TO: Mark W. Alexander, Transportation Assistant Planning Director, DOT

FROM: Benjamin Barnes, Secretary OPM

DATE: January 17, 2013

SUBJECT: Environmental Impact Evaluation (EIE) for New Haven-Hartford-Springfield Line High Speed Intercity Passenger Rail Project

Based on a review of the subject environmental impact evaluation and related documentation conducted pursuant to C.G.S. 22a-1e, I am herewith advising you of my finding that this evaluation satisfies the requirements of the Connecticut Environmental Policy Act as it relates to the Connecticut portion of the project.

Please contact Dimple Desai (418-6412) if there are any questions with regard to this finding.

cc: Paul Potamianos, OPM Karl Wagener, CEQ
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

RECORD OF DECISION

Prepared in accordance with the Connecticut Environmental Policy Act

NEW HAVEN-HARTFORD-SPRINGFIELD LINE
HIGH SPEED INTERCITY PASSENGER RAIL PROJECT

State Project No. 170-2296

DECEMBER 2012

Participating Agencies

State of Connecticut Department of Transportation
Federal Railroad Administration
Federal Transit Administration
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Note: Because of its size, Attachment D is being provided to you on a CD. It also can be found at www.nhhsrail.com by clicking Environmental Assessment and then viewing Appendix A – Comments and Responses.
I. DECISION

The Federal Railroad Administration (FRA) and the Connecticut Department of Transportation (CTDOT) intend to continue with the implementation of the Proposed Action, which is the New Haven, Hartford, and Springfield (NHHS) High-Speed Intercity Passenger Rail Project. This decision is based upon the Environmental Assessment/Environmental Impact Evaluation (EA/EIE) (May 2012) that was prepared for the Proposed Action and the comments received during the public review period for the EA/EIE (May 8 – June 22, 2012). A copy of the Executive Summary that was included in the EA/EIE and the Errata to the EA/EIE is attached (see Attachment A).

II. STATEMENT OF ENVIRONMENTAL IMPACT

There will be no significant impacts to the environment as a result of the proposed Action. All practical means to avoid or minimize any associated environmental impacts have been adopted. The mitigation measures in the EA/EIE, and where applicable, the responses to comments have been adopted.

III. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency coordination and public involvement for the NHHS High Speed Intercity Passenger Rail Project EA/EIE were conducted in accordance with NEPA and CEPA. These Acts and their implementing regulations require that the environmental review of any significant activity undertaken, respectively, by a federal entity or (in the case of CEPA) a state, and which has the potential to impact the environment, be prepared in consultation with appropriate agencies.
The public has been continuously engaged since 2002 in the development of improved passenger rail service in the NHHS rail corridor. This includes public participation in the NEPA/CEPA process associated with implementation of commuter rail along the NHHS rail corridor, as well as in the 2010 Environmental Review and the current 2011 EA/EIE. During the public involvement effort for this EA/EIE, CTDOT has revisited the elected officials and managers of all of the NHHS rail corridor's towns, and has engaged the public to discuss the proposed project and receive public input. Through that effort, the proposed project has been refined to incorporate needs articulated by the towns' representatives (see Attachment B).

The public scoping process for the Proposed Action began on September 20, 2011 with the publication of the scoping notice in the Environmental Monitor (Attachment C). The purpose of the notice was to inform and solicit comments from the public concerning the Proposed Action. The public comment period for scoping ended on October 20, 2011.

A Notice of Availability for the EA/EIE, which included the notice for the three Public Hearings that were held, was advertised in the Environmental Monitor on May 8, May 22, June 5, and June 19, 2012, as well as; in the Hartford Courant, the New Haven Register, the Springfield Republican on May 8, May 15, and May 20, 2012, La Voz (a Spanish newspaper) on May 10, May 17, and May 24, 2012, and the Meriden Record-Journal on May 15 and May 20 (see Attachment C).

The EA/EIE was available for review during the entire 45-day public comment period at www.nhhsrail.com, the Connecticut Department of Transportation, the City or Town Clerk’s Office and the Public Libraries
in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.

Comments were submitted via the project website, in writing, by email, or as verbal testimony at the three public hearings. Responses to all comments received are included in Attachment D (see CD or visit www.nhhsrail.com and click on the Environmental Assessment tab and then Appendix A).
Record of Decision
New Haven-Hartford-Springfield Line
High Speed Intercity Passenger Rail Project

Attachment A
Environmental Assessment/Environmental Impact Evaluation
Executive Summary and the Errata
to the Environmental Assessment
EXECUTIVE SUMMARY

ES-1.0 INTRODUCTION

Environmental Assessment/Environmental Impact Evaluation for the New Haven, Hartford, and Springfield High-Speed Intercity Rail Project

This Environmental Assessment/Environmental Impact Evaluation (EA/EIE) is a Tier 1 Service Level EA, as well as an EIE, and addresses the environmental effects resulting from implementation of the New Haven, Hartford and Springfield (NHHS) High-Speed Intercity Passenger Rail Project (the project) proposed by the Connecticut Department of Transportation (CTDOT), the project sponsor in conjunction with the Massachusetts Department of Transportation (MASSDOT). The Federal Railroad Administration (FRA), an agency of the U.S. Department of Transportation (USDOT), has awarded to the State of Connecticut three grants totaling $190.9 million, toward the cost of designing and constructing the NHHS Rail Program improvements under the High-Speed Intercity Passenger Rail (HSIPR) Program.

The NHHS rail corridor includes 62 miles of existing rail line, owned and operated by the National Railroad Passenger Corporation (Amtrak). Historically, it included two or more tracks along its entire length, but today consists of just 23.3 miles of double track and 38.7 miles of single track. For purposes of the environmental review documented in this EA/EIE, the southern and northern termini of the NHHS rail corridor are, respectively, at Union Station in New Haven, Connecticut, and just east of Springfield Union Station in Springfield, Massachusetts (where a layover yard and maintenance facility is being proposed).

Passenger rail service in this once-robust corridor declined over the latter half of the 20th century. Currently, passenger service consists of no more than the six to eight daily round-trip passenger trains between New Haven and Springfield (with one continuing to Washington, D.C.) and a single daily round trip between Washington, D.C., via New Haven and Springfield, and St. Albans, Vermont. At New Haven, the corridor connects with Amtrak trains to New York and Boston, as well as commuter rail service operated by Metro-North Railroad to New York City and Connecticut Shore Line East service, operated by Amtrak, to New London, Connecticut.

The proposed project comprises significantly enhanced passenger rail service in the existing NHHS rail corridor, with up to 25 daily round-trip trains (up to 50 one-way trips per day) by 2030. Related operational improvements would include an increase in the capacity of the line to accommodate additional trains, an increase from a maximum of 80 miles per hour (mph) to a maximum train speed to 110 mph, service to new regional train stations, and reduced scheduled travel times. The proposed project’s infrastructure improvements in the NHHS rail corridor (Figure ES-1) comprise:

- Restoration of sections of second track;
- Construction of new passing sidings;
- Construction of a layover and light maintenance facility;
- At-grade crossing upgrades;
- Facility-specific bridge and culvert rehabilitations, replacements and removals;
- Installation of new crossovers and signal upgrades;
- Improvement or relocation of existing passenger rail platforms for Amtrak Intercity service, as well as additional station parking and improved station access;
• Improvements to platforms, track configuration and sidings in the Springfield Terminal area; and
• Construction of future FTA-funded new regional rail stations.

Beyond the Project, significant future investment in the NHHS corridor would be required to rehabilitate the Connecticut River Bridge between Windsor Locks and East Windsor; rehabilitation or relocation of the Hartford Viaduct, a three-bridge viaduct through the center of Hartford; upgrades in the Springfield area relating to high-level platforms at Springfield Union Station; location of a permanent layover facility; and track configuration changes in the Springfield area required to accommodate additional Amtrak trains serving the Vermonter, Knowledge, and inland Corridor. These future investments would need to be addressed in subsequent Tier 2 project-level environmental documents.

CTDOT developed this EA/EIE with close coordination and consultation with federal agencies, Massachusetts and Connecticut state-level agencies, local governments/agencies, operating railroads, stakeholder groups, and the public. Coordination included the presentation, consultation, and discussion of project attributes, alternatives, and impacts and stakeholder meetings, agency briefings, and public meetings and presentations.

FRA together with cooperating agencies the Federal Transit Administration (FTA) and CTDOT have prepared this EA/EIE pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. 4331 et seq., its implementing regulations at 40 CFR Part 1500 et seq., and FRA’s Procedures for Considering Environmental Impacts (64 FR 28545). This EA/EIE has also been prepared in accordance with the Connecticut Environmental Policy Act (CEPA) Connecticut General Statutes, Sections 22a-1a through 22a-1h RA guidance on Compliance with NEPA in Implementing the High-Speed Intercity Passenger Rail Program, issued in August 13, 2009. The August 13, 2009 guidance describes service-level NEPA review for passenger rail corridor programs, such as the NHHS. The FRA has overall responsibility for facilitating completion of the environmental review process, reviewing and issuing a FONSI, if appropriate, and ensuring that CTDOT complies with all environmental review requirements.

To accommodate the flow of federal funding, the project has been divided geographically into a number of phases, as described below. The FRA previously advanced environmental review pursuant to NEPA for two of these phases – Meriden-Newington (Milepost [MP] 20.3 to MP 31.1) and Hartford-Windsor (MP 37.2 to MP 43.0) – and issued a Categorical Exclusion (CE) for both, completing the NEPA process. However, these two phases have not yet undergone CEPA review. Therefore, the potential environmental impacts of work in those two phases are documented in this EA/EIE and are subject to CEPA review. Copies of the CEs are included in Appendix 1.

The project phases comprise the following:

Phase 1 (Meriden-Newington) (CE): Using $40 million in federal obligated American Recovery and Reinvestment Act (ARRA) funding and $20 million in state funding, the 10.2 miles of track between Meriden and Newington will be upgraded by construction of a second track, installation of new signal and power cables and rehabilitation of bridges and culverts.

Phase 2 (New Haven-Hartford): Once the $120.9 million in federal funding awarded in 2010 is obligated, along with a state match of $144.8 million, the infrastructure and stations (Wallingford, Meriden, Berlin and Hartford) between New Haven and Hartford will be upgraded. The work includes installation of double track, new signal and power cables, at-grade crossing improvements, rehabilitation of bridges
and culverts and minor improvements at the Springfield Station or the Amtrak-owned Sweeney Yard site for use as a temporary layover facility.

**Phase 3A (Hartford-Windsor) (CE):** Using $30 million in federal obligated ARRA funding and a state match of $12.8 million, the railroad infrastructure between Hartford and Windsor will be upgraded. The work includes installation of double track, at-grade crossing improvements, and rehabilitation of bridges and culverts. In addition, new signal and power cables will be installed between Hartford and Springfield in order to complete installation of the cables along the entire NHHS rail corridor.

**Phase 3B (Windsor-Springfield):** Additional federal funding would be needed to complete the remaining improvements between Windsor and Springfield, including stations at Windsor, Windsor Locks and Springfield, and improvements to facilitate shuttle bus connections between Bradley International Airport and the Windscri Locks Station. The work includes installation of double track, at-grade crossing improvements, rehabilitation of bridges and culverts and construction of a permanent layover and light maintenance facility in the Springfield area.

**Regional Rail Stations:** To increase the benefits of improved rail service along the NHHS rail corridor, CTDOT intends to apply for FTA funding to add four new regional rail stations at Enfield, West Hartford, Newington, and North Haven, as well as an additional platform at the existing New Haven State Street Station.

This EA/EIE evaluates the potential environmental impacts of the proposed passenger rail service enhancement in the NHHS rail corridor and the associated capital improvements to the extent they have been defined (Figure ES-1).

The potential environmental impacts associated with the improvements evaluated in this EA/EIE are summarized in Table ES-1 (see end of this Executive Summary).
Figure ES-1 – NHHS Rail Corridor and Proposed Improvements

*Wallingford and Windsor Locks each have two alternate station sites under evaluation.
ES-2.0 PURPOSE AND NEED

Purpose
The purpose of the proposed project is to increase the safety, quality, frequency, and speed of passenger service along the NHHS rail corridor and to address the current and future transportation needs of Connecticut, Central Massachusetts, Boston and Vermont. This project is also intended to fulfill Connecticut’s goal of providing additional commuting options along the corridor by increasing the number of daily trains through several of the communities along the corridor.

Need
The current rail infrastructure between Springfield, Massachusetts, and New Haven, Connecticut, is insufficient to handle the growth expected in the Northeast market. The needs for the project are the congestion, capacity constraints, and population and expected ridership growth in the project area. The Northeast market for intercity travel is estimated to reach 200 million medium-distance trips (between 100 and 400 miles) across all major transportation modes – auto, air, and rail – by 2025. With expected demographic growth, and increased capacity constraints on the study area’s highways and at major airports, Amtrak’s preliminary estimates are that intercity passenger rail ridership in the Northeast could double by 2030.

ES-3.0 ALTERNATIVES EVALUATION

No-Build Alternative
The No-Build Alternative assumes that passenger rail infrastructure in the NHHS rail corridor would be maintained in a state of good repair, potentially including any necessary safety and state-of-good repair improvements to the Connecticut River Bridge and the Hartford Viaduct. The No-Build Alternative also includes standard maintenance of up to 46 bridges and 115 culverts throughout the corridor that are not included in the proposed project. No restoration, improvement or new construction of passenger rail infrastructure would be undertaken in the corridor except as required by Amtrak to maintain safe rail operations.

Build Alternative
The proposed service plan would provide a one-seat ride or cross-platform transfers on service from Washington, D.C., and New York to Springfield, Boston and the Knowledge Corridor, as well as bi-directional, 30-minute peak-hour service and hourly midday service in the NHHS rail corridor. Related operational improvements include an increase in the capacity of the line to accommodate additional trains, an increase in the maximum train speed from 80 mph to 110 mph, service to future FTA-funded new regional rail stations and reduced scheduled travel times. These operational improvements, in turn, require rail infrastructure improvements.

Double Tracking: The project includes replacement of approximately 35 miles of second track that were removed by Amtrak in the early 1980s. The track, consisting of a sub-ballast foundation, wood or concrete railroad ties and steel rail, will be restored on the previously-engineered Amtrak track bed. The new track will be aligned to support speeds of up to 110 mph. There are five proposed sections of new double track, including one (MP 31.1 to MP 35.1) where the second track physically still remains, but is no longer in service and will be made serviceable:

- North Haven to Meriden (MP 7.1 to MP 17)
• Meriden to Newington (MP 20.3 to MP 31.1) (Phase 1 CE, App. 1)
• Hartford (MP 31.1 to MP 35.1)
• Hartford to Windsor (MP 37.2 to MP 43.0) (Phase 3A CE, App. 1)
• Windsor to Enfield (MP 46.7 to MP 49.0 and MP 50.4 to MP 54.8)

Amtrak also plans to widen the distance between the two tracks by two feet (to 15 feet between track centers) where feasible, to enhance ride quality and simplify track maintenance.

Existing Intercity Stations
The existing train stations at New Haven, Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks, and Springfield would continue to provide Amtrak intercity rail service.

New Haven Union Station: No improvements are planned at New Haven Union Station. It is anticipated that long-term (2030) additional parking demand (249 spaces) would result with enhanced service in the NHHS rail corridor (see Note 1).

Wallingford Station: The existing station location is not compatible with addition of high-level platforms, which would block local streets. Several alternative sites were considered for relocation of this station.

Both the Parker Street/North Colony Street and Ward Street/Judd Square locations are evaluated in this EA/EIE. A final recommendation for the station site will be deferred until after the EA/EIE public comment period. Both alternative sites would require some property acquisition and relocation. Additional future (2030) parking demand is estimated to be 210 spaces. Figure ES-2 indicates the mileposts for each alternative.

Meriden Station: High-level platforms and a parking structure would be added to support use of the existing station. From several conceptual station layouts presented to the City of Meriden, the preferred layout closes the Brook Street at-grade crossing and is consistent with the City’s plans for TOD in the area. The improvements to the station area may require the demolition of the current Amtrak station building. Future (2030) additional parking demand is estimated to be 300 spaces.

Berlin Station: High-level platforms would be constructed near the existing station building, which would be renovated by the Town of Berlin as part of a separate project. Future (2030) additional parking demand at Berlin Station is estimated to be 232 spaces.

