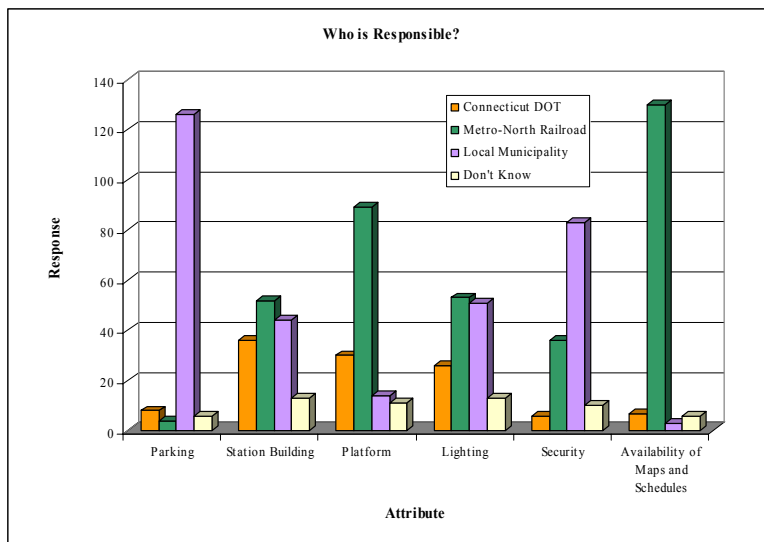
Quite a few elements in Fairfield are in need of attention. The elements voted as least (35% or fewer improvement ratings) improved were: stairways, parking availability, ease of passenger drop-off, overpasses, restrooms, building cleanliness, and the taxi stand. Additionally, 10 other elements were rated as worsened by a majority of Fairfield respondents.

Responsible Agencies

Respondents in Fairfield mostly thought that a mixture of the local municipality and Metro-North were responsible for the conditions listed in question 9. Figure 96 describes who Fairfield respondents thought were responsible for the station conditions. The following conclusions can be drawn from the respondents’ view of which agency is responsible for which elements:

- The vast majority of respondents thought that the local municipality was responsible for parking in Fairfield (88%).
- Respondents were generally split between Metro-North (36%), the local municipality (30%), and Connecticut DOT (25%) as to who was in charge of the building.
- Sixty-two percent of respondents thought that Metro-North was responsible for the platform.
- Respondents were generally split between Metro-North (37%) and the local municipality (36%) with regard to who was responsible for lighting.
- Sixty-one percent of Fairfield respondents said that the local municipality was responsible for security.
- Again, the vast majority of respondents (89%) thought that Metro-North was responsible for the availability of maps and schedules.

Figure 96: Fairfield Station – Responsible Agencies



Written-In Customer Comments

Fairfield respondents were not happy with the parking situation at the station. Seventy percent of respondents rated parking availability negatively, 77% of respondents said that parking availability had worsened, and 22% of respondents (the highest percentage) said that more parking areas were necessary when they were given the opportunity to write in comments. Nine people (9%) noted that another over or underpass was necessary, 6 people (6%) wrote in that Fairfield needed a third station, and 5 people (5%) said that longer platforms were necessary.

Several other comments were written in by 4 or fewer people. All of the written-in customer comments for Fairfield are presented in Table 9.

Table 9: Fairfield Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
18	Need more parking areas	22	22.2%
1	Another over/underpass needed	9	9.1%
38	Fairfield needs a 3rd station	6	6.1%
17	Longer station platforms	5	5.1%
10	Lighting needs improvement	4	4.0%
16	Parking garage needed	4	4.0%
24	Cleaner platforms	4	4.0%
12	Could use benches & protected shelters from rain/snow with heat/air	3	3.0%
14	Drop-off and pick-up areas need to be changed	3	3.0%
65	More trains (cars) needed	3	3.0%
68	Cleaner restrooms on trains and in stations	3	3.0%
7	Long wait on parking list	2	2.0%
15	Need handicap elevators	2	2.0%
26	Limited disabled access	2	2.0%
33	Need security at parking areas	2	2.0%
44	Parking too expensive	2	2.0%
51	No smoking area on platform	2	2.0%
67	Parking lot gets flooded	2	2.0%
83	Station needs improvements	2	2.0%
8	Entrances/Exits very difficult	1	1.0%
11	Desperately need another station	1	1.0%
13	Need ticket machines	1	1.0%
20	Better pathways to train platform	1	1.0%
21	Traffic officers needed during rush hours	1	1.0%
22	Cleaner trains	1	1.0%
28	Attitude of personnel needs improvement	1	1.0%
29	Cell phone use is annoying	1	1.0%
31	Narrow parking slots	1	1.0%
34	Option to purchase tickets monthly via credit card	1	1.0%
49	Overall good comments	1	1.0%
52	Need more free parking spaces	1	1.0%
57	Free shuttle	1	1.0%
63	Snow removal on stairs & walkways	1	1.0%
64	Single overpass not adequate	1	1.0%
66	Lot needs to be paved	1	1.0%
85	Only residents should be allowed parking permits	1	1.0%
<i>Total Comments</i>		<i>99</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.

Fairfield

Fairfield Station has 1,216 parking spaces of which 861 require a permit, 327 are available for daily parking, and 28 are designated for handicap permits only.

Lot 1 has 895 parking spaces with 761 designated for permit, 108 for daily, and 55 for handicap. Lot 2 has 132 spaces with 100 permit spaces, 30 daily, and 2 handicap spaces. Lot 3 provides 139 parking spaces and accommodates both permit and daily parking with no designated areas. Minimal free daily parking (50) is available behind Roger Ludlow School. The shuttle that once operated from the Roger Ludlow parking lot has been discontinued due to the lot closure and reallocated limited parking.

Lot 1 operates at capacity. On the days the vehicle counts were conducted, Lot 1 exceeded capacity in the permit areas due to vehicles parking in undesignated area. Lot 2 was almost at capacity (98.5%). The Fairprene Lot (Lot 3) located across from the rail station on Mill Plain Road was not highly utilized (30%). Lot 4 behind Roger Ludlow School showed a 60% occupancy that may be misleading. Continuing Education individuals may be using the parking area. This location is the farthest from the station compared to Lots 1, 2 and 3. The parking capacity and utilization is presented in detail in Table 8.

Parking Area Ownership

Lots 1 and 2 are owned by the State of Connecticut and Lots 3 and 4 are owned by the City of Fairfield. The State owns 30.9% of the parking at the Fairfield Station. It must be noted that the State of Connecticut owns 289 spaces on the westbound side of the Fairfield Station and 250 spaces on the eastbound side. However, many of the spaces on the eastbound side of the station are used for multiple purposes and, as such, are not included in this rail station commuter-parking inventory. Figure 8 outlines the location and ownership of the parking lots.

Fee Structure

Cost to park at the Fairfield Station includes a semi-annual fee of \$170 and a daily fee of \$6.00. A parking fee collection envelope is placed on the windshield of daily-parked cars. The Fairfield Parking Authority oversells permits by approximately 100%, but a waiting list of 1,658 people still exists. The wait is estimated to be 2 ½ years for an available space.

Table 8: Fairfield Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Lot 1 (N. Bound NY)*				state (289) / municipality (606)
Permit	761	765	100.5%	
Daily	108	108	100.0%	
Handicap	26	25	96.2%	
Total Lot 1	895	898	100.3%	
Lot 2 (New Haven bound)**				state (87) / municipality (45)
Permit	100	98	98.0%	
Daily	30	30	100.0%	
Handicap	2	2	100.0%	
Total Lot 2	132	130	98.5%	
Lot 3 (Fairprene)***				municipality
Permit	0	0	N/A	
Daily	139	42	30.2%	
Handicap	0	0	N/A	
Total Lot 3	139	42	30.2%	
Lot 4 (Roger Ludlow)****				municipality
Permit	0	0	N/A	
Daily	50	30	60.0%	
Handicap	0	0	N/A	
Total Lot 4	50	30	60.0%	
Permit	861	863	100.2%	<i>state</i>
Daily	327	210	64.2%	376
Handicap	28	27	96.4%	<i>municipality</i>
TOTAL PARKING	1216	1100	90.5%	840

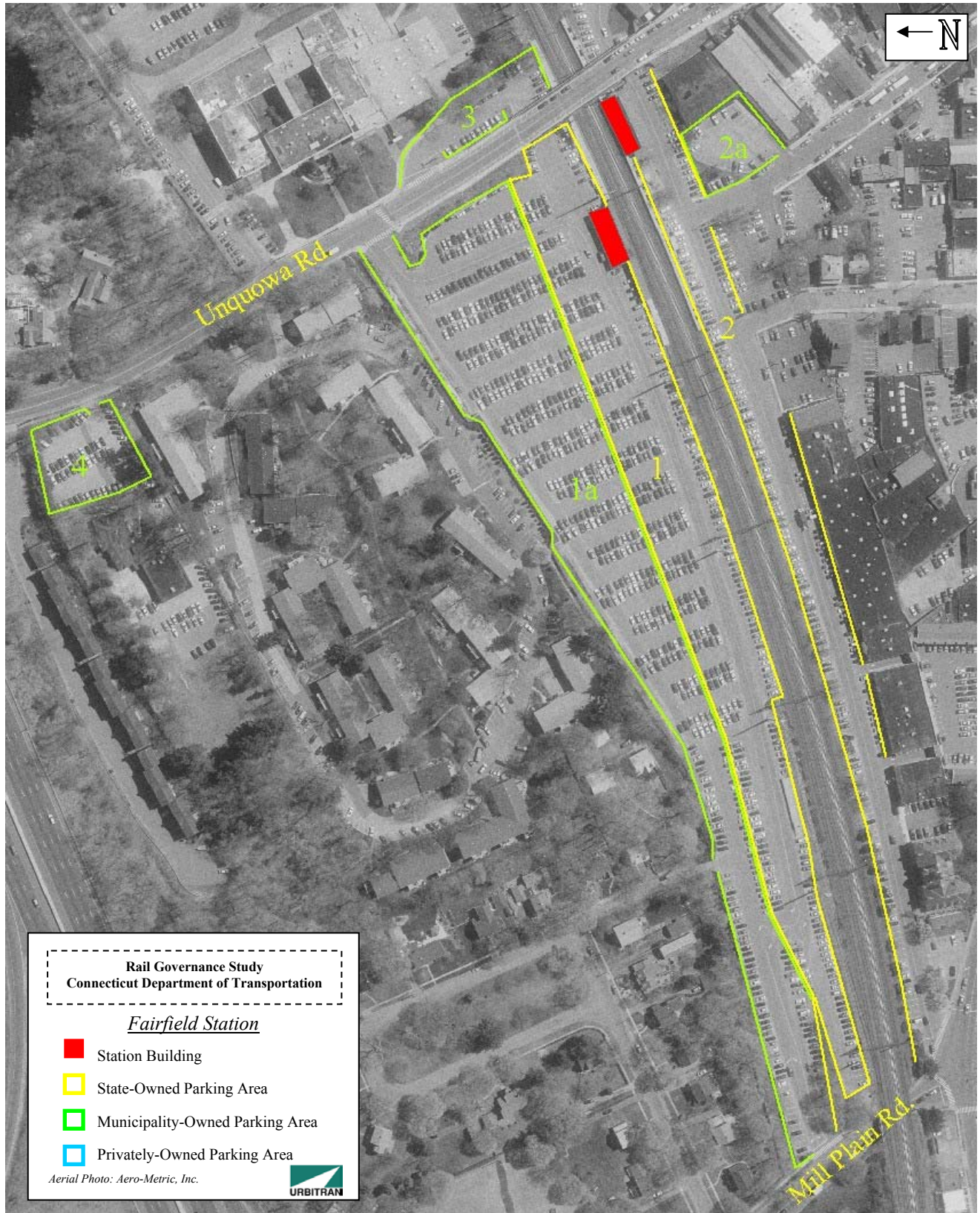
*Spaces in use exceed capacity for permit parking due to 4 cars parked illegally

