

Individual Station Report

Naugatuck

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

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.

Naugatuck

The Naugatuck Rail Station has a surface lot with 125 spaces. All of the spaces are categorized as daily, with no handicapped parking marked as such. The lot has perimeter spaces and row parking set in the center of the lot on either side of the Naugatuck Historical Society. The markings were poor, making a space count very difficult. The usage rate for the lot was 10.4%, although some vehicles appeared to be parked for purposes other than Metro-North services on the Waterbury Branch. In addition, two trailers, one for Goodwill and the other unknown, occupied ten spaces.

Parking Area Ownership

The Town of Naugatuck owns the surface lot at the Naugatuck Rail Station. The State of Connecticut leases a few spots in the center of lot from the Town for rail parking. Thus, the State owns none of the parking at the Naugatuck Station. Figure 34 displays the parking lot location and ownership in Naugatuck.

Fee Structure

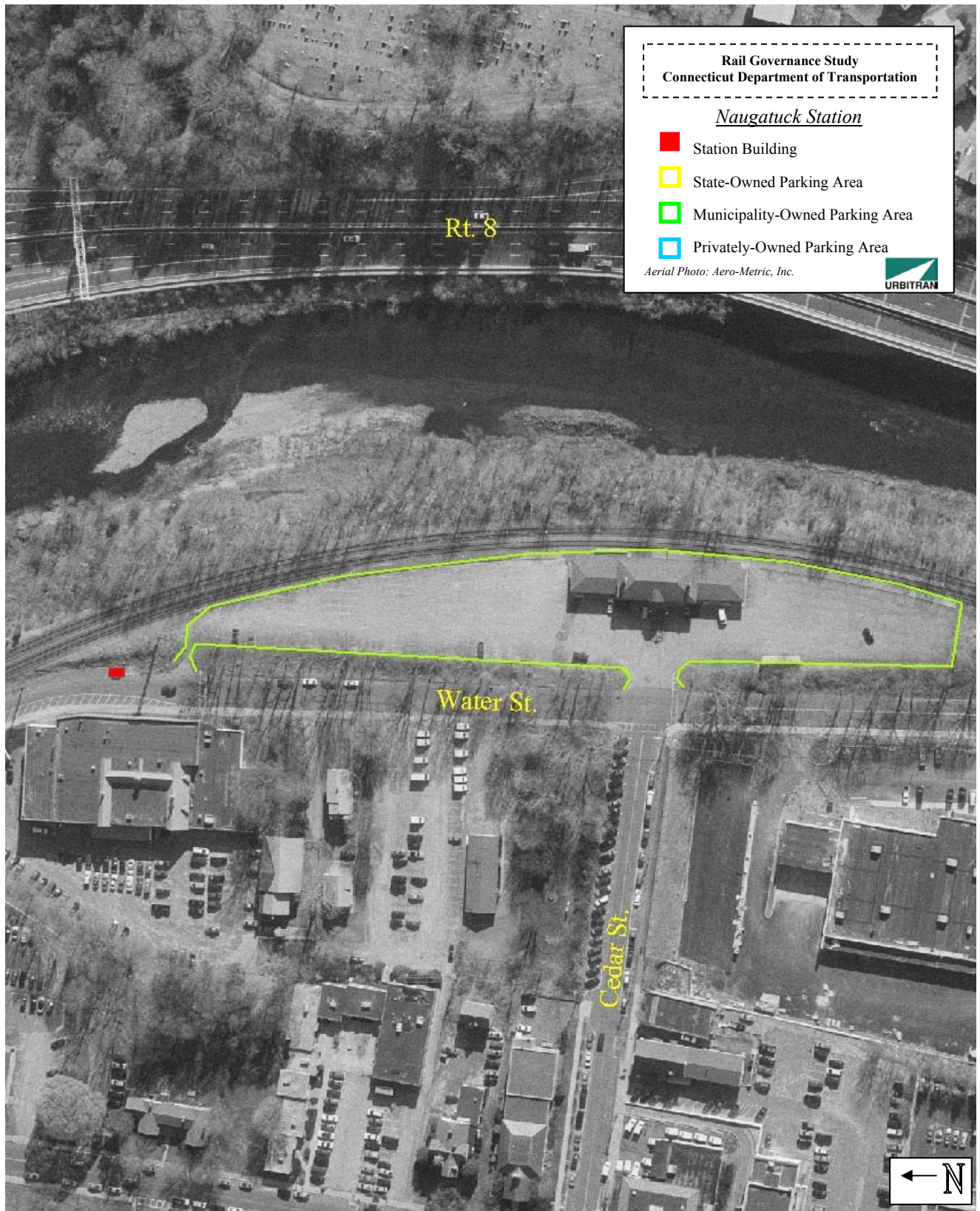
There is no charge for parking at the Naugatuck Rail Station.

