

# *Individual Station Report*

## Seymour

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



Prepared to  
Connecticut Department of Transportation  
Submitted by  
Urbitran Associates, Inc.

## *Seymour*

Seymour has a small facility and a lease for just the parking facility and not the station structure or platform. Also, in lieu of a lease payment to the State, they administer the parking program. They also do not have to reinvest any surplus in improvements. The town had not been not aware that they had to keep up the parking area but once they found out they have done so. They feel that the station contributes little to the community and therefore the station should be kept up by CDOT. They thought that the parking was all on town property, but the lease shows otherwise. The signage for parking says two hours, but people can get a pass either for a day or for a year for a nominal fee. This is not widely known. There are few complaints about the station; the only significant one was about a vagrant who has since passed away. CDOT agreed to paint and clean the building, and the town has agreed to maintain the area, do landscaping, and keep the pavement in good condition. Over the next five years, the town would like to have more service, but otherwise they have no plans for the station.

# *Parking Inventory and Utilization*

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



Prepared to

Connecticut Department of Transportation

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## Seymour

The Seymour Rail Station has surface parking with 22 spaces. All of the spaces at the lot are considered 2-hour parking spaces. There is one handicapped space at the rail station. The station spaces appear to be mixed-use spaces, as there is a commercial and retail district adjacent to the rail parking. The usage rate for the station was 72.7%. However, due to the mixed-use nature of the lots, it was impossible to determine how many spaces were designated for rail commuters and, in turn, how many cars belonged to rail station users.

### *Parking Area Ownership*

Seymour Rail Station parking spaces close to the Station are owned by the Town of Seymour. Parking lots north and south of the station are owned by the State of Connecticut and account for approximately 80 spaces. All of the lots are used for mixed-use purposes. Because of the mixed-use nature of the lots further from the Station, it can be said that the State owns none of the rail commuter parking at the Seymour Station. Parking lot configuration and ownership status are shown in Figure 36.

### *Fee Structure*

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

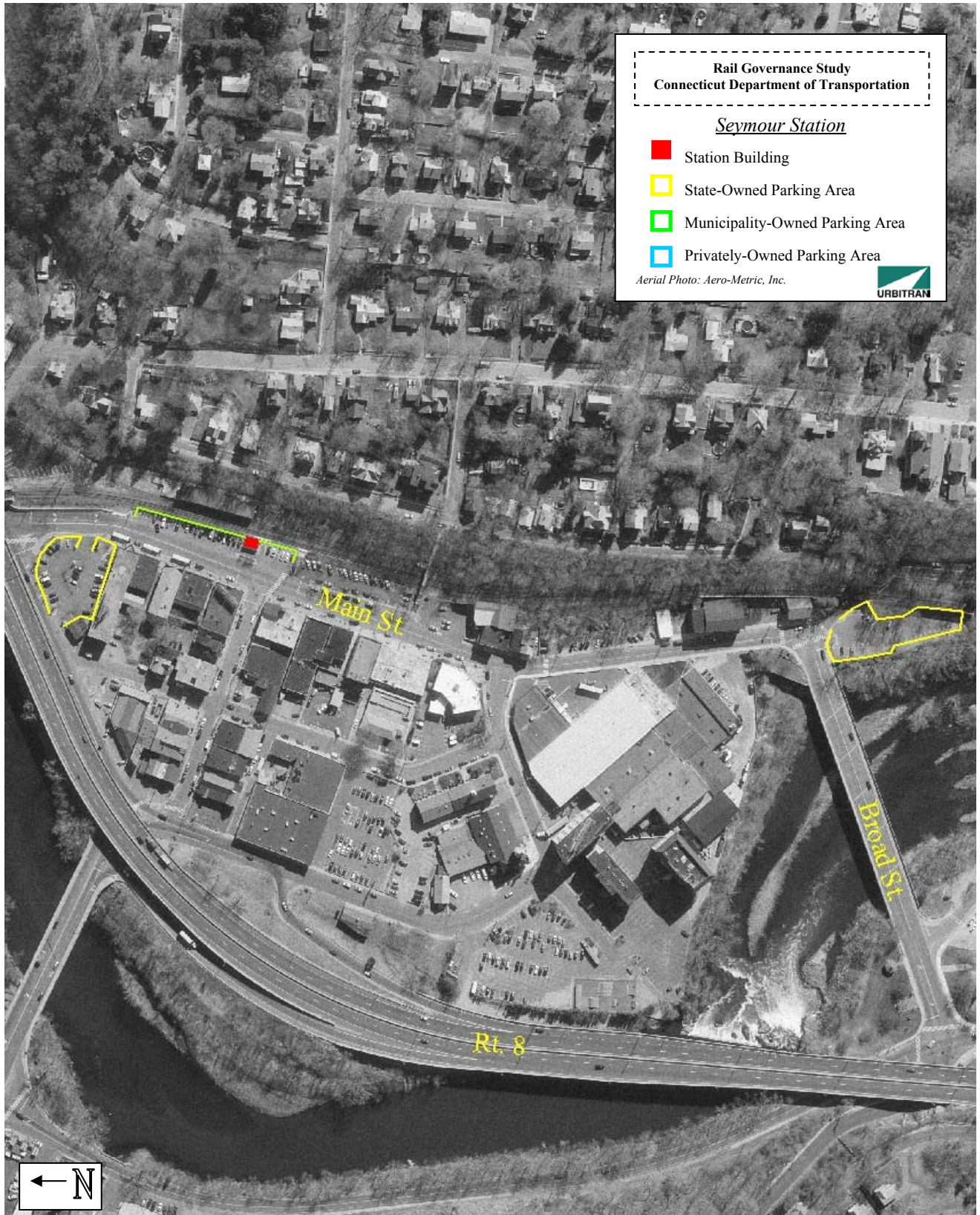
Table 36 presents specific information on the parking area immediately adjacent to the Seymour Rail Station.