**Lot 2 has 8 spaces dedicated for taxis

***Lot 3 accommodates both permit and daily parking with no designated areas

****Parking is free at the Roger Ludlow location behind the school; Continuing Education individuals may also be using the parking area

Figure 8: Fairfield 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
FAIRFIELD STATION

GENERAL RECOMMENDATION 3

**CONN. DEPT OF TRANSPORTATION
STATION INSPECTION**

INSPECTION RATING SCALE

The following rating scale is used for inspections:

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

STATION: Fairfield
LINE: New Haven
INSPECTION DATE: 7/16/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 5 OF 69

PARKING ELEMENTS

QUADRANT # 1

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 2

CURB: 2

QUADRANT # 2

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: 2

CURB : 3

STATION: Fairfield
LINE: New Haven
INSPECTION DATE: 7/16/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 69

PARKING ELEMENTS

QUADRANT # 3

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 3

QUADRANT # 4

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 3

CURB : 2

STATION: Fairfield
LINE: New Haven
INSPECTION DATE: 7/16/02
INSPECTION AGENCY / FIRM: UA
INSPECTORS: RGW
WEATHER: Sunny, 90's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 7 OF 69

PARKING ELEMENTS

QUADRANT # 5

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 3

FENCE AND GUARDRAIL: 2

LANDSCAPE: 3

SIDEWALK: 2

CURB: 3

QUADRANT # 6

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 2

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 3

CURB : 3

STATION: Fairfield
 LINE: New Haven
 INSPECTION DATE : January 3, 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 69

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: Both the southbound and northbound platforms are powered from their respective buildings.

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	n/a	n/a	n/a	n/a	n/a	n/a
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	1	platform	20/ 20	totally deteriorated
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	buildings	20/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	platform	unknown	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: _____

STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 10 OF 69

INSPECTORS: Jim Connell & Dave Lang

DATE: January 3, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

Electrical power to both platforms derives from the respective station buildings. Platform receptacles have totally deteriorated and should be replaced.

The northbound platform exceeds the minimum maintained light level per IESNA recommended practice while the southbound platform is slightly below the recommended 5 foot-candles. Luminaires and poles on both platforms have serious deterioration and should be replaced.

STATION: Fairfield
 LINE: New Haven
 INSPECTION DATE : January 3, 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 11 OF 69

SOUTHBOUND STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
4 foot florescent	unknown	unknown	3	3	10/ 20	minor deterioration
4 foot florescent	unknown	unknown	3	3	2/ 20	minor deterioration
incandescent	unknown	unknown	3	3	7/ 20	minor deterioration
incandescent	unknown	unknown	3	3	7/ 20	minor deterioration
Exit	n/a	n/a	n/a	n/a	n/a	n/a
Emergency Egress	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: A typical section of the waiting room was measured and found to average 3.28 foot-candles.
 There are no emergency or exit luminaires located in the building.

SOUTHBOUND STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 3.28			
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: Fairfield
 LINE: New Haven
 INSPECTION DATE : January 3, 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 12 OF 69

NORTHBOUND STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
4 foot florescent (4 lamp)	unknown	unknown	3	3	5/ 20	minor deterioration
4 foot florescent (2 lamp)	unknown	unknown	3	3	5/ 20	minor deterioration
MH low bay	unknown	unknown	3	3	1/ 20	minor deterioration
incandescent	unknown	unknown	3	3	17/ 20	minor deterioration
Exit	n/a	n/a	n/a	n/a	n/a	n/a
Emergency Egress	unknown	unknown	4	4	1/ 20	n/a

Remarks: A typical section of the waiting room was measured and found to average 16.7 foot-candles.
 The only emergency or exit lighting is located in the men's room.

NORTHBOUND STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 16.7			
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: Fairfield
 LINE: New Haven
 INSPECTION DATE : January 3, 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 13 OF 69

SOUTHBOUND 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)	100	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	no number, parking lot	Wire Sizes	unknown		

Remarks: _____

SOUTHBOUND STATION BUILDING --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	Square D	QBL-34235	3	ticket booth	10/ 20	minor deterioration
Main Disconnect Switch	Square D	unknown	3	cleaners shop	10/ 20	minor deterioration
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	3	throughout	15/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	throughout	15/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Station Telephone Panel	n/a	n/a	n/a	n/a	n/a	n/a
Panel	Federal Pacific	116-68C	2	cleaners shop	25/ 20	serious deterioration

Remarks: There is no receptacle in the bathroom(s).
The Federal Pacific Panel is missing several KO seals.

STATION: Fairfield
 LINE: New Haven
 INSPECTION DATE : January 3, 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 14 OF 69

NORTHBOUND 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)	225	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	no number, adj to taxi	Wire Sizes	unknown		

Remarks: The meter manufacturer is GE Co. 73560064 and the utility Co. meter number NXG14005856

NORTHBOUND STATION BUILDING --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	Square D	QBL-34235	3	taxi stand	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	through out	15/ 20	minor deterioration
Grounding	unknown	unknown	3	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	throughout	15/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	adjacent to pizza shop	n/a	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Panel	Square D	QOC 20W	2	taxi stand	15/ 20	serious deterioration
Panel	Cutler-Hammer	LC020DF	3	pizza shop	10/ 20	minor deterioration

Remarks: _____

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

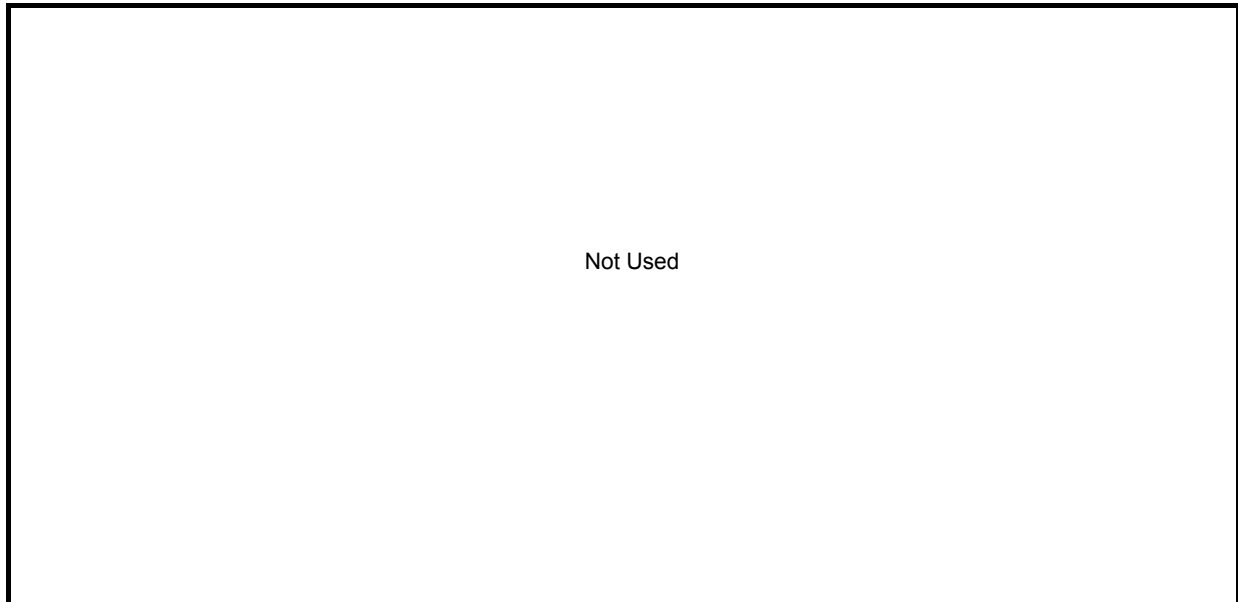
CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 15 OF 69

STATION BUILDINGS --- 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	unknown	unknown	3	n/a	ticket booth	10/ 20	minor deterioration
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 a smoke detector in the ticket booth of the southbound building which is probably 120 volts.
The northbound does not have any fire devices.

STATION BUILDING --- SKETCHES



STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 16 OF 69

INSPECTORS: Jim Connell & Dave Lang

DATE: January 3, 2002

STATION BUILDINGS --- ELECTRICAL AND LIGHTING SUMMARY

One panelboard in each of the two buildings should be replaced. The remaining panelboards have minor deterioration and are adequately serving the spaces. Although very few receptacles are present in the buildings, they are operating properly.