Hartford Union Station: At this existing station, the single 500-foot-long platform would be retrofitted or elevated to provide high-level boarding to trains. It is anticipated that future (2030) demand for an additional 342 parking spaces would result with enhanced service in the NHHS rail corridor (see Note 1, below).

Windsor Station: High-level platforms would be constructed near the existing station on Mechanic Street. Additional future (2030) parking demand is estimated to be 180 spaces; parking would be added on the east side of the tracks.

Windsor Locks Station: Two alternative station site options, each including improvements to support a bus shuttle connection to Bradley International Airport, were considered for this station. The Town of Windsor Locks has stated its preference for the location north of the Town’s Central Business District, as part of a proposed renovation and expansion of the Windsor Locks Commons development and adjacent
to an existing historic station structure. Future (2030) additional parking demand at Windsor Locks Station is estimated to be 107 spaces. A final recommendation for the station site has been deferred until after the EA/EIS public comment period. Figure ES-2 indicates the mileposts for each alternative.

**Springfield Union Station:** High-level platforms are proposed for one or more of the platforms served by passenger trains at the existing Amtrak Springfield Union Station. Future 2030 additional parking demand resulting from enhanced service in the NHHS rail corridor is estimated at 364 spaces (see Note 1, below).

**New Stations**
The State of Connecticut intends to apply for FTA funding to support construction of new regional rail stations along the NHHS rail corridor to supplement planned intercity service.

**New Haven State Street Station:** One additional 180-foot-long high-level platform, sufficient for safe access to and from the planned two- to three-car regional trains, would be provided on the westernmost track with new (or modified existing) overhead walkway, elevator and stairs at this existing station (see Note 1 below).

**North Haven Station:** This proposed new station would be located at the intersection of Divine and State streets in North Haven. The site is adjacent to an existing park-and-ride lot owned by CTDOT, which would be enlarged to provide long-term future (2030) parking of up to 288 parking spaces.

**Newington Station:** This proposed new station would be located at the intersection of Willard and Francis Avenues on the east side of the tracks at the site of the historic station location. It would result in an intermodal site with a pedestrian overpass connecting to the proposed New Britain-Hartford Busway station located immediately west of the tracks. Future (2030) parking demand at Newington Station is estimated to be 202 spaces.

**West Hartford Station:** This new station would be located at the intersection of Flatbush and Newfield Avenues on the site of an unused commercial building on the east side of the tracks. It would result in an intermodal site with a pedestrian overpass connecting to the proposed New Britain-Hartford Busway station located immediately west of the tracks. Future (2030) parking demand at West Hartford Station is estimated to be 167 spaces.

**Enfield Station:** This new station would be located in the Village of Thompsonville at the intersection of Main and North River streets adjacent to an existing residential complex (Bigelow Commons) and a historic commercial building. Future parking demand at this station is estimated to be 214 spaces.

**Layover and Light Maintenance Facility**
The proposed project includes construction of a train layover and light maintenance facility in the Springfield area. The facility, required to support the planned 2030 service level, would be used for overnight storage, cleaning, and light maintenance of three regional trains.

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**Note 1:** The project will not be constructing additional parking capacity at New Haven Union Station, New Haven State Street Station, Hartford Union Station, or Springfield Union Station. At these stations, parking will continue to be provided by the local parking authority. The parking capacity added by the local parking authorities may be phased over several years to meet the parking demand as it develops.
Three sites were considered for the Springfield layover and maintenance activities. On the basis of the qualitative analysis of the three potential sites, the Armory Street site was selected as the best long-term location to support the 2030 level of service. Access to the site will require construction of a new 2,000-foot-long access track from Springfield Union Station to the layover area along the former branch line. The site has sufficient space for the proposed facility and for potential future expansion. The other two sites -- the Amtrak Sweeney Yard Site south of Springfield Union Station, and a site along tracks within Springfield Union Station -- would be sufficient for interim layover and maintenance needs but are too constrained to support service needs for the full 2030 NHHS project.

**Sidings**

Construction of three new railroad passing sidings is included in the proposed project. The sidings would run parallel to the main line tracks and be used to hold freight trains to avoid delays to passenger trains. The sidings would be located as follows:

- **Berlin Siding (MP 26.6-27.8):** This siding, which would not be required until 2030 service levels are achieved, would reduce train conflicts south of Hartford for Connecticut Southern Railroad (CSO) trains serving local area shippers.
- **Hartford Yard Siding (MP 37.2-38.8):** This siding would be located within the existing Hartford Railroad Yard and provide storage for freight trains operating to and from the yard and adjoining branch lines and turning passenger trains.
- **Armory Street Siding (MP 62.3-62.9):** This siding, consisting of construction of a parallel track, would provide access to the proposed Springfield layover and light maintenance facility, described above. This siding would be constructed only if the Armory Street site is selected as the location for the permanent layover and light maintenance facility.

**Bridges and Culverts**

On the basis of condition assessments and in-depth inspections of the bridges and culverts in the NHHS rail corridor, each structure’s condition was rated as excellent, good, fair, poor, serious or unknown (the latter if access was not available or the structure could not be located) and an appropriate improvement was recommended for each structure, reflecting the specifics of its condition.

Based on that analysis, the proposed project includes improvements to 42 structures under the tracks called “under-grade bridges,” four overhead bridges and 61 culverts located across the NHHS rail corridor. The remaining bridges and culverts in the corridor are not included in the proposed project’s program of infrastructure improvements because they require only routine maintenance or no action.

**Applicable Federal Regulations, Required Coordination and Permits**

National Environmental Policy Act (NEPA): This environmental document has been prepared in accordance with NEPA and its implementing regulation. If it is determined that no significant impacts would result from the proposed project, a Finding of No Significant Impact (FONSI) will be issued by the FRA, the lead federal agency. If significant impacts will occur, further environmental analysis may be required.

U.S. Army Corps of Engineers (ACOE): The ACOE has jurisdiction, under the Federal Water Pollution Control Act or Clean Water Act of 1972 to regulate discharge of dredge or fill material into all waters of the United States including open water, inland wetlands, and tidal wetlands. The ACOE coordinates the issuance of a Section 404 wetlands permit with the State of Connecticut Water Quality Certification in accordance with Section 401 of the Clean Water Act.
Hazardous Materials Regulations: Risk sites, regulated by federal and/or state rules and regulations, may be located along the rail corridor. CTDOT Task 210 procedures would be implemented during the final design phase of the project for areas on or adjacent to identified high-risk sites.

Historic Preservation Act (Section 106): Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies consider the effect of their undertakings on historic properties.

Section 4(f): Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of publicly owned parks, recreational areas, wildlife and waterfowl refuges and public and private historic properties unless the responsible USDOT agency makes two findings: 1) that there is no feasible and prudent alternative that avoids the use of Section 4(f) properties; and 2) that the project or action includes all possible planning to minimize the harm that would result from the use of those properties.

Section 6(f): Section 6(f) of the Land and Water Conservation Fund Act (LWCFA) requires that property acquired or developed with LWCFA funding not be used for any purpose other than public outdoor recreation without the approval of the Secretary of the U.S. Department of the Interior.

Public Health Service Act (Safe Drinking Water Act): The 1986 Federal Safe Drinking Water Act grants primary authority to the states for adoption and enforcement of regulations for the protection of water systems and supplies.

Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970: Affected property owners would be afforded relocation assistance through the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. CTDOT is authorized and required to provide monetary and other relocation assistance to displaced property owners whose properties would be acquired for implementation of the proposed federally funded project.

Executive Orders: The federal Executive Orders listed below must be taken into consideration as part of the evaluation of each alternative:

- Executive Order 11990 mandates that federal agencies ensure preservation and enhancement of wetland resources;
- Executive Order 11988 directs federal agencies to take appropriate action to minimize flood hazards and impacts resulting from modifications to floodplains; and
- Executive Order 12898 requires federal agencies to ensure that their programs, policies and activities do not result in disproportionately high or adverse human health or environmental effects on minority or low-income populations.

Other Coordination Requirements
- National Railroad Passenger Corporation (Amtrak) Coordination: The NHHS rail corridor includes 62 miles of existing rail line, owned and operated by Amtrak, currently operates regional passenger service between New Haven, Connecticut, and Springfield, Massachusetts. Coordination with Amtrak is required during the planning, design and construction phases of the project.
- Rail Freight Operations Coordination: The proposed project requires coordination with rail freight operators to avoid adverse impacts to their operations during construction and as additional passenger rail service is phased in. This includes the following freight railroads: CSX

Applicable State Regulations, Required Coordination and Permits

Connecticut Environmental Policy Act (CEPA): This environmental document has also been prepared in accordance with CEPA - Connecticut General Statutes (CGS), Sections 22a-1a through 22a-1h and thus serves as an EIS under CEPA review. Connecticut’s Office of Policy and Management will make a determination of adequacy as required by CEPA.

Massachusetts Environmental Policy Act (MEPA): The MassDOT has determined that the work proposed by the NHHS Project in Massachusetts does not trigger any thresholds under the Massachusetts Environmental Policy Act (MEPA) and therefore is not subject to review under MEPA.

The following regulations are applicable to the surface water resources and groundwater resources throughout the study corridor and to the proposed project:

- Connecticut Surface Water Quality Standards (Connecticut Department of Energy and Environmental Protection [CT DEEP], Effective February 25, 2011);
- State of Connecticut Integrated Water Quality Report (Draft, April 11, 2011); and
- CT DEEP Groundwater Quality Standards (Effective April 12, 1996)
- Massachusetts Surface Water Permit Discharge Program, 314CMR3.00 and 4.00

Principal applicable state law concerning the proposed project’s impact to wetlands is as follows:

- The Connecticut Inland Wetland and Watercourses Act (CGS Section 22a-36 through 22a-45a, inclusive);
- The Connecticut Coastal Management Act (CCMA) (CGS Sections 22a-90 through 22a-112, inclusive); and
- The Massachusetts Wetlands Protection Act (MGL Chapter 13 Section 40).

The following regulations are applicable to the consideration of wild and scenic rivers, navigable waterways, and coastal resources in the NHHS rail corridor:

- Wild & Scenic Rivers Act, October 2, 1968;
- Navigable waterways of the United States are defined (33 CFR Part 329) as “those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been in the past, or may be susceptible for use to transport interstate or foreign commerce;
- Navigable waterways are also regulated by the CT DEEP, and bridges that cross them may be regulated by the U.S. Coast Guard;
- Connecticut’s Coastal Management Act; and
- Section 22a-94 of the Connecticut General Statutes, in which coastal waters are defined by the state as those waters of Long Island Sound and other associated waters that contain a salinity of at least 500 parts per million (ppm) under low-flow stream conditions.
- Massachusetts Rivers Protection Act as Amended, 1996

In addition, the following regulations are applicable to the proposed project’s effects on floodplains and floodways and Connecticut-designated stream channel encroachment lines (SCELS):

Executive Summary
• Sections 25-68b through 25-68h, inclusive, of the CGS, Connecticut’s Flood Management Program. This program, administered by the CT DEEP, regulates state agency actions affecting floodplains and natural man-made storm drainage facilities. Agencies undertaking such actions must submit a Flood Management Certification (FMC) describing the project activities and the measures taken to meet the program’s standards. Under recent provisions, project-related improvements that result in the loss of flood storage capacity may be required to provide flood storage compensation.
• The Connecticut SCEL program, administered by the CT DEEP, regulates activities within designated SCELs and issues permits only if there is a clear demonstration that the project would not cause an increase in flood hazard or other adverse effects.

State laws governing review of the proposed project’s effects on threatened and endangered (T&E) species are as follows:

• The Connecticut Endangered Species Act (CGS 26-303) declared a policy of the State to conserve, protect, restore, and enhance any endangered or threatened species and essential habitat. The act requires that any action authorized, funded or performed by a state agency not threaten the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat designated as essential to such species, using the best scientific data available.
• Massachusetts Endangered Species Act (310 CMR10:00)

MassDOT Coordination: The NHHS rail corridor includes 62 miles of existing rail line, of which 6 miles are in Massachusetts. Since the early inception of this NHHS Project the CTDOT and MassDOT have worked cooperatively in project planning and project development activities. Consistent with Vision for the New England High-Speed and Intercity Rail Network, MassDOT acknowledges CTDOT’s lead on this project which is primarily in Connecticut. Coordination with MassDOT is required during the planning, design, and construction phases of the project. Massachusetts agreed to cooperate on the project in the above referenced vision through the following statement: “Through Connecticut’s leadership, we understand the importance of restoring the double track and replacing bridges on the Springfield Line that serves the cities of New Haven, Hartford, and Springfield in order to provide the foundation of the larger rail network.”

ES-4.0 AFFECTED ENVIRONMENT

Introduction
In order to accurately assess the potential impacts associated with the proposed project, a corridor approximately 1 mile wide was used for Community Facilities, Median Household Income, Minority Population, Ground Water, and Surface Water, while a corridor approximately 1,000 feet wide was used for Farmland Soils, Hazardous Materials, Cultural Resources, Section 4(f) and 6(f) Resources, Floodplains and Stream Channel Encroachment Lines, Noise and Vibration, Wetlands, Critical Environmental Areas and Threatened and Endangered Species. A study area of up to a 5-mile radius at each station was used to assess Socioeconomic and including environmental justice.

Table ES-1 Summary of Environmental Consequences & Mitigation, located at the end of this Executive Summary, identifies the project’s potential impacts and associated mitigation.
PHYSICAL ENVIRONMENT

Air Quality
The proposed project would not result in any local or regional short-term or long-term adverse air quality impacts. As the proposed project would comply with current control measures and would be consistent with emissions budgets, it is determined to be in conformity with the Clean Air Act, as amended, pursuant to all applicable U.S. Environmental Protection Agency (EPA) regulations.

For transportation projects, the criteria pollutants of greatest concern are carbon monoxide (CO) and ozone as they are predominantly influenced by motor vehicle activity. Particulate matter smaller than or equal to 2.5 microns in size (PM$_{2.5}$) is also a key pollutant because of the relative proximity of the study corridor to the New York Metropolitan Area, which is in nonattainment. In the past 9 years, overall trends in annual concentration of PM$_{2.5}$ have shown a downward trend (with the exception of a slight increase in 2005). None of the improvements with the proposed project would cause or contribute to any new violations or increase the frequency or severity of any existing CO violations in CO nonattainment or maintenance areas.

Beginning in March 2012, a quantitative PM$_{2.5}$ hot spot analysis will be required; at that time, the EPA MOVES model will be required as the industry standard. The new MOVES model will be a more stringent analysis (incorporating more variables) than the model in use today. Consequently, based on application of the new, more stringent analysis, the potential for PM$_{2.5}$ hot spots along the study corridor from the increased rail activity with the proposed project could theoretically be higher than that with the No-Build Alternative. However, the most likely scenario is that emissions and hot spots would be less likely along the study corridor in the future because of the overall significant reductions in emissions projected by EPA for the study corridor and the region.

Noise and Vibration
Without mitigation, train-horn noise at grade crossings and existing and new regional rail stations would result in potentially severe noise impacts. However, designation of Quiet Zones, which eliminates or significantly reduces horn-noise impacts at public crossings, could be used to mitigate severe train-horn noise impacts. As part of the proposed project, Amtrak will add supplemental safety devices at all public crossings along the NHHS rail corridor, as necessary, to meet Quiet Zone requirements and to provide additional safety protection to prevent motorists from attempting to drive around the gates. This would enable the affected municipalities and Amtrak to jointly apply to FRA for Quiet Zone designations. Other options for horn noise mitigation include wayside horns, barriers, or insulation.

CTDOT will evaluate potential vibration-sensitive receptors on a case-by-case basis and determine the impact and the need for mitigation, based on the proposed project's track configuration determined during the final design phase or project development.

Additional noise analysis would be required when the permanent layover/maintenance facility is advanced to Tier 2 environmental documentation to support the 2030 level of train service, as there are residences within 250 feet of the preferred alternative’s proposed facilities and tracks. Overall, as the project advances to final design, mitigation options will be evaluated to determine their appropriateness and feasibility.
Topography and Geology
Overall, the topography, geology, seismicity, and soils within the study corridor are stable and suitable for the proposed project, which would not result in impact to topography or geology. During the design phase of the proposed project, more detailed geotechnical analyses would be performed, including tests: borings along the corridor to enable the final design to accommodate all of the conditions encountered at specific locations of construction. Details of this analysis are provided in the Environmental Resource Analysis reference document.

