

Individual Station Report

Wilton

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

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Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

July 2003

Stakeholder Interview

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



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Wilton

There are two stations in Wilton, at Wilton Center and Cannondale, and the First Selectman felt that parking and stations are not big issues in the community. Furthermore, at the moment there is enough parking, and more is being added in Wilton on a site on the west side of the tracks.

There was some confusion regarding the ownership, leasing, and responsibilities of the town, CDOT, and MNCR for both stations. While it was stated that MNCR owns and operates the stations, and that the town has no responsibilities for the stations themselves, in fact the town has a lease dated June 8, 1998 for the parking lots on both properties which runs 10 years. CDOT has responsibility for Wilton Station. In addition, the town has an agreement with a third party at Cannondale to run a retail shop in the station. It appears from the discussion that the Town does little with regard to the stations and parking lot, assuming that others are responsible. Furthermore, the town has no fees for parking at either location.

The Town representatives were not aware of any particular local issues, although they agreed that both stations could be better maintained and in particular Wilton Station could look nicer. There is a plan for the reconstruction of the Route 7 and Route 33 area which will affect the station, and the Town thinks that it may include multi-level parking at Wilton Station. This would be fine with the First Selectman, and he has talked to CDOT to see if money will be in the project for rail improvements.

A regional issue involving rail parking has emerged, as New Canaan has apparently cut back on out-of-town parking at its stations, putting more pressure on parking in Wilton. Because the New Canaan branch has better service, this has created a lot of ill-will.

Wilton has no desire to take control of its stations, although in fact by the lease it has far more responsibilities than are being carried out. The stations look to be white elephants for the town, at least if parking continues to be free. The bigger concern is getting better service on the branch.

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.

Wilton

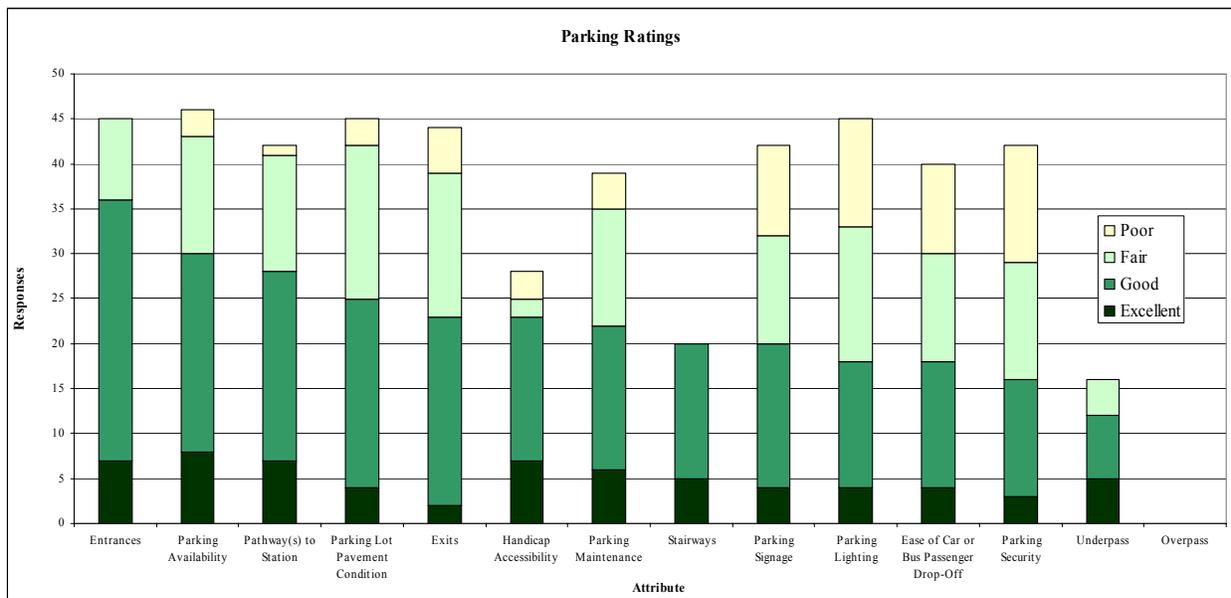
The number of surveys distributed at Wilton was slightly below average at 183 and 47 surveys were returned for a response rate of 26%. As usual, most customers indicated that they traveled by train on a daily basis (87%), commuted to work or school (91%), and traveled during the peak periods (98%).

Once again, over two-thirds of the survey population was male (72%) and the vast majority were between the ages of 25 and 64. The percentage of respondents over 65 years of age was

somewhat higher at 11%. Finally, customer incomes remained high, as 74% reported salaries above \$100,000.

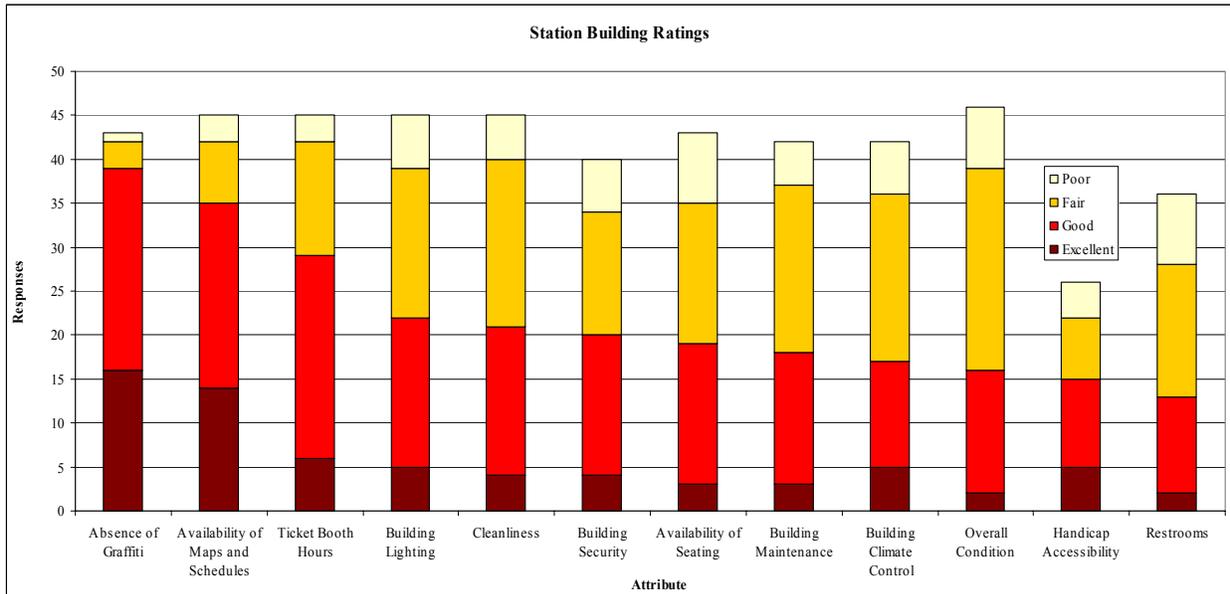
The parking facilities at Wilton received a mixture of positive and negative ratings from customers. Four elements received a majority of negative ratings. Those parking elements which were rated ‘fair’ or ‘poor’ by over half of respondents included lighting, security, signage, and the ease of car or bus passenger drop-off. Of these, security was the lowest rated, with combined ‘fair’ and ‘poor’ responses from 62% of respondents. At the other end of the scale, all 20 people who rated the stairways were satisfied with their condition. Figure 233 shows the Wilton parking ratings.

Figure 233: Wilton Station Parking Ratings



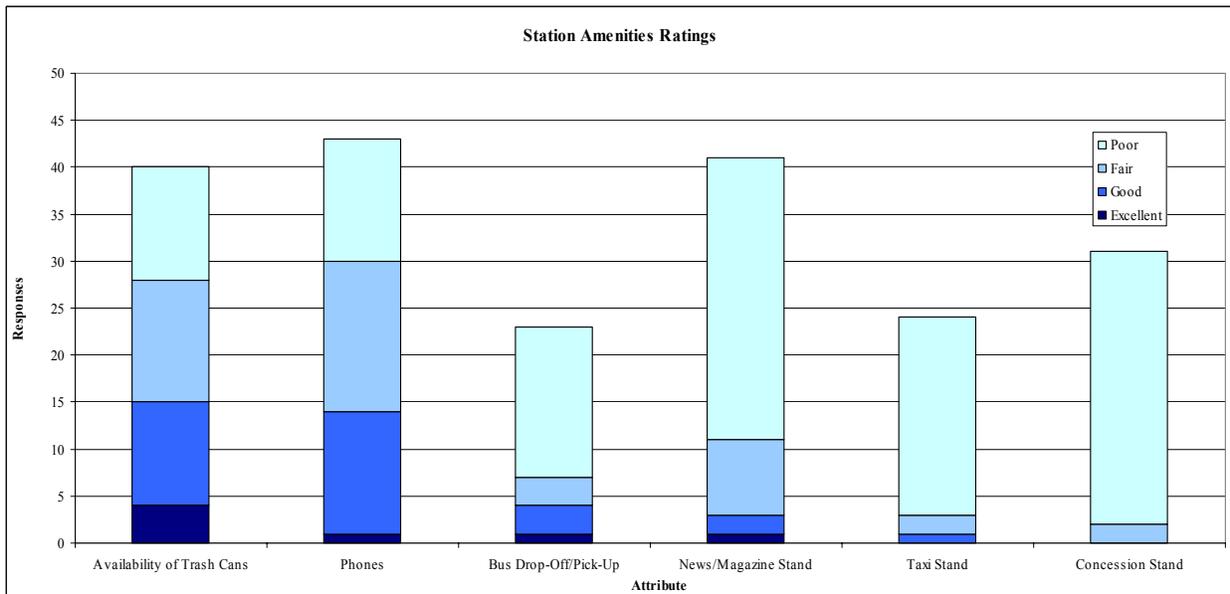
More than the parking facilities, the Wilton station building received mostly negative ratings from the majority of respondents. Seven elements had negative ratings from a majority of respondents, including: overall condition, maintenance, security, restrooms and cleanliness. Figure 234 displays how Wilton respondents felt about the building. Only 35% of respondents said they were satisfied with the overall condition of the building, the lowest rated building element. Absence of graffiti was the highest rated element, as was the case at most stations, and received 91% favorable ratings. The next highest rated element, availability of maps and schedules, only had 78% positive ratings.