The southbound station building waiting room lighting maintains an average of 3.28 foot-candles. The northbound station building maintains an average of 16.7 foot-candles. We recommend that additional luminaires be installed in the southbound waiting room to elevate the light levels to at least IESNA recommended levels.

The only exit or egress lighting in either the southbound or northbound building is located in the northbound men's room. We suggest that emergency and egress lighting be installed in both buildings to meet the requirements of NFPA 101.

The southbound building has only one smoke detector, likely line voltage, in the ticket booth while the northbound building does not have any fire detection devices. Both of the station buildings do not meet the ADA requirements of having audio and/or visual devices located in common spaces.

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 69

BUILDING -- HVAC - Fire Protection Ticket Counter and Waiting Room

Newyorker Model AP590 cap. 107000 Btu/hr hot water heating with
No2 oil burner (Net output 93100 Btu/hr)
Boiler in good working condition, Life left minimum 8-10 years
The outdoor combustion air openings are not in

BOILER: accordance with the code (BOCA International Mechanical Code)

FUEL TYPE: No2 oil. Oil tank elliptic 400 gal capacity, Good Condition

WATER HEATER: 4 Gal. capacity located on shelf in storage area. Very good condition.

FUEL TYPE: Electric

RADIATOR: Cast iron radiators (hot water), Good Condition

HEATING FILTER: N/A

AC UNIT: N/A

AC FILTER: N/A

DUCTS: N/A

OF DAMPERS: N/A

CONDITION OF DAMPERS: N/A

THERMOSTATS: Programmable honeywell in waiting room

NIGHT SET BACK: Yes

PUMPS: Taco hot water circulator Model 007-F5 in good working condition

PIPING: Good repair, not insulated

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 18 OF 69

BUILDING -- HVAC - Fire Protection Ticket Counter and Waiting Room Cont.

Ticket Collector Area

Hot water radiator in good condition
Through the wall A/C. Manufacturer-Westinghouse- capacity estimated 1500 Btu/hr, Good Condition

Cleaners Area

Portable heater Made by Holmes Air
1 Cabinet unit heater, good condition

Dunkin Donuts, small space which is accessed from the platform

Plumbing installed

Small triple stainless steel sink, Krowne Model 78-43R, Serial 200000004
1 small stainless steel sink
No leaks
Pipes in good condition

Water heater - instantaneous, located under the sink, Make- Ariston, Good Condition

HVAC

Below the ceiling, there is a hot water vertical air blast. Make: Modine, Good Condition. This unit has a fan which can be used during the summer for ventilation.

Additional portable electric baseboard heater, Very Good Condition

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 19 OF 69

BUILDING -- HVAC - Fire Protection - Pizza Place (New Haven Bound Side of Tracks)

BOILER: No actual heating system, place is heated by release from the large pizza ovens

WATER HEATER: 20 gal. capacity

FUEL TYPE: Fired with propane

HEATING UNIT/FURNACE: Large pizza ovens fueled with propane gas
Two cylinders approximately 250 gal. capacity each

FUEL TYPE: Propane gas stored in the two cylinders - outdoors

HEATING FILTER: N/A

AC UNIT: One A/C unit through the wall. Location is above the entrance door,
estimated capacity 12,000 Btu/hr. Electric

AC FILTER: N/A

DUCTS: N/A

OF DAMPERS: N/A

CONDITION OF DAMPERS: N/A

THERMOSTATS: Internal with unit

NIGHT SET BACK: N/A

PUMPS: N/A

PIPING: N/A

Fire Protection

No Sprinkler System

Gas suppression system over the pizza ovens, good condition

2 kitchen exhaust fans, 1 on the roof, 1 on the wall, both in good condition

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 20 OF 69

BUILDING -- HVAC - Fire Protection Cab Dispatcher (New Haven Bound Side of Tracks)

BOILER: N/A

WATER HEATER: Rheem Serial RH 0600301/176 Model 8IVP10S 6 Gal capacity

FUEL TYPE: Propane

HEATING UNIT/FURNACE: Trane heating unit newly installed
Model XE 80 w/ propane gas and electric air cleaner

FUEL TYPE: Propane, two outdoor cylinders estimated at 250 gal. capacity each.

HEATING FILTER: Trion Model HE 2000
1200 CFM Capacity

AC UNIT: N/A

AC FILTER: N/A

DUCTS: Air distribution through grille at the unit enclosure and two floor registers.
Air to registers is supplied through ducts under the floor.

OF DAMPERS: Unknown

CONDITION OF DAMPERS: Unknown

THERMOSTATS: Honeywell Chromotherm manually operated

NIGHT SET BACK: None

PUMPS: N/A

PIPING: Good Repair

2 ceiling fans working, in good condition

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 22 OF 69

BUILDING - PLUMBING - TICKET COUNTER AND WAITING ROOM

RESTROOM

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: Good
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: American Standard
* CONDITION: Acceptable, functioning

Men's Restroom
Fixtures: Not Handicapped type,
or Water Conservation type
Handicapped Accessible
Pipes not insulated under sink
1 Toilet - acceptable, functioning
1 Lavatory - acceptable, functioning
1 Urinal - acceptable, functioning
No Exhaust Ventilation

KITCHEN

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

Women's Restroom

Same as men's without urinal and 2 toilets installed
No ventilation, area smells bad.

In storage area (Next door to women's restroom)

1 very old sink, severely deteriorated
Must be replaced with slop sink

Small water heater on shelf in good condition

EXTERIOR

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

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 23 OF 69

BUILDING - PLUMBING - PIZZA PLACE (2 levels)

RESTROOM

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

No Restroom on the premises
Employees use the restroom next door
in the cab dispatchers

KITCHEN Food Preparation

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: Fine
FAUCET/FIXTURES:
* MODEL: Stainless Steel
* YEAR: Unknown
* MANUFACTURER: Unknown
* CONDITION: Good

UPSTAIRS

1 double stainless steel sink (two
compartments) - Good Condition

DOWNSTAIRS - Street Level

A three compartment stainless steel
sink and one small stainless steel sink
All sinks in Good Condition

EXTERIOR

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

STATION: Fairfield
LINE: New Haven
INSPECTION DATE : January 3, 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 24 OF 69

BUILDING - PLUMBING - CAB DISPATCHERS

RESTROOM

PIPING: No Leaks
WATER PRESSURE: Normal
DRAINS: Good
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
Lavatory - Kohler
* MANUFACTURER: Urinal & Toilet, American Standard
* CONDITION: Good
ADA Conditions - yes complies

Men's Fixtures
1 Urinal
1 Toilet
1 Lavatory
With water conservation fixtures
All Handicapped fixtures
Handicapped accessible
Excellent Condition

Women's
Rough in piping only
No fixtures installed
Renovation in progress

KITCHEN

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

EXTERIOR

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

STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 25 OF 69

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 3, 2002

STATION – MECHANICAL SUMMARY

The Fairfield station has one building on the New York bound side of the tracks, which consists of a ticket counter and a waiting room. On the opposite side of the tracks is a commercial building which includes a small pizza place, a cab dispatcher office and its waiting area.

HVAC System

(Ticket Counter and Waiting Room)

The heating for the main building with the ticket counter is provided by a hot water, oil fired boiler, and old fashion cast iron radiators. The estimated life left in the boiler is 8-10 years. The system is not up to current code. The boiler is in a confined space and requires combustion openings, in accordance with the BOCA International Mechanical Code. The boiler pipes are not insulated and it is recommended that they be insulated. The system does not have an expansion tank or a floor drain. It is recommended that the heating system be brought up to code. The system is working well and is in good condition. The outdoor combustion air openings are not in accordance with the code.

The cab dispatcher in the building across the tracks has a new HVAC "Trane" unit for heating. Outdoor combustion air is filtered. No additional work is required to this HVAC system. The pizza place uses heat generated by the big pizza ovens for heating. For summer aircooling the pizza place has a through the wall A/C.

Plumbing

In the ticket office there is a men's room and a women's room, which are identical to each other. The fixtures in the restrooms are deficient. There is handicapped access but the fixtures are not handicapped type. There are no water conservation fixtures and the lavatory pipes are not insulated. There is no exhaust ventilation and consequently the restrooms smell. Exhaust ventilation is a code requirement. In a storage area located adjacent to one of the toilets, there is

STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 26 OF 69

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

STATION – MECHANICAL SUMMARY CONTINUED

an old lavatory, which is severely deficient. This should be replaced.

The pizza place is not equipped with restrooms. Employees use the one next door (Cab dispatcher).

At the present time the cab dispatcher has one restroom in operation, temporarily used by men/women because the second restroom is being remodeled (work started Oct. 2001). The restroom in use is newly remodeled in complete conformance with ADA and has water conservation fixtures.

Storm drainage for Platform/ Building
(On Taxicab/Pizza side)

On the building there is one downspout completely missing. All others are in good repair. The downspouts are made of painted sheet metal. The gutters are missing on one side of the building.

The platform shelter has only short downspouts extended from aluminum gutters.

(Ticket Counter and Waiting Room)

The Building on the New York bound side does not have gutters or downspouts. It is recommended that they be installed.

Note: Based on NFPA 55 the Propane cylinders for the Pizza Place and the Cab Dispatchers should have protective bollards installed. The local fire department shall decide the applicability of NFPA 58 article 3, which indicates the installation distance of the cylinders from the building.

STATION: Fairfield
 LINE: New Haven-Main Line
 INSPECTION DATE: April 26, 2002
 INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
 INSPECTORS: Hortense Oliveira/Josue Garcia
 WEATHER: Good

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 27 of 69

HAZARDOUS MATERIALS INSPECTION

LEAD-BASED PAINT

Note: The LBP inspection was conducted using an RMD LPA-1 spectrum X-Ray Fluorescence Analyzer (XRF). The Department of Housing and Urban Development (HUD) recommend XRF analysis for inspection of lead in paint. XRF readings were taken of surfaces coated with suspect LBP. The XRF was operated in "Quick Mode" for this project. In Quick Mode, the measurement time is determined by the LPA-1 Analyzer to achieve a 95% confidence measurement compared to an action level (1.0 mg/cm2).