**Table 36: Seymour Rail Station Parking Capacity and Utilization**

Type	Capacity	Vehicle Count	Utilization	Ownership
Permit	0	0	N/A	municipality
Daily	21	16	76.2%	
Handicap	1	0	0.0%	
<b>TOTAL PARKING</b>	<b>22</b>	<b>16</b>	<b>72.7%</b>	

Note: All parking is mixed-use 2-hour parking. The lot appears to be shared with downtown stores. A portion of the lot had parking for Fleet Bank personnel and patrons. This chart only considers the lot directly adjacent to the station owned by the Town.

Figure 36: Seymour 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  
SEYMOUR 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: Seymour  
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 22

### PARKING ELEMENTS

#### QUADRANT # 1

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

CONDITION OF PAVED SURFACE: 3

CONDITION OF STRIPING: 3

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

SIGNAGE: 2

FENCE AND GUARDRAIL: 5

LANDSCAPE: 2

SIDEWALK: 5

CURB: 2



STATION: Seymour  
 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 22

**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	n/a	No	X
Quantity of Phases	1	Pole Number & Street	see remark Main St	Wire Sizes	unknown		

Remarks: The electrical service riser conduit adjacent to the north side of the building is dislocated.  
We were unable to gain access to the locked electrical cabinet to verify the exact size and condition of the main panelboard. The pole number was partially missing and incomplete.

**PLATFORM --- ELECTRICAL SYSTEMS**

Electrical Device	Manufacturer	Model Number	Rating	Location	Estimated Age/Life(y/y)	Visual Condition
Main Distribution Panel	unknown	unknown	unknown, see remarks	parking lot	unknown	unknown, see 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	n/a	n/a	n/a	n/a	n/a	n/a
Grounding	unknown	unknown	unknown	unknown	unknown	unknown
Lighting Controls	unknown	unknown	unknown	unknown	unknown	unknown
Public Telephone	unknown	n/a	n/a	parking lot	n/a	operational
Station Telephone	n/a	n/a	n/a	n/a	n/a	n/a

Remarks: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



STATION: Seymour

CONN. DEPT OF TRANSPORTATION  
STATION INSPECTION REPORT  
SHEET 6 OF 22

INSPECTORS: Jim Connell & Dave Lang

DATE: February 11, 2002

**STATION PLATFORM --- ELECTRICAL AND LIGHTING SUMMARY**

The electrical service terminates in a small exterior enclosure and is in good working condition. The panelboard is adequately serving the electrical needs for the station platform and the small structure.

