



# STATE OF CONNECTICUT

## DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546



**New Haven-Hartford-Springfield High Speed Intercity Passenger  
Rail Program  
Annual Programmatic Agreement Report  
State Project 170-2296  
May 11, 2017**

The Connecticut Department of Transportation (Department) is implementing a program of rail infrastructure and service improvements along the existing 62 mile New Haven-Hartford-Springfield (NHHS) Rail Corridor between New Haven, Connecticut and Springfield, Massachusetts. The Federal Railroad Administration (FRA) is providing partial funding for the project through the High-Speed Intercity Passenger Rail Program and is the lead agency for compliance with the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act of 1966, and Section 106 of the National Historic Preservation Act of 1968 (Section 106).

The FRA, following consultation among the Department, the Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, the National Railroad Passenger Corporation (Amtrak), and interested Native American Tribes, has executed a Programmatic Agreement (PA) for compliance with Section 106 for the five identified phases of the entire NHHS project.

In accordance with Stipulation XVII.C. of the PA, the Department has compiled the below Annual Programmatic Agreement Report and has made it available for public inspection. If you have any questions or need additional information please contact Mandy Ranslow, (860) 594-2929.

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Mark F. Carlino  
Transportation Planning Director  
Bureau of Policy and Planning

## **Annual Programmatic Agreement Report**

### **New Haven-Hartford-Springfield High-Speed Intercity Passenger Rail Project**

December 6, 2016

In accordance with the “Programmatic Agreement Among the Federal Railroad Administration, the Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, and the Connecticut Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the New Haven-Hartford-Springfield High-Speed Intercity Passenger Rail Project” (August 2012) Stipulation XVII.C., the Connecticut Department of Transportation (Department) has prepared this Annual Programmatic Agreement Report. The purpose of this report is to summarize the actions taken under the Programmatic Agreement (PA) and to document its effectiveness.

#### **Summary of Actions from October 2015 to September 2016**

- The Connecticut Department of Transportation (CTDOT) and Amtrak continued to plan for the donation of historic rail items to the Danbury Railway Museum (50 feet of English Rail, circa 1870, CEDAR Central Instrument House), Connecticut Eastern Rail Road Museum (3 signal masts, circa 1900 and 1 set of rail chair, circa 1900, HART Central Instrument House), and Vernon Parks and Recreation (1 flangeway sign, circa 1900 and 1 signal mast, circa 1900). These items will be delivered when possible.
- Salvaged brownstone was delivered to the City of Middletown and Town of Portland. Both municipalities have received as much as they want. CTDOT is currently working with the Berlin Historical Society who expressed interest in some of the remaining brownstone. CTDOT will find a place to stockpile the remaining unclaimed brownstone.

#### **Future Actions**

- Delivery of historic rail items to designated museums.
- Additional work on Phase 3B and 4 (new rail stations) will be reviewed in accordance with the PA.
- Finalization of State-level documentation of impacted structures
- Design of historic exhibit panels

**Effectiveness**

To date the PA is working successfully. Correspondence is mailed to the PA Signatory and Concurring Parties and the Tribes for each phase of proposed work, and the letters include contact information should any questions arise. Letters to the Tribes include FRA contact information should the Tribes request direct government-to-government consultation. There have been no public objections or inadvertent effects or foreclosures on cultural resources.

**Recommendations**

None