

Individual Station Report

Ansonia

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

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Derby and Ansonia

A joint meeting was held at the Valley Regional Planning Agency with staff of the agency and a representative of Derby. Ansonia asked to be represented by the VRPA Executive Director. Derby holds a lease with CDOT for the station and parking, and in turn the city sublets the building to the Valley Regional Planning Agency, which occupies offices there. There is not written agreement between the City and VRPA. VRPA then has a sublease agreement with a vendor operating a coffee shop in the building. The State has a small Department of Motor Vehicles office in the building as well, which is perceived as a benefit to the Valley community. Congressman Maloney pays a small sum to use one of the conference rooms once a week for three hours.

VRPA is responsible for maintenance of the interior space, although CDOT helps pay for any significant repairs such as carpeting, a boiler, or other capital replacements. Therefore, VRPA is truly doing routine operations and maintenance on a day to day basis. The coffee shop staff maintains the waiting room in exchange for free rent. This is deemed mutually beneficial, as it gives the station an on-site presence, provides customers with some amenities, and keeps the area clean on a regular basis. They feel that the platform needs better maintenance. Overall they are pleased with the response they get from CDOT staff, but feel that a lot of the arrangements are done on a personality basis and not via the contractual relationship.

The City is happy with the lease arrangement with CDOT. The City plows, maintains plantings, and maintains the parking lot, although CDOT provides grants when major repairs are needed. Parking is free. There are 96 CDOT spaces in the lot, and parking is plentiful.

There are no revenues so there is no reinvestment fund. The City does spend some money on maintenance and upkeep, but there is no rail line item in the City budget. CDOT provides grants when non-routine items are needed, as described above.

The City may have some desire in its long range planning to use this location to create a full

scale intermodal center. At present, the site is used by the railroad, CT Transit, Greater Bridgeport Transit, and Valley Transit, and also houses the DMV office. Depending upon the development of such a plan, the RPA may or may not stay in the building. The overall plan would stress transportation, and would not be perceived as a major retail or office site, as that would compete with the city's plans for Main Street redevelopment.

The biggest single issue is the future of the Waterbury Branch itself, and the constant fear that the service will be terminated in the near future. The feeling is that fear alone depresses ridership and the potential of the line. Other local problems include better security and enforcement to reduce loitering, particularly after 6 PM when the station building is closed; and track trash and brush that needs cutting along the tracks.

Just as in Beacon Falls, the City representative spoke of the influx of residents who work in South Western Connecticut, and the increase in white collar commuters who might use an improved rail service. The city is considering more residential development around the station, which would further enhance the plan for an intermodal terminal.

Regarding Ansonia, the only issue raised was the desire to have an indoor waiting area at the Station, and better signage and trailblazing to make the community aware of rail service in general.

Parking Inventory and Utilization

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



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Ansonia

The Ansonia Rail Station has 50 spaces available in surface parking. There is one small lot with specific signage for rail parking, and mixed-use parking for the rail station and downtown Ansonia. Also, there is parking for a Medical Center and a large municipal lot nearby that offers town parking and parking for the post office. Two handicapped spaces are available near the rail platform, and there are 48 daily parking spaces. The usage rate for rail parking was 68%. Parking space counts and utilization were not counted for the large municipal lot south of the station due to the mixed-use nature of the lot.

Parking Area Ownership

The State of Connecticut owns parking spaces along the tracks at the Ansonia Rail Station. The Town of Ansonia owns the municipal lots across the street from the station and south of the station. It is estimated that the State owns 80% of the commuter parking at the Ansonia Station. Figure 37 details the parking lot locations and ownership pattern.

Fee Structure

Parking at the Ansonia Rail Station is free.

