NEW HAVEN TO PROVIDENCE CAPACITY PLANNING STUDY

The New Haven to Providence Capacity Planning Study (CPS) will develop and evaluate alternatives to grow rail capacity and improve rail performance between New Haven, CT and Providence, RI, with a goal of minimizing effects on both the natural and human built environments.

Background

The Northeast Corridor (NEC) runs from Washington D.C. to Boston, MA, and features stops in both New Haven and Providence, as well as several other popular destinations throughout the region. For future passenger rail service on the NEC to support the projected population and employment growth in the region, upgrades must be made to aging infrastructure, and capacity must be expanded.

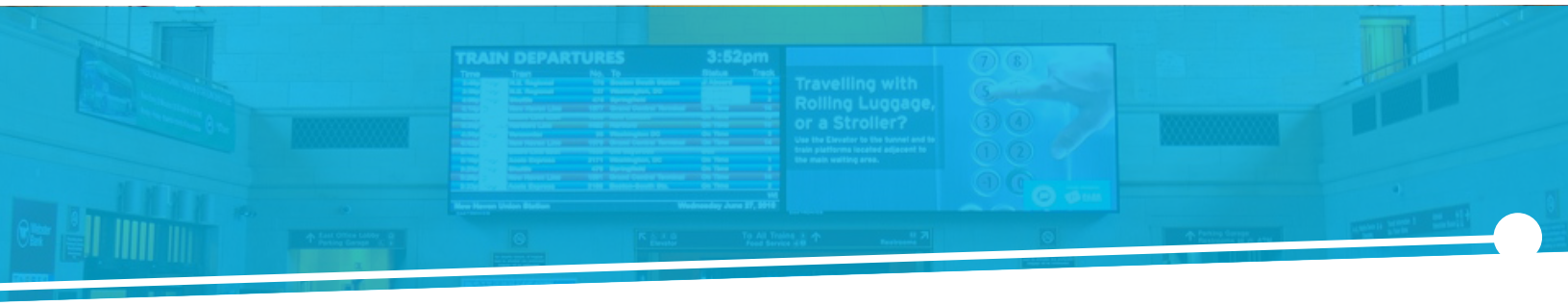
Several recent planning studies have identified a fundamental need to expand capacity, improve performance, and increase resiliency for passenger rail service between New Haven, CT, and Providence, RI, and recommended that the New Haven to Providence CPS be completed as an incremental step to meet this need. These studies include the NEC Commission's CONNECT NEC 2037 plan, the FY23-27 NEC Capital Investment Plan, and the Federal Railroad Administration's (FRA) NEC FUTURE planning process. Additionally, the New Haven to Providence CPS was included in FRA's NEC Project Inventory published in late 2022.

The New Haven to Providence CPS was also recently recommended as a next step in Amtrak's 2023 New Haven to Providence Market Study, which was conducted in partnership with the same agencies that will be involved in this project. By looking at data, evidence, and travel behaviors, the Market Study confirmed a strong potential for intercity passenger rail ridership demand from New Haven to Providence. This demand was shown to remain along the existing New York City-New Haven-Providence-Boston route, as well as the New York City-Fairfield County-New Haven-Hartford-Springfield axis. The Market Study is publicly available on Amtrak's website: www.amtrak.com/reports-documents.

Partners

This study is being administratively led by Amtrak with significant input and collaboration from a Technical Steering Committee, including representatives from:

- Connecticut Department of Transportation (CTDOT)
- Rhode Island Department of Transportation (RIDOT)
- Massachusetts Department of Transportation (MassDOT) / Massachusetts Bay Transportation Authority (MBTA)
- Federal Railroad Administration (FRA)
- Northeast Corridor Commission (NECC)



Study Overview

The New Haven to Providence CPS will develop a strategy to address the long-term mobility and economic development of the study area while being mindful of critical historical, resiliency, and community development issues. In doing so, it will employ an inclusive, innovative approach to outreach and community engagement in partnership with relevant stakeholders, residents, and businesses. Upon conclusion, a Final Report will be prepared with the results of public outreach and community engagement; the Alternatives Analysis of potential rail alignment, infrastructure, and operational options between New Haven and Providence; and next steps. The implementation of infrastructure improvements identified through this process will be subject to additional planning, design, and environmental permitting activities.

With an anticipated duration of 18-24 months, the New Haven to Providence CPS will focus on the Project Planning phase, including the following key activities:

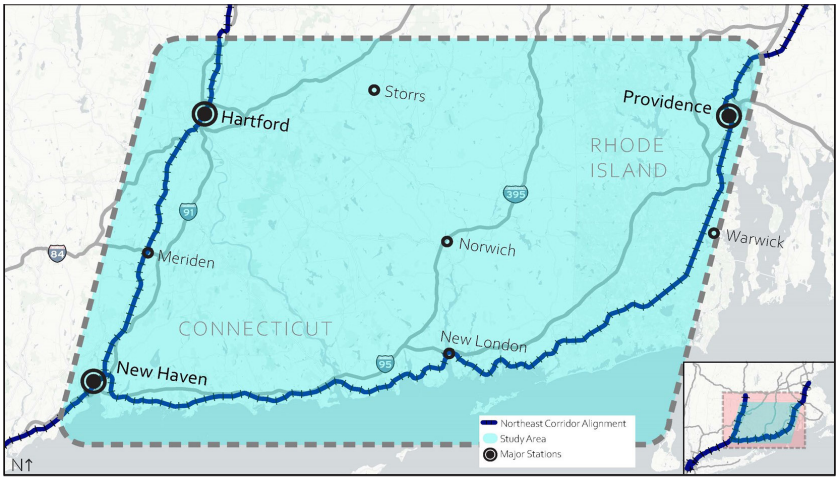
- Identify and evaluate potential rail alignment alternatives;
- Complete the initial design work necessary to define the capital investment needed in this section of the NEC;
- Conduct a robust and inclusive public outreach effort to understand the needs of local communities.

Proposed Study Area

The rail Corridor between New Haven, CT and Providence, Rhode Island is owned and managed by Amtrak with projects coordinated by Amtrak, RIDOT, CTDOT, and MBTA, and includes existing Amtrak, CTrail Shore Line East, CTrail / Amtrak Hartford Line, Metro-North New Haven Line, and MBTA Providence Line passenger rail services. This area is home to millions of people and comprises numerous urban centers, including Hartford, New Haven, and Providence, plus a wealth of other vibrant communities, small towns, Native American tribal areas, and universities.

The southern boundary of the initial proposed study area extends from New Haven, CT (Union Station) along the southeastern CT shoreline, following the existing NEC rail line east to Providence, RI (Providence Station). The western and northern boundaries follow the existing CTrail / Amtrak Hartford Line rail corridor from New Haven Union Station to Hartford Union Station and extends from Hartford to Providence. In addition to Amtrak's services on the NEC and connected routes, the study area has multiple commuter rail services, airports, and significant highway infrastructure. In all alternative routings to be considered, the study endpoints are New Haven and Providence, although this does not necessarily mean that the study will only consider continuous new alignment options between those two cities.

NEW HAVEN TO PROVIDENCE CPS: STUDY AREA MAP



Project Funding

On November 6, 2023 Amtrak was awarded up to $4 million in FRA funding from the Biden-Harris Administration to complete the New Haven to Providence CPS. The New Haven to Providence CPS is one of twelve Amtrak-led projects that was awarded funding through the FRA's Federal-State Partnership for Intercity Passenger Rail Program (Fed-State NEC) intended to modernize critical infrastructure, improve stations, and support future ridership growth on the NEC.

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