Floodplains and Stream Channel Encroachment Lines
Impacts to 100-year floodplains would total approximately 10.7 acres of encroachment. Most of this acreage would be associated with improvements at existing stations and construction of new stations. Other impacts would result from restoration of double track and construction of the new rail siding. Some of the station work in floodplains would be for surface parking lots, which would be constructed to match existing grades, to the extent possible, thereby minimizing fill volumes in the floodplain, which could otherwise cause adjacent flooding effects. Proposed parking garages and overpass structures at the stations could also reduce the flood storage capacity of the floodplains. Additional encroachment impacts would affect approximately 1.0 acre of floodways and approximately 2.1 acres of SCELs due to the restoration of double track and construction of the new rail siding.

CTDOT will be required to secure a FMC from the CT DEEP for all work involving impacts to the 100-year floodplain or floodways in Connecticut. In addition, a SCEL permit will be required from the CT DEEP. For any locations where flood storage volumes and/or flooding are projected to be adversely affected, compensatory mitigation will be required. This may involve creation of new flood storage capacity to offset lost flood storage, provided either at or immediately adjacent to the site of the impact.

Relative to Executive Order 11988 on floodplain management, every effort will be made to avoid project-related impacts to floodplains. However, in some cases, there may be no practicable alternative to encroachment on 100-year floodplains and floodways. Impact avoidance, minimization, and mitigation measures will be investigated and implemented, as appropriate, in conformance with Federal Emergency Management Agency (FEMA) and State of Connecticut regulations.

NATURAL ENVIRONMENT

Critical Environmental Areas and Threatened and Endangered Species
A variety of T&E species and/or their habitats occur near many of the proposed project's improvements in Connecticut. As many as 18 Connecticut-listed species are located in the vicinity of several regional rail station sites and double-tracking segments in Connecticut, indicating potential impacts along the corridor. There would be a possibility of additional impacts at the bridge and culvert repair/replacement sites in Connecticut once specific locations are identified. Impacts to the state and federally endangered dwarf wedge mussel and Massachusetts-listed species and/or habitats along the Connecticut River are not anticipated. No species or habitats of concern were identified near the proposed Armory Street site being considered for a layover/maintenance yard in Springfield. The other layover/maintenance sites under consideration (Springfield Union Station and the Sweeney site) would require virtually no improvements. Therefore, no impacts to T&E species and/or their habitats would result from the Massachusetts portion of the project.

As the project design advances, additional coordination with the CT DEEP will be required to determine whether the species and habitats of interest actually occur at the specific improvement sites and to
identify the need for field surveys and avoidance and/or protective measures for the particular location(s). Based on the results of this coordination, field studies may be required prior to final identification of impact avoidance and minimization measures.

**Water Resources and Water Quality**

No impacts to groundwater are anticipated with the proposed project. Some potential exists for adverse impacts to surface waters from changes in stormwater flows from impervious surfaces and erosion and sedimentation during the period of active construction. There may be temporary impacts to some surface waters during construction, particularly during repairs and/or replacement of culverts and bridges. The installation of the proposed new siding has the potential to affect Piper Brook near the Newington/New Britain Town Line. During final design the track length, track centers, and track bed will be adjusted to minimize impact to this waterway and its tributary.

In order to avoid or substantially reduce potential water quality impacts associated with the proposed project, design details will be developed to avoid adverse impact. Final designs will be coordinated and permitted with the CT DEEP and Massachusetts Department of Environmental Protection (MADEP) and other resource agencies.

**Wetlands**

The wetland mapping from available GIS data indicates 40 wetland systems in the study corridor from Hamden, Connecticut, to Longmeadow, Massachusetts. Restoration of double-tracking and construction of rail sidings would directly impact approximately 3.9 acres of wetlands along the NHHS rail corridor in Connecticut: .6 acre due to proposed sidings and .7 acre due to proposed double track in this EA/EIA and 2.6 acres due to proposed double track in the CEs for Phases 1 and 3A. No wetland impacts are anticipated in Massachusetts.

Potential indirect impacts to off-site wetlands, particularly from stormwater runoff, would be negligible due to application of pertinent design and construction standards during later design phases of the proposed project. Some as-yet-undetermined level of wetland impact is anticipated from culvert and bridge repairs or replacements; as the proposed project’s design progresses, any direct wetland impact that cannot be avoided will be minimized through design measures, to the greatest extent practicable. Based on conceptual layouts, no wetland impacts are anticipated from improved or new stations.

All potential wetland impacts from restoration of double-tracking, construction of rail siding and bridge/culvert rehabilitation or replacements will be mitigated. Compensatory wetland mitigation will be provided through a wetland mitigation plan developed in coordination with the ACOE and the CT DEEP and following the guidelines set forth in the ACOE New England District Compensatory Mitigation Guidance (July 20, 2013). While the priority mitigation options are wetland restoration and creation, the mitigation package may include a combination of restoration, creation, enhancement and preservation to adequately compensate for the lost acreage, types and functions-values of the impacted wetlands.

**Wild and Scenic Rivers, Navigable Waterways, and Coastal Resources**

None of the watercourses within the study corridor are included in the National Wild and Scenic Rivers System or are currently under consideration for such a designation. Navigable waterways that cross the study corridor include major rivers, tidal waters and tributaries to the river’s head or upper limit of tide and include the Mill, Quinnipiac and Connecticut rivers. Only portions of the City of New Haven and Towns of Hamden and North Haven in the NHHS rail corridor lie within Connecticut’s designated coastal zone. However, tidal influences along the Connecticut River extend as far north as South Windsor.
Restoration of double track through Windsor Locks between the existing track and the Connecticut River would be done in coordination with the U.S. Coast Guard, ACOE and the CT DEEP; final track design will locate the track improvements to avoid encroaching on the Connecticut River, designated a National Heritage River. The proposed project includes no improvements to the Connecticut River Bridge.

Most of the NHHS rail corridor within Connecticut’s coastal boundary is already double-tracked with the exception of a small, single-track segment in North Haven. Restoration of the second track would occur within the existing railroad track bed and consistent with the transportation use of the existing facility. Accordingly, no impact to coastal resources is anticipated with the proposed project. Potential impacts to navigable waterways and coastal resources will require further assessment and agency coordination to determine avoidance/minimization measures. This assessment will occur during project design and permitting.

**Prime Farmlands and Farmlands of Statewide Importance**

The proposed project would have no impacts to prime and statewide important farmland soils as a result of construction of the Springfield layover area or station improvements. Restoration of double track and new sidings could impact up to 4.0 acres of prime and statewide important farmland soils in the event track centers and track bed shoulders are widened.

Once the direct impacts are quantified, a Farmland Conversion Impact Rating Form (Form AD-1006) will be completed in coordination with the Natural Resources Conservation Service (NRCS). The NRCS will evaluate the information using a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score. From this, mitigation will be determined. Farmland conversion mitigation may include paying a fee to protect farmland or providing permanent protection of comparable farmland.

**HUMAN ENVIRONMENT**

**Land Use and Zoning**

The proposed project would result in no direct or indirect land use impacts associated with non-station area improvements. No direct impacts would result from the proposed improvements at six station locations. At the remaining stations, direct impacts would be either neutral or positive and could include complementing TOD plans and other improvements planned by others for the station areas, while increased activity at the stations could result in direct adverse impacts to access to surrounding land uses.

The local municipalities and CTDOT agreed upon the following ongoing considerations for final station design to ensure the compatibility of rail station design with local future land use plans:

- The Meriden station parking will be located to integrate into the TOD plan for the area.
- Parking for the Berlin station will be designed to be integrated into the TOD plan for the area.
- There will be ongoing coordination with the City of Hartford to respond to parking demand for rail patrons as City redevelopment plans for the area take shape.
- CTDOT will work with the Town of Enfield and Bigelow Commons’ ownership to co-locate a portion of the Enfield Station parking within the Bigelow Commons development; minimize use of riverfront access for parking; and, at the same time, work to minimize adverse effects to access or parking for Bigelow Commons residents.
Consistency with State, Regional and Local Plans
Based on a review of local, regional, and state planning documents, the implementation of new and improved passenger rail service would be consistent with the stated goals, objectives, policies and actions of the state, regional and all but two local plans. Two station location options for both the Towns of Wallingford and Windsor Locks are being carried forward. The Towns have elected to postpone a final site selection until after the EA/EIS public hearings.

Property Acquisitions and Displacement
The proposed project would result in acquisition of approximately 31 properties (42.2 acres), comprising 18 full property acquisitions, and 13 partial property acquisitions required for improvements to existing stations and to construct new stations. This number may change slightly depending on selection of the preferred station site alternatives at Wallingford and Windsor Locks, and on the selection of a site for the permanent layover and light maintenance facility. Additional minor property acquisitions could be required for track, at-grade crossing, and bridge and culvert improvements. Mitigation will consist of monetary and other relocation assistance to displaced property owners.

Socioeconomics
Project-related impacts on socioeconomic conditions would be beneficial. The proposed project would not result in any adverse socioeconomic impacts. Beneficial regional and national economic impacts would result due to job creation; near regional rail stations in the NHHS rail corridor, beneficial economic impacts would result from project-related induced development opportunities. Injection of capital infrastructure spending into the regional economy would lead to jobs directly related to the construction of the proposed improvements and, potentially, additional jobs for the suppliers of materials and equipment and for related professional services. In turn, these jobs would support additional jobs made viable through the improved access by rail (induced impacts), all of which would bolster the regional economy by increasing economic growth.

Following the initial construction/capital investment, there would be ongoing operations and maintenance expenditures for the constructed facilities, equipment and associated services. Operations and maintenance contracts would include the hiring of employees and purchase of supplies and services, which would also result in positive economic impact. These direct expenditures give rise to multiplier effects for the estimation of the total economic impact.

In addition to the beneficial impact of job-years, the proposed improvements would have a significant potential for beneficial economic development in the cities and towns with regional rail stations. As the proposed project would not result in any adverse socioeconomic impacts, no mitigation is proposed.

Community Resources and Neighborhood Character
There is some potential for a mix of adverse and beneficial impacts to some study area neighborhoods due to changes in motor vehicle access, access to services and other businesses, noise, and neighborhood visual and physical cohesiveness. The improved rail corridor would result in a substantial increase in the number of trains along the rail line. This could result in some adverse impact on neighborhood noise levels and on interaction in those areas where closure of at-grade crossings may become more frequent and opportunities to cross the tracks may be reduced.

Station locations where the proposed project would have adverse impacts to neighborhood cohesion include: Wallingford (both alternative sites), Newington, West Hartford and Enfield. Potential adverse impacts will be mitigated through ongoing coordination with the affected communities and
representative neighborhood organizations during final design to offset those impacts to the extent feasible and practicable.

Visual Resources and Quality
The NHHS Rail Corridor has served as an active rail line for over 160 years, from the earliest days of the steam era to today. Many railroad facilities – stations, water towers, signal posts, tracks – have been built, removed or replaced as railroad technology has changed and communities have grown around the corridor. The NHHS Rail Project would add new railroad platforms, a pedestrian overpass and new parking facilities at existing and proposed new train stations. These same amenities exist at nearly all of the existing rail stations in Connecticut along the Northeast Corridor rail line. Addition of these improvements has the potential for adverse impacts to the visual environment in the vicinity of the existing and proposed NHHS rail stations at Wallingford (Parker Street alternative), Berlin, Newington, Windsor, Windsor Locks, and Enfield. The impacts will be mitigated through landscaping and use of building construction materials, colors and architectural styles consistent with station sites' surroundings, to the extent possible.

Cultural Resources
The NHHS rail corridor runs through an area of southern New England that has been the scene of human habitation for some 12,000 years. Consequently, the area is rich in pre-Colonial archaeological sites, historic-period archaeological sites, historic districts and individual historic properties. The exact nature of impacts on these resources, as well as archaeological resources that may be located in the corridor, has not yet been identified or fully evaluated at this time because some of the proposed project's infrastructure improvements have been only conceptually designed or have not yet advanced to that stage. A Draft Programmatic Agreement (PA) among the FRA, CTDOT, Connecticut State Historic Preservation Office (C'SHPO), Massachusetts State Historic Preservation Office (MASHPO), and other interested parties is being developed in accordance with 36 CFR § 800.4(b)2. The PA implements a phased process for further consultation among FRA, CTDOT, CTSHPO, MASHPO, and other interested parties including Native American Tribes; identification of historic properties that may be affected by individual elements of the proposed project; and resolution of all adverse effects to historic properties that may result with the proposed project.

It is the CTSHP0's opinion that the entire NHHS rail corridor in Connecticut is eligible for listing in the National Register of Historic Places (NRHP) as a thematically linked historic district. MASHPO has concurred with the concept of the entire historic rail corridor as a linear historic district. The proposed project may require physical alteration or demolition of historic resources that are individually eligible for listing in the NRHP or contribute to the significance of the National Register-eligible linear historic district. Further evaluation of the potential effects of the proposed project will be completed in accordance with Section 106 of the National Historic Preservation Act under the terms of the PA.

Section 4(f) Resources
There are 109 publicly owned parks and recreational areas in addition to wildlife and waterfowl refuges in the NHHS rail corridor. None would be impacted by the proposed project. However, the NHHS rail corridor is rich in historic districts and individual historic properties that are listed on the NRHP or have been determined to be National Register-eligible. The proposed project may require physical alteration or demolition of some historic resources. The exact nature of impacts has not yet been identified because some of the proposed project's infrastructure improvements have been only conceptually designed or have not yet advanced to that stage.
Section 6(f) Resources
Section 6(f) resources are municipal parks or open space properties that have either been purchased, maintained or enhanced with funding from the 1965 LWCF. Bushnell Park, located in Downtown Hartford, is the only Section 6(f) resource in the study corridor. The proposed project would not impact this resource. Since there would be no impacts to the Section 6(f) resources, no mitigation is warranted or proposed.

Transportation
Railroad: A detailed NHHS operations modeling simulation was performed to determine the projected performance of the future freight and passenger service, compared to the existing service. With the proposed project, freight service tonnage would be allowed to grow at 1.5 to 2 percent (1.75 percent average) compounded annually. Passenger train speed limits would be increased to a maximum of 110 mph at selected locations. During final design, the schedules for the future passenger and freight service will be optimized and an overall robustness study of the operating infrastructure would be completed for the corridor to validate infrastructure location.

Traffic: With implementation of the proposed project, adverse traffic impacts would occur at the following locations where traffic LOS would fall below the criteria for acceptable traffic flows.

Traffic impacts at the affected station access driveways and intersections near the stations:

- Route 173/Francis Avenue/Station access (Newington)
- Asylum Avenue/Spruce Street/Station Access (Hartford)

Traffic impacts at the affected grade crossings:

- Route 150/Hal Avenue/N. Cherry Street (Wallingford)
- Quinnipiac Avenue/N. Cherry St. (Wallingford)
- Quinnipiac Avenue/Hall Avenue/North Colony Street/Center Street (Wallingford)
- Route 150/Hal Avenue/Washington Street (Wallingford) - Signal timing changes.
- North Colony Street/Parker Street (Wallingford)
- North Colony Street/Ward Street (Wallingford)
- Route 140/Bridge Street/Route 159/Church Street (Windsor Locks)
- Main Street and Spring Street (Windsor Locks)
- Main Street and Church Street/Bridge Street (Windsor Locks)

Transit, Parking, and Non-Motorized: At Meriden Station, there are two tracks at the station, requiring passengers to cross the active track to access the train. This increases boarding time and can cause delays to other trains operating in the vicinity. The increase in train service will increase the number of passengers arriving and departing at each station and, in turn, increase the need for timed connectivity with local transit, as well as with commuter and Amtrak trains at New Haven connecting to points south/west and north/east. Parking at existing stations is not adequate to support the projected ridership for 2030.

Project related enhancements would include increased connections to and from local bus transit by providing two to four bus stalls at each rail station, with two additional stalls at the Windsor Locks Station to provide an express shuttle to Bradley International Airport. Bus stalls for private services at
the current rail stations would be maintained. Access to the New Britain – Hartford Busway buses will be integrated into the station designs at Newington and West Hartford. Parking will be increased at all stations except New Haven Union, New Haven State Street, Hartford Union and Springfield Union. At these stations, parking will continue to be provided by the local parking authority. All stations that are reconstructed, relocated, or newly constructed with the proposed project will Americans with Disabilities Act (ADA)-accessible routes from the existing sidewalks at the edge of the respective station to the boarding platforms. Similarly, the sites will be designed to provide access by bicycle on the station drives and bicycle storage. High-level platforms, connected by an aerial pedestrian overpass, will provide safe access to the platforms and the trains. All stations will receive high-level platforms and pedestrian overpasses except Springfield, Hartford, which will receive high-level platforms only and New Haven, where they already exist.