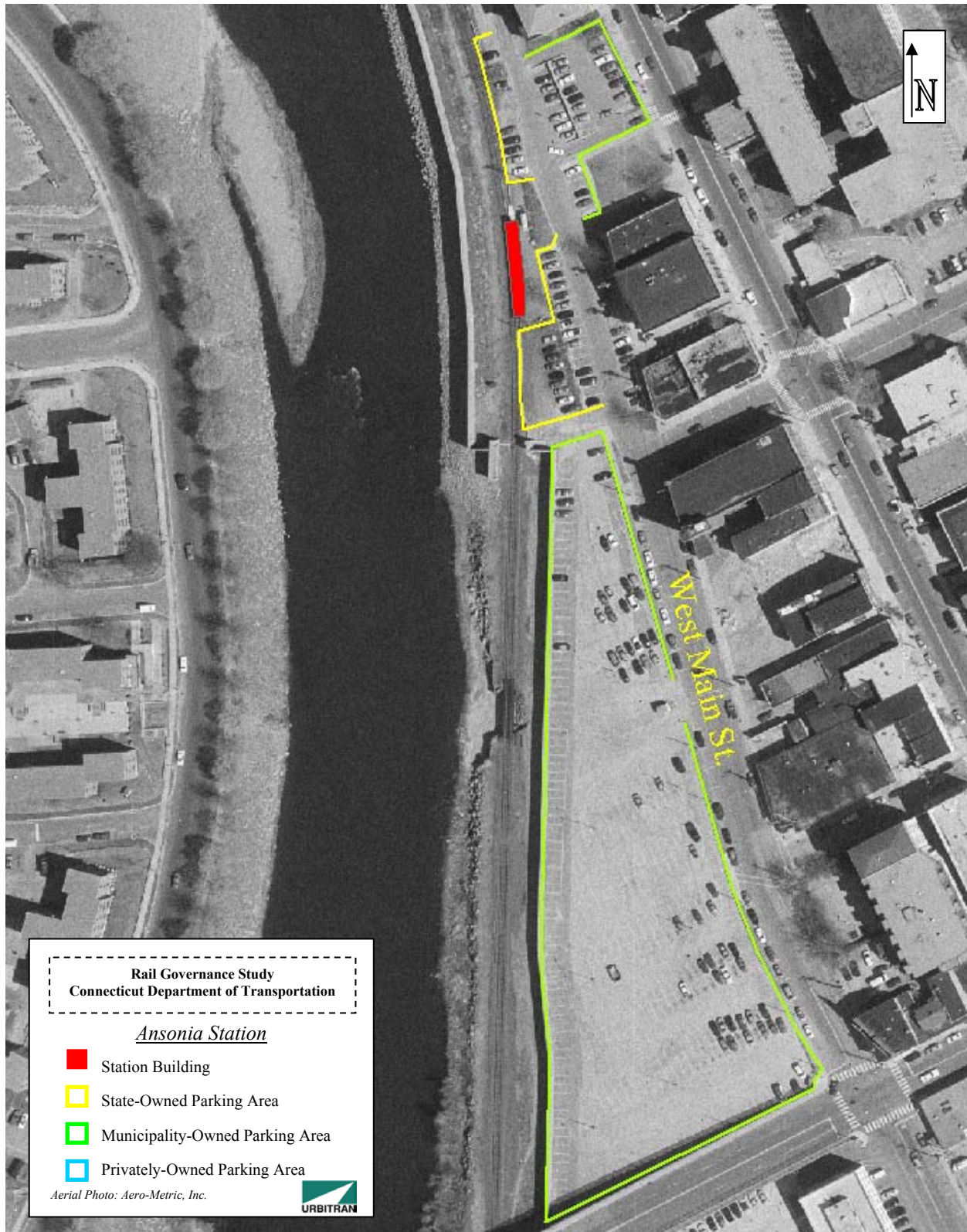
Table 37 presents specific information on the state-owned parking at the Ansonia Rail Station.

Table 37: Ansonia Rail Station Parking Capacity and Utilization

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	0	0	N/A	state (40) / municipality (10)
Daily	48	33	68.8%	
Handicap	2	1	50.0%	
TOTAL PARKING	50	34	68.0%	

Note: All of the parking at the Ansonia Station is used for mixed-use purposes. These counts only consider parking immediately adjacent to the station and do not include the large municipal lot south of the station.

Figure 37: Ansonia 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 ANSONIA 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: Ansonia
LINE: Waterbury
INSPECTION DATE: 11-17-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: JFS, WV, RGW
WEATHER: Sunny

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 2 OF 24

PARKING ELEMENTS

QUADRANT # I

TYPE OF SURFACE: 20% x PAVED; 80% x GRAVEL; _____ DIRT;
_____ OTHER (DESCRIBE)

CONDITION OF PAVED SURFACE: 1

CONDITION OF STRIPING: 1

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 5

QUADRANT # II

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 2

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

SIGNAGE: 2

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB : 3

STATION: Ansonia
LINE: Waterbury
INSPECTION DATE: 11-17-01
INSPECTION AGENCY / FIRM: UA
INSPECTORS: JFS, WV, RGW
WEATHER: Sunny