Table 34 presents specific information on parking at the Naugatuck Rail Station.

Table 34: Naugatuck Rail Station Parking Capacity and Utilization

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	0	0	N/A	municipality
Daily	125	13	10.4%	
Handicap	0	0	N/A	
TOTAL PARKING	125	13	10.4%	

Figure 34: Naugatuck 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 NAUGATUCK 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: Naugatuck
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 21

PARKING ELEMENTS

QUADRANT # 1

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 1

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 2

CURB: 3

QUADRANT # 2

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 1

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 2

CURB: 3

STATION: Naugatuck
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 21

PARKING ELEMENTS

QUADRANT # 3

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

CONDITION OF PAVED SURFACE: 2

CONDITION OF STRIPING: 1

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

SIGNAGE: 5

FENCE AND GUARDRAIL: 2

LANDSCAPE: 2

SIDEWALK: 3

CURB: 3

STATION: Naugatuck
 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 & Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 4 OF 21

PLATFORM --- LIGHTING

Span Number	Fixture Type	Manufacturer	Model Number	Rating	Support Condition	Estimated Age/Life(y/y)	Visual Condition
all	HID-MH	unknown	unknown	3	3	6/ 20	minor deterioration

Remarks: A typical section of the platform was measured at the location indicated and was found to average 2.4 fc.
A flood luminaire is mounted on a pole located in the parking lot to illuminate the platform.

PLATFORM --- LIGHTING LEVELS (fc)

TRACKS----{

see remarks	see remarks	see remarks	see remarks	avg 2.4	see remarks
SOUTHBOUND PLATFORM					

STATION: Naugatuck
 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 & Clear

CONN. DEPT OF TRANSPORTATION
 STATION INSPECTION REPORT
 SHEET 5 OF 21

PLATFORM --- SERVICE

Voltage Rating (V)	120/240	Type of 3 phase connection		Delta	n/a	Wye	n/a
		Method of Entrance		Overhead	X	Underground	n/a
Rating of Main Breaker (A)	100A	Origin of Service		Pole	X	Transformer	n/a
		Code Compliant		Yes	X	No	n/a
Quantity of Phases	1	Pole Number & Street	CL&P 7874 parking lot	Wire Sizes	unknown		

Remarks: _____

PLATFORM --- ELECTRICAL SYSTEMS

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	GE	TM1210RCU	3	parking lot	3/ 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	n/a	n/a	n/a	n/a	n/a	n/a
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	3	mounted on panel	3/ 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: _____

STATION: Naugatuck

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 6 OF 21

INSPECTORS: Jim Connell & Dave Lang

DATE: February 11, 2002

STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY

The electrical service supplies power to a panelboard via a meter for this platform power source. Since the panelboard is not locked, we recommend that a padlock be placed on it to allow only authorized personnel to gain access. The panelboard is well preserved in the enclosure and will adequately serve the platform power needs for the near future. There are no receptacles or lights on the platform. There is a light pole adjacent to the platform with two metal halide fixtures on it. One of these fixtures is aimed at the platform and provides luminance to the general area around the pole. However, the floodlight provides an average of only 2.4 foot-candles to the platform, which is less than the minimum as recommended by the IESNA. We recommend that additional luminaires be installed to increase the average light level to be at least the minimum of 5 foot-candles as recommended by the IESNA.

STATION: Naugatuck

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 21

PLATFORM - PLUMBING

SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS	SPAN NO.	GUTTER	DOWNSPOUT/ PIPING	CLEAN-OUTS
Shelters have no gutters or downspouts; shelters have plastic curbed roofs.							

PLATFORM - FIXTURES--N/A

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

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

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

STATION: Naugatuck

CONN. DEPT OF TRANSPORTATION
STATION INSPECTION REPORT
SHEET 8 OF 21

INSPECTORS: D. Lang

DATE: February 11, 2002

STATION – MECHANICAL SUMMARY

There are two small shelters with plastic curbed roofs. There are no gutters or downspouts.
There is no maintenance required.