Figure 234: Wilton Station Building Ratings



Customers were clearly dissatisfied with the amenities at Wilton, as every amenity included in the survey was rated ‘fair’ or ‘poor’ by at least 60% of respondents. Wilton had the lowest amenities ratings on the Danbury Line. Figure 235 shows the poor amenity situation in Wilton. The concession stand was rated negatively by all 31 respondents. Availability of trash cans, normally a high performer, only received 38% positive ratings in Wilton.

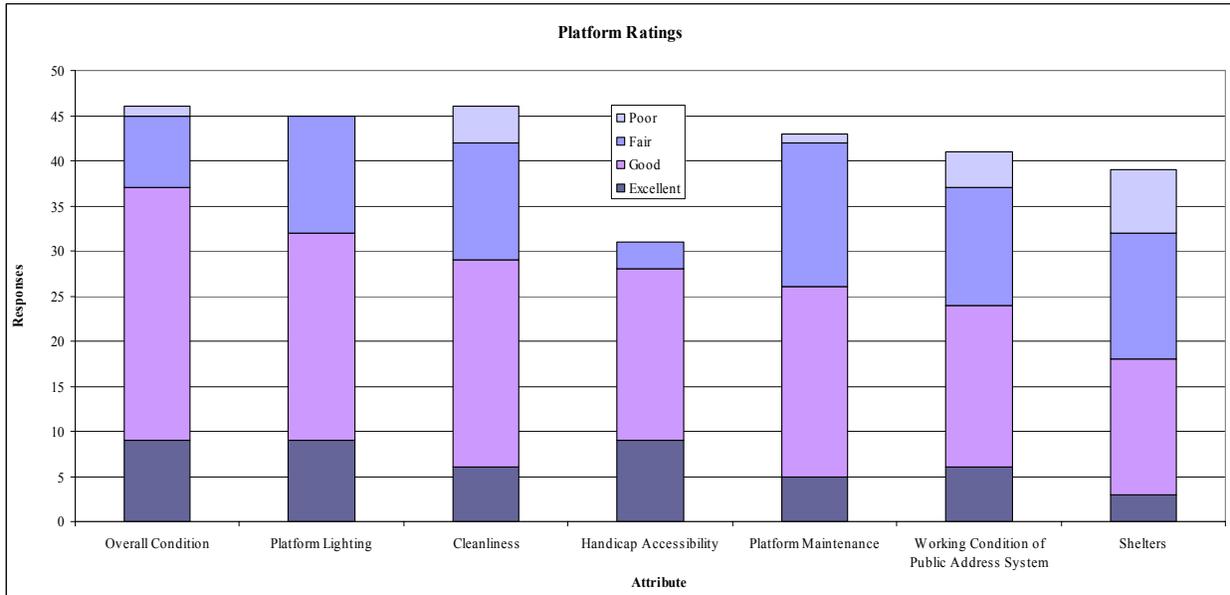
Figure 235: Wilton Station Amenities Ratings



Finally, the platforms at Wilton were rated more positively, with particularly favorable ratings given to handicap accessibility and the overall condition. Eighty percent of respondents were

pleased with the overall condition of the platform. Aspects such as lighting, cleanliness and the public address system were all rated mostly ‘good’ or ‘excellent,’ although as has been common throughout the system, the majority (54%) customers rated the platform shelters ‘fair’ or ‘poor.’ Shelters were the only platform elements with a majority of negative ratings. Figure 236 shows how Wilton respondents felt about the platform conditions.

Figure 236: Wilton Station Platform Ratings



Change

Wilton’s change ratings were generally lower than the ratings of the current situation except for with platform elements. Twenty-two of the 39 elements were thought to have worsened over the previous 2 years.

Wilton’s change ratings for parking elements totaled less than half ratings of improvement. Five parking elements had a majority of ‘worsened’ ratings. Stairways were thought to have improved over the past 2 years by all of the respondents who rated those conditions. Other than the 100% improvement element, handicap accessibility had 88% improvement ratings. Of the 5 poorly performing elements, the least improved element was parking lot pavement conditions, which had 83% of respondents who thought that the condition had worsened. Wilton does not have an overpass.

Figure 237: Wilton Station Change in Parking Conditions

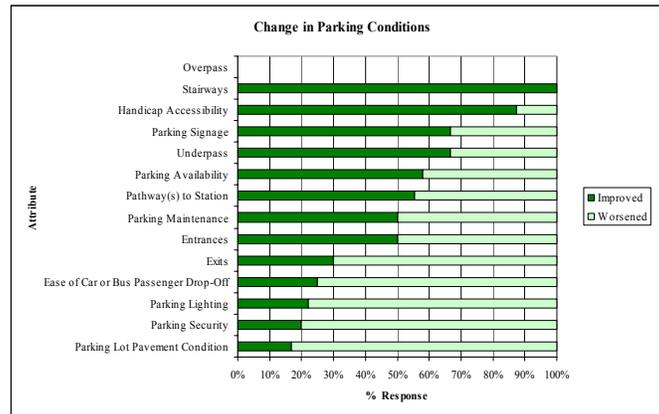
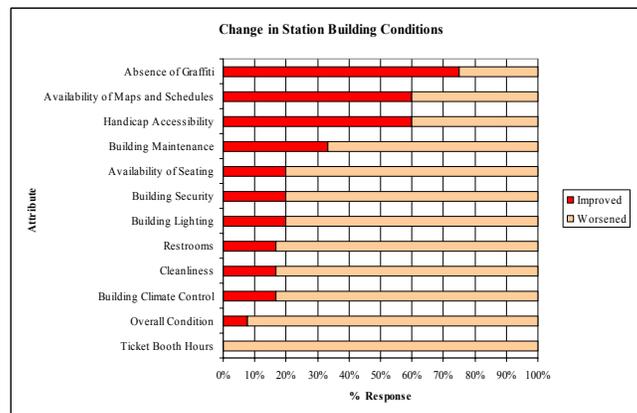


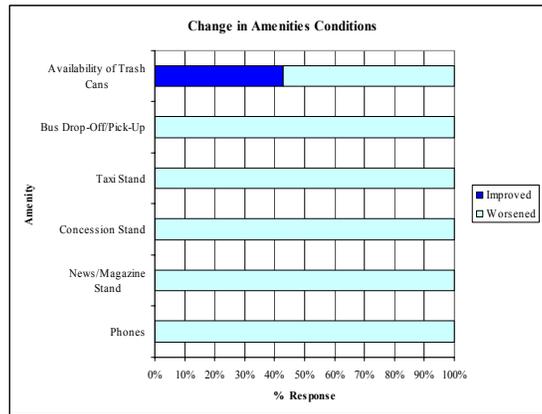
Figure 238 describes how Wilton respondents perceived change in building conditions over the past 2 years. The building change ratings were very poor and significantly lower than the parking change ratings. All 7 people who rated the ticket office hours thought that the conditions had worsened. Also rated poorly was the overall condition with 92% of respondents thinking that it had worsened over the previous couple of years. Nine of the 12 station building conditions were thought to have worsened by a majority of respondents. At the higher end of the scale, the most improved element was absence of graffiti (as usual) with 75% improvement ratings.

Figure 238: Wilton Station Change in Building Conditions



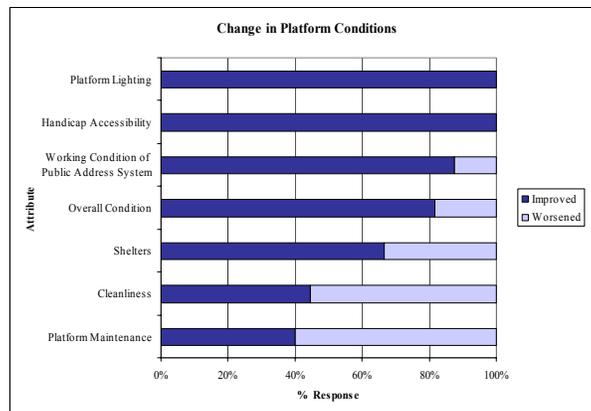
As with the current situation ratings, Wilton amenities change ratings were the worst on the Danbury Line. All of the amenities except the availability of trash cans, which received only 43% improvement ratings, were thought to have worsened by *all* respondents. Figure 239 shows the situation regarding amenities in Wilton.

Figure 239: Wilton Station Change in Amenities Conditions



Wilton’s platform change ratings were considerably higher than the other element category’s change ratings. Eighty-two percent of respondents thought that the overall condition of the platform had improved during the past 2 years. All of the respondents who rated the trends of handicap accessibility and platform lighting said that they had improved. Platform maintenance and cleanliness were the only elements to receive a majority of ‘worsened’ ratings, but even they had 40% or higher improvement ratings. Figure 240 describes how the platform conditions have change recently in Wilton.

Figure 240: Wilton Station Change in Platform Conditions



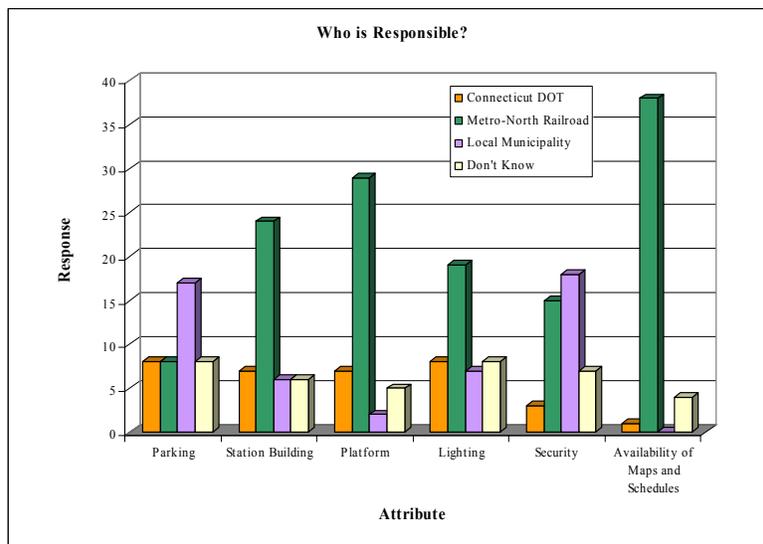
Responsible Agencies

Wilton respondents generally thought that Metro-North was responsible for most station conditions. Figure 241 shows how Wilton respondents thought responsibility was shared between the 3 agencies at the station. Generally, Wilton customers thought that:

- The local municipality was responsible for parking (41%). The remaining respondents were split exactly between the other 2 agencies and not knowing who was responsible for parking.