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 3 OF

PARKING ELEMENTS

QUADRANT # III

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

CONDITION OF PAVED SURFACE: 3*

CONDITION OF STRIPING: 2

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

SIGNAGE: 2

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 5

CURB: 5

* The gravel and dirt area (35'x25') is rated 1 (see sketch)

STATION: Ansonia
 LINE: New Haven-Waterbury Branch
 INSPECTION DATE : February 11, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Cold with Light Snow

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 4 OF 24

PLATFORM --- LIGHTING

Span Number	Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
all	HID-HPS	Holophane	unknown	3	3	15/ 20	minor deterioration

Remarks: A typical section of the platform was measured at the location indicated and found to average 16.7 fc.
Most fixture lenses are yellowing.

PLATFORM --- LIGHTING LEVELS (fc)

TRACKS----{

see remarks	see remarks	see remarks	see remarks	avg	see remarks										
				16.7											
NORTHBOUND/SOUTHBOUND PLATFORM															

STATION: Ansonia
 LINE: New Haven-Waterbury Branch
 INSPECTION DATE : February 11, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: Jim Connell & Dave Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Cold with Light Snow

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 5 OF 24

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

Remarks: The utility transformer is mounted on pole number 2818, which is not the utility service drop pole mentioned above. We were unable to gain access to the locked electrical enclosure to verify the exact size and condition of the main panelboard.

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	unknown	unknown	unknown	adjacent to platform	unknown	see platform serv. remarks
Main Disconnect Switch	n/a	n/a	n/a	n/a	n/a	n/a
Transformer	n/a	n/a	n/a	n/a	n/a	n/a
Receptacles	unknown	unknown	3	platform	15/ 20	minor deterioration
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	platform	15/ 20	minor deterioration
Public Telephone	unknown	n/a	n/a	parking lot	unknown	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: _____

STATION: Ansonia

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 24

INSPECTORS: Jim Connell & Dave Lang

DATE: February 11, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

There is a locked electrical enclosure that contains the main electrical service for the platform. We were unable to gain access to this cabinet to verify the exact size and condition of the main panel. However, the cabinet has only minor deterioration, is well maintained, and appears to be protecting the electrical equipment from harm. There are a couple of non-GFCI receptacles mounted beneath the platform canopy that should be replaced with GFCI type receptacles.

Luminaires are mounted beneath the canopy and measured an average of 16.7 foot-candles, which is above the minimal light levels as recommended by the IESNA for train station platforms. However, the lenses are yellowing and should be replaced to better replicate the luminaire manufacturers original design.

STATION: Ansonia
 LINE: New Haven - Waterbury Branch
 INSPECTION DATE : February 11, 2002
 INSPECTION AGENCY / FIRM: Parsons Brinckerhoff
 INSPECTORS: D. Lang
 TIME OF INSPECTION: A.M.
 WEATHER: Cold & Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 7 OF 24

PLATFORM - PLUMBING

SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS	SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS
All	Aluminum & PVC downspouts to drainage system in good repair						
multiple	Gutters sagging in places						

PLATFORM - FIXTURES--N/A

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

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

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

STATION: Ansonia

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 24

INSPECTORS: D. Lang

DATE: February 11, 2002

STATION – MECHANICAL SUMMARY

Most of the aluminum gutters on the platform are in good repair. Some gutters are sagging in places and require maintenance or replacement. Downspouts are constructed of aluminum and PVC pipe into a drainage system. Some downspouts may have to be replaced at the time the gutters are replaced. There is one shelter on the platform with a plastic curbed roof. There is not a need for gutters and downspouts on this shelter.

STATION: Ansonia
 LINE: New Haven-Waterbury Branch
 INSPECTION DATE: April 3, 2002
 INSPECTION AGENCY/FIRM: Warren & Panzer Engineers
 INSPECTOR: Josue Garcia/Bosun Ogunnaike
 WEATHER: Good

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 9 of 24

HAZARDOUS MATERIALS INSPECTION

LEAD-BASED PAINT

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

Platform

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm ²)	Rating
Columns	10	Yes	2
Utility Box	1	No	3
Platform Warning Strip-Concrete	3	Yes	2
Platform Warning Strip-Wood	5	No	3
Platform Joist	1	No	3