STATION: Naugatuck
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 21

HAZARDOUS MATERIALS INSPECTION

LEAD-BASED PAINT

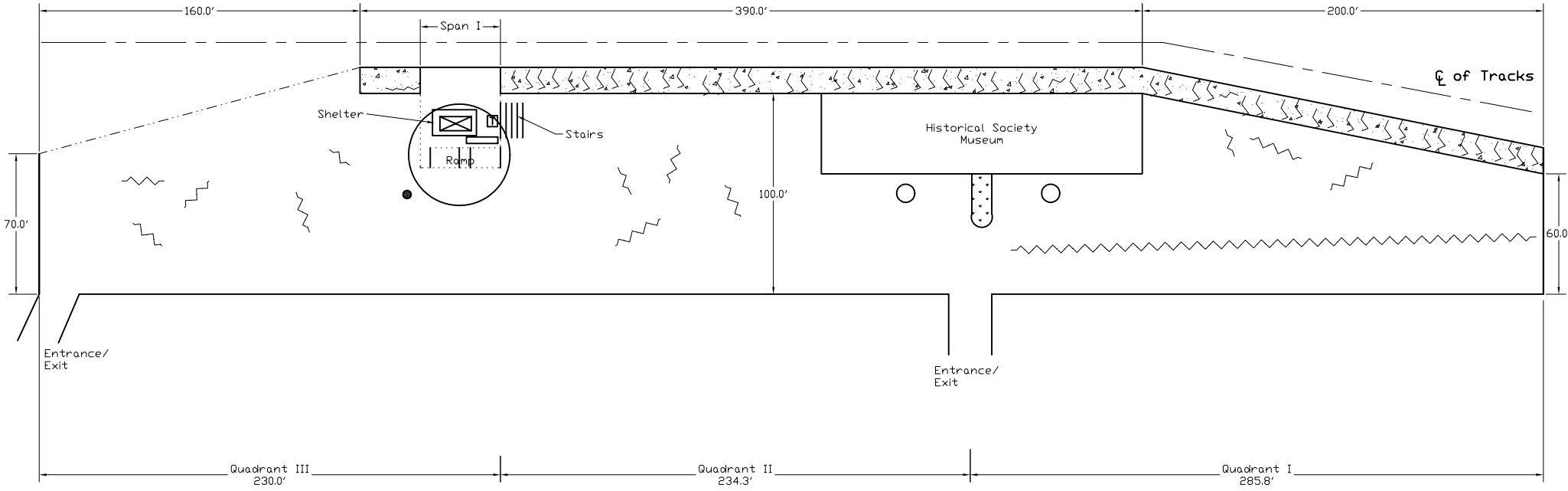
Note: The LBP inspection was conducted using an RMD LPA-1 spectrum X-Ray Fluorescence Analyzer (XRF). The Department of Housing and Urban Development (HUD) recommend XRF analysis for inspection of lead in paint. XRF readings were taken of surfaces coated with suspect LBP. The XRF was operated in "Quick 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
Platform Railing	2	No	4
Steps	1	No	3
Telephone Booth	2	No	3
Platform Warning Strip	4	No	3

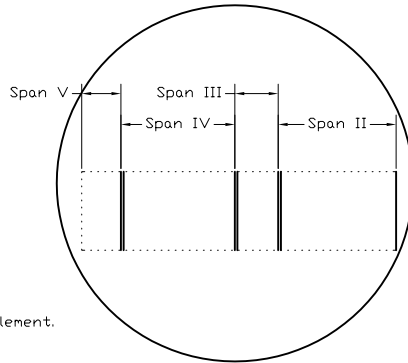
SUSPECT ASBESTOS-CONTAINING MATERIALS

No suspect asbestos-containing materials were observed during the visual inspection.



- Legend:
- Fence
 - Guard Railing
 - Pedestrian Railing
 - Cracks
 - Grass
 - Sidewalk
 - Sanitary Manhole
 - Electric Pole
 - Wood Joint
 - Sign
 - Bench
 - Trash

- NOTES:
1. The asphalt sidewalk contains numerous cracks and uneven settlement.
 2. The asphalt surface in Quad I exhibits numerous cracks and an uneven driving surface.
 3. The asphalt surface in Quad II and III exhibits numerous cracks.