- The majority (56%) of respondents thought that Metro-North had responsibility for the station building.
- The majority (67%) said that Metro-North was in charge of the platform.
- Most (45%) respondents thought that Metro-North was responsible for lighting. Another 19% of respondents thought that the responsibility fell with Connecticut DOT.
- Most people (42%) thought that the local municipality had responsibility for security, but another 35% thought that the job belonged to Metro-North.
- As usual, the vast majority (88%) of respondents knew that Metro-North was responsible for map and schedule availability.

Figure 241: Wilton Station – Responsible Agencies



Written-In Customer Comments

When asked to write in their comments, the largest number (4) of respondents wrote in that lighting needed improvement (a very common response) and that more trains were necessary. All of the comments written-in by Wilton customers are listed in Table 26.

Table 26: Wilton Station – Written-In Customer Comments

Comment Code	Comment	# Responses	%
10	Lighting needs improvement	4	14.3%
65	More trains (cars) needed	4	14.3%
71	Better service	3	10.7%
82	Bring back coffee stands	3	10.7%
18	Need more parking areas	2	7.1%
24	Cleaner platforms	2	7.1%
83	Station needs improvements	2	7.1%
1	Another over/underpass needed	1	3.6%
17	Longer station platforms	1	3.6%
21	Traffic officers needed during rush hours	1	3.6%
27	Trash cans needed	1	3.6%
33	Need security at parking areas	1	3.6%
36	Too many handicap parking spaces	1	3.6%
44	Parking too expensive	1	3.6%
66	Lot needs to be paved	1	3.6%
	<i>Total Comments</i>	28	100.0%

Parking Inventory and Utilization

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URBITRAN

Prepared to

Connecticut Department of Transportation

Submitted by

Urbitran Associates, Inc.

Wilton

The Wilton Rail Station has two surface lots with 212 total spaces. The spaces are categorized in two ways: permit and handicapped. The “old” lot has 159 permit spaces, and 8 handicapped spaces. The “new” lot has 45 spaces. No daily parking is available at the station. The usage rate for the Wilton station was 72.6% with no cars parked in the “new” lot.

Parking Area Ownership

The State of Connecticut owns parking spaces along the both sides of the track at the Wilton Station. That is, the State owns all of the new lot and the spaces along the northbound side of the tracks and on the other side of Ridgefield Road in the old lot. The Town of Wilton owns the rest of the parking in the old lot, all on the northbound side of the tracks. Overall, the State owns 49.5% of the parking at the Wilton Rail Station. Parking lot locations and ownership pattern are illustrated in Figure 31.

Fee Structure

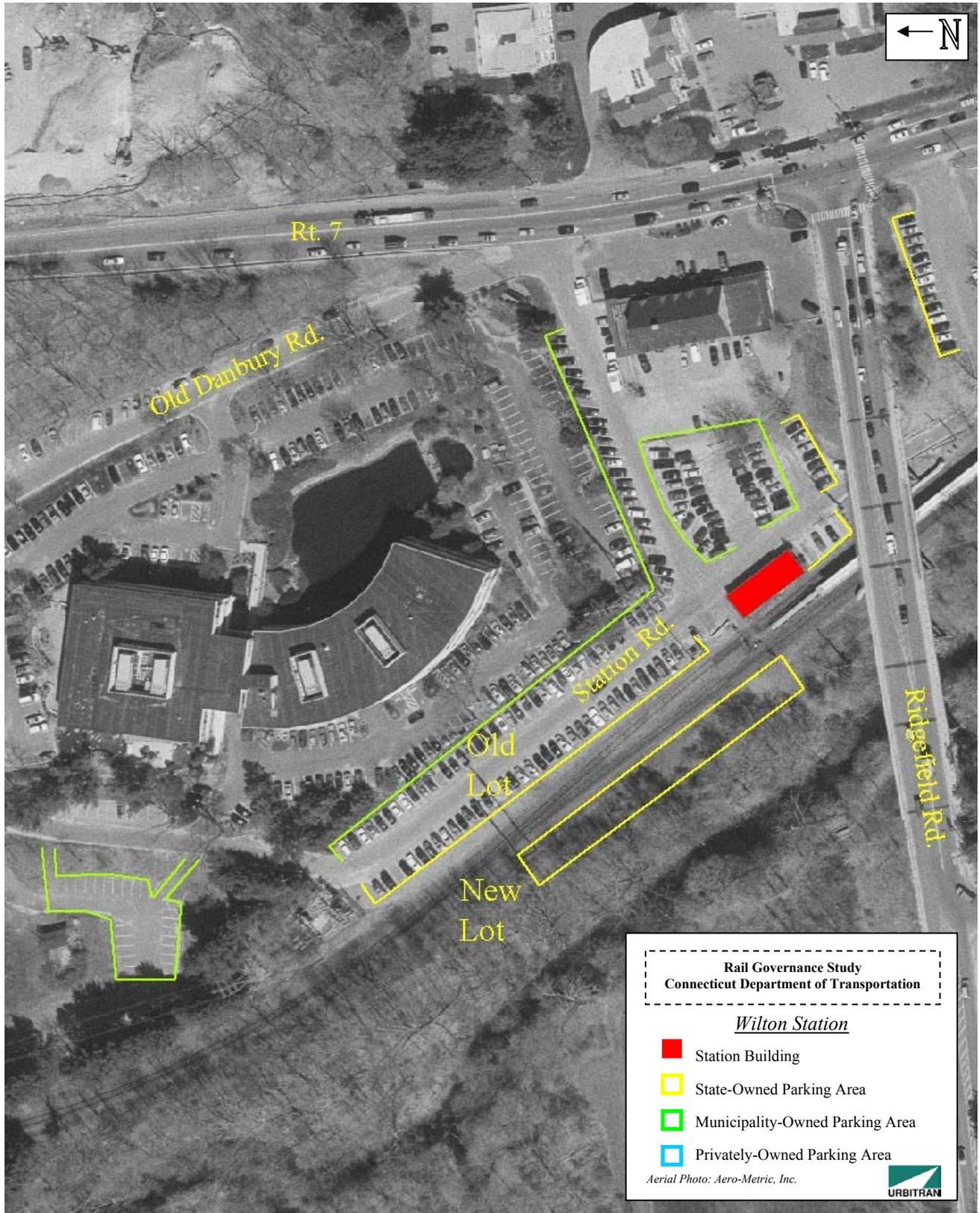
Parking at the Wilton Rail Station is free. The lot operates on a “first come, first serve” basis.

Table 31 presents specific information on parking at the Wilton Rail Station.

Table 31: Wilton Rail Station Parking Capacity and Utilization

Location	Capacity	Vehicle Count	Utilization	Ownership
Old Lot				state (60) / municipality (107)
Permit	159	151	95.0%	
Daily	0	0	N/A	
Handicap	8	3	37.5%	
Total Old Lot	167	154	92.2%	
New Lot				state
Permit	45	0	0.0%	
Daily	0	0	N/A	
Handicap	0	0	N/A	
Total New Lot	45	0	0.0%	
Permit	204	151	74.0%	<i>state</i>
Daily	0	0	N/A	105
Handicap	8	3	37.5%	<i>municipality</i>
TOTAL PARKING	212	154	72.6%	107

Figure 31: Wilton 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
WILTON 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: Wilton
LINE: Danbury
INSPECTION DATE: 12-8-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 40's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 3 OF 54

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: 3

LANDSCAPE: 2

SIDEWALK: 5

CURB: 1

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: 3

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

STATION: Wilton
LINE: Danbury
INSPECTION DATE: 12-8-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 40's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 4 OF 54

PARKING ELEMENTS

QUADRANT # 3

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

CONDITION OF PAVED SURFACE: 4

CONDITION OF STRIPING: 4

CONDITION OF BASIN / DRAINS / ETC: 4
(FOR LOCATION SEE SHEET: see sketch)

SIGNAGE: 4

FENCE AND GUARDRAIL: 4

LANDSCAPE: 4

SIDEWALK: 5

CURB: 4

QUADRANT # 4

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: 2

FENCE AND GUARDRAIL: 3

LANDSCAPE: 3

SIDEWALK: 5

CURB: 3

STATION: Wilton
LINE: Danbury
INSPECTION DATE: 12-8-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: WV, RGW
WEATHER: Sunny, 40's

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 5 OF

PARKING ELEMENTS

QUADRANT # 5

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: 3

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2

QUADRANT # 6

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: 5

FENCE AND GUARDRAIL: 5

LANDSCAPE: 3

SIDEWALK: 5

CURB: 2

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

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 7 OF 54

PLATFORM --- SERVICE

Voltage Rating (V)	120/240	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	1	Pole Number & Street	no number parking lot	Wire Sizes	unknown		

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

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	n/a	n/a	n/a	n/a	n/a	n/a
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	1	platform	5/ 20	totally deteriorated
Grounding	unknown	unknown	3	platform	5/ 20	minor deterioration
Lighting Controls	unknown	unknown	3	platform	5/ 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: There are two platform receptacles that have broken covers and should be replaced.

STATION: Wilton

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 54

INSPECTORS: Jim Connell & Dave Lang

DATE: January 23, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

The platform has several non-GFCI type receptacles and two of them are missing their covers. We suggest that the receptacles be replaced with GFCI type with covers to reduce the possibility of electric shock.