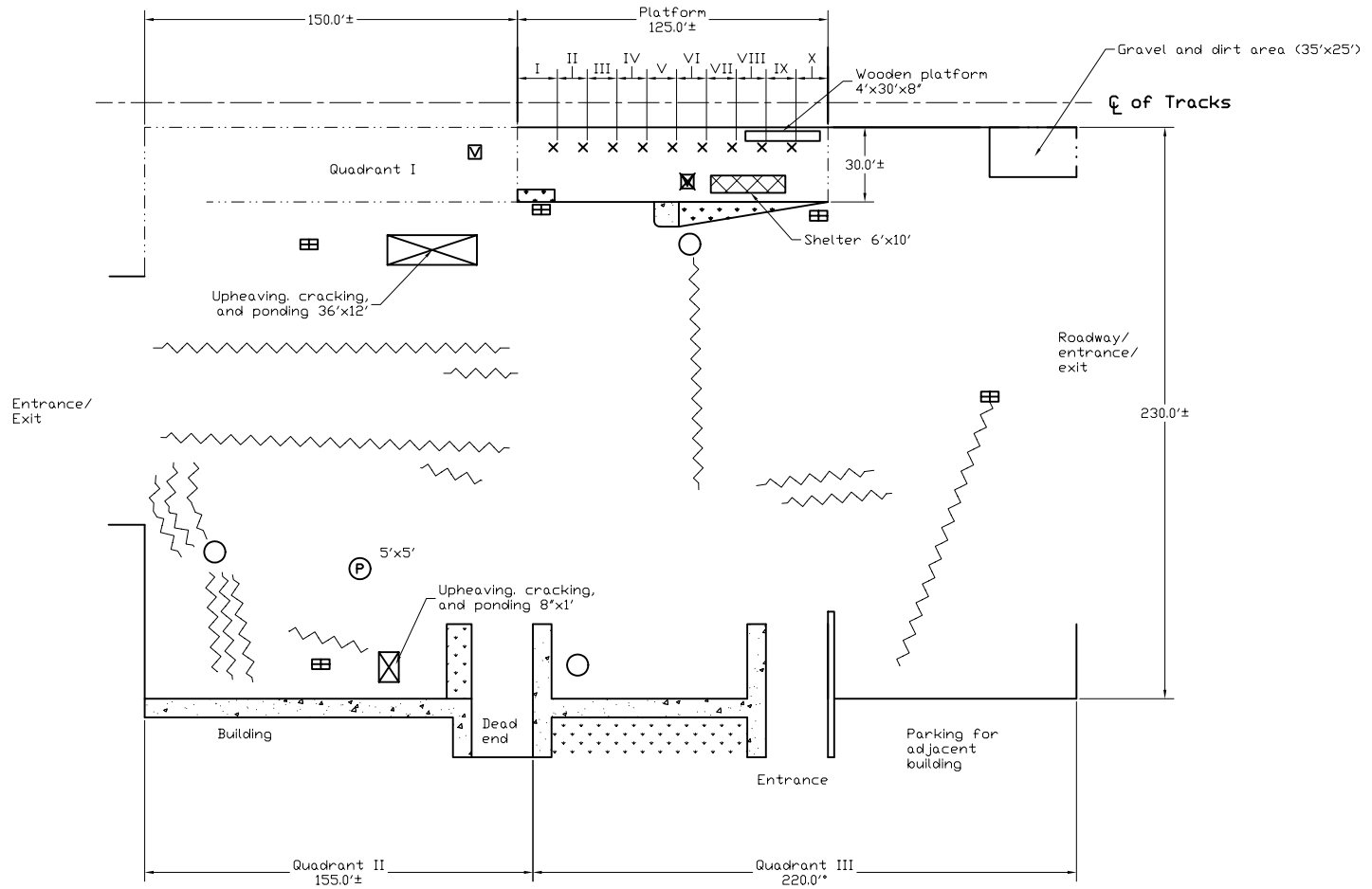
Lead-Based Paint was found on surfaces noted above. Painted concrete platform warning strip and platform columns were found to be in poor condition. Other painted surfaces were found to be in fair to good condition. Any future disturbance of the lead-based painted surfaces noted above should be abated 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

SUSPECT ASBESTOS-CONTAINING MATERIALS

Listed below is a suspect asbestos-containing material that was observed during a visual inspection. The material was found to be in good condition. Any future disturbance of this material should be preceded by the collection of samples and laboratory analysis of these samples. This work must be performed by a certified inspector.

