



**State of Connecticut**  
**HOUSE OF REPRESENTATIVES**  
STATE CAPITOL  
HARTFORD, CONNECTICUT 06106-1591

The Honorable Joseph Giuliatti, Commissioner  
Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06111

November 18, 2021

Dear Commissioner Giuliatti,

We are writing today to urge you to include funding for two desperately needed major improvements to the Danbury Branch Line. These projects should be included in upcoming infrastructure investments resulting from passage of the federal Infrastructure Investment and Jobs Act. As you know, Connecticut is slated to receive more than \$5.38 billion to improve the state's transportation system, in addition to being eligible for more than \$100 billion in competitive federal transportation grants.

Specifically, we are requesting dedicated funding for the electrification of the existing Danbury Branch Line service between the South Norwalk and Danbury Stations as well as extending passenger rail service from Danbury to New Milford.

Currently, there are limited transportation options available to the traveling public in Western Connecticut. While there is existing bus and commuter rail service operating in this region, they do so with limited frequency and connectivity. In addition, Danbury line riders lose time transferring from diesel trains to Metro-North's electric trains at the South Norwalk station.

By investing in rail service, we can reduce vehicular congestion off Route 7, enhance economic development, and limit our carbon footprint. These improvements have been extensively studied over the past decade and have been shown to reduce travel time and increase ridership.

The rail line north of Danbury that runs to New Milford is an active freight line owned and operated by the Housatonic Railroad. This section of rail currently provides freight service only. If the Branch line was extended north, it could provide passenger service to the communities of Brookfield and New Milford.

Passenger rail stopped running in New Milford 50 years ago in 1971. Funds have been allocated across the state to invest in infrastructure and it is high time the Danbury Branch Line was addressed. This is the time for growth and expansion. Now is the time to invest in the prosperity of Western Connecticut.

The passage of federal infrastructure legislation provides funding for repairing crumbling infrastructure, while also allowing us to invest in smart, strategic enhancements. We strongly urge that these two projects be considered a priority.

We look forward to discussing further.

Sincerely,



Representative Raghib Allie-Brennan – 2<sup>nd</sup> District



Representative William Buckbee – 67<sup>th</sup> District



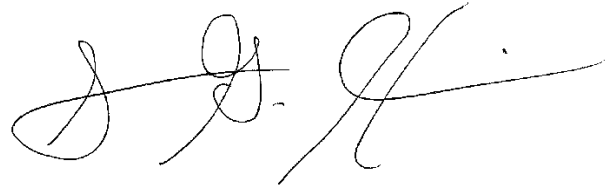
Representative Aimee Berger-Girvalo – 111<sup>th</sup> District



Representative Stephanie Thomas – 143<sup>rd</sup> District



Representative Maria Horn – 64<sup>th</sup> District



Representative Stephen. Harding 107<sup>th</sup> District



Representative Bob Godfrey – 110<sup>th</sup> District



Senator Julie Kushner – 24<sup>th</sup> District



Representative Gucker – 138<sup>th</sup> District



Representative Anne Hughes – 135<sup>th</sup> District



Representative Tom O'Dea - 125<sup>th</sup> District



Representative Joe Polletta – 68<sup>th</sup> District



Senator Craig Miner – 30<sup>th</sup> District



Senator Eric Berthel – 32<sup>nd</sup> District



Representative Tony Scott – 112<sup>th</sup> District



Representative Cindy Harrison – 69<sup>th</sup> District



Representative Patrick Callahan - 108<sup>th</sup> District



Representative Mitch Bolinsky – 106<sup>th</sup> District