Urbitran Associates, Inc.
Connecticut Dept. of Transportation
Naugatuck Station General Plan
Date: 11-19-01

Naugatuck Station

Description	Units	Quantity	Price / Unit	Total Cost
<u>Replacing asphalt sidewalk</u>				
-Remove asphalt (6")	yd ³	110.00	\$22.00	\$2,420.00
-Installing asphalt (6" layer)	yd ²	660.00	\$25.00	\$16,500.00
<u>Replacing asphalt pavement</u>				
-Remove asphalt	yd ³	2825.00	\$22.00	\$62,150.00
-6" asphalt top course and binder course	yd ²	7825.00	\$25.00	\$195,625.00
-7" aggregate base	yd ³	1521.00	\$20.00	\$30,420.00
<u>Replacing the guard rail</u>				
-Remove the guard rail	ft	160.00	\$22.00	\$3,520.00
-Install the guard rail	ft	160.00	\$2.00	\$320.00
Stripping *	ft	2700.00	\$1.00	\$2,700.00
Install luminaires with 40' poles **	Each	2.00	\$3,750.00	\$7,500.00
Mobilization / Demobilization (10%)				\$32,115.50
Sub-total				\$353,270.50
Contingency (20%)				\$70,654.10
Grand Total				\$423,924.60
Say				\$425,000.00

* Stripping quantity is based upon 60 parking spaces as per the "1997 New Haven Line and Shore Line East Parking Inventory".

** The quantity of 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.

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 LICENSING AGREEMENT
NARRATIVE**

STATION NAME: **Naugatuck**
STATION OWNER: Borough of Naugatuck (“Licensor”)
LICENSEE: State of Connecticut Department of Transportation (the “State”)

This License Agreement, dated April 29, 1998 (the “Agreement”) is unique in a number of respects. First, it is a *license* agreement between the State and Licensor, rather than a *lease* agreement. Second, the landowner/Licensor is the town (whereas, in the majority of rail station contracts, the landowner/Lessor is the State). Finally, the land is allocated to Licensee for the establishment of a railroad commuter parking area, rather than for the operation and maintenance of the railroad station itself.

At the time the Agreement was signed, the State already had permanent and exclusive use of ten (10) parking spaces on the land owned by Licensor (in accordance with an original deed dated November 30, 1964). In the Agreement, Licensor grants to the State the right to use fifty (50) parking spaces in the Railroad Commuter Parking Area (the “Parking Area”) situated in the Borough of Naugatuck. Licensee pays to Licensor Eight Thousand Dollars (\$8,000.00) per year for a term of two (2) years, commencing September 1, 1997 and ending August 31, 1999. The term may be renewed by the State for four (4) additional successive terms of two (2) years each.

The State’s duties and responsibilities include: erecting or installing appurtenant rail service support facilities and signs; maintaining the Parking Area in a clean condition;¹ maintaining, at its sole cost and expense, liability insurance covering personal injuries and property damage occurring within the Parking Area;² illuminating the Parking Area; and assuming costs associated with snow and ice removal from the Parking Area. In addition, the State is responsible for any and all maintenance and repair costs associated with the Parking Area.

Licensor is responsible for the payment of any and all taxes levied on the Parking Area. The Agreement also provides that, by Licensor’s granting of the Agreement, no legal title or leasehold interest in the Parking Area shall be deemed as having been vested in the State.

¹ The Agreement defines Licensee’s obligations with respect to the Parking Area with precision, providing that Licensee’s duties must be carried out to Licensor’s satisfaction, to “ensure the orderly usage of [the Parking Area].” (See Agreement, Section 9).

² Insurance shall be in the amount of One Million Dollars (\$1,000,000.00) Total Limit Liability Insurance.

Licensors indemnifies and holds the State harmless and waives Governmental Immunity as a defense.