Platform

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Platform Warning Strip	1	Yes	3
Light Pole	3	No	3

Station Building

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Westbound			
Window Frames, Sills	16	Yes	3
Doors and Door Frames	8	Yes	3
Sheetrock Walls	2	No	4
Wood Walls (original)	3	Yes	3
Painted Wood Floor	1	No	3
Radiator/Bench	2	No	3
Exterior Siding,	8	Yes	3
Interior Ceilings and	Assumed	Yes	3

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Eastbound			
Window Frames, Sills and Sashes	10	Yes	3
Doors and Door Frames	12	Yes	3
Sheetrock Walls	2	Yes	3
Wood Walls (Originals)	10	Yes	3
Canopy Support	1	Yes	3
Window Guard	1	No	3
Exterior Siding Columns and	3	Yes	3
Interior Ceilings and Canopy	Assumed	Yes	3

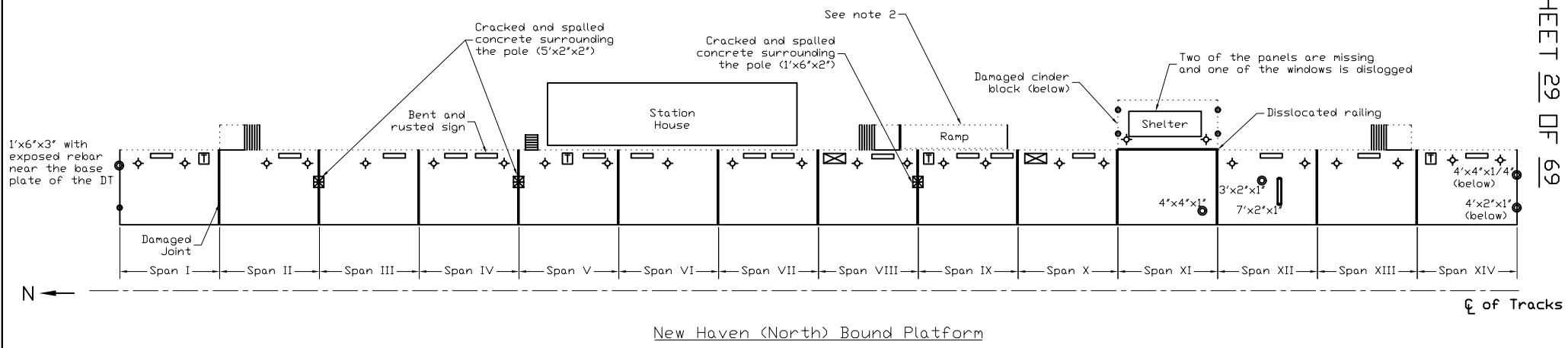
Lead-Based Paint was found on surfaces noted above. Painted surfaces were found to be in fair to good condition. Any future disturbance of the lead-based painted surfaces noted above should be abated by an Environmental Protection Agency/Connecticut Abatement Contractor in accordance with the EPA's 40 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

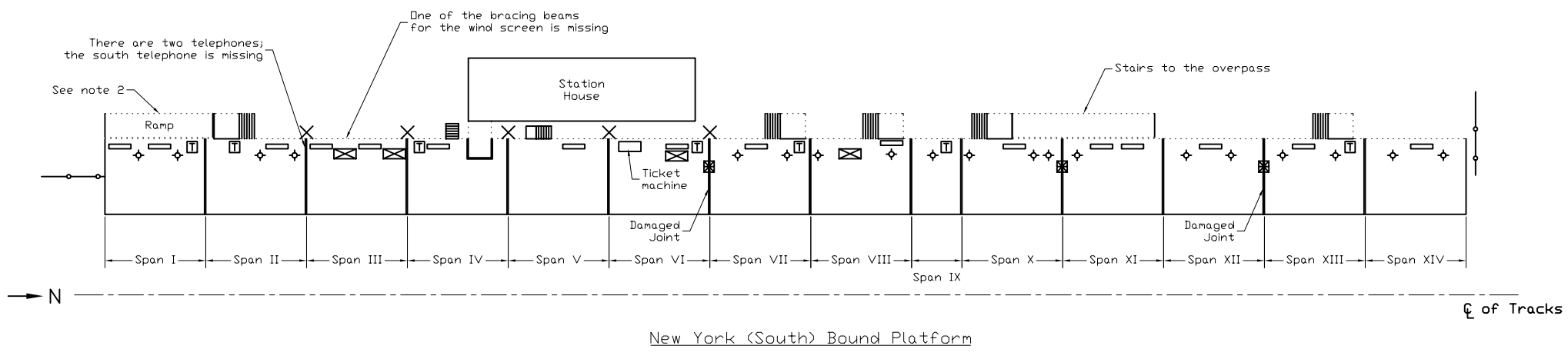
Listed below are suspect asbestos-containing materials that were observed during a visual inspection. Materials were found to be in fair to good condition. Any future disturbance of these materials should be preceded by the collection of samples and laboratory analysis of these samples. This work must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

Station House

Suspect Materials	Rating
Roof Shingles	3



New Haven (North) Bound Platform



New York (South) Bound Platform

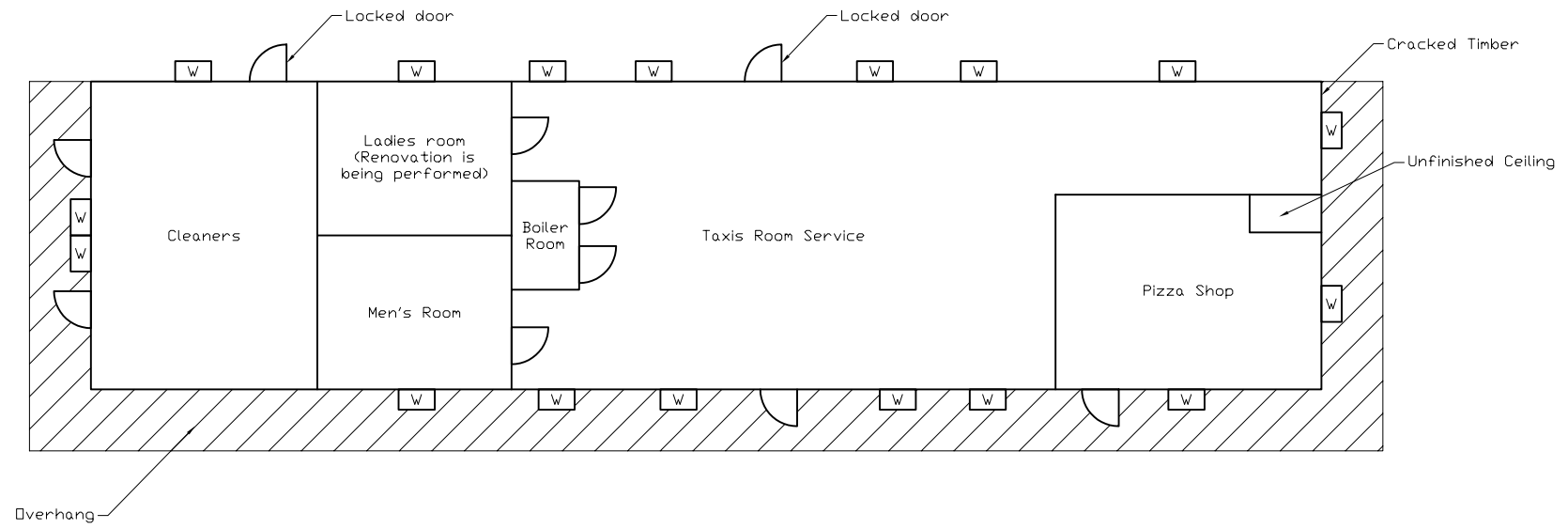
- Legend:
- Fence
 - Pedestrian Railing
 - Spalled Concrete
 - Rusted Base Plate
 - ◆ Light
 - × Canopy Column
 - Sign
 - ⊗ Bench
 - ☐ Trash can
 - Joint
 - ⊠ Train Power Line
 - DT= Double Tee

- NOTES:
1. The railings on the New Haven Bound and New York Bound platforms are bent throughout the length of the platform.
 2. The railing base plates for the ramps on the New York bound and New Haven bound platforms are rusted (12 plates per ramp).

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Fairfield Station Platform Plan
Date: 7/16/02