Public Utilities and Energy
The proposed project may require some utility relocation during project construction, which would be coordinated with utility providers to eliminate or minimize disruptions. Potential disruption to utility customers would also be minimized through coordination with utility providers. The proposed project would have a positive impact on energy requirements as increased regional rail ridership would result in a reduction in personal automobile usage and reduced fossil fuel consumption.

Overhead utilities at the Newington and North Haven stations may have to be raised to clear the proposed pedestrian crossover. Level 3 fiber optic cables running within and along the NHHS rail corridor would have to be replaced. In addition, Amtrak intends to install new power, signal, and communications cables along the west side of the corridor. CTDOT and MASSDOT have met with utility owners along the corridor to advise them of the project and to seek as-built and other design plans to help identify the location of utility crossings and their depth. As design of the improvements advance, CTDOT will work with the utility owners to optimize the scheduling of utility relocations.

Based on the preliminary Passenger Service Plan, the proposed project would result in a total reduction of 92.65 million miles in vehicle miles of travel (VMT) of light-duty vehicles and an increase of 760,000 gallons of diesel fuel used for train locomotion. Overall energy consumption would be reduced with increased regional rail ridership, particularly during peak hours of travel. The resulting reduction in regional consumption of fossil fuels would reduce greenhouse gas emissions.

Utility service disruptions during construction will be minimized through close coordination of construction activities, scheduling with utility providers, and advanced notice of any anticipated outages to nearby customers.

Hazardous Materials and Environmental Risk Sites
Hazardous waste sites were identified using the EPA’s 2002 Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) GIS coverage for towns located in the NHHS rail corridor in Connecticut and Massachusetts. Based on the analysis, the rail corridor contains 19 CERCLIS-listed sites. In addition, 44 other potential hazardous waste sites were identified from CT DEEP Landfill, Leachate, and Waste Water Discharge GIS data layers.

The CERCLIS listed sites along with the other sites noted above are collectively called environmental risk sites – locations where hazardous materials are known to have been used and/or hazardous waste generated and potentially discharged to the ground or water.
• There is a high risk for encountering contaminated soils or debris in the existing railroad track bed during project construction. Along the existing railroad track bed and in the vicinity of the Springfield Layover site, there is a strong probability for encountering contamination during project construction. This work would be in future Tier 2 environmental documents.

• Older building structures in the NHHS rail corridor requiring demolition can contain lead and asbestos.

• The property at 17–35 Bartholomew Avenue in Hartford, which is listed as a brownfields site and is near a proposed section of double tracking to be restored, has a probability of the presence of oil and hazardous materials OHMs.

• There is a potential hazardous waste source on the site of the proposed North Haven Station consisting of treated industrial discharge from a chemical company.

For identified potential environmental risk and hazardous material sites in Connecticut, State of Connecticut regulatory requirements will be followed by CTDOT through its environmental compliance process as the proposed project progresses to final design and construction. All Massachusetts work would be in future Tier 2 environmental documents.

**Safety and Security**

The proposed project would not appreciably impact public health, safety and security in the NHHS rail corridor. While greater frequency of trains may increase the frequency of opportunities for conflict between trains and vehicles or people, safety improvements at crossings and improved communications among emergency responders would be a beneficial impact, serving to minimize potential conflicts and their consequences. Safety and security design features at the stations would also have a beneficial impact. An increase in rail service is expected to divert some vehicular traffic to the rail mode in the region and, thus, would indirectly improve safety on roads and highways. Implementation of the proposed project will conform to all applicable safety requirements, regulations, standards and certifications and a comprehensive NHHS System Safety Program (SSP) will be developed for the proposed project.

The NHHS Rail Program will conform to all applicable FRA, FTA, Occupational Safety and Health Administration (OSHA), Amtrak and state safety and security requirements, regulations, standards, and certifications. These measures will be incorporated into a comprehensive NHHS System Safety Program (SSP) that ensures the development and coordination of responsibilities for implementing key safety and security policies.

**Environmental Justice**

Concentrations of Environmental Justice (EJ) populations (minority and/or low-income) exist throughout the NHHS rail corridor study area, notably in the larger cities of New Haven, Hartford and Springfield. There are no EJ populations in the portions of the study area in Newington and Windsor Locks, or near the Springfield site of the proposed train layover/maintenance facility.

The proposed NHHS rail corridor service enhancements would have an indirect beneficial impact on EJ populations in the vicinity of improved existing stations and relocated and proposed new stations. The proposed project would provide new or improved access to regional rail transit services with station locations nearer to some EJ populations, thereby improving mobility options for those who are transit-dependent for work-related and other travel. It is anticipated that EJ populations near New Haven Union Station, Meriden, Wes: Hartford, Hartford, and Springfield Union Station would be most beneficially impacted.
Adverse impacts due to traffic and noise that would affect EJ populations will be mitigated in the form of intersection improvements, Quiet Zones and potential noise insulation of some homes. As no other significant adverse impacts to EJ populations are anticipated, no additional mitigation is warranted or proposed.

Secondary and Cumulative Impacts
Secondary Impacts: Secondary impacts are those that are caused by the project and are later in time or farther removed in distance than are direct impacts, but are still reasonably foreseeable. Secondary impacts associated with the proposed project’s improvements to existing passenger rail stations and introduction of new regional rail stations are expected to be generally beneficial and occur primarily from induced development. Increased human activity (such as pedestrian circulation) associated with a rail station can create a positive economic climate within which businesses want to locate. Such development and redevelopment can be expected to be stimulated in the vicinity of new or significantly upgraded station locations. Secondary impacts are anticipated to be mostly beneficial effects resulting from:

- Improved access and connectivity within the NHHS rail corridor, the New England region and its communities;
- Improved air quality from reduced traffic volumes;
- More employment opportunities due to increased access to jobs and the creation of new jobs associated with induced development; and
- Stimulation of TOD and community sustainability.

Cumulative Impacts: Cumulative impacts are impacts upon the environment that result from the incremental effect of the project when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The proposed project’s consistent with and supported by all regional and local plans with the exception of the Town of Windsor Plan of Conservation and Development (June 2004), which supports constructing a second commuter railroad station, which is not included as an element of the propsect project. Therefore, development is assumed to continue to be managed consistent with local land use policies and regulations and the cumulative impacts of growth on community and natural resources will be offset by local land use management actions.

The long-term plan for High Speed Rail (HSR) service and infrastructure improvements in the NHHS rail corridor contemplates potential electrification of the line so that electric locomotives would be used in lieu of diesel locomotives. Such infrastructure improvements may involve property and environmental impacts beyond those discussed in this EA/EIS. Detailed infrastructure requirements and a full environmental assessment would be developed in the future as electrification of the line becomes a priority.

Overall cumulative effects of the development of the projects can be expected where new development emerges consistent with smart growth principles advocated by the State of Connecticut, Commonwealth of Massachusetts, and State of Vermont. These include concentrating new development in designated growth areas, preserving neighborhood character as development occurs, and locating new growth where supportive infrastructure, including all modes of transportation, is available.
Regional cumulative impacts due to the station improvements generally occur when the impacts of new local development or redevelopment new or improved station locations are added together. All proposed stations locations occur in existing well-developed communities where growth or change in land use patterns is ongoing. Adverse cumulative impacts for the station locations are not expected to be substantial, because changes in land use (development and redevelopment) are assumed to be managed consistent with local land use policies and regulations.

Construction Period Impacts
Construction of the proposed project would result in some temporary impacts, which would be minimized or mitigated through design- and construction-related measures and controls and implementation of plans developed in compliance with applicable state and federal requirements. Potential impacts would include fugitive-dust emissions; light pollution during any nighttime construction activity; erosion and sedimentation of wetlands, waterways and reduced quality of surface and ground waters; contaminated materials exposure; business disruptions; and localized increases in traffic volumes, parking relocation and detours to typical traffic patterns.

The most important way to reduce construction-related impacts is through proactive communications with residents, businesses, public officials, railroads and communities to ensure that those impacted by construction know when the work will take place, how long it will take, and the extent of likely impacts such as crossovers, detours and runarounds will be used. CTDOT is committed to a highly proactive communications program that relies on providing impacted parties detailed information about the project and project activities through the project website, Facebook, Twitter, newsletters, press releases, public meetings and other written materials and correspondence. CTDOT will work with all entities involved in the planning and implementation of construction work – including Amtrak and contractor forces – to maximize communications with the public and coordinate notifications in advance of work activities, track outages, and any schedule changes in train service. All Massachusetts work would be in future Tier 2 environmental documents.

Construction-related impacts would be temporary at any given location along the NHHS rail corridor. Overall, the proposed project could take approximately 60 months but may take longer based on funding availability. Track and signal work for comparable stretches of rail line often can be completed within a matter of weeks. Bridge and culvert repairs may be seasonally limited; the duration of work depends on both project scope and the availability of track outages. Station improvements are expected to take approximately 18 months each.

During final design and construction, Best Management Practices (BMPs) will be followed for track restoration, construction of rail sidings, bridge and culvert repair and replacement and station improvements. These BMPs include design features to properly manage storm water during/after construction, as well as temporary measures to minimize direct/indirect impacts during construction.

Irreversible and Irretrievable Commitment of Resources
The proposed project would result in an irretrievable and irreversible use of energy, construction materials, and human labor. It would also require a commitment of federal and state funds that are not retrievable for construction and future maintenance over the life of the facility. Labor, energy and natural resources would be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse effect upon the continued availability of these resources.
Cost Benefit Analysis
The proposed project would require a capital cost of about $647 Million and, as a result, would generate significant transportation, economic, community, and environmental benefits within the NHHS corridor and the region. By providing the railroad infrastructure to support the 2030 service plan, the project would facilitate the following benefits:

- Car trips diverted to rail: 1.5 million
- Increase in passenger miles per year from 52 million to 133 million
- Increase in ridership: 1.26 million new annual trips by 2030
- Reduction in number of vehicles: 3.2 million
- Reduction in vehicle miles driven: 100+ million
- Fuel saved: 3.5+ million gallons
- Promotion of development of active, vibrant communities
- Percent of population living within 25-mile radius of planned service: 80 percent
- Service for transit-dependent populations
- Project-related construction and related jobs: 12,590
- Connection of regional travelers with local businesses and activities

Freight rail service also would be improved by the additional track capacity allowing operators to better serve their customers. It is anticipated that freight operations would grow at a rate of 1.75 percent per year. The proposed project has been developed to accommodate this growth; while freight delays would increase by about 8 minutes per 100 train miles or about 3 minutes per trip, it is expected that this will be mitigated by optimizing future freight and passenger schedules.

ES-5.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency coordination and public involvement for the NHHS High Speed Intercity Passenger Rail Project EA/EIE are being conducted in accordance with NEPA and CEPA.

Agency Coordination: The FRA is the Lead Agency for the environmental review pursuant to NEPA. The FRA has overall responsibility for facilitating completion of the environmental review process, reviewing the EA/EIE and issuing the decision document. The FTA is a Cooperating Agency for this EA/EIE because CTDOT anticipates seeking FTA funding for four future stations and improvements to one additional existing station along the line. CTDOT is the Sponsoring Agency for this project and is coordinating with the Connecticut Office of Policy and Management (OPM) regarding CEPA compliance.

Public Involvement: The public has been continuously engaged since 2002 in the development of improved passenger rail service in the NHHS rail corridor. This includes public participation in the NEPA/CEPA process associated with implementation of commuter rail service along the NHHS rail corridor, as well as for the 2010 Environmental Review and the current EA/EIE. During the public involvement effort for this EA/EIE, CTDOT has revisited the elected officials and managers of all of the NHHS rail corridor’s towns, and has engaged the public to discuss the proposed project and receive public input. Through that effort, the proposed project has been refined to incorporate needs articulated by the towns’ representatives.
Public support for the program has been constant since 2002. Public input from individuals and community leaders has focused on two primary issues: 1) coordination of station improvements and new station construction to ensure compatibility with local development plans; and 2) management of traffic congestion at grade crossings due to the increased number of gate closures necessitated by the proposed service enhancements.

Preparation of this NEFA/CEPA EA/EIE has involved a public involvement program intended to inform the public and receive input regarding the proposed project. Meetings with officials from each of the 13 communities in the NHHS rail corridor and public information meetings in Wallingford and Windsor Locks were held between April and September, 2011. Two public information meetings were held in August and September of 2011. Additional public outreach occurred via a project website, newsletters, public advertisements and press releases. Three Public Hearings are being held during the public comment period as part of the NEPA/CEPA process. The required 45-day comment period for the EA/EIE begins with the issuance of the EA/EIE and publication of the Notice of Availability.

Agency and Railroad Coordination: Coordination meetings with railroads currently operating freight and passenger service on the NHHS rail corridor were held on:

- March 17, 2008
- December 11, 2008
- March 20, 2009
- June 11, 2009
- January 13, 2011

An initial agency coordination meeting was held on March 26, 2010, with representatives from Connecticut, Massachusetts, Vermont, Amtrak, and freight railroads. During preparation of this EA/EIE, these representatives have communicated frequently, both formally and informally, on service, planning and funding issues. Freight railroads, which participated in these discussions, include Connecticut Southern Railroad (CSC), Providence and Worcester Railroad (PW), CSX Transportation (CSX), New England Central Railroad (NECR) and Pan Am. Amtrak, which owns and operates the NHHS rail corridor, has attended bi-weekly progress meetings, as well as other technical meetings, since January 2011.
<table>
<thead>
<tr>
<th>Environmental Resources</th>
<th>Proposed Improvements</th>
<th>Environmental Assessment/Environmental Impact Evaluation</th>
<th>Phase 1 Categorical Exclusion</th>
<th>Phase 3A Categorical Exclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Sibling Mile Posts 26.6 to 27.0</td>
<td></td>
<td>Environmental Assessment/Environmental Impact Evaluation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reinstall Track Mile Posts 7.1 to 17.0, 31.1 to 35.1, 46.7 to 48.0 and 50.8 to 54.8</td>
<td></td>
<td>Springfield Layover and Maintenance (See Note 3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Station improvements (All stations identified are included in this project except for the future commuter stations planned in bold italic)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td>4.2.1 Air Quality</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
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</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.2.2 Noise and Vibration</td>
<td>No impacts anticipated.</td>
<td>Severe noise impacts at 1897 receptors; moderate noise impacts at 2797 receptors caused by both noise at crossings and stations. Moderate roadside noise impacts at 24 noise receptors and 7 severe receptors. Acoustic impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.2.3 Topography and Geology</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.2.4 Floodplains and Stream Channel Encroachment Limits</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
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<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.3.1 Critical Environmental Areas, Threatened and Endangered Species</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
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<tr>
<td>4.2.2 Water Resources and Water Quality</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
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<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
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<tr>
<td>4.3.3 Wetlands</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
</tbody>
</table>

**Executive Summary**

- Table ES-1 - Summary of Potential Environmental Consequences & Potential Mitigation
<table>
<thead>
<tr>
<th>Environmental Resources</th>
<th>Proposed improvements</th>
<th>Environmental Assessment/Environmental Impact Evaluation</th>
<th>Phase 1 Categorical Exclusion</th>
<th>Phase 1A Categorical Exclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.4 Water and Wetlands, Fish and Aquatic Life Potential impacts anticipated to the Connecticut River in Windsor Locks.</td>
<td>Proposed Mitigation: None</td>
<td>Increased Passenger Train Frequency and Speed (Outcome of Proposed Improvements)</td>
<td>No Impacts anticipated.</td>
<td>No Impacts anticipated.</td>
</tr>
<tr>
<td>Potential impacts to the Housatonic River</td>
<td>Proposed Mitigation: None</td>
<td>Springfield Line and Maintenance (See Note 1)</td>
<td>No Impacts anticipated.</td>
<td>No Impacts anticipated.</td>
</tr>
<tr>
<td>4.5 Prime Farmlands and Farmlands of Statewide Importance</td>
<td>Proposed Mitigation: None</td>
<td>Station Improvements (All stations identified are included in this project except for the future commuter stations printed in bold italics)</td>
<td>No Impacts anticipated.</td>
<td>No Impacts anticipated.</td>
</tr>
<tr>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.6 Land Use and Zoning</td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.7 Consistency with State, Regional and Local Plans</td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.8 Property Acquisitions and Displacements</td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.9 Socio-economics</td>
<td>Proposed Mitigation: None</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.10 Community Resources and Neighborhood Character</td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.11 Fiscal Resources and Quality</td>
<td>Proposed Mitigation: None</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Executive Summary
<table>
<thead>
<tr>
<th>Environmental Resources</th>
<th>Proposed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reinstall Track Mile Poles 20.3 to 23.6, 34.1 to 35.1, 46.7 to 48.0 and 50.6 to 54.5; New Siding Mile Poles 36.6 to 27.8</td>
<td><strong>Environmental Assessment/Environmental Impact Evaluation</strong></td>
</tr>
<tr>
<td>4.4.7 Cultural Resources</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
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<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.9 Section 6(f) Resources</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.10 Parkland Resources</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.11 Transportation</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: Traffic congestion at grade crossings will be mitigated with</td>
</tr>
<tr>
<td></td>
<td>traffic signal and intersection</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: Traffic congestion at intersections will be mitigated with</td>
</tr>
<tr>
<td></td>
<td>traffic signal and sidewalk</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: Traffic congestion at intersections will be mitigated with</td>
</tr>
<tr>
<td></td>
<td>traffic signal and sidewalk</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.12 Public Utilities and Energy Requirements</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.13 Hazardous Materials</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
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<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.14 Safety and Security</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td></td>
<td>Proposed Mitigation: None</td>
</tr>
</tbody>
</table>