The platform luminaries are mounted under the soffit of the small structure. The platform at the shelter exceeds the minimal IESNA light levels of 5 foot-candles by measuring 8.01 foot-candles. However, less platform lighting is provided towards the southern end of the platform and this area measured an average of 1.1 foot-candles. We recommend that additional luminaries be installed at the platform to elevate the light levels to IESNA recommended practice. Two of the canopy luminaires need to be reattached to the canopy soffit.



STATION: Seymour  
 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 8 of 22

**HAZARDOUS MATERIALS INSPECTION**

**LEAD-BASED PAINT**

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

**Platform**

Surfaces Tested	# of Locations Tested	Lead Presence (>1 mg/cm2)	Rating
Column	1	No	3
Platform Ceiling	1	No	3
Platform Warning Strip	6	Yes	2
Door Frame	2	No	3
Utility Box	1	No	3
Electrical Box	2	No	3
Gutter	1	No	3

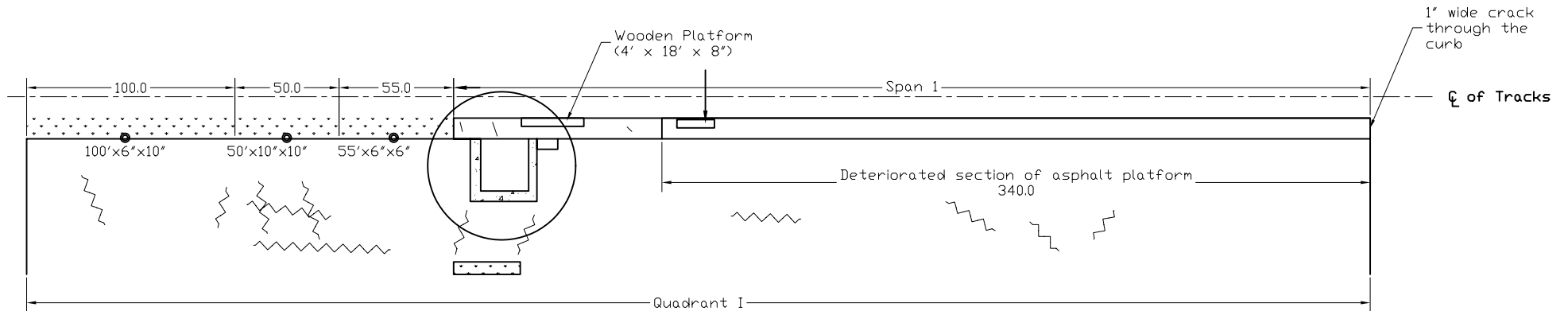
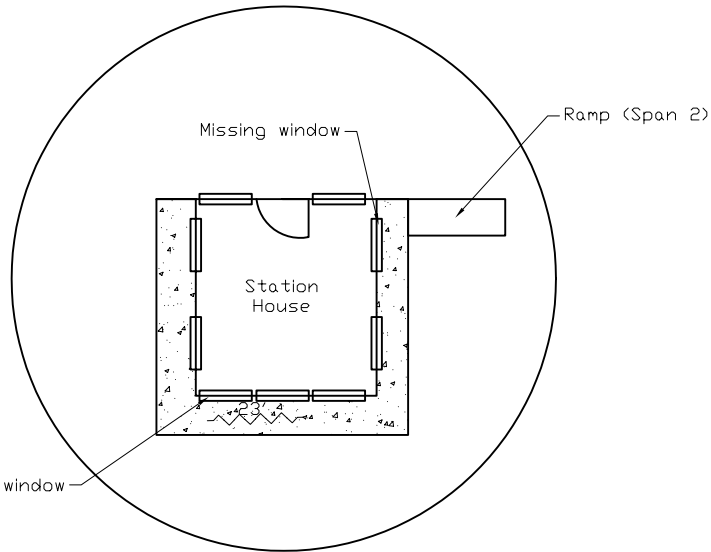
Lead-Based Paint was found on surfaces noted above. Painted concrete platform warning strip was found to be in poor condition. Other painted surfaces were found to be in fair to good condition. Any future disturbance of the lead-based painted surfaces noted above should be abated by an Environmental 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 in Housing, OSHA's 29 CFR