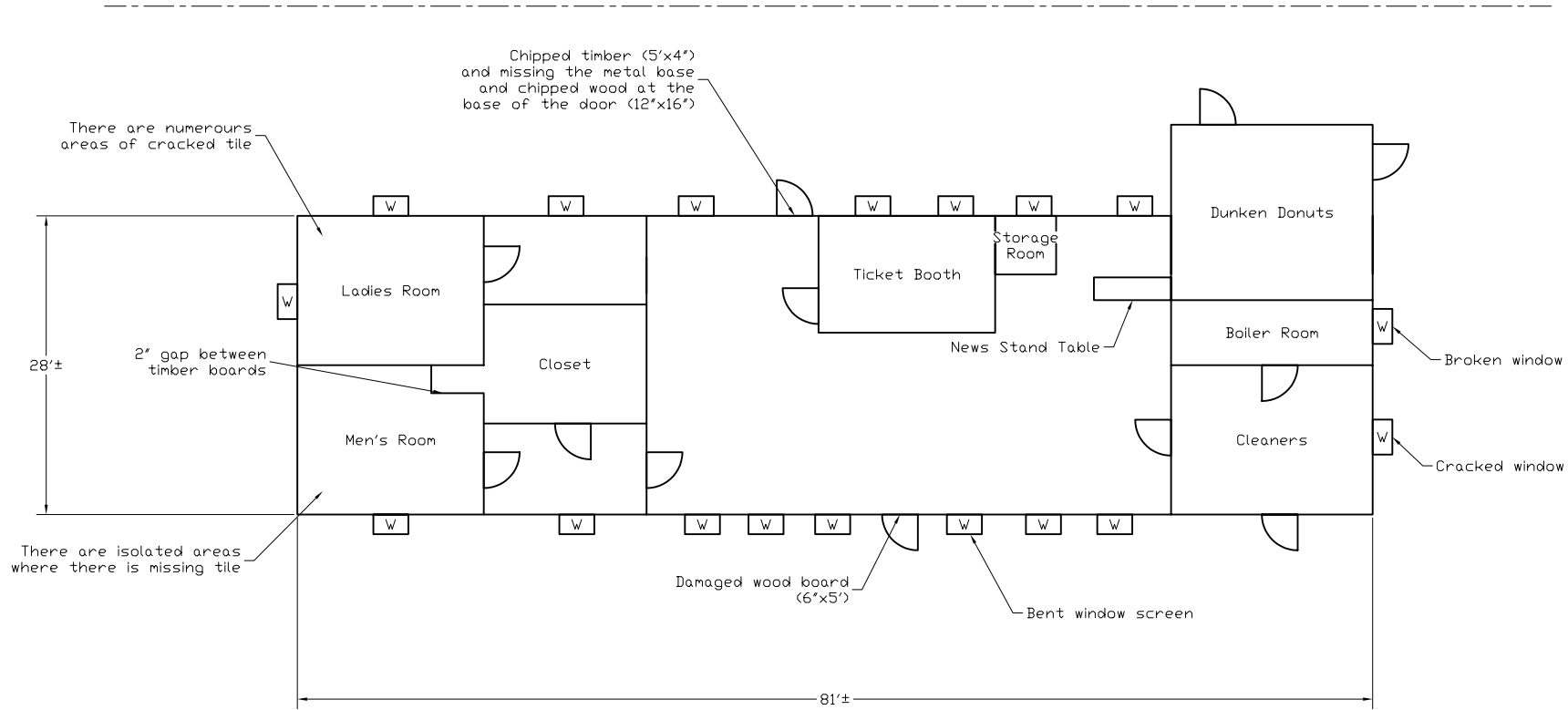
----- ϕ of Tracks



NOTES:

- 1. The roof's overhang contains chipped paint (30%).
- 2. 8% of the brick facade is missing, broken, contains holes, or missing mortar.

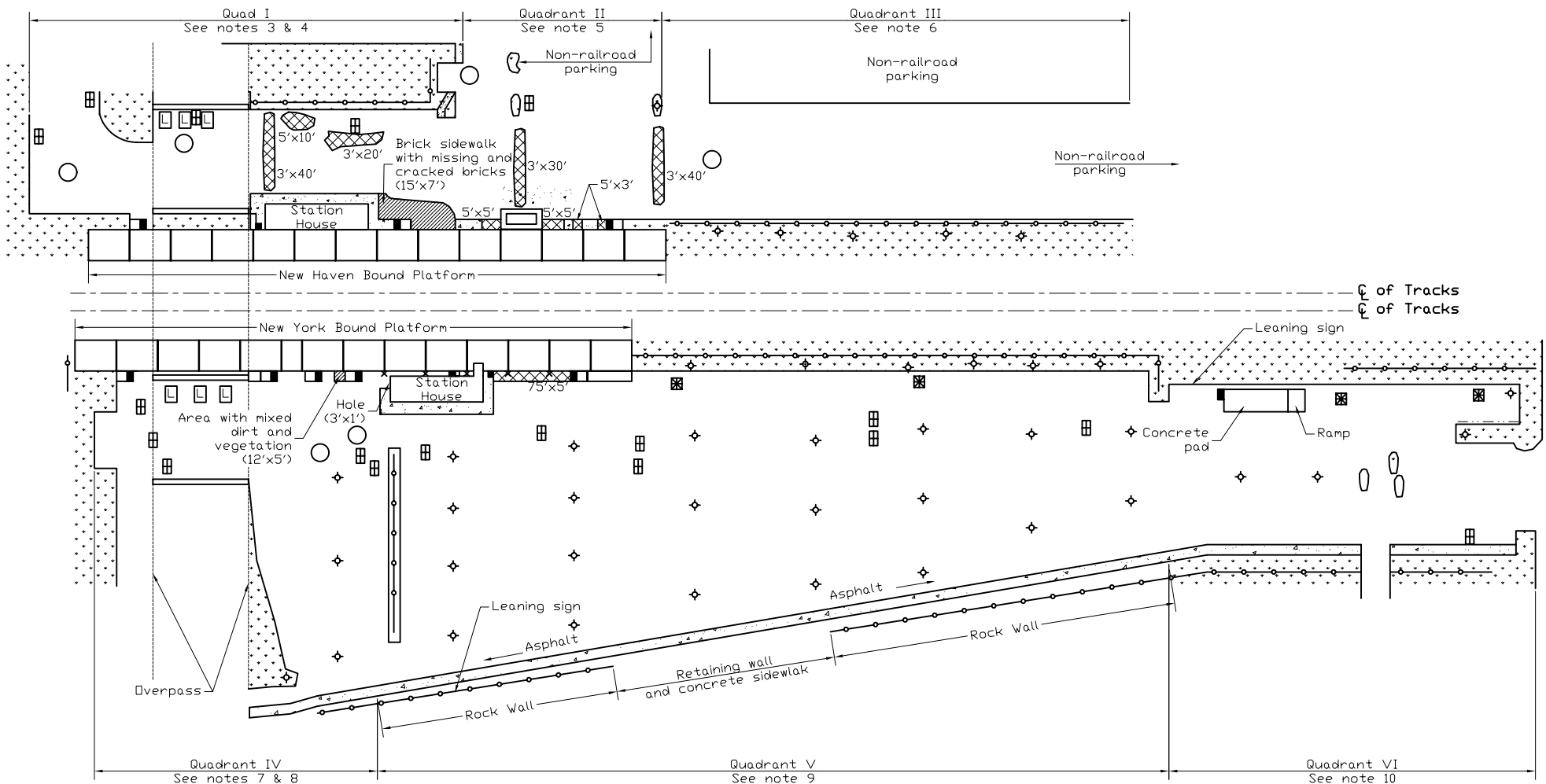
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New Haven Bound Station House Plan
Date: 7/16/02



NOTES:

1. Missing roofing material (1'x42') along the west side.
2. Missing roof board (1'x6") along the west side.
3. As told by the station building maintenance, they are going to fix the roofing; Maybe they will install new gutters.
4. Minor damage to the timber molding with chipped paint (17'x2') along the south elevation.
5. The west and east side windows are missing screws that attach the window screen and window frame.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
New York Bound Station House Plan
Date: 7/16/02



- Legend:
- Fence
 - Guardrail
 - Crack
 - Grass
 - Sidewalk
 - Uneven surface with cracks
 - Sanitary Manhole
 - Drain
 - Bollards
 - Light
 - Canopy Column
 - Train Power Line Pole Foundation
 - Stairs
 - Lock Box

- NOTES:
1. All of the train power line foundations are rusted and deteriorated.
 2. All of the fences are rusted, bent, or damaged (1500').
 3. Quadrant I contains 100' of asphalt cracks.
 4. Quadrant I contains 10' of missing, spalled, or cracked asphalt curb.
 5. Quadrant II contains 500' of asphalt cracks.
 6. Quadrant III contains 200' of asphalt cracks.
 7. Quadrant IV contains 200' of asphalt cracks.
 8. Quadrant IV contains 10' of missing, spalled, or cracked asphalt curb.
 9. Quadrant V contains 1000' of asphalt cracks.
 10. Quadrant VI contains 500' of asphalt cracks.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Fairfield Station General Plan
Date: 7/16/02

STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 32 OF 69

INSPECTORS: WV, RGW

DATE: 7/16/02

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		19	All Spans 1 - The railing is typically bent throughout the entire New York (NY) and New Haven (NH) bound platforms
2		20	Span VIII-IX (NH) 1 - The railing base plates (12 each ramp) are rusted Span I-II (NY)
2		21	Span I (NH) 4 - The joint filler material is missing Span VI, XII (NY)
2		22	Span IV (NH) 7 - The sign is rusted and bent
3		23	Span I (NH) 15 - There is spalled concrete with exposed rebar at the base of the double tee (1'x6"x3")
1		24	Span III (NY) NA - One of the six wind screen bracing beams is missing
1		41	Span XI (NH) NA - One of the windows is displaced, and two of the panels are missing
3		54	Span II-V, VIII-IX (NH) NA - Cracked and spalled concrete adjacent to the train's power line poles
2		26	Station House (NY) Windows - The window is cracked
2		27	Station House (NY) Windows - There are missing screws that attach the window screen and window frame
2		28	Station House (NY) Windows - One of the window screens is bent
2		30,32	Station House (NY) Façade - The timber siding contains various areas that are deteriorated
2		29	Station House (NY) Roof - The roofing material is missing along the west side of the station house
2		31	Station House (NY) NA - There is a hole in the asphalt adjacent to station house
2		25	Station House (NY) NA - There is a 2"-4" gap between the wood panels
2		50-52	Station House (NY) Floor - There is tile missing in the men's room and cracked tile in the women's room

STATION: Fairfield

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 33 OF 69

INSPECTORS: WV, RGW

DATE: 7/16/02

RATINGS		PHOTO NO.	REMARKS:	
NEW	PREV			
2		38	Station House (NH)	Window - The window frame contains deteriorated timber
2		34-36	Station House (NH)	Façade - The brick façade contains numerous cracks, holes, missing bricks, and missing mortar
2		33,37	Station House (NH)	Roof - The overhang contains deteriorated timber in various locations
3		39	Station House (NH)	Ceiling - The ceiling in the pizza parlor is unfinished in one location
2		1-4	Quad I-II	Surface - The parking area contains various areas of cracks throughout the asphalt
2		44	Quad I-II	Surface - The asphalt contains various areas of cracks and uneven driving surface
2		45	Quad I-VI	Fence - The fence is rusted and bent throughout the entire parking areas
2		43	Quad I	Sidewalk - The sidewalk surface is uneven, cracked, and has vegetation growth in the asphalt
2		46	Quad I	Sidewalk - The brick sidewalk is cracked with missing bricks (15'x7')
2		42	Quad I, IV	Curb - There are various areas where the curb is spalled, cracked, or missing
2		47	Quad II	Sidewalk - The asphalt sidewalk has various areas of uneven and cracked asphalt with vegetation growth
2		48	Quad III	Surface - There is an area (12'x5') of dirt and vegetation
2		49	Quad V	Fence/sign - The fence is damaged through out its length and the sign is leaning
2		53	Quad V	NA - The foundation for the train's power line poles are spalled and contain rust stains.