Platform

Suspect Materials	Rating
Roof Shingles	3



Legend:

- Guardrail
- ~ Crack
- Grass
- Sidewalk
- Sanitary Manhole
- ⊞ Drain
- Ⓟ Ponding
- Concrete Scaling
- × Canopy Column
- ☑ Vegetation
- ☒ Dead Vegetation

NOTES:

1. The timber columns in Spans I, VII, VIII, and IX are cracked.
2. The surface of Quadrant I is a mix of gravel and asphalt which contains uneven driving surface, cracks, potholes, and vegetation growth.

Urbitran Associates, Inc.

Connecticut Dept. of
Transportation

Ansonia Station
General Plan

Date: 11-19-01

STATION: Ansonia

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 11 OF 24

INSPECTORS: JFS, WV, RGW

DATE: 11-17-01

RATINGS		PHOTO NO.	REMARKS:
NEW	PREV		
2		7	Span VII-IX 5 - The concrete beneath and adjacent to the shelter is spalled and scoured
3		8	Span VIII 7 - The bottom of the sign is bent but functioning
3		10	Span I, VII-IX 11 - The timber column is cracked
3		11	Span I-X 13 - The timber truss supporting the canopy is deteriorated at isolated locations
2		9	Span I-X 14 - The paint of the canopy is chipping, peeling, and missing throughout the canopy
2		12	Span VII-IX NA - There is graffiti on the side of the shelter
1		13-15	Quad 1 Surface -The gravel and asphalt surface contains numerous potholes and vegetation growth
1		2	Quad I Striping -The striping is faded throughout the parking area
2		15	Quad I Landscape - There are weeds and dead vegetation throughout the surface of the parking area
2		17	Quad II Surface -The asphalt surface contains various areas of cracking, ponding, and up heaving
2		18	Quad II Signage -The sign on the west side is bent
1		20	Quad III Surface - There is an area (25'x35') that is cracked, missing gravel and uneven
3		16	Quad III Surface - There are random cracks throughout the surface of the parking area
2		19	Quad III Signage - The sign along the west side is missing and the pole is bent

Ansonia Station

Description	Units	Quantity	Price / Unit	Total Cost
Repair concrete scaling	ft ²	60	\$40.00	\$2,400.00
Filling in cracked asphalt	ft	300.00	\$2.00	\$600.00
Replacing asphalt pavement				
-Removal of asphalt (13")	yd ³	1460.00	\$30.00	\$43,800.00
-6" asphalt binder and top course	yd ²	4050.00	\$25.00	\$101,250.00
-7" aggregate base	yd ³	1460.00	\$20.00	\$29,200.00
Removal and repaint columns	ft ²	6.00	\$18.00	\$108.00
Repaint the concrete platform warning strip	ft ²	125.00	\$18.00	\$2,250.00
Repair sagging gutters/Install new gutters and some downspouts	Lump Sum	-	-	\$5,000.00
Replace the lenses on the canopy luminaires	Each	5.00	\$200.00	\$1,000.00
Mobilization / Demobilization (10%)				\$18,560.80
Sub-total				\$204,168.80
Contingency (20%)				\$40,833.76
Grand Total				\$245,002.56
Say				\$245,000.00

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.

ANSONIA

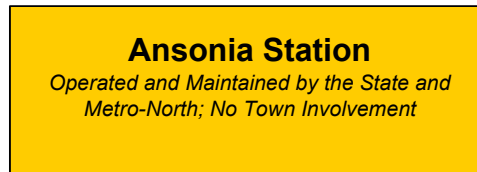
Ansonia Station

The City of Ansonia does not have a vested interest in its station. The Mayor of Ansonia, James T. Della Volpe, acknowledged this fact and believes that the residents do not consider themselves part of a rail commuting community. The Public Works Director, Joe Maseo, observed that residents do, in fact, work in Norwalk but prefer to drive rather than take the train. Both officials indicated that better marketing of the station could be implemented to increase ridership. The State is the sole stakeholder in this station as well as several other stations along the Waterbury line. The State bears all the costs for public benefit and cannot generate parking or other related revenues due to the lack of meaningful ridership.

Agreements

The State owns the property and does not lease it to the City. The station/platform comprises an old wooden shelter coupled with a Plexiglas shelter on a concrete slab. There is also an unpaved gravel lot designated as railroad parking. The station is situated within a municipal street parking area. The railroad parking and the municipal parking are free without any parking signs for parking limitations.