**SUSPECT ASBESTOS-CONTAINING MATERIALS**

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

**Platform**

Suspect Materials	Rating
Interior and Exterior Window Caulking	3
Roof Shingles	3



Legend:

- Crack
- Grass
- Sidewalk
- Spalled Concrete

NOTES:

1. The hinge of the door is damaged

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



**Seymour Station**

Description	Units	Quantity	Price / Unit	Total Cost
Fill cracked asphalt	ft	700.00	\$2.00	\$1,400.00
Fill cracked concrete	ft	23.00	\$9.00	\$207.00
<u>Replace concrete curb</u>				
-Remove concrete curb	yd <sup>3</sup>	5.30	\$80.00	\$424.00
-Install concrete curb	ft	205.00	\$22.00	\$4,510.00
<u>Replace asphalt sidewalk / platform</u>				
-Remove asphalt (6")	yd <sup>3</sup>	63.00	\$30.00	\$1,890.00
-Install asphalt (6" layer)	yd <sup>2</sup>	377.78	\$25.00	\$9,444.50
Miscellaneous (window, door, etc.)	Lump Sum	-	-	\$1,000.00
Repair roof	Lump Sum	-	-	\$500.00
Install luminaires with 30' poles *	Each	5.00	\$2,900.00	\$14,500.00
Reattach electrical service riser conduit	Each	1.00	\$500.00	\$500.00
Attach canopy luminaires	Each	2.00	\$100.00	\$200.00
Repair downspout	Each	1.00	\$200.00	\$200.00
Install downspout	Each	1.00	\$300.00	\$300.00
Removal and repaint the platform warning strip	ft <sup>2</sup>	180.00	\$10.00	\$1,800.00
Mobilization / Demobilization (10%)				\$3,687.55
Sub-total				\$40,563.05
Contingency (20%)				\$8,112.61
Grand Total				\$48,675.66
Say				\$50,000.00

\* 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.

**Urbitran Associates**

**RAILROAD PLATFORM AREA LEASE AGREEMENT  
NARRATIVE**

STATION NAME: **Seymour Train Station**  
STATION OWNER: State of Connecticut Department of Transportation (the "State")  
LESSEE: Town of Seymour

Pursuant to the Lease Agreement dated January 29, 1993 (the "Lease"), the State leases to the Town of Seymour a parcel of land 1132.56 square feet in area in the Railroad right of way at the Seymour Train Station Building for use as a platform. This Lease is unique in both the small size of the leased parcel and the intended use for the parcel.

The Lease term is ten (10) years, commencing April 1, 1992, to and including March 31, 2002. Lessee has the right to renew for two (2) additional successive ten (10) year periods, and pays no rent to the State as long as there is passenger rail service at the Seymour Train Station.

The Lease is made subject to the "Standard Lease Specifications & Covenants" dated October 1, 1991. Nonetheless, some of the obligations of the parties are enumerated in the Lease. Lessee is responsible for security and lighting for the unmanned station which will be open 24 hours a day. Metro-North Commuter Railroad, for its part, will perform maintenance of the platform area of snow and ice removal.

## LEASE SYNOPSIS

<b><u>STATION NAME:</u></b>	<b>Seymour Train Station</b>
<b>Lease Document(s) Reviewed</b>	Lease Agreement dated 1/29/93 for a platform area (the " <u>Lease</u> ")
<b>Station Owner</b>	State of Connecticut Department of Transportation (the " <u>State</u> ")
<b>Lessee</b>	Town of Seymour
<b>Agreement Number</b>	4.23-02(92)
<b>Effective Date of Original Lease</b>	4/1/92
<b>Term</b>	10 years
<b>Number of Renewal Periods</b>	2 (at Lessee's option)
<b>Renewal Period</b>	10 years each
<b>Number of Lessee Renewals Exercised in Prior Years</b>	0
<b>Number of Renewals Remaining</b>	2
<b>Expiration Date of Lease</b>	3/31/02
<b>Recorded?</b>	Volume 199, Page 632
<b>Number of Parcels</b>	1
<b>Total Area</b>	1132.56 square feet
<b>How Is Revenue Earned?</b>	(passenger rail service)
<b>Are Separate Funds Accounts Required?</b>	No
<b>Allowable Direct Costs</b>	n/a
<b>Allowable Indirect Costs and Allocations</b>	n/a
<b>Is Surplus Deposited in Capital Fund?</b>	n/a
<b>Is Surplus Shared with the State?</b>	n/a
<b>Are Certified Financial Statements Required?</b>	n/a