Fairfield Station				
Description	Units	Quantity	Price / Unit	Total Cost
Replacing asphalt sidewalk				
-Remove asphalt (6")	yd ³	10.00	\$22.00	\$220.00
-Installing asphalt (6" layer)	yd ²	58.00	\$25.00	\$1,450.00
Replacing asphalt pavement				
-Remove asphalt	yd ³	18.00	\$22.00	\$396.00
-6" asphalt top course and binder course	yd ²	49.00	\$25.00	\$1,225.00
-7" aggregate base	yd ³	9.50	\$20.00	\$190.00
Fill in asphalt cracks	ft	2500.00	\$2.00	\$5,000.00
Repair expansion joint	ft	45.00	\$9.00	\$405.00
Replace pedestrian railing	ft	900.00	\$22.00	\$19,800.00
Repair spalled concrete	ft ²	20.00	\$40.00	\$800.00
Replace fencing	ft	1500.00	\$48.00	\$72,000.00
Repaint timber	ft ²	2100.00	\$18.00	\$37,800.00
Repair brick (station house)	ft ²	336.00	\$9.00	\$3,024.00
Repair brick (sidewalk)	ft ²	105.00	\$9.00	\$945.00
Remove curb	yd ³	5.00	\$80.00	\$400.00
Install curb	ft	20.00	\$22.00	\$440.00
Repair tile floor	ft ²	500.00	\$15.00	\$7,500.00
Misc (windows, signs, etc.)	LS	-	-	\$25,000.00
Replace lavatory in storage area	LS	-	-	\$1,200.00
Plumbing facilities made ADA Compatible	LS	-	-	\$8,000.00
Installing gutters and downspouts on the building	LS	-	-	\$5,000.00
Install ventilation in restrooms	LS	-	-	\$2,000.00
Installing downspouts on the shelter	LS	-	-	\$300.00
Install emergency luminaires *	EACH	3.00	\$289.00	\$867.00
Install exit sign	EACH	92.50	\$3.00	\$277.50
Install lobby luminaires *	EACH	3.00	\$400.00	\$1,200.00
Install a minimal fire alarm system**	LS	-	-	\$3,461.00
Replace/repair platform receptacles	EACH	8.00	\$50.00	\$400.00
Replace poles and platform luminaires *	EACH	24.00	\$2,795.00	\$67,080.00
Replace a 100A panel board	EACH	2.00	\$620.00	\$1,240.00
Replace platform canopy luminaires *	EACH	8.00	\$700.00	\$5,600.00
Mobilization / Demobilization (10%)	LS	-	-	\$27,322.05
Sub-total				\$300,542.55
Contingency (30%) ***				\$90,162.77
Grand Total				\$390,705.32
Say				\$391,000.00

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

** 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.

*** The contingency is 30% due to the extent of work being performed.

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: **Fairfield and Southport**
STATION OWNER: State of Connecticut Department of Transportation (DOT) (the "State")
LESSEE: Fairfield Parking Authority

This Lease Agreement, dated September 21, 1998 (the "Lease"), provides for the lease to the Fairfield Parking Authority, by the State, of five (5) parcels of land at the Fairfield and Southport Railroad Stations, containing an aggregate of 11.373 acres, more or less. The term of the Lease is ten years, beginning on June 1, 1998, to and including May 31, 2008. Lessee has the right to renew for one additional ten year period. Lessee is the Fairfield Parking Authority (as opposed to the Town of Fairfield); however, the Lease can be assigned to the Town of Fairfield.

Lessee pays no annual fee to the State, but is required under the Lease to establish a separate account (the "Reinvestment Fund") to accrue surplus funds for the improvement and maintenance of rail station buildings, rail station parking and rail station services. All revenue generated from rail parking, rail-related leases and all other sources derived from the use of the leased properties (including accrued interest), minus mutually agreed upon operating and maintenance expenses, must be deposited annually into the Reinvestment Fund. One unique provision in the Lease is that the Reinvestment Fund may be used not only for improvement and maintenance of rail station buildings, rail station parking and rail station services, but also for payment of the bond of the adjacent town-owned property, which is used for additional rail station parking.

When the Lease requires work on, over or under the right of way of any railroad company, the Lessee must carry Railroad Protective Liability Insurance for and on behalf of the railroad company, the Lessee 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 does not specify any particularized duties on the part of either party. Under the Lease, Lessee retains sole responsibility for the day-to-day maintenance of the leased property. The State retains sole responsibility for maintaining all structural renovations and/or repairs.

¹ The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated October 1, 1997.

LEASE SYNOPSIS

<u>STATION NAME:</u>	Fairfield Railroad Station; Southport Railroad Station
Lease Document(s) Reviewed	Lease Agreement dated 9/21/98
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Fairfield Parking Authority (the " <u>Town</u> ")
Agreement Number	1.23-07(98)
Effective Date of Original Lease	6/1/88
Term	10 years
Number of Renewal Periods	1 (at Lessee's option)
Renewal Period	10 years
Number of Lessee Renewals Executed in Prior Years	0
Number of Renewals Remaining	1
Expiration Date of Original Lease	5/31/98
Current Expiration Date	5/31/08
Recorded?	Volume 1893, Page 130
Number of Parcels	5
Total Acreage	11.373
How Is Revenue Earned?	Railroad parking revenue and revenue from railroad-related leases
Are Separate Funds Accounts Required?	Yes. In lieu of an annual fee paid to the State, Lessee shall establish a separate account to accrue surplus funds for the improvement and maintenance of rail station buildings, rail station parking, and rail station services (the " <u>Reinvestment Fund</u> "). All revenue generated from rail parking, rail-related leases and all other sources derived from the use of the property(ies) described in the Lease (including accrued interest), minus mutually agreed upon operating and/or maintenance expenses, shall be deposited annually into the Reinvestment Fund.

Allowable Direct Costs in Calculating Surplus	Operating and 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 of a surplus in the Fund at the end of each 5 year period of the initial term and the 1 renewal period thereafter, if any, the State shall be entitled to withdraw fifty percent (50%) of the surplus for use on other New Haven Line projects.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	The Town shall have statement(s) of gross revenue, approved expenses, and amount in the reinvestment fund prepared and delivered to the State within 90 days following the end of each year of the specified term of the Lease, or any renewal periods thereafter, or other termination of the Lease.
Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	No
Monthly Debt Repayment Amount	n/a
Does State Pay Lessee a Fee?	No
Amount of Fee Due Lessee	n/a
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance	\$750,000.00 individual; \$1,500,000.00 aggregate
Bodily Injury Coverage	\$750,000.00 individual; \$1,500,000.00 aggregate
Other Required Coverage	n/a
Voluntary Coverage	n/a
Is Lessee Self Insured?	Yes

Is Certificate of Coverage on File?	Yes
Dates of Coverage	n/a
Named Insured	State of Connecticut & Metro-North Commuter Railroad (MNCR)
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
<u>MAINTENANCE:</u>	Lessee has sole responsibility for day-to-day maintenance, including, but not limited to general repairs, snow and trash removal and security of any/all stations, platforms, railings, stairs, ramps and parking lots described in the Lease.
Enhance Aesthetic Appearance	Town
Not Erecting Signs on Premises	Town
Surface Grade Land	Town
Install and Maintain Fencing	Town
Install Suitable Drainage	Town
Ice Snow Control of Sidewalks	Town
Install and Maintain Electrical Systems for Lights	Town
Sweeping and Cleaning Litter	Town
Station Structures	The State retains the sole responsibility for maintaining all major structural renovations and/or repairs.
Platform Gutters	MNCR
Fences	Town
Signs	Town
Platform Lights	MNCR
Drains	Town
Equipment	Town

Electric and Mechanical Systems	Town
Live Rail Facilities	State
Platforms	Town
Railings	Town
Stairs	Town
Platform Shelters	State
Platform Canopy	State
Tunnels	n/a
Parking Lots	Town
Waiting Room	Town
Ticket Office	Town
Baggage Room	Town
<u>PARKING:</u>	Lessee agrees that the Town of Fairfield may, upon 30 days written notice, replace the Fairfield Parking Authority as the Second Party under the Lease.
Parking Fees	Where there is a charge for parking, there is a minimum annual charge of \$100.00 per vehicle. The State reserves the right to review and approve any and all parking fees which exceed this minimum fee.
Parking Schedule(s)	Lessee shall have 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>	
Taxes Paid by	Town
Water	Town
Electricity	Town
Other Public Utilities	Town

Gas	
Sewer	
Owns Title to Property	State
Owns Title to Capital Improvements	State
Is Subleasing Allowed?	Not without receipt of prior written approval of the State and the appropriate Federal Regulatory Agency, if required.
Can Lease be Sold or Assigned?	The Town of Fairfield may replace the Fairfield Parking Authority as Lessee under this Lease upon 30 days notice to the State. Otherwise, no assignment of this Lease is permitted without the prior written approval of the State and the appropriate Federal Regulatory Agency, if required.
Is Security Bond Required?	No
If so, the Amount	n/a
<u>OTHER:</u>	
Is there a Lease to CT Transit?	No
Termination	The State may terminate this Lease upon one year's notice to the Town for reasons of default or if the property is needed for transportation related purposes.
Employment/Non Discriminatory Requirement	Yes
Miscellaneous	Lease is made subject to "Standard Railroad Lease Specifications & Covenants," dated 10/1/97.

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.

FAIRFIELD

Fairfield and Southport Stations

The Town of Fairfield has New Haven Line stations, the Fairfield Station and the Southport Station. The Town considers itself to be a major stakeholder in both stations. The Town is very satisfied with the lease agreement and the present operations of both stations. Overall, it appears that the Parking Authority feels it is running both stations with efficiency and that the commuting patrons of both stations support the way in which the stations are being governed.