Organizational Structure



The station and railroad commuter parking are operated and maintained by the State and Metro-North. There is no town involvement.

Operating Procedures

As mentioned throughout this narrative, the State and Metro North operate and maintain the Ansonia Station with no town involvement.

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

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.

ANSONIA FINANCES

ACCOUNTING ENTITY / BASIS

There is no separate fund at the State or local level used to manage this property. There is no lease from the State to the City and parking is free.

FINANCIAL REPORTING TO STATE

There is no financial reporting to the State by the City because there is no lease and the parking operations are managed directly by the State. The property is maintained primarily through Metro-North contracted services (see below).

REVENUES

The State does not charge for parking therefore no revenues are derived other than advertising (if any) at the platforms that would be received through the Metro-North service agreement.

EXPENSES

The City 's Public Works Department plows the area at its own expense.

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 indirect expense for its administrative oversight of the railroad property. 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 the 40 spaces owned by the State and assumes that these represent 80% of the available rail commuter parking and thus adds 10 spaces from the numerous nearby multipurpose City owned parking areas.

ANSONIA RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
RENTS	-	-	-	0.0%	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>
 <u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,671	\$ 2,671	77.5%	\$ -	\$ 2,821	\$ 2,821	78.8%
UTILITIES	-	480	480	13.9%	-	695	695	19.4%
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)	-	295	295	8.6%	-	66	66	1.8%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 3,446</u>	<u>\$ 3,446</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 3,582</u>	<u>\$ 3,582</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (3,446)</u>	<u>\$ (3,446)</u>		<u>\$ -</u>	<u>\$ (3,582)</u>	<u>\$ (3,582)</u>	

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ -	\$ -
LESS - LOCAL GOVERNMENT'S SHARE	-	-
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	FREE LOTS NO LEASE, NO FUND	FREE LOTS NO LEASE, NO FUND
<u>STATE'S AVAILABLE SHARE @ 50%</u>	NO REINVESTMENT FUND, NO SHARING	NO REINVESTMENT FUND, NO SHARING

ANSONIA RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
RENTS	-	-	-	0.0%	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>
 <u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,730	\$ 2,730	74.8%	\$ -	\$ 10,349	\$ 10,349	80.0%
UTILITIES	-	509	509	14.0%	-	603	603	4.7%
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)	-	411	411	11.3%	-	1,982	1,982	15.3%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 3,650</u>	<u>\$ 3,650</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 12,933</u>	<u>\$ 12,933</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (3,650)</u>	<u>\$ (3,650)</u>		<u>\$ -</u>	<u>\$ (12,933)</u>	<u>\$ (12,933)</u>	

LOCAL GOVERNMENT'S RAILROAD FUND

ACCUMULATED SURPLUS (DEFICIT)	\$ -	\$ -
LESS - LOCAL GOVERNMENT'S SHARE	-	-
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	FREE LOTS NO LEASE, NO FUND	FREE LOTS NO LEASE, NO FUND
<u>STATE'S AVAILABLE SHARE @ 50%</u>	NO REINVESTMENT FUND, NO SHARING	NO REINVESTMENT FUND, NO SHARING

ANSONIA RAILROAD STATION AND PARKING OPERATIONS

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

<u>STATION, PLATFORMS AND PARKING EXPENSES</u>				
REPAIRS AND MAINTENANCE	\$ -	\$ 3,637	\$ 3,637	73.9%
UTILITIES	-	551	551	11.2%
RENT	-	-	-	0.0%
SECURITY	-	-	-	0.0%
INSURANCE AND CLAIMS	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, - ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	-	734	734	14.9%
CONNECTICUT SALES TAX	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 4,922</u>	<u>\$ 4,922</u>	<u>100.0%</u>

<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (4,922)</u>	<u>\$ (4,922)</u>
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<u>LOCAL GOVERNMENT'S RAILROAD FUND</u>	
ACCUMULATED SURPLUS (DEFICIT)	\$ -
LESS - LOCAL GOVERNMENT'S SHARE	<u>-</u>
NET AVAILABLE RAILROAD FUND SURPLUS (DEFICIT)	FREE LOTS NO LEASE, NO FUND
<u>STATE'S AVAILABLE SHARE @ 50%</u>	NO REINVESTMENT FUND, NO SHARING

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

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