LICENSE AGREEMENT SYNOPSIS

<u>STATION NAME:</u>	Naugatuck: License Agreement for a Commuter Parking Area
Document(s) Reviewed	License Agreement dated 4/29/98
Station Owner/Licensor	Borough of Naugatuck
Licensee	State of Connecticut Department of Transportation (the "State")
Agreement Number	09.03-02(97)
Effective Date of License Agreement	9/1/97
Term	2 years
Number of Renewal Periods	4 (at Licensee's option)
Renewal Period	2 years each
Number of Licensee Renewals Exercised in Prior Years	2
Number of Renewals Remaining	2
Expiration Date of License Agreement	8/31/99
Recorded?	Volume 464, Page 613
Number of Parcels	1
Total Acreage	unspecified (50 parking spaces)
License Fee	\$8,000.00 annual license fee from the State to the Borough of Naugatuck
Are Separate Funds Accounts Required?	No
Allowable Costs in Calculating Surplus	n/a
Is Surplus Deposited in Capital Fund?	n/a
Is Surplus Shared with the State?	n/a
Are Certified Financial Statements Required?	No
Financial Statement Submission Period	n/a

Is Annual Budget Required?	No
Is Repayment of Debt Service Required?	n/a
Monthly Debt Repayment Amount	n/a
Does Licensee Pay Licensor a Fee?	Yes
<u>INSURANCE COVERAGE:</u>	
Property Damage Insurance; Bodily Injury Coverage	Licensee shall maintain liability insurance covering personal injuries and property damage occurring on and within the Railroad Commuter Parking Area in the amount of One Million Dollars (\$1,000,000.00) Total Limit Liability Insurance.
Other Required Coverage	n/a
Voluntary Coverage	n/a
Is Licensee Self Insured?	
Is Certificate of Coverage on File?	
Dates of Coverage	
Named Insured	Licensor
State Held Harmless?	Yes
Licensor Waives Immunity	Yes
Annual Insurance Premium	n/a
Who Owns the Improvements?	n/a
<u>MAINTENANCE:</u>	Licensee shall not be obligated to construct or reconstruct the Railroad Commuter Parking Area in any manner.
Enhance Aesthetic Appearance	Licensee
Not Erecting Signs on Premises	n/a
Surface Grade Land	n/a
Install and Maintain Fencing	Licensee
Install Suitable Drainage	Not specified

Ice Snow Control of Sidewalks	Licensee
Install and Maintain Electrical Systems for Lights	Licensee
Sweeping and Cleaning Litter	Licensee
Station Structures	n/a
Platform Gutters	n/a
Fences	Licensee
Signs	Licensee
Platform Lights	n/a
Equipment	Not specified
Electric and Mechanical Systems	n/a
Live Rail Facilities	n/a
Platforms	n/a
Railings	Licensee
Stairs	n/a
Platform Shelters	n/a
Platform Canopy	n/a
Tunnels	n/a
Parking Lots	Licensee
Waiting Room	n/a
Ticket Office	n/a
Baggage Room	n/a
<u>PARKING:</u>	
No. of Spaces – State	Licensee (State) has permanent use of 10 parking spaces on land owned by the Licensor in accordance with an original deed dated 11/30/64.

	Licensor grants to Licensee the right to use, as a railroad commuter parking area, 50 parking spaces within the area hereinafter referred to as the "Railroad Commuter Parking Area." The Licensee's use of 50 parking spaces shall be guaranteed at all times except that the Naugatuck Historical Society will utilize up to 25 parking spaces.
<u>TAXES:</u>	Licensor shall be responsible for the payment of any and all taxes levied or to be levied on the Railroad Commuter Parking Area.
<u>OTHER:</u>	
Employment/Non Discriminatory Requirement	Yes
Miscellaneous	"13. No legal title or leasehold interest in the Railroad Commuter Parking Area shall be deemed or construed as having been created or vested in the Licensee by the Licensor's granting of this Agreement."
Termination	Either party may terminate this Agreement on 90 days written notice to the other party.

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.

NAUGATUCK

Naugatuck Station

Naugatuck officials indicated the City does not consider itself a stakeholder in the commuter station, nor does it have any vested interest in the Waterbury line. However, the City does consider itself to be a stakeholder in the property, especially the old railroad station museum building. The station building is the original railroad station which is currently undergoing renovations and is used by the Historical Society as a Museum. This original railroad station is no longer used as the commuter rail station.

The year 2000 ridership information illustrated that during the daily morning peak there are 19 boarding passengers. The passenger count for this station and the others on this branch line is a realistic indication that this is not a rail commuting area. The continued existence of this station, and the Waterbury branch line, is dependent on the State's public benefit interest. The State carries the total burden of cost, without any opportunity to generate parking or other revenues.

All oversight is solely done by the State and the City does not attend to any commuter platform or parking matters. There is seldom any communication between the City and the State. If there were ever a need to discuss the Naugatuck Station, the Assistant Administrator, Jim Goggins, would call the ConnDOT facility at Beacon Falls.