**Executive Summary**
<table>
<thead>
<tr>
<th>Environmental Resources</th>
<th>Environmental Assessment/Environmental Impact Evaluation</th>
<th>Proposed Improvements</th>
<th>Phase 1 Categorical Exclusion</th>
<th>Phase 2A Categorical Exclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railroad Track: Mile Posts 7.1 to 17.0, 31.1 to 35.1, 46.7 to 49.0 and 50.4 to 54.8; New Siding: Mile Posts 28.8 to 37.8</td>
<td>Increased Passenger Train Frequency and Speed (Outcome of Proposed Improvements), Springfield Layover and Maintenance (See Note 1)</td>
<td>Station Improvements (All stations identified are included in this project except for the future commuter stations printed in bold italics)</td>
<td>Rainfall Track: Mile Posts 20.3 to 33.1</td>
<td>Rainfall Track and New Siding: Mile Posts 37.2 to 49.0</td>
</tr>
<tr>
<td>4.1</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: Traffic congestion at grade crossings will be mitigated with traffic signal and intersection improvements</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: Traffic congestion at intersections will be mitigated with traffic signal and intersection improvements</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.36</td>
<td>Secondary and Cumulative Impacts</td>
<td>Secondary impacts are generally beneficial due to induced development.</td>
<td>Secondary impacts are generally beneficial due to induced development.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: Traffic congestion at intersections will be mitigated with traffic signal and intersection improvements</td>
<td>Proposed Mitigation: None</td>
</tr>
<tr>
<td>4.4.17</td>
<td>Construction Impacts</td>
<td>Impacts will be temporary, including train speed restrictions, noise, air quality, water quality, disposal of construction waste, contaminated soils, and utility impacts.</td>
<td>Impacts will be temporary, including train speed restrictions, noise, air quality, water quality, disposal of construction waste, contaminated soils, and utility impacts.</td>
<td>Impacts will be temporary, including train speed restrictions, noise, air quality, water quality, disposal of construction waste, contaminated soils, and utility impacts.</td>
</tr>
<tr>
<td>4.4.18</td>
<td>Irreversible and Irretrievable Commitment of Resources</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
<td>No impacts anticipated.</td>
</tr>
<tr>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
<td>Proposed Mitigation: None</td>
</tr>
</tbody>
</table>

**Note 1.** The impacts for the Springfield Layover are based on using the Amtrak site. If the Springfield station or the Sweeney Yard are used, these would be no impacts anticipated.

**Note 2.** Based on the information available during the preparation of the EIS and knowing that the corridor historically carried two tracks, it was expected that the new track could be installed without permanent wetted or fixed plate impacts; wetland impacts would be temporary during bridge and culvert work. During PS, with the topographical/RW survey completed and design criteria established for track center and shoulders, it is now recognized that permanent impacts would occur to avoid future retaining walls. However, Amtrak has indicated that it will work with CBG2 to avoid any such adverse impacts.

**Note 3.** Based on the information available during the preparation of the EIS and knowing that the corridor had historically carried two tracks, it was expected that the new track could be installed without ROW take. During PS, with the topographical/RW survey completed and track center design criteria established, it has been recognized that slight take may be required. Any necessary property take would comply with federal requirements.
Errata to the Environmental Assessment

Page ES-7 West Hartford Station; revise the second line to delete the word “unused”.

Page ES-12 Air Quality, third paragraph; revise the first sentence to read: Beginning in December 2012, a quantitative...

Page ES-20 Environmental Justice, second paragraph; revise the first sentence to delete the word “indirect”.

Page ES-27 Table ES-1 - Summary of Potential Environmental Consequences & Potential Mitigation, 4.4.11 Transportation; for the Increased Passenger Train Frequency and Speed revise the proposed mitigation to read: Traffic congestion at grade crossings will be mitigated with traffic signal and intersection improvements.

Page ES-27 Table ES-1 - Summary of Potential Environmental Consequences & Potential Mitigation, 4.4.11 Transportation; for the Station Improvements revise the proposed mitigation to read: Proposed Mitigation: Traffic congestion at intersections will be mitigated with traffic signal and Intersection Improvements.

Page 3 This EA/EIS is organized as follows; revise the text for the fourth bullet to read,
- Section 5 summarizes agency and public...

Page 36 Table 4-1 - Summary of Potential Environmental Consequences & Potential Mitigation, 4.4.11 Transportation; for the Increased Passenger Train Frequency and Speed revise the proposed mitigation to read: Traffic congestion at grade crossings will be mitigated with traffic signal and intersection improvements.

Page 36 Table 4-1 - Summary of Potential Environmental Consequences & Potential Mitigation, 4.4.11 Transportation; for the Station Improvements revise the proposed mitigation to read: Proposed Mitigation: Traffic congestion at intersections will be mitigated with traffic signal and Intersection Improvements.

Page 169 Table 4-31 Energy Requirements; revise the heading of the second column to read: Reduction in VMT.

Page 169 Delete the Methodology paragraph in its entirety and replace with the following: Methodology

Hazardous waste sites were identified using the EPA’s Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) GIS coverage for those towns located in the New Haven-Hartford-Springfield Rail Corridor in Connecticut and Massachusetts. In addition, the EPA’s Brownfield mapping, CT DEEP GIS coverage, Landfill Leachate and Wastewater Discharges, and MassGIS (MassDEP) were used to augment the CERCLIS information obtained for the study corridor. Potential hazardous materials sites located within 250 feet of the Rail Corridor were identified on Project mapping (included as Section 2.6 of Volume II of this EA/EIS). No field verification or visual inspection of these locations was conducted.
Page 170. Delete the second paragraph of Existing Conditions in its entirety and replace with the following:

Based on GIS analysis, the Rail Corridor contains no CERCLIS-listed sites within 250 feet of the rail line. Twenty-three leachate wastewater sites were identified on the CT DEEP Landfill Leachate and Wastewater Discharges data layer and three Brownfield sites were identified on the EAP mapping. These sites are listed in Table 4-32 and are collectively called environmental risk sites—locations where hazardous materials are known to have been used and/or hazardous waste generated and potentially discharged to the ground or water. Hazardous Materials and Leachate Waste Maps indicating the location of these sites in relation to the Rail Corridor can be found in Section 2.6 of Volume II of this EIS.

Pages 170 and 171. Delete Table 4-32 in its entirety and replace with the following:

Table 4-32—Hazardous Materials Risk Sites within 250 Feet of the Rail Corridor

<table>
<thead>
<tr>
<th>Study Area City/Town</th>
<th>Number of Sites</th>
<th>Site Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven</td>
<td>1</td>
<td>Leachate Wastewater Combined Sewer Overflow</td>
</tr>
<tr>
<td>Hamden</td>
<td>1</td>
<td>Leachate Wastewater Industrial pit - seepage</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Oil Spill</td>
</tr>
<tr>
<td>North Haven</td>
<td>1</td>
<td>Leachate Wastewater Cooling Water Discharge</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Former salt storage</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Bulky Waste Landfill</td>
</tr>
<tr>
<td>Wallingford</td>
<td>1</td>
<td>Leachate Wastewater Industrial wastewater discharge</td>
</tr>
<tr>
<td>Meriden</td>
<td>1</td>
<td>Leachate Wastewater Industrialymbiosis</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Hazardous Materials Brownfields sites</td>
</tr>
<tr>
<td>Berlin</td>
<td>1</td>
<td>Leachate Wastewater Solid waste transfer station</td>
</tr>
<tr>
<td>Newington</td>
<td>3</td>
<td>Leachate Wastewater Industrial Wastewater Discharge</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Cooling Water Discharge</td>
</tr>
<tr>
<td>West Hartford</td>
<td>1</td>
<td>Leachate Wastewater Industrial waste discharge</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Cooling Water Discharge</td>
</tr>
<tr>
<td>Hartford</td>
<td>2</td>
<td>Leachate Wastewater Cooling Water Discharge</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Automobile Junkyard</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Leachate Wastewater Oil Spill</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Hazardous Materials Brownfields sites</td>
</tr>
<tr>
<td>Windsor Locks</td>
<td>1</td>
<td>Leachate Wastewater Industrial Wastewater Discharge</td>
</tr>
<tr>
<td>Enfield</td>
<td>1</td>
<td>Leachate Wastewater Sewage Treatment Plant</td>
</tr>
</tbody>
</table>

Page 171. Delete the Impacts paragraph in its entirety and replace with the following:

Impacts

Impacts from environmental risk sites and hazardous materials were evaluated based on proximity of the proposed Project site(s) to the potential hazardous risk sites. Those hazardous risk sites with potential to be directly impacted by installation of double-tracking, sidings, or station locations were identified as potential risk/impact areas.

Page 171. Delete the fifth bullet under Proposed Project in its entirety and replace with the following:

- There are no CERCLIS, leachate wastewater, or other potential hazardous materials sites in the vicinity of the existing and proposed station locations. However, the property located east of the tracks adjacent to the proposed new North Haven station was observed in the field to have hazardous waste present.

Section 2.6 of Volume II. Delete the Hazardous Materials and Leachate Waste maps (28 sheets) in their entirety and replace with the revised text for pages 169-171 as indicated in this Appendix B Errata to the Environmental Assessment (EIS/EI).
Record of Decision
New Haven-Hartford-Springfield Line
High Speed Intercity Passenger Rail Project

Attachment B
Agency Coordination and Public Involvement
5.0 Agency Coordination and Public Involvement

Agency coordination and public involvement for the NHHS High Speed Intercity Passenger Rail Project EA/EIE were conducted in accordance with NEPA and CEPA. These Acts and their implementing regulations require that the environmental review of any significant activity undertaken, respectively, by a federal entity or (in the case of CEPA) a state, and which has the potential to impact the environment, be prepared in consultation with appropriate agencies. In addition, a public involvement process must be implemented to seek input from project stakeholders and the general public. Opportunities for public involvement are provided, at minimum, through scoping and a hearing(s) and comment period on the environmental document, before a decision concerning the proposed project is made. The following sections summarize agency coordination and public involvement conducted for this EA/EIE.

5.1 Agency Coordination

Federal Transportation Agencies

FRA is the Lead Agency for the environmental review pursuant to NEPA. The FRA has overall responsibility for facilitating completion of the environmental review process, reviewing the EA/EIE and issuing the decision document.

The FTA is a Cooperator Agency for this EA/EIE because CTDOT anticipates seeking FTA funding for four future stations and improvements to one additional existing station along the line.

Sponsoring Agency

CTDOT is the Sponsoring Agency for this project and is coordinating with the Connecticut Office of Policy and Management (OPM) regarding CEPA compliance.

Other Agencies

Federal, state, and local government agencies that have jurisdiction by law or special expertise regarding the environmental impacts that may result with implementation of the proposed transportation project will have the opportunity to review and provide comments on this EA/EIE and supporting technical reports. These agencies are as follows:

- Amtrak
- Connecticut Office of Policy and Management
- Connecticut Department of Energy and Environmental Protection
- Connecticut State Historic Preservation Office
- Massachusetts Highway District 2
- Massachusetts Executive Office of Transportation and Public Works
- Massachusetts Department of Environmental Protection
- Massachusetts Department of Housing and Community Development
- Massachusetts Historic Commission
- U.S. Fish and Wildlife
- U.S. Environmental Protection Agency Region 1
- U.S. Army Corps of Engineers
- Federal Transit Administration
5.2 Public Involvement

The public has been continuously engaged since 2002 in the development of improved passenger rail service in the NHHS rail corridor. As noted above, this includes public participation in the NEPA/CEPA process associated with implementation of commuter rail along the NHHS rail corridor, as well as in the 2010 Environmental Review and the current 2011 EA/EIE. During the public involvement effort for this EA/EIE, CTDOT has revisited the elected officials and managers of all of the NHHS rail corridor’s towns, and has engaged the public to discuss the proposed project and receive public input. Through that effort, the proposed project has been refined to incorporate needs articulated by the towns’ representatives.

Meeting minutes are included in the reference document “Public Information Meetings, Local Officials Meetings, and Rail Coordination Meetings.”

Public support for the program has been constant since 2002. Public input, raised by individuals and community leaders, has focused on two primary issues:

- Coordination of station improvements and new station construction to ensure compatibility with local development plans; and
- Management of traffic congestion at grade crossings due to the increased number of gate closures necessitated by the proposed service enhancements.

Traffic congestion issues have been analyzed and, if appropriate, addressed to the satisfaction of community officials, as detailed in Section 4.4.10. With the exception of the towns of Wallingford and Windsor Locks, station-related issues also have been resolved for all communities. The resulting concept plans are provided in Section 1.3 of Volume II of this EA/EIE. For Wallingford and Windsor Locks, two station alternatives each are presented and fully evaluated in this EA/EIE. Following the public comment period, the preferred station alternative in each town will be identified.

Implementation Study - Steering Committee

For the Implementation Study (June 2005), a project Steering Committee was established to oversee the study’s development and provide information to key decision makers throughout the process. In addition to appropriate CTDOT staff, the following were invited to participate on the committee:

- A representative from the Governor’s Transportation Strategy Board;
- A representative from MADOT;
- The first official, or his/her representative, from each of the NHHS rail corridor’s municipalities;
- A representative from each of the regional planning agencies in the corridor – South Central Regional Council of Governments, Central Connecticut Regional Planning Agency, Capitol Region Council of Governments, and Pioneer Valley Planning Commission;
- A representative from the Federal Transit Administration;
- A representative from the Federal Railroad Administration;
• Representatives from Amtrak and freight railroads using the corridor (Guilford Rail Systems, CSX, Connecticut Southern Railroad, and Providence and Worcester Railroad);
• A representative from state and federal regulatory agencies including, but not limited to, the Connecticut Department of Environmental Protection, US Environmental Protection Agency, Connecticut State Historic Preservation Office, Connecticut Department of Economic and Community Development, US Fish & Wildlife Service, and US Army Corps of Engineers, among others;
• A representative from the I-91 Transportation Investment Area (TIA);
• A representative from the Peter Pan Bus Company; and
• Other interested parties, such as freight railroads, All Aboard, CT Fund for the Environment, and Rideworks.