The platform luminaires are mounted beneath the canopy and maintain an average light output of 4.34 foot-candles. Since this level is below the IESNA recommended practice, we suggest installing additional fixtures under the canopy to increase the value to at least 5.0.

Bollard type luminaires align the ramp leading to the platform and average 7.5 foot-candles. However, they are not sealed and need to be regasketed.

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

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 9 OF 54

STATION BUILDING --- LIGHTING

Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
incandescent	unknown	unknown	3	3	10/ 20	minor deterioration
Exit	unknown	unknown	3	3	2/ 20	minor deterioration
Emergency Egress	not present	not present	n/a	n/a	n/a	n/a

Remarks: A typical section of the waiting room and lobby area were measured and found to average 3.45 and 18 fc respectively.
 Two egresses are missing exit/emergency lighting. Lighting should be provided at these points of egress.

STATION BUILDING --- LIGHTING LEVELS (fc)

ROOM DESC:	A	B	C	D
1 waiting room	avg 3.45			
2				
3				
4				

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

ROOM DESC:	A	B	C	D
1 lobby area	avg 18			
2				
3				
4				

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

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

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 10 OF 54

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)	60	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	CL&P 45515 parking lot	Wire Sizes	unknown		

Remarks: _____

STATION BUILDING --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	Trumbull	1087865N	2	electrical closet	40/ 20	serious deterioration
Main Disconnect Switch	Trumbull	2322-XXX	2	electrical closet	40/ 20	serious deterioration
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	2	throughout	30/ 20	serious deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	throughout	30/ 20	minor deterioration
Public Telephone	n/a	n/a	n/a	n/a	n/a	n/a
Station Telephone	unknown	unknown	n/a	ticket booth	n/a	operational

Remarks: _____

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

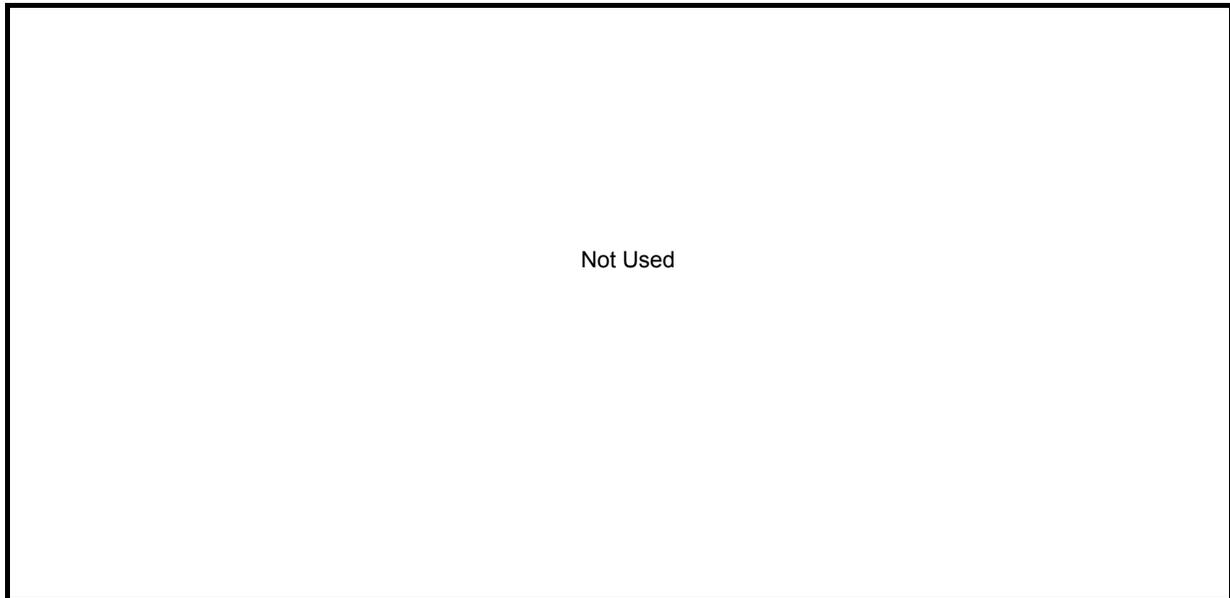
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STATION BUILDING --- FIRE ALARM SYSTEM

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: The building has no fire detection devices.

STATION BUILDING --- SKETCHES



STATION: Wilton

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 12 OF 54

INSPECTORS: Jim Connell & Dave Lang

DATE: January 23, 2002

STATION BUILDING --- ELECTRICAL AND LIGHTING SUMMARY

The electrical service pole for the building is located in the parking area and conductors travel overhead to the electrical panelboards. At the building the electrical panelboards are beyond their life expectancy but are currently still operating. These panels are made up of a combination of circuit breakers and fuses. There are very few receptacles located in the building, but the ones present are in good working condition. We were unable to gain access to the tenants' space.

We recommend that additional luminaires be installed in the waiting area to increase the average light levels to 5.0 foot-candles from the measured average of 3.2 foot-candles. Additionally, exit signs should be installed at all egress points to meet the current requirements of NFPA 101.

The building does not meet the ADA requirements of visual signals in all common spaces or NFPA 72 because there is no fire detection system in the building.

STATION: Wilton
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 54

BUILDING -- HVAC - Fire Protection

BOILER: N/A

WATER HEATER: Water Heater Make - Reliance 501 with 2 @4500 W
each heating elements

FUEL TYPE: Electric
Heating (Furnace) Unit - Make ThermPride, Supply & Return ducts in good condition, not insulated. Heating unit in good condition. Hot air distributed to the ticket office, general office (now under repair), small waiting room and restrooms.
HEATING UNIT / FURNACE: Supply and Return grilles in good condition.

FUEL TYPE: No. 2 Oil stored in a 250 gal. Storage tank located outdoor adjacent to the bldg.
Good Condition.

HEATING FILTER: Condition and Existence Unknown

AC UNIT: In the ticket office there is a Westinghouse approximately
3000 Btu/hr through the wall A/C fair condition (some rust)

DUCTS: Condition Unknown

OF DAMPERS: None

CONDITION OF DAMPERS: Condition and Existence Unknown
Old type (round) manually operated

THERMOSTATS: Honeywell

NIGHT SET BACK: None

PUMPS: N/A

PIPING: Good Repair

STATION: Wilton
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
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BUILDING -- HVAC - Fire Protection Continued

In the ticket office there are two portable fire extinguishers.

The general office was not accessible but inspectors could make the following observations

One wall exhaust fan with a 2'X2' gravity damper (require some maintenance) for summer operation.

The heating unit is used to supply ventilation during the summer. There is an 8" vent on the roof.

STATION: Wilton
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 16 OF 54

BUILDING - PLUMBING

RESTROOM

PIPING: Leaks
WATER PRESSURE: Little low
DRAINS: Deficient
FAUCET/FIXTURES:
* MODEL: Unknown
* YEAR: Unknown
* MANUFACTURER: Crane
* CONDITION: Severely Deficient

KITCHEN

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

EXTERIOR

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

Men's Restroom

Cold water pressure low
Fixtures are old and in very poor conditions.
Fixtures are not Handicapped type or
water conservation type. There is no Handicapped
access. (No room)
Building would require extensive modification
to make fixtures and areas conform with ADA.

1 Toilet - Severely deficient
1 Lavatory - Severely deficient
Fixture make by Crane, No exhaust fan.
Operable window.
No floor drain
Water is supplied from a water pressure tank (the
diaphragm type with air cushion). The air pump make is
Griswald Pump, it is in need of
maintenance.

Women's Restroom

Same situation as men's room
1 Toilet
1 Lavatory
Same severely deficient conditions
No floor drain

The building has metal gutters in good condition on two sides.
On other sides of the building the gutters are missing (and downspouts are missing also).

STATION: Wilton

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 17 OF 54

INSPECTORS: J. Duncan, T. Abrahamson

DATE: January 23, 2002

STATION – MECHANICAL SUMMARY

HVAC

There is an electric water heater in good condition. There is a heating furnace unit in a very tight space, in good condition. The ducts are in good condition but are purposely not insulated. Hot air is distributed into the ticket office, the general office (now under repair), small waiting room and restroom. Supply and return grilles are in good condition. The furnace uses No.2 oil stored in a 250 gallon tank. The tank is located outside adjacent to the building. The tank is in good condition. The heat is controlled by a manually operated Honeywell thermostat. A fire damper is required from the air supply duct to the waiting room.

The general office was not accessible; however, in this office the inspectors observed one wall exhaust fan with a 2'X2' gravity damper for summer operation. The assembly requires some maintenance.

Plumbing

In the Men's restroom the cold water pressure is low. The fixtures are old and in very poor condition. Fixtures are not handicapped type or water conservation type. The faucet leaks continuously. There is not handicapped access. The women's restroom is in the same condition. In the inspectors opinion there is no room within the existing building for two handicapped accessible restrooms. This building will require extensive modification to make fixtures and areas meet ADA requirements. It might be possible to install one unisex restroom. An exhaust fan must be installed. The door must be louvered or undercut. At this time there are windows in the restrooms but they cannot be opened. The estimated cost for renovations to conform to ADA recommendation for one unisex bathroom (the plumbing cost estimated) is \$6,000-\$7,000. Otherwise to replace the severely deficient fixtures with handicapped ones is estimated at \$3,000-\$4,000 (not recommended by the inspectors because there will not be any handicapped access).

There is a water pressure tank (the diaphragm type with cushion of air). The air pump make is Griswald Pump. It is badly in need of maintenance (deficient).