It should be noted that the City has plans to develop the area around the station by constructing high-end senior housing. Furthermore, the City also is planning to repave the lot in its entirety. The United States Department of Transportation will finance this development with local matching funds. The City does not expect that the State will pay any of the paving costs.

Agreements

The City of Naugatuck owns the railroad property. Under a License Agreement with the City, the State pays the City \$8,000 a year for the use of the property, including 50 parking spaces. The State has permanent use of 10 spaces and the right to use all 50 spaces. The 50 spaces are guaranteed at all times with the exception that the Naugatuck Historical Society may utilize up to 25 of the 50 spaces in the lot.

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.

NAUGATUCK FINANCES

ACCOUNTING ENTITY / BASIS

There is no separate fund at the State or local level used to manage this property. The Borough of Naugatuck owns the railroad property. The Borough has a license agreement with the State whereby the State pays the Borough \$8,000 a year for the use of 50 parking spaces.

FINANCIAL REPORTING TO STATE

There is no financial reporting to the State by the Borough 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 at the platform derived through the Metro-North service agreement.

EXPENSES

The Borough provides police security by patrolling 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 used by commuters. 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 125 municipally owned spaces, which would include those licensed to the State.

NAUGATUCK 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>0.0%</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>
 <u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,875	\$ 2,875	38.1%	\$ -	\$ 1,669	\$ 1,669	29.0%
UTILITIES	-	3,948	3,948	52.3%	-	4,080	4,080	71.0%
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)	-	723	723	9.6%	-	-	-	0.0%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 7,546</u>	<u>\$ 7,546</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 5,750</u>	<u>\$ 5,750</u>	<u>100.0%</u>
 <u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (7,546)</u>	<u>\$ (7,546)</u>		<u>\$ -</u>	<u>\$ (5,750)</u>	<u>\$ (5,750)</u>	

LOCAL GOVERNMENT'S RAILROAD FUND

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

NAUGATUCK RAILROAD STATION AND PARKING OPERATIONS

	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOV'T	METRO-NORTH	TOTAL	%	LOCAL GOV'T	METRO-NORTH	TOTAL	%
<u>REVENUES</u>								
PARKING	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	\$ -	0.0%
RENTS	-	-	-	0.0%	-	-	-	0.0%
INVESTED FUNDS	-	-	-	0.0%	-	-	-	0.0%
OTHER	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>0.0%</u>
<u>STATION, PLATFORMS AND PARKING EXPENSES</u>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,213	\$ 2,213	49.4%	\$ -	\$ 3,648	\$ 3,648	63.6%
UTILITIES	-	2,147	2,147	47.9%	-	1,342	1,342	23.4%
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)	-	119	119	2.7%	-	744	744	13.0%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 4,479</u>	<u>\$ 4,479</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 5,735</u>	<u>\$ 5,735</u>	<u>100.0%</u>
<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (4,479)</u>	<u>\$ (4,479)</u>		<u>\$ -</u>	<u>\$ (5,735)</u>	<u>\$ (5,735)</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>								

NAUGATUCK RAILROAD STATION AND PARKING OPERATIONS

	<u>YEAR 2000</u>			
	<u>OPERATING AGREEMENTS</u>			
<u>REVENUES</u>	<u>LOCAL GOVT</u>	<u>METRO-NORTH</u>	<u>TOTAL</u>	<u>%</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	\$ -	\$ 3,859	\$ 3,859	52.2%
UTILITIES	-	1,149	1,149	15.6%
RENT	-	-	-	0.0%
SECURITY	-	-	-	0.0%
INSURANCE AND CLAIMS	-	-	-	0.0%
GENERALLY CLASSIFIED EXPENSES (INCLUDING UNSPECIFIED - DIRECT, -INDIRECT, -ADMINISTRATIVE, -AND GENERAL ALLOCATIONS)	-	2,380	2,380	32.2%
CONNECTICUT SALES TAX	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 7,389</u>	<u>\$ 7,389</u>	<u>100.0%</u>
<u>NET PROFIT (LOSS)</u>	<u>\$ -</u>	<u>\$ (7,389)</u>	<u>\$ (7,389)</u>	

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

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Architecture
Parking Services
Construction Inspection
Environmental Services
Transit Services
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