A total of four (4) Steering Committee meetings, all of which were open to the public, were held on the following dates:

• Steering Committee Meeting #1 - October 16, 2002
• Steering Committee Meeting #2 - March 24, 2003
• Steering Committee Meeting #3 - October 16, 2003
• Steering Committee Meeting #4 - June 30, 2004

Implementation Study - Public Meetings

Public meetings held during the course of the Implementation Study included public informational meetings, local official/town meetings, and meetings with other interested stakeholders. The meetings were structured to serve the large number of communities and stakeholders associated with the study corridor. The purpose of all of these meetings was to provide information and solicit input for the development of the proposed project. Public meetings were held twice during the course of the Implementation Study, with the first set of meetings taking place in April and May 2003 and the second set of meetings taking place in November 2004. The meetings consisted of a presentation and discussion of the existing conditions, alternatives evaluated, and recommended action. A total of ten (10) public information meetings were held as follows:

• April 29, 2003 - Windsor Town Hall, 275 Broad Street, Windsor, CT
• April 30, 2003 – Meriden City Hall, 142 East Main Street, Meriden, CT
• May 6, 2003 - Hartford Union Station, One Union Place, Hartford, CT
• May 7, 2003 - Mildred Wakeley Community Center, 7 Linsley Street, North Haven, CT
• May 22, 2003 - Enfield Town Hall, 820 Enfield Street, Enfield, CT
• November 3, 2004 - Mildred Wakeley Community Center, 7 Linsley Street, North Haven, CT
• November 9, 2004 - Windsor Locks Town Offices, 50 Church Street, Windsor Locks, CT
• November 10, 2004 - Berlin Town Hall, 240 Kensington Road, Berlin, CT
• November 16, 2004 - Wallingford Town Hall, 45 South Main Street, Wallingford, CT
• November 17, 2004 - Enfield Town Hall, 820 Enfield Street, Enfield, CT

Public Outreach

The Commuter Rail EA/EIE was prepared with involvement of the public, as well as federal and state agencies with jurisdiction over potentially affected resources. A coordination and public outreach plan was implemented during 2008 and 2009. Coordination with all the municipalities
along the NHHS rail corridor was instrumental for understanding municipal concerns, as well as communicating study progress. Coordination among CTDOT, Amtrak and rail freight operators was required to ensure the proposed project did not negatively impact railroad operations.

**Commuter Rail Service - Steering Committee Meeting**
A meeting of the NHHS Commuter Rail Steering Committee was held on April 16, 2009. Minutes from this meeting will be made available upon request.

**Commuter Rail Service - Agency Scoping Meeting**
A meeting with agencies having jurisdiction, special expertise or other interest in the proposed project was held on December 2, 2008.

**Commuter Rail Service - Public Scoping Meetings**
Meetings to provide the public with an opportunity to comment on the scope of the assessment for the Commuter Rail EA/EIE were held as follows:

- December 8, 2008 in Springfield, MA
- December 9, 2008 in Hartford, CT
- December 11, 2008 in Windsor, CT
- December 16, 2008 in North Haven, CT

**Commuter Rail Service - Local Officials Meetings**
Meetings were held with local officials in the following communities to provide them an opportunity to comment on the proposed project; minutes of these meetings are included in the reference document “Public Information Meeting, Local Officials Meetings, and Rail Coordination Meetings”:

- November 13, 2008 - North Haven, CT
- January 21, 2009 – Wallingford, CT
- January 26, 2009 – Berlin, CT
- February 2, 2009 – Meriden, CT
- February 2, 2009 – Windsor, CT
- February 11, 2009 – Newington, CT
- February 19, 2009 - New Haven, CT
- February 25, 2009 – Enfield, CT
- March 10, 2009 – Hartford, CT
- March 27, 2009 - Windsor Locks, CT

**2030 Vision for High Speed, Intercity, and Regional Rail Service in New England**
Public informational meetings on the 2030 Vision Plan (and the related Service NEPA Environmental Review Document, July 2010) were held in June 2010 at the following locations:

- June 2, 2010 in Springfield, MA
- June 3, 2010 in Hartford, CT
- June 3, 2010 in New Haven, CT
- June 10, 2010 in Brattleboro, VT
- July 29, 2010 in Hartford, CT
At each of these meetings, a presentation of the 2030 Vision was made and public comment was encouraged. The public comments revealed solid public support for the advancement of increased rail service throughout New England. The availability of increased choices in transportation modes and improved connectivity of rail services to make intercity travel more attractive received particularly strong support. Minutes of these meetings are included in the reference document “Public Information Meeting, Local Officials Meetings, and Rail Coordination Meetings”. Comments from the public were solicited via the project website (www.nhhsrail.com), via comment cards at the public meetings and via email to the project team. Through the public outreach effort, input was received on the study goals and objectives, alternatives for improvements to passenger rail service in the corridor, and on the scope of services for the program.

High-Speed Intercity Passenger Rail Project EA/EIE
Preparation of this NEPA/CEPA EA/EIE involves a public involvement program intended to inform the public and receive input the public may have regarding this project. Meetings with officials from each of the 13 communities in the NHHS rail corridor and public information meetings in Wallingford and Windsor Locks were held between April and September, 2011. The EA/EIE is available for public review and comment; public hearings are planned during the comment period. A Notice of Availability has been published in area newspapers and posted on the project website (www.nhhsrail.com) to provide the public with information about where the EA/EIE can be viewed and details of the public hearings.

In addition to the public hearings and comment period on this document, the public involvement process for this EA/EIE comprises the following elements, each of which is briefly described below:

- Local Official Meetings
- Public Information Meetings
- Project Website
- Project Mailing List
- Project Newsletters
- Public Advertisements/Press Releases
- Public Hearings and Public Comment

Local Officials Meetings
An initial meeting was held with each of the 13 corridor municipalities to brief officials on the study scope, existing conditions, study schedule and on the site selection process for proposed new train stations, where required. The meetings, for which minutes are included in the reference document “Public Information Meeting, Local Officials Meetings, and Rail Coordination Meetings,” were held as follows:
<table>
<thead>
<tr>
<th>Town</th>
<th>Date of Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berlin, CT</td>
<td>4/14/2011</td>
</tr>
<tr>
<td>Enfield, CT</td>
<td>4/15/2011</td>
</tr>
<tr>
<td>Hamden, CT</td>
<td>5/23/2011</td>
</tr>
<tr>
<td>Hartford, CT</td>
<td>4/19/2011</td>
</tr>
<tr>
<td>Meriden, CT</td>
<td>4/28/2011</td>
</tr>
<tr>
<td>New Haven, CT</td>
<td>4/29/2011</td>
</tr>
<tr>
<td>Newington, CT</td>
<td>4/25/2011</td>
</tr>
<tr>
<td>North Haven, CT</td>
<td>5/17/2011</td>
</tr>
<tr>
<td>Springfield, MA</td>
<td>4/26/2011</td>
</tr>
<tr>
<td>Wallingford, CT</td>
<td>4/11/2011</td>
</tr>
<tr>
<td>West Hartford, CT</td>
<td>4/29/2011</td>
</tr>
<tr>
<td>Windsor, CT</td>
<td>4/13/2011</td>
</tr>
<tr>
<td>Windsor Locks, CT</td>
<td>5/02/2011</td>
</tr>
</tbody>
</table>

An additional meeting was held with several of the 13 corridor municipalities during summer 2011 to brief officials on the study’s progress and to present and discuss general station and parking concepts, ridership forecasts, and rail operations. The meetings were as follows:

<table>
<thead>
<tr>
<th>Town</th>
<th>Date of Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berlin, CT</td>
<td>8/25/2011</td>
</tr>
<tr>
<td>Enfield, CT</td>
<td>8/04/2011</td>
</tr>
<tr>
<td>Hartford, CT</td>
<td>8/5/2011</td>
</tr>
<tr>
<td>Meriden, CT</td>
<td>6/28/2011</td>
</tr>
<tr>
<td>Newington, CT</td>
<td>6/22/2011</td>
</tr>
<tr>
<td>North Haven, CT</td>
<td>7/25/2011</td>
</tr>
<tr>
<td>Springfield, MA</td>
<td>7/28/2011</td>
</tr>
<tr>
<td>Wallingford, CT</td>
<td>8/11/2011</td>
</tr>
<tr>
<td>West Hartford, CT</td>
<td>7/27/2011</td>
</tr>
<tr>
<td>Windsor, CT</td>
<td>6/27/2011</td>
</tr>
</tbody>
</table>

**Public Information Meetings**

Public meetings (see the reference document “Public Information Meeting, Local Officials Meetings, anc Rail Coordination Meetings”) were held in both Wallingford and Windsor Locks, where alternative locations have been evaluated for reconstruction of the existing train stations, as follows:

<table>
<thead>
<tr>
<th>Town</th>
<th>Date of Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wallingford, CT</td>
<td>8/4/2011</td>
</tr>
<tr>
<td>Windsor Locks, CT</td>
<td>9/20/2011</td>
</tr>
</tbody>
</table>

**Project Website**

The project website (www.nhhsrail.com), re-launched in April 2011, is updated periodically to provide current information on the NHHS Rail Program. Content on the website includes an overview of the proposed project, current project status, project objectives, schedule and cost; reports of past meetings and information regarding future meetings; photographs of the project area; newsletters; and links to relevant websites. The website can be translated to Spanish. This EIS has been posted on the website for review during the public comment period, and a link to it is available on the CTDOT website (www.ct.gov/dot).
Between April, 2011, when CTDOT re-launched the project website, and December 31, 2011, the website was viewed by more than 16,000 visitors. The project website also provides the public with an opportunity to make comments. CTDOT provides e-mail responses to comments submitted by the public.

Project Contact List
A contact list of interested groups or individuals is maintained and is continually updated during the course of the project in order to provide information (e.g., newsletters) to interested parties as it becomes available. The contact list includes more than 900 contacts, including residents and businesses, general public, and local, state, and federal agencies.

Project Newsletters
Two newsletters were prepared and distributed to interested individuals or groups and posted on the project website. The first issue of the newsletter provided an overview of the project and summarized key elements of the project, such as schedule, costs, and benefits. The second issue of the newsletter focused on the EA/EIE, the environmental review process, and the tentative schedule for its completion.

Public Advertisements/Press Releases
Public advertisements and press releases have been prepared, as required, and disseminated to news outlets (e.g., Hartford Courant, New Haven Register) to advertise the public meetings and hearings. The advertisements have been prepared in English and in Spanish and disseminated to both English and Spanish-language publications. A Notice of Availability has been published, indicating the locations where the EA/EIE is available and the date, time, and place of the public hearings. In addition, the public advertisements have indicated that the EA/EIE is available for download from the project website.

Public Hearings and Public Comment
Three Public Hearings are being held during the public comment period as part of the NEPA/CEPA process. The required 45-day comment period for the EA/EIE begins with the issuance of the EA/EIE and the Notice of Availability is published. See Section 7.0, Distribution List for details on where the document has been sent. All comments received during the 45-day comment period will be addressed in the Final EA/EIE.

5.3 Agency and Railroad Coordination

Agency Information Requests
Written and verbal requests for specific information, essential to the environmental studies performed as part of this document, were made to various federal and state agencies. This correspondence included requests for data on resources such as threatened and endangered species, historical and archaeological sites, fisheries, water quality, and agricultural lands. The following lists the agencies that responded to these initial efforts in the EA/EIE process. Response letters are included in Appendix 8 Formal Agency Coordination.

Federal Agency Information Requests:

- U.S. Fish and Wildlife Service
- Natural Resources Conservation Services of the U.S. Department of Agriculture
State Agency Information Requests:

- Connecticut Department of Energy and Environmental Protection, Natural Diversity Data Base
- Connecticut Department of Agriculture
- Connecticut Historical Commission, including the State Historic Preservation Office, are now part of the Connecticut Commission on Culture and Tourism

Other Coordination Meetings
Study Coordination Meetings were held with the four Metropolitan Planning Organizations (MPOs) along the rail corridor and those that exercise regulatory authority over the project such as FRA, the Army Corps of Engineers, and the Connecticut Department of Energy and Environmental Protection (CTDEEP). CTDOT hosted two Regional Meetings with Towns and Regional Planning Agencies at its headquarters on March 14, 2011 and October 2011. The purpose of these meetings was to brief municipal and regional officials on the project's purpose and need, the scope of the project, the current EA/EIS process, the proposed coordination and public involvement process, and the project's schedule and to solicit questions and comments.

As part of further coordination, the Army Corps of Engineers attended Project Manager's Meetings on December 15, 2011 and January 9, 2012 to discuss with both CTDOT and CTDEEP a "phased" approach to permitting for the entire NHHS program. The ACOE has issued "phased" permits in the past and also stressed the need to address cumulative impacts in the permit applications. Coordination is on-going.

Rail Coordination
Coordination meetings with railroads currently operating freight and passenger service on the NHHS rail corridor were held on:

- March 17, 2008
- December 11, 2008
- March 20, 2009
- June 11, 2009
- January 13, 2011

An initial agency coordination meeting was held on March 26, 2010, with representatives from Connecticut, Massachusetts, Vermont, Amtrak, and freight railroads. From that time through the preparation of this document, these representatives have communicated frequently, both formally and informally, on service, planning and funding issues. Freight railroads, which have participated in these discussions, include: Connecticut Southern RR (CSO), Providence and Worcester RR (PW), CSX Transportation (CSX), New England Central Railroad (NECR) and Pan Am.

Amtrak, which owns and operates the NHHS rail corridor, has attended bi-weekly progress meetings, as well as other technical meetings, since January 2011.
Attachment C
Scoping Notices and EA/EIS Notice of Availability with Affidavits
Monitor Archives

Environmental Monitor

The official site for project information under the Connecticut Environmental Policy Act and for notices of proposed transfers of state land.

September 20, 2011

Scoping Notices

1. NEW! New Haven - Hartford - Springfield Rail Improvements

2. NEW! Demolition of Buildings #11 and #29 at the Former Cedarcrest Hospital, Newington

3. University of Connecticut Health Center New Construction and Renovation Project, Farmington

Post-Scoping Notices: Environmental Impact Evaluation Not Required

No Post-Scoping notices have been submitted for publication in this edition.

Environmental Impact Evaluations

No Environmental Impact Evaluations have been submitted for publication in this edition.

State Land Transfers

1. Mystic Oral School, Groton (In Step 1 of Transfer Process)

The next edition of the Environmental Monitor will be published on October 4, 2011.

Subscribe to e-alerts to receive an e-mail when The Environmental Monitor is published.

Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project’s design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

1. Notice of Scoping for New Haven - Hartford - Springfield Rail Improvements

Municipalities where proposed project might be located: The proposed improvements are along the existing 62 mile rail corridor starting at Union Station in New Haven, Connecticut, traveling northward through Hartford, and continuing to Union Station in Springfield, Massachusetts. It traverses the municipalities of New Haven, North Haven, Hamden, Wallingford, Meriden, Berlin, Newington, West Hartford, Hartford, Windsor, Windsor Locks, Enfield, Longmeadow and Springfield, Massachusetts.

Project Description: The New Haven-Hartford-Springfield (NHHS) Rail Project will provide significant new
regions passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system. With funding from both the new High-Speed Intercity Rail Program created by President Barack Obama in 2008, and the State of Connecticut, the NHHS Rail Project will provide the infrastructure and trains to operate some of the nation's best passenger rail services. As the gateway to New England, the NHHS Rail Project will also facilitate improved service to Massachusetts, Vermont and eventually Montreal. New train service will connect communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets within and beyond the region.

The following infrastructure improvements to the existing rail corridor will be built to accommodate projected 2030 service:

- Re-installation of 38.7 miles of double track which was previously removed by AMTRAK in 1989.
- 5.5 miles of new passing sidings and rehabilitation of two existing sidings
- 9 new interlockings (so trains can change tracks)
- Signaling and control systems, including Positive Train Control
- Repair, rehabilitation and replacement of bridges and culverts
- Improvements at 38 at-grade crossings
- High-level platforms, pedestrian overpasses, parking, and other amenities at:
  - Wallingford
  - Meriden
  - Berlin
  - Windsor
  - Windsor Locks
- Future new stations at North Haven, Newington, West Hartford and Enfield, and a new platform at New Haven State Street station
- Layover and maintenance facility near Springfield, MA station

Project Map: Click here to view a map of the project area.

Additional Project Information: Click here to be directed to the project website.

Written comments from the public are welcomed and will be accepted until the close of business on: October 20, 2011

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by September 30, 2011.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Mark W. Alexander - Transportation Assistant Planning Director
Agency: Connecticut Department of Transportation
Address: 2800 Berlin Turnpike
Newington, CT 06131
Fax: 860-594-3028
E-Mail: Mark.W.Alexander@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Stephen V. Delpapa - Transportation Supervising Planner
Agency: Connecticut Department of Transportation
Address: 2800 Berlin Turnpike
Newington, CT 06131
Phone: 860-594-2941
Fax: 860-594-3028
E-Mail: Stephen.Delpapa@ct.gov

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment by the end of 2011

2. Notice of Scoping for Demolition of Buildings #11 and #29 at the Former Cedarcrest Hospital Property
Monitor Archives

Environmental Monitor

May 8, 2012

Special Notice


Scoping Notices

1. REVISED! 20 North Water Street, Norwalk
2. NEW! Quinebaug Regional Technical Park, Putnam
3. NEW! Stamford Transportation Center, Stamford

Post-Scoping Notices: Environmental Impact Evaluation Not Required

1. NEW! Thames Shipyard Improvements, New London

Environmental Impact Evaluations

1. NEW! The Villages, Montville
2. NEW! New Haven - Hartford - Springfield Line High Speed Intercity Passenger Rail Project

State Land Transfers

No State Land Transfer Notices have been submitted for publication in this edition.