<b>Financial Statement Submission Period</b>	n/a
<b>Is Annual Budget Required?</b>	No
<b>Does State Pay Lessee a Fee?</b>	No
<b>Amount of Fee Due Lessee</b>	n/a
<b><u>INSURANCE COVERAGE:</u></b>	
<b>Property Damage Insurance</b>	\$750,000 individual; \$1,500,000 aggregate
<b>Bodily Injury Coverage</b>	\$750,000 individual; \$1,500,000 aggregate
<b>Other Required Coverage</b>	n/a
<b>Voluntary Coverage</b>	n/a
<b>Is Lessee Self Insured?</b>	
<b>Is Certificate of Coverage on File?</b>	
<b>Named Insured</b>	
<b>State Held Harmless?</b>	Yes
<b>Lessee Waives Immunity</b>	Yes
<b><u>MAINTENANCE:</u></b>	
<b>Enhance Aesthetic Appearance</b>	Lessee
<b>Not Erecting Signs on Premises</b>	Lessee
<b>Surface Grade Land</b>	Lessee
<b>Install and Maintain Fencing</b>	Lessee
<b>Install Suitable Drainage</b>	Lessee
<b>Ice Snow Control of Sidewalks</b>	MNCR
<b>Install and Maintain Electrical Systems for Lights</b>	Lessee
<b>Sweeping and Cleaning Litter</b>	Lessee
<b>Station Structures</b>	State

<b>Platform Gutters</b>	MNCR
<b>Fences</b>	Lessee
<b>Signs</b>	Lessee
<b>Platform Lights</b>	MNCR
<b>Drains</b>	Lessee
<b>Equipment</b>	Lessee
<b>Electric and Mechanical Systems</b>	Lessee
<b>Live Rail Facilities</b>	State
<b>Platforms</b>	MNCR
<b>Railings</b>	Lessee
<b>Stairs</b>	Lessee; MNCR (maintains stepping block)
<b>Platform Shelters</b>	MNCR
<b>Platform Canopy</b>	MNCR
<b>Tunnels</b>	n/a
<b>Parking Lots</b>	Lessee
<b><u>COSTS OF LEASEHOLD:</u></b>	
<b>Water</b>	Lessee
<b>Electricity</b>	Lessee
<b>Other Public Utilities</b>	Lessee
<b>Gas</b>	
<b>Sewer</b>	
<b>Owns Title to Property</b>	State
<b>Owns Title to Capital Improvements</b>	State
<b>Is Subleasing Allowed?</b>	No

<b>Can Lease be Sold or Assigned?</b>	No
<b>Is Security Bond Required?</b>	No
<b>If so, the Amount</b>	n/a
<b><u>OTHER:</u></b>	
<b>Is there a Lease to CT Transit?</b>	No
<b>Termination</b>	The State may terminate this Lease upon ninety (90) days notice to the Town for reasons of default or if the property is needed for transportation related purposes.
<b>Employment/Non Discriminatory Requirement</b>	Yes
<b>Miscellaneous</b>	Lease is made subject to "Standard Railroad Lease Specifications & Covenants" dated 1/1/91



# *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.

## **SEYMOUR**

### **Seymour Station**

As with most other stations on the Waterbury line, excepting Derby, the underlying impression given by most local officials is that the State is the primary stakeholder for the stations on the line. The State maintains the properties, with little input from the towns themselves. Ridership activity in these communities is low; the year 2000 passenger count illustrated that there were an average of 15 boardings during the morning peak in Seymour. Despite the limited ridership and current arrangements, the Town Selectman, Scott Barton, believes that the residents do consider the station as an asset for the Town, and that the Town would assume the cost of upkeep for this station if the State did not.