The impression received from those interviewed is that the Fairfield Parking Authority wishes to maintain its control over this operation. This is exemplified by the fact that the Fairfield Parking Authority made provision for additional parking by acquiring property from the Town (five acres) and leasing property from private owners and including it in the railroad fund. The Fairfield Parking Authority is paying the town and the private owners for this property.

Agreements

The Fairfield Parking Authority (FPA) is primarily responsible for the Fairfield and Southport Railroad Stations. This organization is governed by a Board of Directors (consisting of five members), with a staff that include one full-time clerk, two part-time clerks, and two part-time workers at the stations (between Fairfield and Southport). The State is not a major component in the day-to-day operations of either station. FPA does not contact the State unless it is necessary.

Although there is parking located on the premises of the Fairfield station, there is still a need for supplemental parking due to the volume of commuters who use the Fairfield station. To accommodate this need, property is currently being leased by the Fairfield Parking Authority from the Town. The lot, referred to as the Fairprene lot, is located within walking distance of the station. It is approximately two to three acres and is used for commuter parking only. Altogether, the lots leased to the Fairfield Parking Authority contain approximately 1,200 spaces. However, these leased lots are still insufficient to meet the needs of the commuting public.

In addition to FPA lots, there are other lots that are used by patrons of the Fairfield Railroad Station. The Knights of Columbus own a lot that allows for daily commuter parking. There is also a State commuter lot that is located off Exit 22 of Interstate 95, about a half mile away from the station. Additional parking is also thought to be found alongside Boston Post Road, which is the closest main road to the station found on the eastbound side of the tracks. Commuters utilize this area for parking because it is free and parking there for the duration of the day is allowed.

The Fairfield Parking Authority allows all non-permit holders to park in any available space after 9:00 a.m. This policy was implemented to allow those people not holding permits the ability to park on station lots in the spaces reserved for permit holders only. As long as these cars arrive after 9:00 a.m., they are given the standard six dollars a day parking fee, instead of incurring a \$35 fine that is given to non-permit holders parking in permit spaces and arriving before 9:00 a.m.

The FPA has arrangements for the maintenance, patrolling, and cleaning of the stations. Generally, the FPA does not contract any outside services if the necessary work can be performed by the Town's Public Works Department, and thus there are no outside services contracted except for cleaning the lots. The Town's Public Works Department is responsible for maintaining the lots, such as paving, resurfacing and striping the spaces. This is done according to a published maintenance schedule. It is also responsible for the snow and ice removal. The Parking Authority does include an agreed upon fee for the work done by the Town's Public Works as an expense.

There are leases with the Station Cleaners and Dunkin' Donuts at the Fairfield Station, although leases were not available for review. At the Southport Station, there is a lease with the Art Center, but a lease was not available for review.

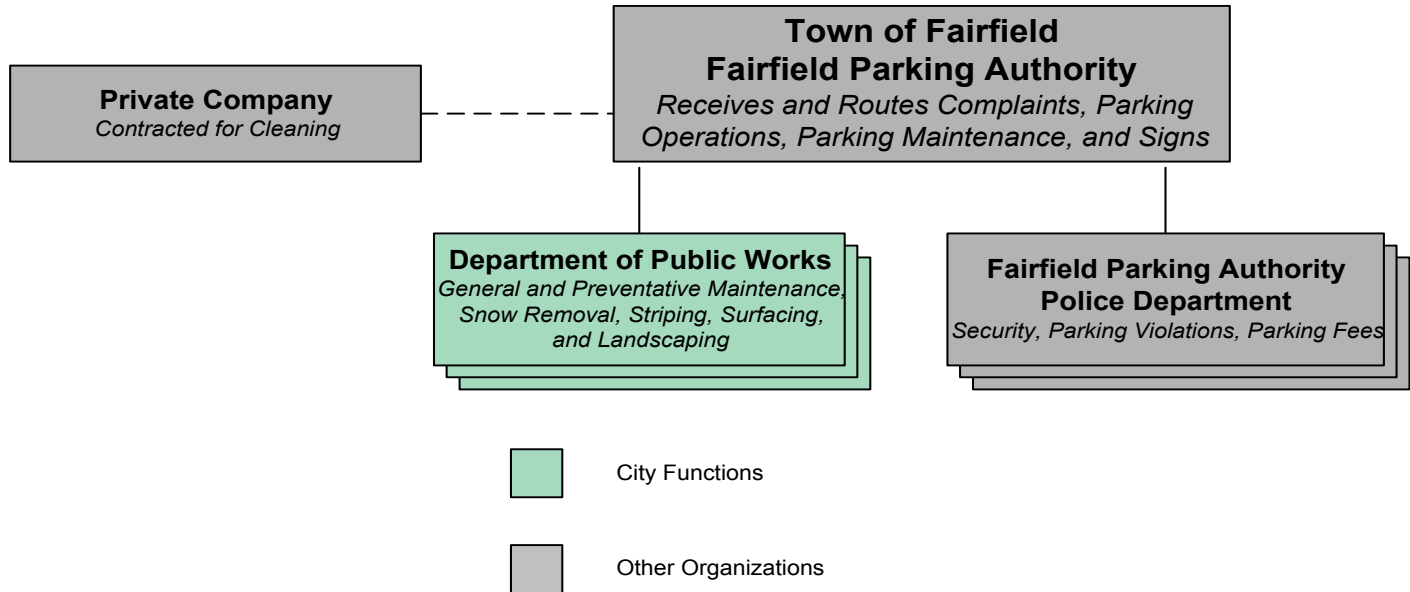
In addition to the parking provided by the Fairfield Parking Authority on the Southport station parcels, there is a nearby church lot at Trinity Church, which the Parking Authority leases to provide for additional commuter parking. This is a permit lot, providing approximately 100 additional spaces for the commuters. There are striped spaces and signs indicating that permits must be held to park. This expense is charged against the railroad fund.

Organizational Structure

The Fairfield Parking Authority (FPA) is the primary entity in control of the Fairfield Station and the Southport Station and their respective parking lots. The State does not take a role in the day-to-day operations of either station. The Fairfield Parking Authority is not traditionally organized with management level staffing, but rather operates with a clerical staff and part-time station workers under the Board of Directors. In place of any assigned management position, the Parking Authority is overseen by Joseph E. Devonshuk, but he is not officially assigned to these duties or paid out of the Railroad Fund as are the other employees or clerks. Mr. Devonshuk is an unofficial liaison between the workers, the Board and the State. The FPA does not contact the State regarding operating matters, but if necessary Carl Rosa of CDOT is contacted regarding large projects or capital improvements.

The Fairfield Parking Authority Police report directly to the Fairfield Parking Authority. The Town's Department of Public Works and a private company contracted for cleaning report directly to the Parking Authority.

Southport and Fairfield Stations



Neither the Town of Fairfield nor the Fairfield Parking Authority publishes organization charts for the operations and maintenance of the Fairfield and Southport Stations and parking lots. The organization chart below was developed from data gathered from City and FPA employees and administrators.

Operating Procedures

The Fairfield Parking Authority is primarily responsible for the operations of the Fairfield and Southport Railroad Stations. Any party wishing to report a concern, including the police, Public Works, and commuters, contacts the FPA.

The clerks of the FPA are responsible for the subleasing of areas within the station, such as the Station Cleaners and Dunkin' Donuts at Fairfield and the Art Place at Southport.

The Fairfield Parking Authority police are responsible for the security of the parking lots, the daily parking charges, and ticket issuance. The FPA police are also the responsible party for the issuance of the parking permits. In addition to the regular presence of the FPA police security, the Fairfield Police Department patrols the lot as part of its regular route.

The Town's Public Works Department is responsible for the maintenance on the lots, such as paving, resurfacing, striping the lots, and snow and ice removal. The Parking Authority does include an agreed upon fee for the work done by the Town's Public Works as an expense.

The Town and the Parking Authority do not publish operating procedures. The table below was developed from information from Town and Parking Authority staff and administrators.

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

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.

FAIRFIELD AND SOUTHPORT FINANCES

ACCOUNTING ENTITY / BASIS

The operations of the State leased properties in Fairfield and Southport are accounted for in the Fairfield Parking Authority, a separate entity from the Town, as an enterprise fund using the accrual basis of accounting

The Parking Authority keeps a separate internal accounting for the Fairfield and Southport stations.

The financial report to the State, however, presents only the combined operations governed under the single lease agreement with the State. Therefore, the financial references contained herein relate to the combined finances of both properties.

The Fairfield Parking Authority pays no annual fee or rent to the State of Connecticut, but they are required to deposit revenues net of expenses to a Reinvestment Fund on an annual basis. The Fund is to be used for the improvement and maintenance of the rail station buildings, facilities, and services, as well as, the payment (in the form of rent, see comment below) of a bond for a piece of property located in Fairfield adjacent to and used for railroad parking and owned by the Town.

FINANCIAL REPORTING

The Parking Authority provides a detailed audited report to the State presenting revenues, expenses and fund balance with disclosures. This report is appropriate for financial oversight by the State. Financial measurements such as unit values for revenues or costs per space, etc. and units further broken down for each lot are not required by the lease and not included with the financial information.

REVENUES

Sources of revenue include parking fees rents, late charges and interest income from invested funds. Subleases revenue for example are from Dunkin Donuts, the Nauti Dolphin restaurant, Whistlestop Cleaners, Fairfield Taxiways – at the Fairfield station, and the Artplace Coop Gallery at Southport station.

Parking revenue collections are from the issuance of the semiannual parking permits, which are not interchangeable between Fairfield and Southport Stations and daily parking fees issued by the special police force. There are also revenues from late fees on any delinquencies. They do not, however, collect revenue on the telephone commissions or include any violations revenue issued by the local police. The local police department retains the violation revenues and in turn there are no related expenses charged for this policing effort to the Parking Authority.

Beginning in 1997 the Parking authority revenues were sufficient to cover expenses (excluding the expenses of Metro-North and ConnDOT).