STATION: Wilton

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 18 OF 54

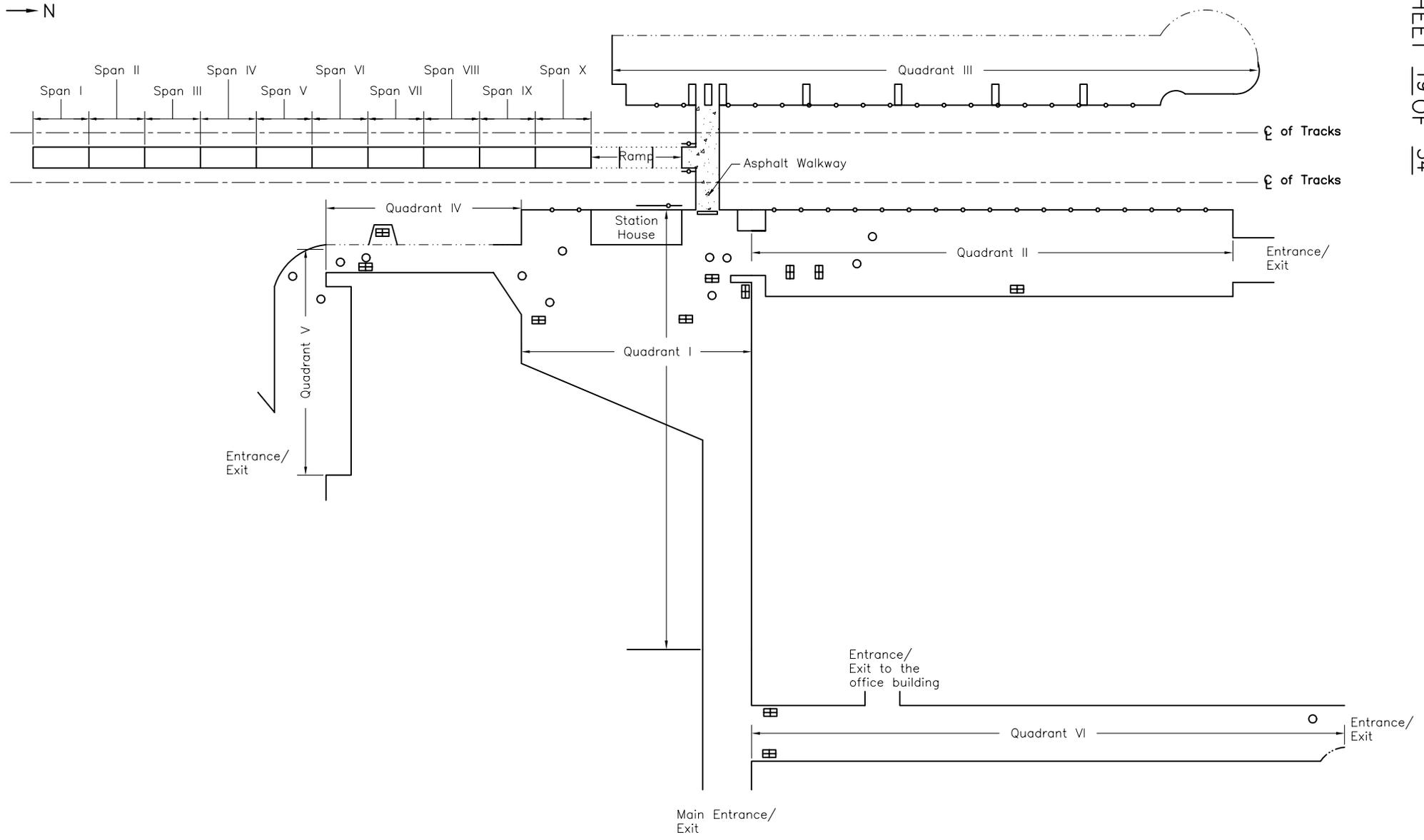
INSPECTORS: J. Duncan, T. Abrahamson DATE: January 23, 2002

STATION – MECHANICAL SUMMARY

Storm Drainage for Building/ Platform

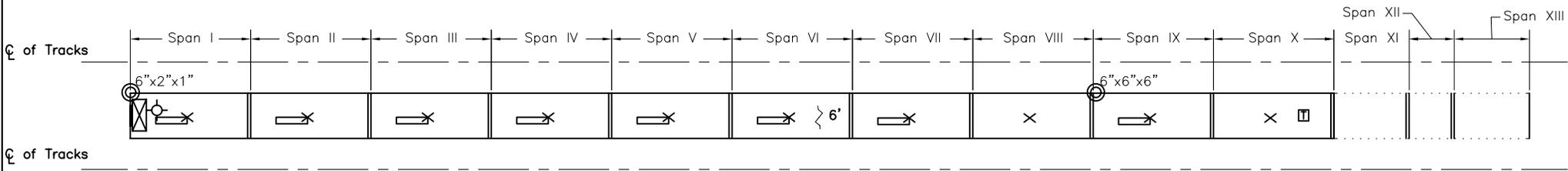
The building has gutters on two sides. On the other sides of the building the gutters and downspouts are missing. Gutters and downspouts should be installed.

On the platform there is a V shape metal rain canopy with gutters and downspouts. Downspouts are in good condition but the gutters need recaulking at the seams.



- Legend:
- Fence
 - - - - - Guardrail
 - ⋯⋯⋯ Pedestrian Railing
 - ▭ Sidewalk
 - Sanitary Manhole
 - ⊞ Drain

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station General Plan
Date: 12-13-01



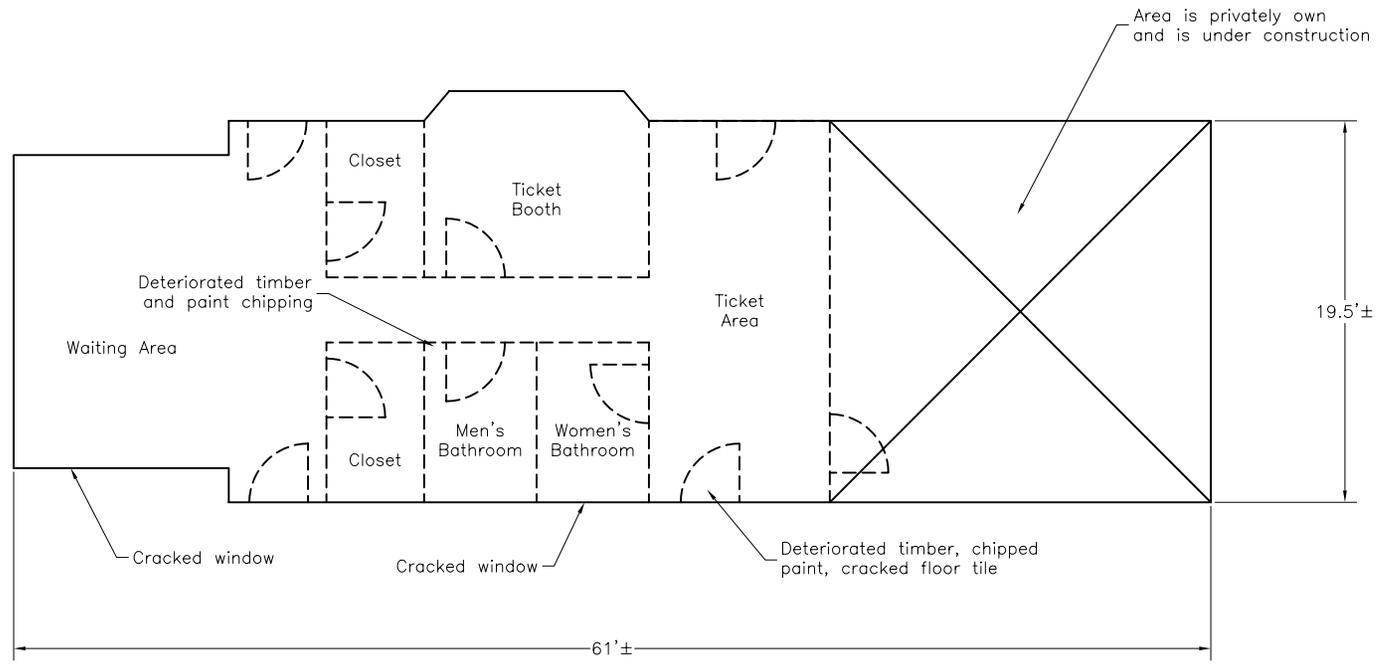
Legend:

- Pedestrian Railing
- ~~~~~ Cracks
- ⊙ Spalled area
- ==== Joint
- × Column
- ▭ Sign
- ▣ Bench
- ▣ Trash
- ⊕ Light

NOTES:

1. 30% of the concrete base of the columns in Span I, II, III, V, and X is cracked.
2. The top of the footing in Span I is cracked and deteriorated.
3. The base of the light pole is majorly dented.
4. There is rust at the canopy joints; ponding of water was noted below the joints.

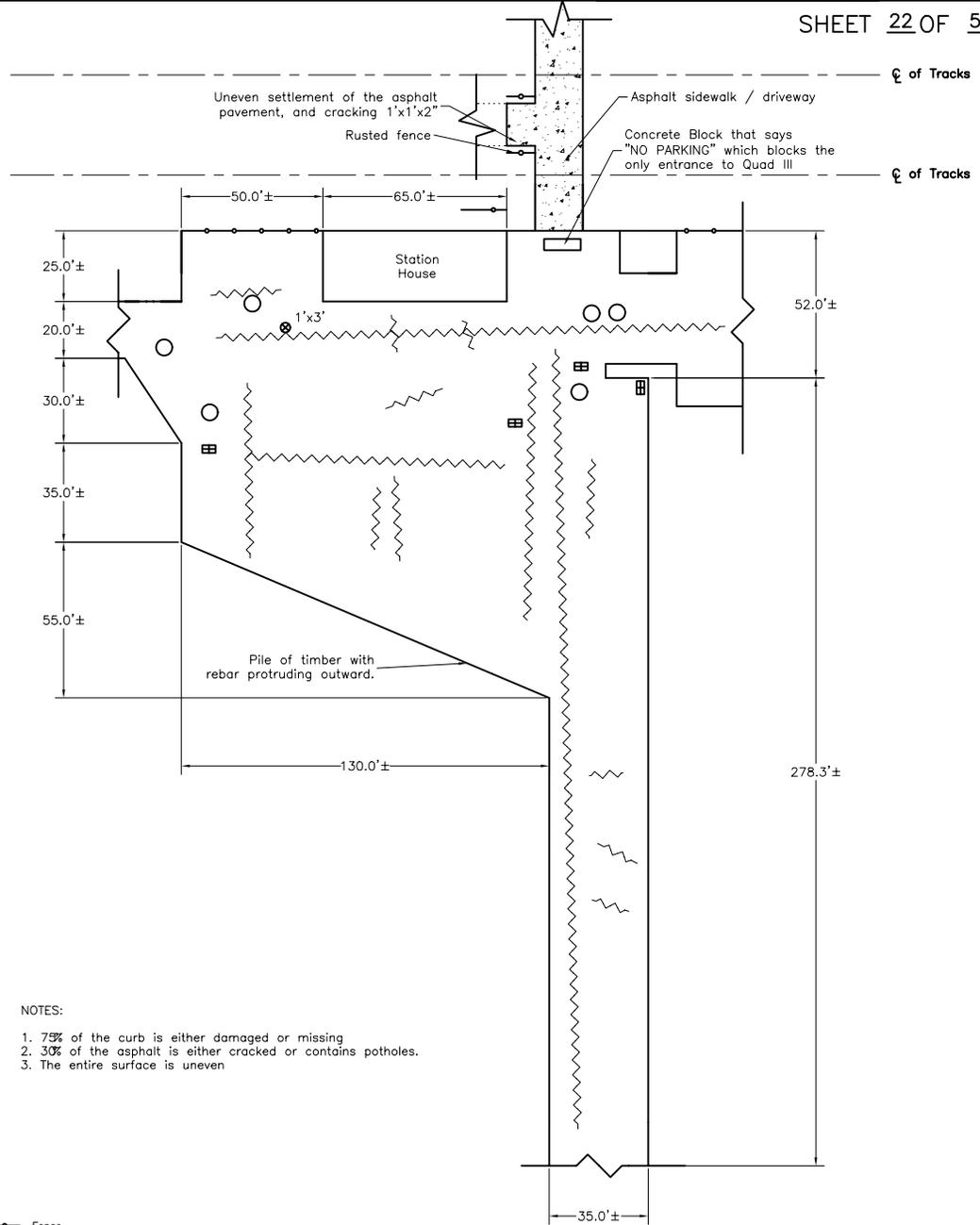
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Platform Plan
Date: 12-13-01



NOTES:

1. The Northeast coner of the over hang is cracked in two locations.
2. The Northwest corner of the overhang is deteriorated with splintering timber.
3. The roof is damaged in isolated areas.

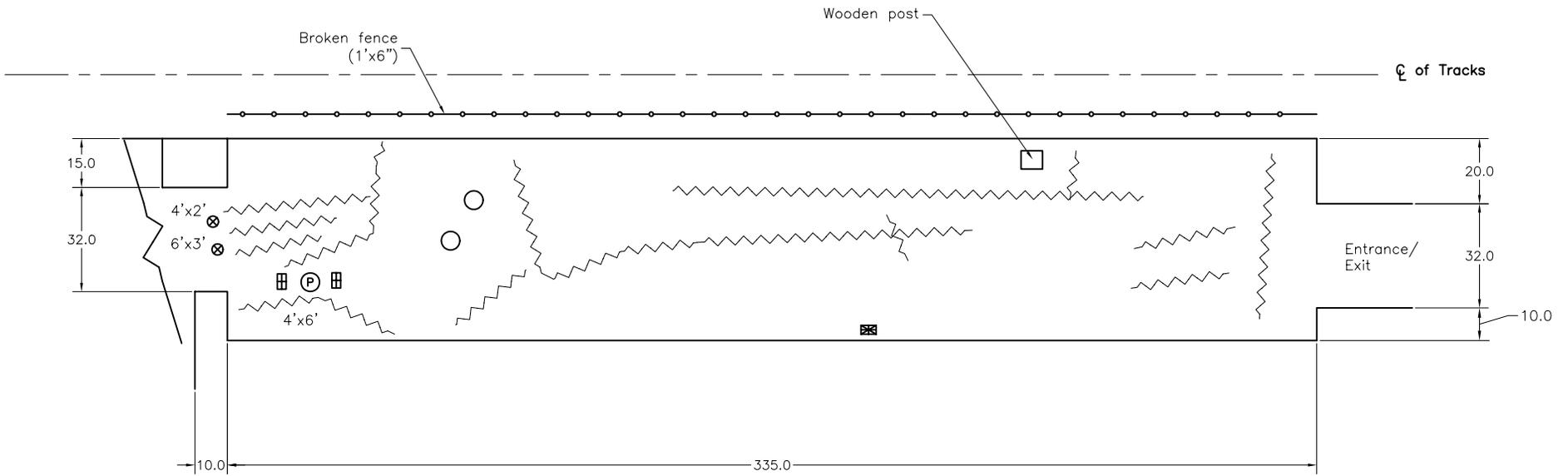
Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Station House Plan
Date: 12-13-01



- NOTES:
1. 73% of the curb is either damaged or missing
 2. 30% of the asphalt is either cracked or contains potholes.
 3. The entire surface is uneven

- Legend:
- Fence
 - Guardrail
 - Pedestrian Railing
 - Cracks
 - Sidewalk
 - Sanitary Manhole
 - Drain
 - Ponding
 - Pothole
 - Missing and Broken Curb

Urbitran Associates, Inc.
 Connecticut Dept. of
 Transportation
 Wilton Station
 Quadrant I Plan
 Date: 12-13-01



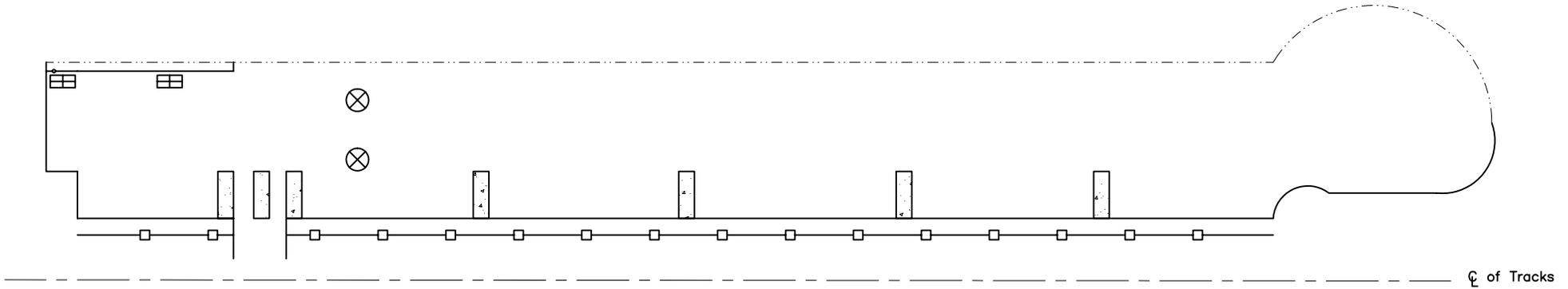
Legend:

- Fence
- Cracks
- Sanitary Manhole
- Drain
- Drain covered with vegetation and garbage
- Ponding
- Pothole

NOTES:

1. 20% of the asphalt curb is cracked.
2. 8% of the asphalt curb is broken or missing.
3. 10% of the asphalt surface is cracked.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Quadrant II Plan
Date: 12-13-01



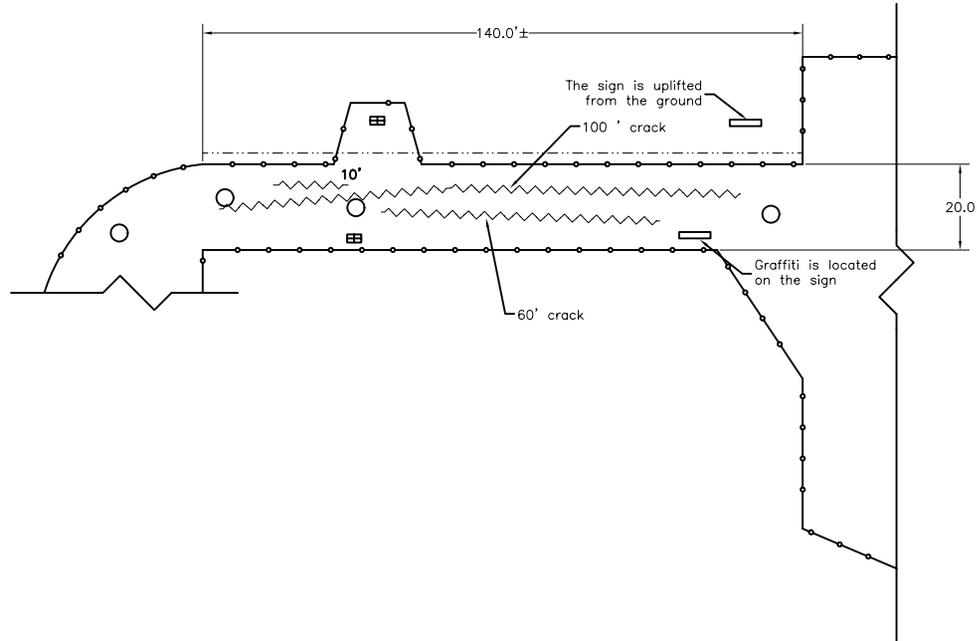
Legend:

-  Fence
-  Guardrail
-  Asphalt Median
-  Sanitary Manhole
-  Drain

NOTES:

1. The parking lot appears to be a new lot and the only entrance is blocked by a concrete barrier

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Quadrant III Plan
Date: 12-13-01

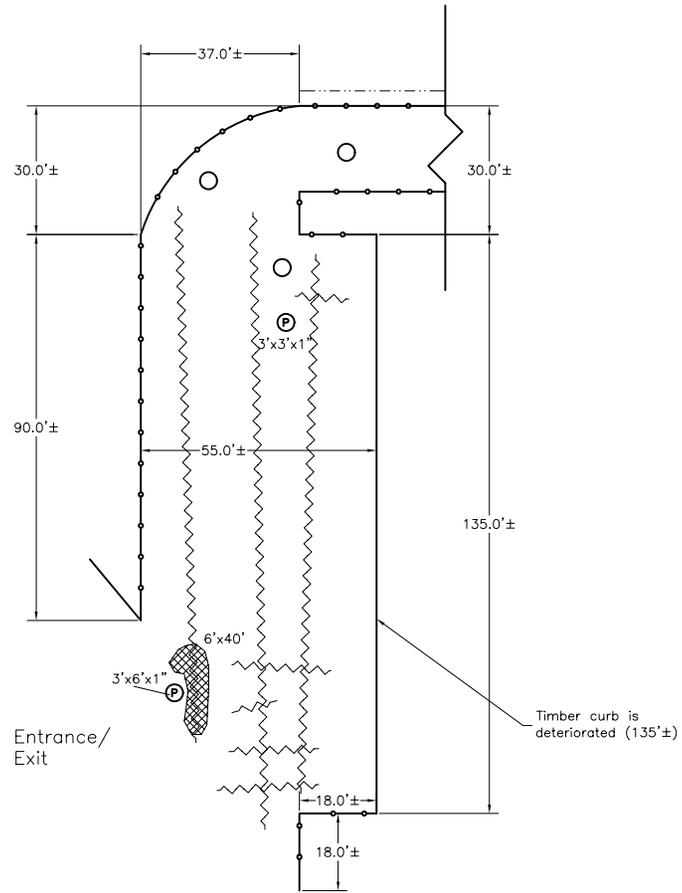


Legend:

-  Guardrail
-  Cracks
-  Sanitary Manhole
-  Drain
-  Sign

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Quadrant IV Plan
Date: 12-13-01

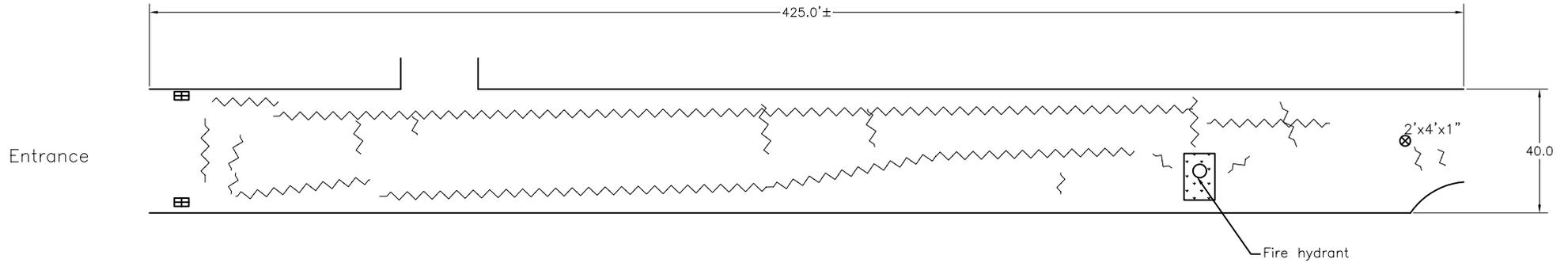
→ N



- NOTES:
1. 50% of the asphalt curb is missing
 2. 30% of the asphalt pavement is cracked.

- Legend:
- Guardrail
 - ~~~~~ Cracks
 - ▨ Map Crack
 - Sanitary Manhole
 - Ⓟ Ponding
 - ⊗ Pothole

