

# Aging Committee JOINT FAVORABLE REPORT

**Bill No:** HB-5305 / [Bill Status](#) / [Public Hearing Testimony](#)

**Title:** AN ACT CONCERNING ADULT DAY CENTER TRANSPORTATION.

**Vote Date:** 3/5/2026

**Vote Action:** Joint Favorable

**PH Date:** 2/24/2026

**File No.:**

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## **SPONSORS OF BILL:**

Aging Committee

## **REASONS FOR BILL:**

This proposal would increase the fee schedule, effective July 1, 2026, for adult day care services by 10% over the previous year and would provide for an annual cost of living increase for adult day care transportation into the future.

## **SUBSTITUTE LANGUAGE (IF APPLICABLE):**

None applicable.

## **RESPONSE FROM ADMINISTRATION/AGENCY:**

**Ms. Shantelle Varrs, Deputy Commissioner, Dept. of Social Services:** The administration supports examining provider rates in a comprehensive fashion based on the results of the recently completed rate study. They point out that adult day services recently received a rate increase of 4.9% and that specific funding to enhance transportation is not included in the Governor's budget and they are **opposed** to its passage.

**Ms. Mairead Painter, Long-Term Care Ombudsman, Dept. of Aging and Disability Services:** Her testimony is in **support** of this bill. Transportation is often the determining factor in whether these services can be accessed at all. Increasing the adult day fee schedule to support transportation acknowledges rising operational costs including fuel, insurance, driver wages, and vehicle maintenance.

## **NATURE AND SOURCES OF SUPPORT:**

**Ms. Mag Morelli, President, LeadingAge Connecticut:** All of the services provided by the adult day center, including the door-to-door transportation service are paid for through an all-inclusive reimbursement rate. In recognition of the rising cost of transportation, we **support** this proposal for an increase in the rate.

**Mr. Yiwei Bin, Master of Public Health candidate, Yale School of Public Health:** His testimony was in **support** of this bill. If reimbursement rates continue to lag actual operating costs, providers may have to reduce transportation capacity, limit enrollment, or face financial instability that could lead to further closures. In a state where supply is already limited, additional contraction would weaken the state's ability to support aging in place and could shift costs toward more expensive institutional care.

**Ms. Chrissie Schettini, President, Connecticut Association of Adult Day Services:**

**Mr. James Saint Paul, Program Director, Palace Adult Day Health Center:**

**Ms. Julia Schwarz-Leeper, Executive Director, Elder House Adult Day Center:**

**Mrs. Samuel Taggard, Owner, Deler Care Services:**

**Mr. David Hunter, President and CEO, Mary Wade Home & Chatham Place at Mary Wade:**

**Ms. Adipel Lopez, Daybreak at Farmington:**

**Ms. Monet Masi, Director, Daybreak at Hartford:**

**Ms. Jessica Edward, CEO and Owner, Caring for Seniors Adult Daycare Center:**

They offered their comments in **support** of this legislation. The state obligates adult day centers to provide door-to-door transportation. However, this service is funded within a single daily rate that must also cover nursing care, meals, activities and all other operations. Transport expenses have nearly doubled creating a gap that threatens program sustainability despite our role in saving the state long-term care dollars. Adult Day Services play a vital role in supporting aging in place. They help prevent unnecessary hospitalizations, delay nursing home placements and support family caregivers. Transportation is the bridge that makes all this possible.

**Mr. Andrei Brel, President, Juniper Homecare:**

**Ms. Irina Rodova, Director, Juniper Day Center, Hamden:**

**Ms. Neida Rosado-Scott, Director, Juniper Day Center at the Regency:**

**Ms. Svetlana Possokhov, Director, Juniper Day Center at Elmwood:**

**Ms. Kadanis Padilla, Nurse, Juniper Day Center, Hartford:**

Their testimony is in **support** of this bill. Transportation costs have risen dramatically. Fuel, insurance, maintenance, vehicle replacement and wages have all increased, yet transportation is built into a capped daily reimbursement rate that has not kept pace with expenses. In some cases, 30% of the daily rate goes toward transportation alone. The 10% increase proposed in the bill, along with annual cost-of-living adjustments is a responsible step toward stabilizing transportation funding and preserving access to community-based care.

**Mr. David Hunter, President and CEO:** He **supports** this bill and believes that this is an investment that will help prevent costlier institutional care, sustain family caregivers, and ensure older adults remain connected to their communities.

**Mr. Dylan Twigg, Director, Robin's Nest:** He is in **support** of the bill and says that an immediate rate increase for transportation will directly benefit our elderly.

**NATURE AND SOURCES OF OPPOSITION:**

None Submitted

**Reported by: Richard Ferrari, Assist. Clerk**

**Date: 3/13/26**