

Project 0301-0522 PIM Report of Meeting

Last night Tuesday April 14th, 2026, the project team presented the Union Station Platform Improvements (State Project No. 0301-0522) at a hybrid Public Information Meeting held at the Community Program Room in the Ives Main Library in New Haven.

Brief Background on the project:

The purpose of this project is to replace aging infrastructure at New Haven Union Station by fully replacing and extending the four existing platforms and replacing the existing platform canopies with a single full-coverage canopy system. The project also includes improvements to the existing pedestrian tunnel and upgrades to vertical circulation elements such as stairs and elevators, along with supporting rail, power, and station utility improvements needed to deliver the work. Right-of-way impacts are not anticipated. Construction is anticipated to begin in spring 2029 and the estimated construction cost presented at the meeting was approximately \$402 million. Comments will be accepted through April 28, 2026.

The scope of work includes:

- Complete replacement and extension of the four existing station platforms.
- Complete replacement of existing platform canopies with a single full-coverage canopy system, including a central raised atrium and lower origami approach canopies, with skylights to provide natural lighting.
- Improvements to the existing pedestrian tunnel, including waterproofing improvements to address water infiltration, interior aesthetic improvements, and code compliance upgrades.
- Improvements to the existing elevators and upgrades to stair and elevator enclosures serving the platforms.
- Platform amenities including benches, vending machines, security cameras, blue light phones, upgraded signage, and trash receptacles.
- Construction staging anticipated to proceed one platform at a time, with the intent to maintain service using the remaining platforms while one platform is taken out of service for construction.

Highlights of the presentation:

- Overview of existing station conditions including the four platforms accessed from the station building via the underground pedestrian tunnel and existing canopies that do not extend the full length of the platforms.
- Presentation of the proposed project concept including replacement and extension of all platforms and replacement of existing individual platform canopies with one full-coverage canopy system.
- Discussion of the proposed canopy architectural concept, including the central raised atrium and origami approach canopies, integration of catenary elements within the canopy architecture, and inclusion of skylights for daylighting.
- Presentation of the proposed tunnel refresh concept including increased lighting, improved finishes, improved headroom and circulation where feasible, and wayfinding improvements using signage and material/color cues.
- Discussion of anticipated construction sequencing, including a platform-by-platform approach intended to reduce service disruptions while construction occurs.
- Discussion of anticipated schedule and cost, including an anticipated construction start in spring 2029 and an estimated construction cost of approximately \$402 million.
- Explanation of the public comment period and how to submit questions and comments through April 28, 2026.

During the Q&A session following the presentation, questions posed by attendees included:

Questions from attendees included (with summarized responses):

1. **Question:** Can CTDOT provide a high-level breakdown of the approximately \$402 million cost by major elements such as platforms, canopy/atrium, and tunnel work?
Answer: The project team stated that a detailed estimate exists and that CTDOT can develop and share a reorganized, higher-level breakdown by major components as design progresses, with the intent to make it available through CTDOT channels, potentially including the project website.

2. **Question:** Where is the funding coming from, is it appropriated now, and will it be federal, state, or both?

Answer: CTDOT stated that transit projects are typically funded with a combination of federal and state funds. CTDOT noted that costs are tracked throughout design and that funding is generally obligated closer to project delivery when final design is complete. CTDOT also stated that it is too early to determine the exact federal versus state share and that federal participation may involve grant processes.

3. **Question:** What is being done to address diesel exhaust and air quality on the platforms under a full-coverage canopy?

Answer: The team stated that airflow and ventilation under the canopy and atrium are being studied and will continue to be evaluated as design progresses. The team noted that ventilation needs, airflow performance, and maintenance implications such as soot accumulation are part of ongoing design considerations.

4. **Question:** What is the primary impetus for the project, and is it due to a specific structural compromise?

Answer: CTDOT stated the purpose and need is to rehabilitate and replace aging station infrastructure. The team noted that platforms require replacement and existing canopies do not provide full platform coverage, and that the project is intended to improve infrastructure longevity and provide improved protection for passengers from weather.

5. **Question:** Why not add escalators to the platforms, given elevator size constraints and passenger needs such as luggage, strollers, and accessibility?