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Quadrant V Plan
Date: 12-13-01



Legend:

- Cracks
- Sanitary Manhole
- Drain
- Pothole
- Grass

NOTES:

1. 30% of the east side curb is damaged or missing.
2. 15% of the west side curb is damaged or missing.
3. 10% of the asphalt surface is cracked.

Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Wilton Station Quadrant VI Plan
Date: 12-13-01

STATION: Wilton

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 28 OF 54

INSPECTORS: WV, RGW

DATE: 12-8-01

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		13	Span XI-XIII 2 -The railing is rusted
3		16	Span I,II,III,V,X 12 -The concrete base contains minor cracks
2		17,18	Span I-X 14 -There are puddles of water below the canopy indicate leakage
2		19	Span I 17 -The top of the concrete footing is spalled and cracked (2' x 1 1/2' x 2")
3		20	Span VIII,IX 5 -Near the west side of the joint the concrete is spalled 6" x 6" x 6"
2		21	Span I Light -The base of the lighting pole is bent
2		22	Station House 19 -There are areas of missing and cracked tile
2		22	Station House 23 - The paint on the interior walls and doors are chipped
2		23	Station House 25 - The east window in the waiting room is cracked
3		24-26	Station House 30 - The roof is damaged in various areas
2		27-31	Quad I,II,IV,V,VI Surface -The asphalt pavement contains areas of cracks, uneven driving surface, potholes, and ponding.
3		33	Quad I Fence -The northwest fence in Quad I is rusted
2		28	Quad I,II,IV Landscape - Leaves are accumulating in the parking area
1		32	Quad I Curb -There is timber with protruding rebar which is dangerous for the pedestrians

Wilton Station				
Description	Units	Quantity	Price / Unit	Total Cost
Fill in asphalt cracks	ft	2670.00	\$2.00	\$5,340.00
Replace asphalt curb				
-Removal of curb	yd ³	16.00	\$80.00	\$1,280.00
-Replacing curb	ft	974.50	\$22.00	\$21,439.00
Replacing asphalt pavement				
-Removal of asphalt	yd ³	1544.75	\$22.00	\$33,984.50
-6" asphalt binder and top course	yd ²	4277.78	\$25.00	\$106,944.50
-7" aggregate base	yd ³	767.81	\$20.00	\$15,356.20
Repair platform bollards	EACH	4.00	\$200.00	\$800.00
Replace the existing panelboards	EACH	2.00	\$620.00	\$1,240.00
Repair/replace the receptacles	LS	-	-	\$500.00
Add egress lighting *	EACH	2.00	\$289.00	\$578.00
Add exit lighting *	EACH	2.00	\$92.50	\$185.00
Add lobby lighting *	EACH	6.00	\$200.00	\$1,200.00
Install a minimal fire alarm system to meet the requirements of ADA. **	LS	-	-	\$3,085.00
Repair/replace platform receptacles	EACH	4.00	\$50.00	\$200.00
Add platform canopy luminaires *	EACH	10.00	\$600.00	\$6,000.00
Install a fire damper in air supply duct to waiting room	LS	-	-	\$800.00
Maintenance for wall exhaust fan with a damper	LS	-	-	\$400.00
Maintenance for water pressure tank	LS	-	-	\$1,000.00
Replace gutter & downspouts on two sides of building	LS	-	-	\$3,000.00
Recaulking platform gutters at the seams	LS	-	-	\$1,200.00
Replace severely deficient fixtures in both restrooms ***	LS	-	-	\$4,000.00
Misc (windows, signs, etc.)	LS	-	-	\$1,000.00
Mobilization / Demobilization (10%)				\$20,853.22
Sub-total				\$230,385.42
Contingency (20%)				\$46,077.08
Grand Total				\$276,462.50
Say				\$277,000.00

* 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 bathroom is not ADA compliant. To make the bathroom ADA compliant a further inspection and cost analysis 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 LEASE AGREEMENT
NARRATIVE**

STATION NAME: **Wilton Railroad Station; Cannondale Railroad Station**
STATION OWNER: State of Connecticut Department of Transportation (the "State")
LESSEE: Town of Wilton

The Lease Agreement dated June 8, 1998 (the "Lease") covers the Wilton Railroad Station and the Cannondale Railroad Station, and related parking areas for a term of ten (10) years, commencing on January 1, 1998, to and including December 31, 2007. Lessee has the right to renew for one (1) additional ten (10) year period.

The leased premises consists of seven (7) parcels along the Danbury Branch Rail Line, containing an aggregate of 2.426 acres, more or less. The Lease expressly excludes from the leased premises the station buildings located on the leased parcels. The Lease also provides that, if Lessee ever acquires ownership or a lease of said station buildings, it will provide space in the railroad stations for commuters to purchase tickets and wait for trains, and for Metro-North Commuter Railroad personnel presently employed on the site.

There is no annual fee under this Lease; however, Lessee is required to pay the difference between revenues and expenses into the Reinvestment Fund each year. Fifty percent of the surplus in the Reinvestment Fund is to be paid to the State every five (5) years.

In addition to the Lease, an Agreement¹ exists between the State and Gregory Hauck and Kimberly Cronin, D.B.A. St. Benedict Guild (the "Second Party"), providing for the lease to the Second Party of a parcel of land containing 0.043 acre. The parcel, to be used for a retail shop for the sale of general merchandise, is located on the westerly side of the Danbury Branch Line (within the railroad right of way) at the Cannondale Railroad Station, in the Town of Wilton.

The term of the Agreement with the Second Party is ten (10) years, commencing February 1, 1990, to and including January 31, 2000. The Second Party has the right to renew for two (2) successive additional ten (10) year periods of time. The Second Party pays rent to the State in the amount of Four Hundred Dollars (\$400.00) per month for use of the leased property for the first year of the initial term. For the remaining nine (9) year period of the initial term, the Second Party pays the State the sum of Five Hundred Dollars (\$500.00) per month. Rent for each ten (10) year renewal period will be adjusted at the beginning of each five (5) year period to reflect the then current market value of the property. The Agreement, which is made subject to the "Standard Railroad Lease, Specifications, and Covenants" dated December 1, 1989, may be terminated by either party on ninety (90) days notice.

¹ No. 4.04-01(90)

LEASE SYNOPSIS

<u>STATION NAME:</u>	Wilton Railroad Station; Cannondale Railroad Station
Type of Document Reviewed	Lease Agreement dated 6/8/98
Station Owner	State of Connecticut Department of Transportation (the " <u>State</u> ")
Lessee	Town of Wilton
Agreement Number	6.27-01(97)
Effective Date of Lease	1/1/98
Term	10 years
Number of Renewal Periods	1 (at Lessee's option)
Renewal Period	10 years
Number of Lessee Renewals Exercised in Prior Years	0
Number of Renewals Remaining	1
Expiration Date of Lease	12/31/2007
Recorded?	Volume 1105, Page 1
Number of Parcels	7
Total Acreage	2.426
How Is Revenue Earned?	Rail parking revenue and revenue from rail-related leases
Are Separate Funds Accounts Required?	Yes. Lessee must establish a separate fund (the " <u>Reinvestment Fund</u> ") to accrue reinvestment funds. Revenue generated from all sources derived from the use of the properties described in the Lease, minus mutually agreed to operating and/or maintenance expenses, are to be deposited into the Reinvestment Fund. The State reserves the right to approve or disapprove the use of funds in the Reinvestment Fund to ensure improvement and maintenance of rail station buildings, rail station parking and rail station services.