### **Agreements**

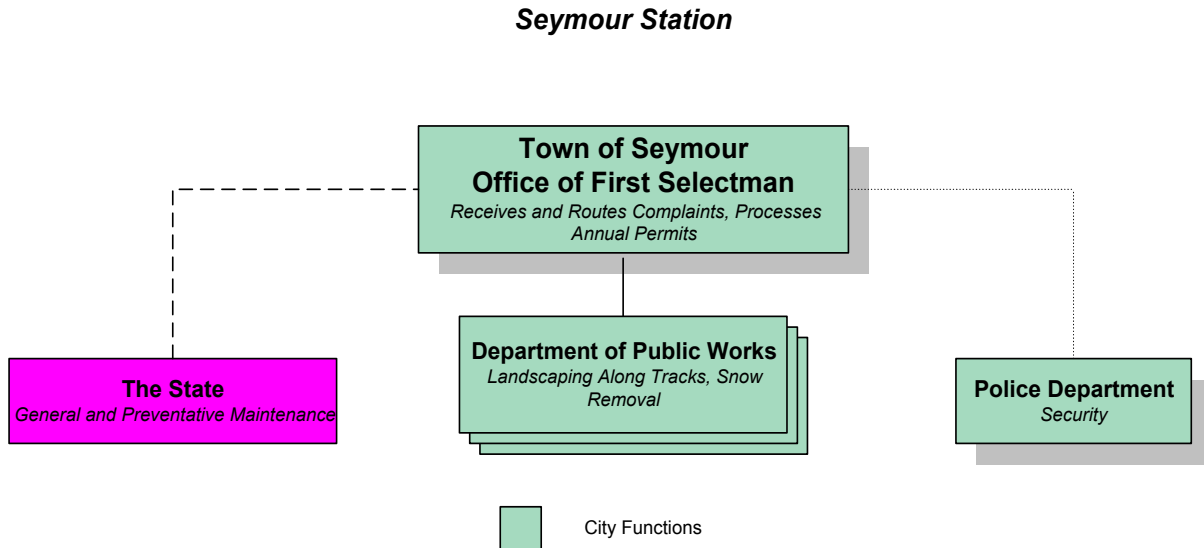
The State has two leases with the Town for properties at the Seymour Station. The Town pays the State no fee for these two parcels, and it has the right to establish parking fees for parking on one of the properties. There is no mention in the leases regarding who is responsible for the maintenance and operating costs of these parcels.

The Town received federal money to erect the structure on the “platform” parcel. The Town is responsible for the lighting and security of the brick building. The State is responsible for the platform area and uses Metro-North as its service contractor. It is not clear which entity is responsible for the station and lots.

Mr. Barton believes that the brick station building belongs to the State since he indicates that the Town provides no maintenance at all for this building. He indicated that Metro-North keeps it clean and, in fact, painted the interior on occasion. He was unaware of any lease agreements with the State regarding the building or platform area. He also indicated that the Town does not provide any maintenance for the lots (contrary to the Public Works plowing).

## Organizational Structure

There is no organization chart available for the operations of the Seymour Station. The organization chart below was created by information gathered from Town employees. The Office of the First Selectman of the Town of Seymour controls the operations of the Seymour Station. This office indirectly reports to the State, and vice versa, regarding maintenance of the station. The Department of Public Works reports to the Office of the First Selectman regarding landscaping and snow removal. The Police Department provides security and only indirectly reports to the Office of the First Selectman regarding station issues.



## Operating Procedures

The information gathered from interviews regarding responsibilities of operations and maintenance of the station is contradictory. The Town is unaware of a lease and provides no maintenance at all for the station. Metro-North keeps the station clean and maintains the interior. The Town does not provide maintenance for the lots, although the Department of Public Works removes snow. Among town departments, the understanding of these activities is inconsistent.

Mr. Barton indicated that there is some occasional weed/grass management along the station track area by the Town's Public Works Department and that policing is part of the normal Police routine.