EXPENSES

The Parking Authority finances include the revenues and expenses for the operation of the five acres of parking area owned by the Town. The related expenses also include a rent paid to the Town by the Parking Authority for the use of this space. This payment is under a non-cancelable operating lease that expires in 2018. The Town records the lease expense in accordance with governmental accounting principals, therefore the recorded expense differs from the actual cash payment and the difference is recorded to the accrued lease obligation. The annual rent expense recorded on the Authority's books is \$505,526.

The rent payment to the Town is designed to provide funds to pay-off the Town's bonding for the purchase of the 5-acre town property used for railroad parking, The reported scheduled cash-basis rent payments are as follows:

2001	\$536,000
2002	\$560,000
2003	\$584,000
2004	\$608,000
2005	\$632,000
2006	\$656,000
Thereafter	<u>\$1,742,000</u>
Total payments	<u>\$5,318,000</u>

The Parking Authority also has provided for additional parking by entering into a non-cancelable lease at Fairfield for the Fairprene Company site (about \$48,000 year) and at Southport with the nearby Trinity Church (about \$5,000 year).

The Parking Authority expenses cover the maintenance services provided by the Town's Public Works Department, the special police ticketing services, the general day-to-day repairs and maintenance that includes the use of outside contracted services, professional fees, postage, supplies, utilities and employee payroll and related benefits. The Parking Authority also reimburses the Town for use of office facilities, administrative services and their general liability insurance.

Expenses also include a charge for depreciation and amortization related to equipment and parking lot improvements (in thousands: 1996-\$20.0, 1997-\$12.5, 1998-\$14.7, 1999-\$14.3, 1000-\$14.9), which is include in generally classified expenses.

The report to the State indicates the following details regarding fixed assets at 6/30/00:

Land	\$ 27,432
Improvements	989,859
Equipment	<u>23,290</u>
Total	1,040,581
Less, accumulated depreciation and amortization	<u>(954,506)</u>
Net at 6/30/00	<u>\$ 86,075.</u>

Generally Classified Expenses - These expenses are mostly for administrative personnel, office and general business expenses, depreciation, and miscellaneous expenses.

Metro-North and ConnDOT – The State also incurs station expenses through its service agreement with Metro-North / Metropolitan Transit Authority. These expenses are accounted for by Metro-North and included in the charge to the State. The expenses generally relate to maintaining the platform at each station.

The finances of the local government however do not include the station expenses paid by the State to Metro-North under the separate service agreement. These expenses include various maintenance responsibilities related to the stations and especially the platform area. Metro-North performs cyclical maintenance and on-call repairs and maintenance as needed. Metro-North also is responsible to maintain any ticketing area on railroad property. Such costs have been identified and included in the financial presentation.

The Metro-North service agreement also provides that the State pay for the allocated cost of station maintenance forces. These allocated indirect costs have not been included in the financial presentation.

The local government is not in direct control of the services rendered by Metro-North. These services are controlled by the service agreement. The service agreement is outside of the State lease agreement with the local government

ConnDOT also incurs expense for its administrative oversight of the operating leases and the physical properties. These expenses were not compiled or presented in the financial presentation.

EXPENSE ALLOCATION

The allocation of indirect expenses is a financial issue that would apply to most of the State lease agreements where the local government has determined that administrative charges are warranted and come under the “mutually determined charges” clause of the lease agreements. The lease is not clear as to exactly what charges are allowable. The allocations generally result from common costs such as administrative expenses or departmental expenses that do not exclusively service the railroad properties but service a number of funds and functional activities. The reasonableness or propriety of the allocation and method was not evaluated to determine if such costs were actually incremental or simply attributed to the leased property under a full absorption costing methodology.

PROFITABILITY / ACCUMULATED SURPLUS

During the five-year period, the 1996 net loss of \$227,000 (excluding Metro-North costs) was converted to a \$211,000 profit for fiscal year 2000. This appears to have been generated by an increase in fiscal year revenues from \$687,000 in 1996 to \$1.143 million in 2000.

The expense incurred by the State utilizing Metro-North’s forces for repairs and maintenance at each station and ConnDOT’s direct administrative expenditures, negatively impacts the net profitability of each station. Metro-North costs are not considered by the Town or the State in setting parking fees or covering operating expenses.

The State is entitled to withdraw 50% of the surplus for use on other New Haven line projects. The fund balance shows a net deficit but is mitigated by the fact that it includes an offset of contributed capital of \$462,401. We understand that the contributed capital represent the property turned over to the Parking Authority by the Town and placed in the railroad fund. The net deficit at June 30, 2000 was \$515,045. The net deficit was accumulated in 1996 and prior to years. In 1997-2000 there was a positive cash flow coupled with profitable operations resulting in a reduction of the fund balance deficit. The positive change in the deficit is presented as follows:

Deficit at June 30:	
1996	\$ 883,916
2000	<u> 515,045</u>
Net positive change	<u>\$ 368,871</u>

Once the deficit is eliminated the State has the opportunity to share 50% of any surplus at the end of each five-year period of the initial term ((5/31/08) and the one renewal period thereafter.

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 Town.

CAPITAL PROJECTS

We understand that the Town, together with the State and a private developer is in the stages of planning a larger station facility as part of the development of an abandoned industrial site into a commercially active property. The expectation is to add approximately 1,200 automobile parking spaces to primarily serve rail line commuters, and high-level boarding platforms, waiting room and other improvements. We understand that this project is initially set for \$16.2 million.

FINANCIAL PRESENTATION IN COMPARISON TO THE PARKING INVENTORY

A parking inventory and utilization report is presented separately as Task 2 in this study. All the inventoried spaces appear to be covered by the Authority's annual financial report to the State.

At Fairfield the parking inventory covers four lots. Two lots are a mix of State-owned (376) and Town (651) spaces, while the other two lots are strictly municipal (189) spaces, owned by the Town or private property leased by the Authority. While the State lease covers 250 spaces on the eastbound side of the station, the inventory was limited to 87, as many of the spaces were used for multiple purposes.

At Southport the parking inventory covers two State-owned lots and a private lot which is leased by the Parking Authority for rail commuters.

FAIRFIELD & SOUTHPORT RAILROAD STATION AND PARKING OPERATIONS

<u>REVENUES</u>	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
PARKING	\$ 613,153	\$ -	\$ 613,153	89.2%	\$ 840,891	\$ -	\$ 840,891	90.0%
RENTS	50,074	-	50,074	7.3%	65,314	-	65,314	7.0%
INVESTED FUNDS	7,630	-	7,630	1.1%	10,451	-	10,451	1.1%
OTHER	16,472	-	16,472	2.4%	17,970	-	17,970	1.9%
	<u>\$ 687,329</u>	<u>\$ -</u>	<u>\$ 687,329</u>	<u>100.0%</u>	<u>\$ 934,626</u>	<u>\$ -</u>	<u>\$ 934,626</u>	<u>100.0%</u>
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ 59,686	\$ 44,540	\$ 104,226	10.8%	\$ 52,919	\$ 30,777	\$ 83,696	9.1%
UTILITIES	12,683	-	12,683	1.3%	13,623	-	13,623	1.5%
RENT	528,026	-	528,026	54.6%	505,526	-	505,526	55.2%
SECURITY	107,747	-	107,747	11.1%	108,447	-	108,447	11.8%
INSURANCE AND CLAIMS	-	(2,702)	(2,702)	-0.3%	-	11,000	11,000	1.2%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	206,069	11,366	217,435	22.5%	181,624	11,610	193,234	21.1%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ 914,211</u>	<u>\$ 53,204</u>	<u>\$ 967,415</u>	<u>100.0%</u>	<u>\$ 862,139</u>	<u>\$ 53,388</u>	<u>\$ 915,527</u>	<u>100.0%</u>
<u>NET PROFIT (LOSS)</u>	<u>\$ (226,882)</u>	<u>\$ (53,204)</u>	<u>\$ (280,086)</u>		<u>\$ 72,487</u>	<u>\$ (53,388)</u>	<u>\$ 19,099</u>	
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ (883,916)				\$ (811,249)			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	<u>(883,916)</u>				<u>(811,249)</u>			
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>				<u>\$ -</u>			

FAIRFIELD & SOUTHPORT RAILROAD STATION AND PARKING OPERATIONS

REVENUES	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOV'T	METRO-NORTH	TOTAL	%	LOCAL GOV'T	METRO-NORTH	TOTAL	%
PARKING	\$ 832,431	\$ -	\$ 832,431	88.7%	\$ 885,975	\$ -	\$ 885,975	87.5%
RENTS	72,764	-	72,764	7.8%	87,384	-	87,384	8.6%
INVESTED FUNDS	16,326	-	16,326	1.7%	24,095	-	24,095	2.4%
OTHER	17,039	-	17,039	1.8%	15,426	-	15,426	1.5%
	\$ 938,560	\$ -	\$ 938,560	100.0%	\$ 1,012,880	\$ -	\$ 1,012,880	100.0%
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ 60,342	\$ 39,863	\$ 100,205	10.5%	\$ 100,530	\$ 39,689	\$ 140,219	13.9%
UTILITIES	13,625	-	13,625	1.4%	31,748	-	31,748	3.2%
RENT	529,526	-	529,526	55.3%	557,026	-	557,026	55.4%
SECURITY	100,408	-	100,408	10.5%	84,204	-	84,204	8.4%
INSURANCE AND CLAIMS	-	15	15	0.0%	-	21	21	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	204,244	8,852	213,096	22.3%	184,384	7,802	192,186	19.1%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	\$ 908,145	\$ 48,730	\$ 956,875	100.0%	\$ 957,892	\$ 47,511	\$ 1,005,403	100.0%
<u>NET PROFIT (LOSS)</u>	\$ 30,415	\$ (48,730)	\$ (18,315)		\$ 54,988	\$ (47,511)	\$ 7,477	
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>								
ACCUMULATED SURPLUS (DEFICIT)	\$ (781,014)				\$ (726,026)			
LESS - LOCAL GOVERNMENT'S SHARE								
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	(781,014)				(726,026)			
<u>STATE'S AVAILABLE SHARE @ 50%</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