Allowable Direct Costs in Calculating Surplus	Mutually agreed upon 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. "Surplus" excludes all funds appropriated by Lessee from the Reinvestment Funds, with State's approval, for improvement and maintenance of rail station buildings, rail station parking, and mutually agreed upon rail station services.
How Often is Surplus Shared?	At the end of each 5 year period of the initial term and the 1 renewal period thereafter, if any, the State shall receive fifty percent (50%) of the surplus.
Are Certified Financial Statements Required?	Yes. See <u>Appendix I</u> .
Financial Statement Submission Period	Lessee shall have prepared and delivered statement(s) of gross revenue 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; Bodily Injury Coverage	Coverage limits of: (1) not less than \$2,000,000 for all damages arising out of any one accident or occurrence, in connection with bodily injury or death and/or injury to or destruction of property; and (2) an aggregate of \$6,000,000 for all injuries to persons or property during the policy period.
Other Required Coverage	n/a

Voluntary Coverage	n/a
Is Lessee Self Insured?	
Is Certificate of Coverage on File?	
Named Insured	
State Held Harmless?	Yes
Lessee Waives Immunity	Yes
<u>MAINTENANCE:</u>	
Enhance Aesthetic Appearance	Lessee
Not Erecting Signs on Premises	Lessee
Surface Grade Land	Lessee
Install and Maintain Fencing	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
Waiting Room	Lessee
Ticket Office	Lessee
<u>PARKING:</u>	
Parking Fees	Where there is a charge for parking, the minimum annual fee per vehicle is \$100.00. The State reserves the right to review and approve any and all parking fees which exceed this minimum fee. Lessee has the right to establish and publish a Daily, Weekly, Monthly, Annual and/or other periodic Parking-Fee Schedule(s).
Nondiscrimination Clause	See <u>Appendix II</u> .
<u>COSTS OF LEASEHOLD:</u>	
Water	Lessee
Electricity	Lessee
Other Public Utilities	Lessee
Gas	
Sewer	
Owns Title to Property	State
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	The Lease is made subject to the "Standard Railroad Lease Specifications & Covenants" dated 10/01/97.

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.

WILTON

Wilton and Cannondale Stations

The Town of Wilton does not take a very active role in the operation and maintenance of the two stations, though both are considered important assets to the community. The Town appears to provide the necessary tasks to keep the lots and stations managing on an operable level. The Town is, however, interested in pursuing, with CDOT, the development of structured parking at Wilton, which would change the current arrangements and level of activity on the part of the town.

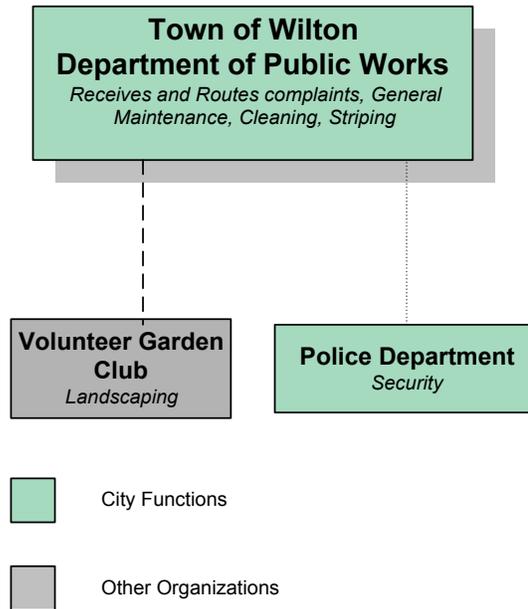
Agreements

The State leases the Wilton and Cannondale Stations and respective parking lots to the Town of Wilton. Operating and maintenance provisions of the lease appear to be followed. However, the lease calls for a minimum annual permit fee of \$100 per vehicle. Based on conversations with municipal officials and upon the parking survey done in another task, there is no fee for parking at either Wilton Station or Cannondale Station.

There is a coffee shop on the station platform at Cannondale, but there was no information available regarding any lease arrangements with this business.

Organizational Structure

Wilton and Cannondale Stations



The Department of Public Works (DPW) is the primary entity that monitors, maintains and operates the stations and lots. The Director of the DPW for the Town of Wilton, reports to the Town's First Selectman. The Police Department does not directly report to the DPW, but does include the stations in its patrol routes. There is a volunteer garden club that provides landscaping services, but this organization does not report to any municipal department. Within DPW, there is not an organization chart available regarding the operations of the lots and stations. The organization chart above was developed from information gathered from Town officials and staff.

Operating Procedures

The Department of Public Works is responsible for nearly all responsibilities of the station. As mentioned, a non-profit garden club provides landscaping for the lots. The Police Department provides security of the lots and stations. There are no operating procedures published by the Department of Public Works. All information was gathered from town officials and staff. There is a Beautification Committee for the beautification of the Wilton Station, although there was no information available regarding what this committee actually does. The coffee shop at the Cannondale Station is responsible for the interior housekeeping of the station, although there was no documentation available to confirm this.

WILTON

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

CANNONDALE

Procedure	Responsible Party
Opening and Closing of Station	N/A
Housekeeping Inside Station	Coffee Shop
Housekeeping Outside Station	Department of Public Works
Daily Maintenance	Department of Public Works
Preventative Maintenance	Department of Public Works
Landscaping	Non Profit Garden Club
Security	Police Department
Customer Service	Department of Public Works
Tenant Performance	N/A
Parking Enforcement	Police Department and Department of Public Works
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.

WILTON FINANCES

ACCOUNTING ENTITY / BASIS

There is no separate fund used to manage this property. However, there is a lease agreement between the Town of Wilton (the Town), covering the Wilton and Cannondale stations, and the State. Under the lease the Town agreed to establish a separate account to accrue surplus funds to be reinvested in the property. However, a fee-for-parking operation has not been initiated. Any cost associated with the station platform and parking incurred by the Town is commingled with municipal operations in the Town's general fund. The station building is excluded from the lease. 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. 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. No revenues are derived other than possibly advertising at the platforms received through the Metro-North service agreement.

EXPENSES

The Town provides security through the local police department and maintenance to the station building and grounds through the public works department. The Town is responsible aspects of the station platforms.

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 neither financial reporting to the State nor any operational distinction based on ownership. The finances shown herein are the State's cost for Metro-North general maintenance of the platforms as previously explained. The parking inventory covers both Town-owned and State-owned parking spaces at Wilton.

WILTON RAILROAD STATION AND PARKING OPERATIONS

	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	\$ -	\$ 17,264	\$ 17,264	\$ 17,264	0.0%	\$ -	\$ 25,067	\$ 25,067	\$ 25,067	72.9%
UTILITIES	\$ -	\$ 6,178	\$ 6,178	\$ 6,178	0.0%	\$ -	\$ 5,959	\$ 5,959	\$ 5,959	17.3%
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)	\$ -	\$ 1,206	\$ 1,206	\$ 1,206	0.0%	\$ -	\$ 3,352	\$ 3,352	\$ 3,352	9.7%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	\$ -	0.0%
	<u>\$ -</u>	<u>\$ 24,648</u>	<u>\$ 24,648</u>	<u>\$ 24,648</u>	<u>0.0%</u>	<u>\$ -</u>	<u>\$ 34,378</u>	<u>\$ 34,378</u>	<u>\$ 34,378</u>	<u>100.0%</u>
<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (24,648)</u>	<u>\$ (24,648)</u>	<u>\$ (24,648)</u>		<u>\$ -</u>	<u>\$ (34,378)</u>	<u>\$ (34,378)</u>	<u>\$ (34,378)</u>	
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	
<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>										
ACCUMULATED SURPLUS (DEFICIT)	\$ -					\$ -				
LESS - LOCAL GOVERNMENT'S SHARE										
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)										
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>					<u>\$ -</u>				

WILTON RAILROAD STATION AND PARKING OPERATIONS

	<u>YEAR 1998</u>					<u>YEAR 1999</u>				
	OPERATING AGREEMENTS					OPERATING AGREEMENTS				
<u>REVENUES</u>	<u>LOCAL GOV'T</u>	<u>METRO-NORTH</u>	<u>TOTAL</u>		<u>%</u>	<u>LOCAL GOV'T</u>	<u>METRO-NORTH</u>	<u>TOTAL</u>		<u>%</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	\$ -	\$ 22,607	\$ 22,607	22,607	63.4%	\$ -	\$ 22,692	\$ 22,692	22,692	68.6%
UTILITIES	\$ -	\$ 6,093	\$ 6,093	6,093	17.1%	\$ -	\$ 4,693	\$ 4,693	4,693	14.2%
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)	\$ -	\$ 6,932	\$ 6,932	6,932	19.5%	\$ -	\$ 5,708	\$ 5,708	5,708	17.2%
CONNECTICUT SALES TAX	\$ -	\$ -	\$ -	-	0.0%	\$ -	\$ -	\$ -	-	0.0%
	<u>\$ -</u>	<u>\$ 35,632</u>	<u>\$ 35,632</u>	<u>35,632</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 33,093</u>	<u>\$ 33,093</u>	<u>33,093</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	 <u>\$ -</u>	 <u>\$ (35,632)</u>	 <u>\$ (35,632)</u>			 <u>\$ -</u>	 <u>\$ (33,093)</u>	 <u>\$ (33,093)</u>		
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>-</u>	
 <u>LOCAL GOVERNMENT'S RAILROAD FUND</u>										
ACCUMULATED SURPLUS (DEFICIT)	\$ -					\$ -				
LESS - LOCAL GOVERNMENT'S SHARE										
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)										
<u>STATE'S AVAILABLE SHARE @ 50%</u>	<u>\$ -</u>					<u>\$ -</u>				

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