The next edition of the Environmental Monitor will be published on May 22, 2012.

Subscribe to e-alerts to receive an e-mail when The Environmental Monitor is published.

Special Notice

The following notice is published at the request of the Office of Policy and Management to provide notice of the availability of the revised draft of Conservation and Development Policies: A Plan for Connecticut, 2013-2018. There is a strong link between this plan and CEPA.


The Office of Policy and Management (OPM) has published a revised draft of Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (the State C&D Plan), in accordance with CGS Section 16a-28 (b). The Draft State C&D Plan, including the Draft Location Guide Map, can be viewed at:

OPM, in cooperation with Regional Planning Organizations (RPOs), will schedule, publicize, and conduct formal public hearings on the Draft State C&D Plan in each of the state’s 14 planning regions between the
Comments on this EIE will be accepted until the close of business on: June 22, 2012

The public can view a copy of this EIE at: The Montville Town Clerk, 310 Norwich-New London Tpke., Uncasville, CT 06382

The Raymond Library, 832 Raymond Hill Rd, Oakdale, CT 06370

There is a public hearing scheduled for this EIE on:

DATE: June 14, 2012
TIME: 6:00 PM
PLACE: Montville Town Hall, Town Council Chambers, 310 Norwich-New London Tpke. Uncasville 06382

Send your comments about this EIE to:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
         Hartford, CT 06106
E-Mail: mark.hood@ct.gov

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street, Hartford, CT 06106
E-Mail: mark.hood@ct.gov
Phone: (860) 270-8089


Municipalities where project is proposed: New Haven, North Haven, Hamden, Wallingford, Meriden, Berlin, Newington, West Hartford, Hartford, Windsor, Windsor Locks, Enfield, and Springfield

Address of Possible Project Location: Rail Corridor from New Haven-Hartford-Springfield

Project Description: The proposed rail service enhancement in the NHHS rail corridor would provide for up to 25 daily round-trip trains (up to 50 one-way trips per day) by 2030. The proposed service plan would provide one-seat or cross-platform transfers on service from Washington, D.C., and New York to Springfield, Boston and the Knowledge Corridor, as well as bi-directional, 30-minute peak-hour service and hourly midday service in the NHHS rail corridor. Related operational improvements include an increase in the capacity of the line to accommodate additional trains, an increase in the maximum train speed to 110 miles per hour (mph), service to future new regional train stations in North Haven, Newington, West Hartford, and Enfield (to be constructed with Federal Transit Administration (FTA) funding), and reduced scheduled travel times. These operational improvements, in turn, require rail infrastructure improvements. Therefore, Connecticut has proposed the NHHS Rail Program, a program of capital projects to support enhanced passenger rail service in the NHHS rail corridor. The proposed project's infrastructure improvements in the NHHS rail corridor consist of:

- restoration of sections of track;
- construction of new passing sids;
- construction of a layover and light maintenance facility;
- st-grade crossing upgrades;
- facility-specific bridge and culvert rehabilitations, replacements and removals;
- installation of new crossovers and signal upgrades;
- improvement or relocation of existing passenger rail platforms for Amtrak Intercity service, as well as additional station parking and improved station access;
- improvements to platforms, track configuration and sidings in the Springfield Terminal area; and
- construction of future FTA-funded new regional rail stations in North Haven, Newington, West Hartford, and Enfield.

Project Map: Click here to view a map of the project area.
Comments on this EIE will be accepted until the close of business on: June 22, 2012

The public can view a copy of this EIE at: This document is available for public inspection at the Connecticut Department of Transportation, Bureau of Policy and Planning, 2800 Berlin Turnpike, Newington, CT; the City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission. The document is also available at www.nnhsrail.com.

There are three public hearings scheduled for this EIE on:

DATE: Thursday, June 7, 2012
TIME: 7:00 PM
PLACE: Torp Theatre, Davidson Hall, Central Connecticut State University, 1615 Stanley Street, New Britain, CT

DATE: Wednesday, June 13, 2012
TIME: 7:00 PM
PLACE: Asuotuck Community College, 170 Elm Street, Enfield, CT

DATE: Thursday June 14, 2012
TIME: 7:00 PM
PLACE: North Haven High School, 221 Elm Street, North Haven, CT

NOTES: All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend a hearing and requiring an interpreter may make arrangements by contacting the Department’s Office of Communications at (860) 594-3062 (voice only) at least five days prior to the hearing.

The study team will be available at each hearing from 6:00pm-7:00pm to discuss the proposed improvements. The hearing presentations will begin at 7:00pm.

Additional information about this project can be found online at: www.nnhsrail.com

Send your comments about this EIE to:

Name: Mr. Mark W. Alexandar - Transportation Assistant Planning Director
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
E-Mail: Mark.W.Alexander@ct.gov

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:

Name: Mr. Stephen V. Delpapa - Transportation Supervising Planner
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
E-Mail: Stephen.Delpapa@ct.gov
Phone: 860-594-2941

State Land Transfer Notices

Connecticut General Statutes Section 4b-47 requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. Read more about the five-step process...
Notice of Availability of Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall Central Connecticut State University 1615 Stanley Street, New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College 170 Elm Street Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School 221 Elm Street North Haven, Connecticut
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the Department’s Office of Communications at (860) 594-3062 (voice only) at least five days prior to the meeting.

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A copy of the environmental document is available for review via the project website http://www.nhhsrail.com and at the: Connecticut Department of Transportation, each City or Town Clerk’s Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 8, 2012

Ad Title: CT DOT - Notice of Availability

State Project No. 170-2296

Appeared in: Hartford Courant

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
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CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall, Central Connecticut State University
1615 Stanley Street
New Britain, CT

Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT

Time: 7:00 p.m.
Date: June 18, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT

Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (850) 394-3082 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhherail.com through June 22, 2012. Written questions or comments sent by mail can be directed to: Mr. Mark W. Alexander, Transportation Assistant Planning Director, P.O. Box 317546, Newington, CT 06131-7546 or at e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhherail.com and at the Connecticut Department of Transportation each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capital Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Gravestone Group Advertising, 2710 North
Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 15, 2012

Ad Title: CT DOT - Notice of Availability
State Project No. 170-2296

Appeared in: Hartford Courant

publication and the newspaper extracts hereto annexed were clipped from the above named
issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
Connecticut Department of Transportation

Notice of Availability of Environmental Documents and Public Hearing
An Environmental Assessment/Concurrent Environmental Impact Evaluation has been published for State Project No. 170-2296

New Haven-Hartford-Springfield Line High Speed Intercity Passenger Rail Project

The environmental document is available beginning on Tuesday, May 8, 2012 for a 30-day public review and comment period. Public hearings will be held at the following locations:

Location 1: Sacred Heart Hall, Sacred Heart University
1515 Chapel Street
New Haven, CT
Time: 7:00 pm
Date: June 12, 2012

Location 2: Amtrak Community College
100 Elm Street
Waterbury, CT
Time: 7:00 pm
Date: June 12, 2012

Location 3: North Haven High School
201 Center Street
North Haven, CT
Time: 7:00 pm
Date: June 12, 2012

Please join us at the forthcoming public hearing in June.

Adhering to all the facts and principles of the project, the public hearing will be held at Sacred Heart Hall, Sacred Heart University, 1515 Chapel Street, New Haven, CT, on Tuesday, June 12, 2012, at 7:00 pm, in the conference room. The hearing will be conducted in a public forum to allow the public to participate in the decision-making process and express their views on the proposed project.

The hearing will be open to the public and will be conducted in a public forum to allow the public to participate in the decision-making process and express their views on the proposed project. The hearing will begin at 7:00 pm and continue until the matters to be discussed have been fully addressed. The public may speak or ask questions of representatives of the project during the hearing.

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An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall, Central Connecticut State University
1815 Stanley Street
New Britain, CT

Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT

Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT

Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons, or persons speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhhrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to: Mr. Mark W. Alexander, Transportation Assistant Planning Director, P.O. Box 317546, Newington, CT 06111-7546 or at e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhhrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capital Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 20, 2012

Ad Title: CT DOT - Notice of Availability
State Project No. 170-2296

Appeared in Hartford Courant
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
World briefing

NAACP endorses gay marriage as civil right

The NAACP, a civil rights organization, has endorsed gay marriage as a civil right in a statement released today. The organization has long been a leader in advocating for equal rights for all Americans, and the endorsement is seen as a significant step forward in the fight for marriage equality.

Funeral service held for Mary Kennedy

Kennedy, who passed away last week, was buried in a private ceremony attended by family and close friends. The service was held in a private location in the hopes of keeping the details of the service private.

Car bomb at military complex in Syria kills 9

A car bomb exploded at a military complex in Syria, killing 9 soldiers. The blast was reportedly caused by a improvised explosive device (IED) planted by rebel fighters.

Tropical Storm Alberto forms off S.C. coast

The National Hurricane Center has issued a tropical storm watch for South Carolina as Tropical Storm Alberto approaches the coast. The storm is expected to make landfall later today.

Connecticut DEPARTMENT OF TRANSPORTATION

Notice of availability of Environmental Impact Statement

The Environmental Impact Statement for the New Haven-Hartford-Springfield Line High-Speed Intercity Passenger Rail Project is available for public review. The statement can be accessed on the Department of Transportation's website.
CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact
Evaluation has been published for State Project No. 170-2256

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH
SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a
45 day public review and comment period. Public Hearings will be held at the
following locations:

Location 1: Torp Theatre, Davidson
Hall, Central Connecticut
State University
1615 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community
College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven
High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE
PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired
persons or persons speaking a language other than English wishing to attend these meetings
and requiring an interpreter may make arrangements by contacting the Department's Office of
Communications at (860) 594-3002 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the
proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be
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or via the project website http://www.nhhsrail.com through June 22, 2012. Written questions
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Assistant Planning Director, R.O. Box 317546, Newington, CT 06131-7546 or at e-mail
address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website
http://www.nhhsrail.com and at the Connecticut Department of Transportation, each City or
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corridor, the South Central Regional Council of Governments, the Central Connecticut
Regional Planning Agency, the Capital Region Council of Governments, and the Pioneer
Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Genier, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 10, 2012
Ad Title: CT DOT No. 170-2296
New Haven - Hartford - Springfield

Appeared in: La Voz De Connecticut
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
Estrella de Hollywood testifica sobre abuso y violencia doméstica

STAMFORD: El pasado jueves, el Centro de Crisis de Violencia Doméstica (DVCC) invitó a más de quince artistas invitados a compartir su experiencia como víctimas de violencia doméstica. La ceremonia fue en honor a "El Almuerzo Anual de Primavera", donde se anunció que en estos años de vida, el Centro ha salvado más de un millón de vidas. Se destacó, con ello, el testimonio del actor de Hollywood, Marichal Baxter, sobre cómo afecta la violencia doméstica a su familia. El alcalde, al que asisten jóvenes en organizaciones del Condado de Fairfield y de forma regular, dijo que "hay un sólo sitio" donde se puede hablar sobre el tema.

Por tres horas consecutivas, los asistentes al "Mes de Día de Primavera", organizado por el DVCC, conoció con las obras de arte sobre violencia en las familias, del Condado de Fairfield y del testimonio de la popular actriz de Hollywood, Marichal Baxter, autora del libro "Desatado" (Unovis), una crónica sobre su lucha contra la violencia y su lucha por recuperar su autoestima.

El evento fue organizado por elDVCC, el cual se encuentra en la oficina del Condado de Fairfield, y ha sido patrocinado por la Asociación de Mujeres de Fairfield, el Departamento de Comunicación, y el Condado de Fairfield.

En el evento, la actriz Marichal Baxter, conocida por su papel en la serie de la serie "Family Ties", habló sobre su experiencia como víctima de violencia doméstica. "Mientras tanto, mi familia y yo hemos trabajado para prevenir esta situación en nuestra casa y en la comunidad. Creemos que el arte es una herramienta poderosa para cambiar la vida de las personas que sufren violencia doméstica, y estamos comprometidos a hacerlo.

Agradecimientos

Agradecemos a todos los voluntarios que trabajan arduamente para mejorar la vida de las personas que sufren violencia doméstica. Agradecemos a todos los artistas que han donado su tiempo y talento para ayudar a las víctimas de violencia doméstica. Agradecemos a todos los amigos y familiares que han apoyado a las víctimas de violencia doméstica. Agradecemos a todos los líderes políticos que han trabajado para mejorar la vida de las personas que sufren violencia doméstica.

La Directora Ejecutiva delDVCC, Rachael Ritter, dijo que "la violencia doméstica es una de las más peligrosas de las que enfrentan las mujeres en nuestro país. Han hecho un trabajo increíble para prevenir y combatir la violencia doméstica en nuestras comunidades. Han trabajado arduamente para mejorar la vida de las personas que sufren violencia doméstica, y han sido un ejemplo de cómo podemos hacer una diferencia en nuestra comunidad.

Con el apoyo de todos, hemos logrado avances importantes en la forma en que se maneja la violencia doméstica en nuestra comunidad. Han trabajado arduamente para mejorar la vida de las personas que sufren violencia doméstica, y han sido un ejemplo de cómo podemos hacer una diferencia en nuestra comunidad.

Finalmente, quiero agradecer a todos los voluntarios que han trabajado arduamente para mejorar la vida de las personas que sufren violencia doméstica. Han hecho un trabajo increíble para prevenir y combatir la violencia doméstica en nuestras comunidades. Han trabajado arduamente para mejorar la vida de las personas que sufren violencia doméstica, y han sido un ejemplo de cómo podemos hacer una diferencia en nuestra comunidad.

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Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 17, 2012

Ad Title: CT DOT - No. 170-2296

New Haven - Hartford - Springfield

Appeared in: La Voz De Connecticut

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public

[Signature]
Los Ayer's de Colombia llenan "Casa Blanca"

Octavio Corrales, de la agrupación "Los Ayer's" y los hermanos Corrales de Colombia, en una gira por los Estados Unidos que durará un par de meses, cantó en el Casa Blanca de 83 Wall Street, un lugar cuyo esencial a semana presenta espectáculos artísticos de factura internacional.

STAMFORD, Connecticut: Conciertos para dedicar a la mejor manera de agradecer los recuerdos de la Biblia Ferguson, después de una reciente gira en la comunidad para hacerlos más beneficiosos para la vida. La encuesta ofrece la opinió;n de los usuarios de la biblioteca, que puede ser útil para el mejoramiento de los servicios.

Encuestas en español en Biblioteca Ferguson

STAMFORD, En un esfuerzo por determinar a qué manera de agradecer los recuerdos de la Biblioteca Ferguson, después de una reciente gira en la comunidad para hacerlos más beneficiosos para la vida. La encuesta ofrece la opinión de los usuarios de la biblioteca, que puede ser útil para el mejoramiento de los servicios.

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Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 24, 2012

Ad Title: CT DOT - No 170-2-296
New Haven - Hartford - Springfield

Appeared in: La Voz Hispana De Connecticut

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 19th day of June, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public
Barrio hispano se tiñe de sangre

Los niños de la escuela Side by Side, debieron ser escoltados por la policía, para llegar al lugar en donde estaban sus padres. Mientras observaban atentamente el trabajo de la investigación policial.

(Foto: Nancy Chapman)

Investigaciones en la escena.
Aunque no hizo un informe escrito sobre la investigación, indicó que la policía estaba buscando a cuatro hombres. "Los detectives están buscando a personas testigos", afirmó.
El detective tuvo lugar alrededor de las 3:00 de la tarde, después de recibir una llamada de un hombre que había visto algo sospechoso.

Parece que un hombre saltó en la escena en un intento de huir. La policía lo atacó y lo detuvo.

Los ojos de los niños estaban llenos de lágrimas cuando se despertaron en su habitación. "Espero que el culpable sea capturado", dijo uno de ellos.

Barrio hispano se tiñe de sangre. El barrio ha sido testigo de varios asesinatos en los últimos meses, lo que ha causado preocupación entre los residentes.

NORWALK: Un hombre fue asesinado en una casa de la ciudad. Según las fuentes de la policía, se produjo un tiroteo entre dos personas y el hombre resultó herido de gravedad. Él murió más tarde al llegar al hospital. Se está investigando el caso.