<b>Procedure</b>	<b>Responsible Party</b>
Opening and Closing of Station	N/A
Housekeeping Inside Station	N/A
Housekeeping Outside Station	N/A
Daily Maintenance	Department of Public Works and State
Preventative Maintenance	State
Landscaping	Department of Public Works
Security	Police Department
Customer Service	Office of First Selectman
Tenant Performance	N/A
Parking Enforcement	Police Department
Parking Fees and Permits	Office of First Selectman
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.

## **SEYMOUR FINANCES**

### **ACCOUNTING ENTITY / BASIS**

There is no separate fund used by the Town to manage this property. The rail parking area is owned by the Town. There is no station building, just the platform owned by the State. The State leases the platform area to the Town.

### **FINANCIAL REPORTING TO STATE**

There is no financial reporting to the State by the Town. The platform expenses are handled by the State and the property is maintained primarily through Metro-North contracted services (see below).

### **REVENUES**

There is a nominal annual municipal fee of \$10 for parking administered by the local Police Department. The Town retains this annual fee.

The Town has the right to establish parking fees, but practically, there is no charge for parking. No revenues are derived by this operation other than possibly advertising at the platform that would get attribute to the State through the Metro-North service agreement.

### **EXPENSES**

The Town 's Public Works Department plows and maintains the surface parking area at its own expense. The Town also maintains the station shelter that it owns near the platform and that is not a part of the State lease. These Town expenses are not reported in the financial summary presented herein.

*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 and Town-owned, there is currently no financial reporting to the State. The finances shown herein are the State's cost for Metro-North general maintenance of the platforms as previously explained. The parking inventory reports no State owned spaces at this station and only 22 spaces owned by the Town.



**SEYMOUR RAILROAD STATION AND PARKING OPERATIONS**

	YEAR 1996				YEAR 1997			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<b><u>REVENUES</u></b>								
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>
 <b><u>STATION PLATFORMS AND PARKING EXPENSES</u></b>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,792	\$ 2,792	93.0%	\$ -	\$ 1,297	\$ 1,297	98.8%
UTILITIES	-	-	-	0.0%	-	-	-	0.0%
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)	-	212	212	7.0%	-	15	15	1.2%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 3,003</u>	<u>\$ 3,003</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 1,312</u>	<u>\$ 1,312</u>	<u>100.0%</u>
 <b><u>NET PROFIT (LOSS)</u></b>	<u>\$ -</u>	<u>\$ (3,003)</u>	<u>\$ (3,003)</u>		<u>\$ -</u>	<u>\$ (1,312)</u>	<u>\$ (1,312)</u>	

**LOCAL GOVERNMENT'S RAILROAD FUND**

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

**SEYMOUR RAILROAD STATION AND PARKING OPERATIONS**

	YEAR 1998				YEAR 1999			
	OPERATING AGREEMENTS				OPERATING AGREEMENTS			
	LOCAL GOVT	METRO-NORTH	TOTAL	%	LOCAL GOVT	METRO-NORTH	TOTAL	%
<b><u>REVENUES</u></b>								
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>
 <b><u>STATION PLATFORMS AND PARKING EXPENSES</u></b>								
REPAIRS AND MAINTENANCE	\$ -	\$ 2,369	\$ 2,369	93.9%	\$ -	\$ 2,474	\$ 2,474	86.1%
UTILITIES	-	-	-	0.0%	-	-	-	0.0%
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)	-	154	154	6.1%	-	399	399	13.9%
CONNECTICUT SALES TAX	-	-	-	0.0%	-	-	-	0.0%
	<u>\$ -</u>	<u>\$ 2,523</u>	<u>\$ 2,523</u>	<u>100.0%</u>	<u>\$ -</u>	<u>\$ 2,872</u>	<u>\$ 2,872</u>	<u>100.0%</u>
 <b><u>NET PROFIT (LOSS)</u></b>	<u>\$ -</u>	<u>\$ (2,523)</u>	<u>\$ (2,523)</u>		<u>\$ -</u>	<u>\$ (2,872)</u>	<u>\$ (2,872)</u>	

**LOCAL GOVERNMENT'S RAILROAD FUND**

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



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

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