Answer: CTDOT stated escalators are a suggestion that can be taken back for consideration. The team noted constraints including space, cost focus, and long-term maintenance concerns associated with escalators, particularly outdoor escalators. The team also noted that escalators are not generally considered appropriate for ADA or egress purposes and that current platform width limits options for adding both stairs and escalators.

6. **Question:** Will bird-safe glass be used, and what sustainable attributes are being considered for the project?

Answer: The team stated bird protection is being taken into account. CTDOT and the design team referenced sustainability considerations including lifecycle evaluation approaches and stated additional sustainability attributes can be evaluated as design advances.

7. **Question:** Can elevators be made larger to better accommodate wheelchairs and higher usage?

Answer: The team stated that elevators are planned to be replaced and upgraded and that project elements will be brought up to current standards including ADA and applicable building and construction standards.
8. **Question:** Why is construction anticipated to start in spring 2029, and is that dependent on other projects such as signal improvements and State Street Station work?

Answer: CTDOT stated that spring 2029 reflects coordination with other ongoing and planned rail work, including required signal improvements and other rail yard activities that must be completed prior to major track and station work to reduce disruption and avoid rework. CTDOT stated signal improvement work is anticipated to be completed prior to the Union Station construction start.
9. **Question:** Will this project improve rail efficiency or travel times, and how does platform extension help operations?

Answer: The team stated that longer platforms allow more doors and more cars to be accessed at once, which can reduce boarding and alighting time and support more efficient station operations. CTDOT also noted that broader travel time improvements depend on corridor-wide constraints and multiple coordinated infrastructure investments beyond this single project.
10. **Question:** Will the presentation slides be available online?

Answer: The team stated the presentation would be posted online after being made accessible and converted to a PDF and advised the public to check the project website following the meeting.
11. **Question:** Is it possible to incorporate solar panels on the canopy, and will solar be included?

Answer: CTDOT stated that solar is not currently proposed on the canopy in order to maintain the canopy as an iconic architectural structure, and noted that there are other nearby opportunities for solar installations. CTDOT also stated the canopy is being designed to accommodate solar in the future if that direction is pursued later.
12. **Question:** What wayfinding, mapping, and digital signage will be integrated into the design?

Answer: The team stated wayfinding, mapping, and digital signage needs will be identified through final design and implemented during construction, with improvements made where needed compared to existing conditions.

13. **Question:** Can additional, more direct access points to and from the tunnel be evaluated, including access toward the south side?

Answer: The team stated that additional access points were not part of the work presented but that the suggestion can be taken back for consideration as design progresses. CTDOT noted that physical site constraints, rail yard operations, and high water table conditions limit the feasibility of major underground expansion in and around the station area.

14. **Comment:** The existing tunnel is a unique and iconic space and elements of its aesthetic should be maintained.

Response: The team acknowledged the comment and stated they will take it back for consideration as design progresses, including whether elements of the existing tunnel aesthetic can be retained or incorporated.

15. **Question/Comment:** How will adjacent development, including proposed residential development in the east lot area, interface with this project?

Answer: The team stated that impacts are not anticipated but that CTDOT will coordinate with adjacent development efforts as design progresses.

16. **Question:** Will there be service impacts during construction, and how will CTDOT manage outages and delays?

Answer: CTDOT clarified that the intent is to minimize and mitigate disruptions, but that outages and service impacts may occur. The team stated that a platform-by-platform approach is being considered to keep the other platforms in service to reduce impacts, and that service changes will be developed further and communicated as the project approaches delivery.

17. **Question/Comment:** Can doors from platforms to stair access be removed or automated, can ticket vending machines be moved closer to platforms, and can escalator options be reconsidered?

Answer: The team acknowledged these suggestions and stated they will be taken back for consideration as design progresses.

18. **Question:** What are the next steps after this Public Information Meeting?

Answer: CTDOT stated the project is at approximately the 30 percent design milestone and that, following consideration of comments received, the project will proceed into final design.

There were 37 members of the public in attendance, including 18 individuals attending in person and 19 participating online. Members of the media were also in attendance. The meeting began at 6:05 PM and concluded at 7:35 PM. Public feedback was engaged and

generally positive. Comments will be accepted through April 28, 2026, and the presentation will be posted on the project website.