NORWALK: Un hombre fue encontrado muerto en su casa. Según la policía, no había signos de lucha y no había evidencias de robo. La causa de la muerte no se ha confirmado aún.

La ciudad ha sido azotada por un aumento en los robos de viviendas y vehículos en los últimos meses. La policía ha aumentado su presencia en las áreas afectadas.

NORWALK: Un hombre fue arrestado por posesión de drogas. Según la policía, la droga estaba en su poder desde hacía varios días y no había intentado venderla.

La ciudad ha sido azotada por un aumento en el tráfico de drogas en los últimos meses. La policía ha aumentado su presencia en las áreas afectadas.

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visio de disponibilidad de documentación ambiental y audiencia pública

Ha sido publicada para el proyecto estatal No. 170-2296 una evaluación ambiental/Evaluación del impacto ambiental en Connecticut

PROYECTO DE LÍNEA DE ALTA VELOCIDAD PARA TRANSPORTE FERROVIARIO INTERCITY
NEW HAVEN-HARTFORD-SPRINGFIELD

El documento ambiental estará ahora disponible el martes 8 de mayo de 2012. Habrá las siguientes audiencias públicas a las 7:00 pm:

Lugar 1ra: Torp Theatre, Davidson
Hall Central Connecticut
State University
1615 Stanley Street,
New Britain, CT
Hora: 7:00 p.m.
Fecha: 7 de junio, 2012

Lugar 2da: Ascutney Community
College
170 Elm Street
Enfield, CT
Hora: 7:00 p.m.
Fecha: 12 de junio, 2012

Lugar 3ra: North Haven High School
221 Elm Street
North Haven, Connecticut
Hora: 7:00 p.m.
Fecha: 14 de junio, 2012

NO DEJE DE ASISTIR A LAS AUDIENCIAS PÚBLICAS DE JUNIO

Todos los lugares donde tendrá lugar las audiencias son accesibles para personas discapacitadas. Personas con discapacidades auditivas o que hablan otro idioma que no es el inglés y que deseen asistir a estas reuniones y necesiten intérprete pueden hacer las alegaciones necesarias comuniando con el departamento Department’s Office of Communications, (800) 594-3662 (vea tel. interno), por lo menos cinco días antes de la reunión.

El equipo de estudio estará disponible en cada audiencia, de 6:00 a 7:00 pm para discutir las mejores propuestas. La audiencia comenzará a las 7:00 pm. Los comentarios pueden ser hechos verbalmente o por escrito en cada audiencia pública. También se aceptarán comentarios enviados por correo o a través del portal: http://www.ct.gov/ltour hasta el 12 de junio de 2012. Preguntas escritas o comentarios por correo, pueden ser enviados a Mr. Mark W. Alexander, Transportation Assistant Planning Director, R.O. Box 317546, Newington, CT 06131-7246 o a la dirección de correo electrónico: Mark.W.Alexander@ct.gov

Hay disponibles copias del documento ambiental para su revisión en: City or Town Clerk’s Office and the Public Libraries (bibliotecas públicas) de las municipalidades afectadas a lo largo del corredor ferroviario, South Central Regional Council of Governments (Consejo regional del Gobierno), the Central Connecticut Regional Planning Agency, the Capital Region Council of Governments, y la comisión Pioneer Valley Planning Commission.
Notice of Availability of Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall
Central Connecticut State University
1615 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhhsrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to: Mr. Mark W. Alexander, Transportation Assistant Planning Director, P.O. Box 317546, Newington, CT 06151-7546 or e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhhsrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 20, 2012
Ad Title: CI DOT - Notice of Availability
State Project No. 170 - 0046

Appeared in: Meriden Journal

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public

Kathleen Vitko
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Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

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Date: June 7, 2012

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170 Elm Street
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Time: 7:00 p.m.
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Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

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A copy of the environmental document is available for review via the project website http://www.nhhsrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 8, 2012

Ad Title: CT DOT - Notice of Availability
State Project No. 170-2296

Appeared in: New Haven Register
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
Notary Public
Ross: Yale appears in court in crash

Continued from A1

The incident occurred near the Yale field hockey and track and field teams' football field in November.

A preliminary inspection of the scene revealed that the occupants of the vehicle sustained minor injuries. A street sign, identified as Molineur Rd, was knocked down and severely damaged.

A passenger in the SUV, identified as Mr. Brown, claimed that the driver, identified as Mr. Johnson, was responsible for the crash. Mr. Brown stated that Mr. Johnson was speeding and did not yield the right of way.

Mr. Johnson, when asked about the incident, denied any wrongdoing. He claimed that Mr. Brown was at fault for not yielding the right of way.

A police report stated that both drivers were cooperative and no charges were filed. The investigation is ongoing.

East Haven: Police in compliance with law

Continued from A1

New Haven, Hamden, Ansonia, Milford, and New Haven, among others, are facing legal challenges over compliance with state regulations.

A police department, identified as the East Haven Police Department, is currently under investigation for alleged violations of state law.

The investigation involves allegations of misconduct, including excessive force and racial profiling.

The department has denied all allegations and stated that they are cooperating fully with the investigation.

LeClair: Prosecutor wants suspect in jail

Continued from A1

According to sources, the prosecutor, identified as Mr. LeClair, is seeking to have a suspect, identified as Mr. Smith, held in jail.

Mr. Smith is accused of violating a restraining order and has been charged with assault and battery.

The prosecutor's office has filed a motion to deny bail, citing the severity of the charges and the potential for the defendant to flee.

LeClair said that Mr. Smith is a danger to the community and that he should be held in jail until trial.
Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

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Date: June 7, 2012

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170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

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A copy of the environmental document is available for review via the project website https://www.nhhsrail.com and at the Connecticut Department of Transportation, each City or Town Clerk’s Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Censur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 15, 2012

Ad Title: CT DOT Notice of Availability
           State Project No 170-2296

Appeared in: New Haven Register

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me:

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
Notary Public
NATION/WORLD

Pakistan eyes reopening border to NATO supplies

Associated Press

CHAUDHRY AHMED - Pakistan's foreign minister, Ahmed Qureshi, has made a surprise visit to Afghanistan, a move that suggests Islamabad is mulling a possible reopening of its border to NATO supplies.

Qureshi arrived in Kabul last week and met with President Hamid Karzai and other Afghan officials. The visit comes amid mounting pressure from NATO countries to reopen the border, which was closed last year due to insurgents' interference.

Qureshi said the border would be reopened if security conditions improved and the Taliban were held accountable for any acts of violence.

However, the Taliban have so far refused to lift the ban on supplies from passing through Pakistan.

The move is significant as the border closure has had a significant impact on NATO's supply lines, adding to logistical challenges and increasing costs for the alliance.

Meanwhile, NATO has been negotiating with the Afghan government to allow overland transportation of supplies through Pakistan.

Ariz wildfire spurs evacuations

Associated Press

CROWN KING, Ariz. - An Arizona national forest fire known as a "firestorm" has prompted authorities to evacuate residents from their homes. The fire has burned over 41,000 acres and has forced residents to flee.

The fire, which started last week, has forced the evacuation of nearly 700 homes near Crown King.

The fire, known as a "firestorm," has been described as a "devastating" event that has forced residents to leave their homes.

R.I. recognizes out-of-state gay marriages

PROVIDENCE, R.I. (AP) - A Rhode Island Supreme Court decision on Monday declared the state will recognize gay marriages performed elsewhere.

The court ruled that gay couples married in other states have the same rights as their straight counterparts.

The court's decision, which took effect yesterday, follows a similar ruling by the Supreme Court of Appeals in Massachusetts.

The decision, which was expected to be appealed, could have far-reaching implications for gay rights advocates across the country.

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The Valuable Document and Public Hearing

A Environmental Assessment/Concurrent Environmental Impact Statement has been published for the DEER Project No. 179-2396

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 15, 2012 for 60 days at various locations. Public hearings will be held at the following locations:

Location 1: Temp. Theatre, 811 Main St., New Britain, CT
Time: 7:00 p.m.
Date: June 15, 2012

Location 2: Amazing 6 Community College
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven
High School
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE!

All hailing locations are accessible via public transportation. Free and limited reserve. For more information, please call (860) 582-2257 or email DEER@ct.gov.
Notice of Availability of Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall, Central Connecticut State University
1615 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhharrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to: Mr. Mark W. Alexander, Transportation Assistant Planning Director, P.O. Box 317546, Newington, CT 06131-7546 or at e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhharrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Library in the affected municipalities along the rail corridor; the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Censur, a billing representative of Graysone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 20, 2012

Ad Title: CT DOT - Notice of Availability - State Project No. 170-2296

Appeared in: New Haven Register

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires
July 31, 2017

Kathleen Vitko
G-8 leaders hope Greece stays in eurozone

**Announced Tuesday**

Camp David, Md. — The leaders of the Group of Eight discussed the threats to Europe’s economic, political and social stability if Greece is forced out of the eurozone. While they hoped that the country would remain in the common currency, they vowed to respond to the challenges no matter what happens.

"We are doing everything possible to make sure that we can stabilize the situation in Greece," said Angela Merkel, Germany's chancellor. "But we are also extremely concerned about a potential Greek exit from the eurozone, and that is why we have decided to put together a package to help Greece," she added.

The G-8 leaders met in Camp David, Maryland, where they discussed the eurozone crisis and its impact on global economy. They agreed that the eurozone is facing a major challenge and that it is crucial to find a solution to prevent a possible exit of Greece from the eurozone.

**Officials: Trio planned to attack Obama's HQ**

CHICAGO — Three men charged in the plot to attack President Barack Obama's campaign headquarters said the men were not part of an organized crime ring and were not planning to attack the Illinois senator's home or a major city. However, they were charged with attempting to use explosives to disrupt the election.

The three men were arrested Tuesday when police searched their apartments and a car in Chicago and found an unexploded pipe bomb, a large cache of ammunition and other explosive materials. They also had a fence that a judge said was designed to trap people inside a car.

The men were arrested last week at a car wash in Chicago and charged with attempting to use pipe bombs to disrupt the election. They were arrested again Tuesday when police searched their apartments and a car in Chicago and found an unexploded pipe bomb, a large cache of ammunition and other explosive materials.

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**Search is on for missing in boat crash**

HUNTINGTON, W.Va. — A search was underway Wednesday for four people missing after a pleasure boat sank in the Mississippi River near Huntington, West Virginia. The boat had four people aboard, one of whom was a child.

The four people were last seen Tuesday night when they went out on a boat for a night of fishing. The boat sank just after 9 p.m., and the search began just after 10 p.m.

Three of the four people were rescued by a member of the U.S. Coast Guard, who was on a patrol in the area.

**Help us to help them**

JAPAN - A major earthquake has caused widespread damage in Japan, straining the country's already fragile infrastructure. The Japan Nuclear Emergency Task Force has called for a nationwide evacuation, and authorities are urging residents to stay indoors.

If you are a business owner, you may be able to help. We are seeking donations for the victims of the earthquake. Donations can be made online at www.helpforjapan.net.

**Hire your next candidate at our Virtual Career Event!**

May 13th - 25th, 2012

An Environmental Assessment/Consultant Environmental Impact Statement has been published for the 170-2296 New Haven-Hartford-Springfield Line High Speed Intercity Passenger Rail Project. The environmental assessment is available beginning on Tuesday, May 8, 2012, at 4:31 pm. The assessment is available at the following location:

Location: 170 East Main Street

Time: 4:31 pm

Date: May 8, 2012

Please join us at the public hearings in June. 

All meeting locations are accessible to persons with disabilities. Food and beverage options are available at the meeting site. For more information, call 203-921-9200 or visit www.nhhs.org.

A copy of the environmental assessment is available at the following link: www.nhhs.org/environmental/170-2296.
DEPARTMENT OF TRANSPORTATION

Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall, Central Connecticut State University 1615 Stanley Street New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College 170 Elm Street Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School 221 Elm Street North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department’s Office of Communications at (860) 594-3662 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. to 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhtrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to Mr. Mark W. Alexander, Transportation Assistant Planning Director, P.O. Box 317546, Newington, CT 06131-7546 or at e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhtrail.com and at the Connecticut Department of Transportation, each City or Town Clerk’s Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capital Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: __May 8, 2012__

Ad Title: __CT DOT - Notice of Availability__

__State Project No. 170-2296__

Appeared in: __Springfield Republican__

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this __14th__ day of __June__, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires July 31, 2017

Notary Public

[Signature]
Casino: Westfield interested in gaming firm

Sarno: State aid sought in Boston

Moose: Return to Massachusetts

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Notice of Availability of Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2256

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

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Location 1: Torr Theatre, Davidson Hall
Central Connecticut State University
1815 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

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The study team will be available at each hearing from 4:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentation will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to Ms. Mark W. Alexander, Transportation Assistant Planning Director, R.O. Box J 17546, Newington, CT 06111-17546 or at e-mail address: Mark.W.Alexander@ct.gov

A copy of the environmental document is available for review via the project website http://www.nhrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capital Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

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Date: May 20, 2012

Ad Title: CT DOT - Notice of Availability State Project No. 170-2290

Appeared in: Springfield Republican
pubication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June 2012 before me.

KATHLEEN VITKO
Notary Public
State of Connecticut
My Commission Expires July 31, 2017

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Central Connecticut State University
1615 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Assunnuck Community College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
221 Elm Street
North Haven, CT
Time: 7:00 p.m.
Date: June 14, 2012

PLEASE JOIN US AT THE PUBLIC HEARINGS IN JUNE.

All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or parents speaking a language other than English wishing to attend these meetings and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the meeting.

The study team will be available at each hearing from 6:00 p.m. - 7:00 p.m. to discuss the proposed improvements. The hearing presentations will begin at 7:00 p.m. Comments may be given verbally or in writing at each public hearing. Comments will also be accepted by mail or via the project website http://www.nhrrail.com through June 22, 2012. Written questions or comments sent by mail can be directed to: Mr. Mark W. Alexander, Transportation Specialist Planning Director, P.O. Box 317544, Newington, CT 06113-7544 or at e-mail address: Mark.W.Alexander@ct.dot.gov

A copy of the environmental document is available for review via the project website http://www.nhrrail.com and at the Connecticut Department of Transportation, each City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission.
Affidavit of Publication

State of Connecticut
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date:  May 15, 2012

Ad Title:  CT DOT Notice of Availability / State Project No. 170-2296

Appeared in:  Springfield Republican

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 14th day of June, 2012 before me.

KATHLEEN VITKO  
NOTARY PUBLIC  
State of Connecticut  
My Commission Expires  
July 31, 2017

Kathleen Vitko  
Notary Public
Notice of Availability of
Environmental Document and Public Hearing

An Environmental Assessment/Connecticut Environmental Impact Evaluation has been published for State Project No. 170-2296

NEW HAVEN-HARTFORD-SPRINGFIELD LINE HIGH SPEED, INTERCITY PASSENGER RAIL PROJECT

The environmental document is available beginning on Tuesday, May 8, 2012 for a 45 day public review and comment period. Public Hearings will be held at the following locations:

Location 1: Torp Theatre, Davidson Hall
Central Connecticut State
University
1615 Stanley Street
New Britain, CT
Time: 7:00 p.m.
Date: June 7, 2012

Location 2: Asnuntuck Community College
170 Elm Street
Enfield, CT
Time: 7:00 p.m.
Date: June 13, 2012

Location 3: North Haven High School
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Obama trying to undermine Romney's record on jobs

BY ROBERT THOMAS

WASHINGTON -- President Obama will focus heavily on Romney's record on jobs in 2012, portraying him as out of touch with the economic concerns of middle-class voters. Romney has repeatedly pointed to his time as governor of Massachusetts in the 1990s when he made sweeping changes to the state's economy, including the imposition of a state sales tax.

The campaign is likely to highlight Romney's role in a state pension scandal that led to the resignation of several top officials, including his son, Gov. Deval Patrick. It also points to his role in the state's economic downturn in the late 1980s, which led to a recession.

Obama is expected to attack Romney's record on jobs in 2012, saying his record is out of touch with the economic concerns of middle-class voters. Romney has focused on his record of creating jobs in the private sector, particularly in the financial services industry.

Obama's campaign has been particularly effective in targeting the swing states of Ohio and Florida, where Obama has a narrow lead in the polls. In Ohio, Obama supporters have been outorganizing Romney, and the campaign is expecting to turn out a strong early vote.

In Florida, Obama's campaign has focused on appealing to African-American voters, who make up a significant portion of the state's electorate. The campaign has also been active in me