

Transportation Committee

JOINT FAVORABLE REPORT

Bill No: SB-9 / [Bill Status](#) / [Public Hearing Testimony](#)

Title: AN ACT SUPPORTING COMMUTERS AND MICROTRANSIT SERVICES.

Vote Date: 3/16/2026

Vote Action: Vote to Draft

PH Date: 3/2/2026

File No.:

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SPONSORS OF BILL:

Senate Democrats

REASONS FOR BILL:

To enhance community and economic connectivity by continuing a pilot program.

SUBSTITUTE LANGUAGE (IF APPLICABLE):

To incentivize public transportation while providing an incentive to businesses to help subsidize the pilot program.

RESPONSE FROM ADMINISTRATION/AGENCY:

Garrett T. Eucalitto, Commissioner, Department of Transportation:

Commissioner Eucalitto supports the increase to TOD opportunities and is examining immediately adjacent parcels adjacent to 18 rail and Bus Rapid Transit (BTR) stations for federal grant-funded initiatives. DOT already produces a bi-annual report on their activities and OPM compiles an inventory of developable land for ever tow. Funding to prepare additional reports is not included in the proposed FY27 budget.

Sections 9 and 10 extends the microtransit pilot program of an additional year with STF funding the program with an extra nine million dollars. This amount of money would not be sufficient to continue all pilots and would require at least \$10.5 million for viability. DOT cannot support the language and proposal because there is not enough funding. With enough funding we would work to ensure that new or continued microtransit programs do not duplicate existing service and focus on unserved and underserved areas of the state.

Sean Scanlon, Comptroller, State of Connecticut:

Comptroller Scanlon testified that sparser public transportation along with long travel distances is a disadvantage to our rural residents especially those without a car. Access to rural health care is challenging and by passing this bill we are taking the first step to find ways to implement the ability for our rural resident the access to the health care they deserve.

NATURE AND SOURCES OF SUPPORT:

Connecticut General Assembly, Senate Democrats:

The testimony stresses the goal of affordability and the reduction of traffic, to achieve accessibility this bill extends the state's pilot micro transit program to 17 municipalities throughout the state. Data shows that the pilot has been impactful for people who lack access to personal vehicles, The XtraMile program serving Guilford, Madison, Middletown, and East Hampton has provided nearly 53,000 affordable rides. The bill also provides another tool to increase our state's housing by leasing DOT's airspace near transit stations to housing developers and any revenue would go directly to the Special Transportation Fund.

Jason Bowsza, First Selectman, Town of East Windsor:

The town of East Windsor has benefited from the microtransit program which currently serves the communities of East Windsor and Enfield. Our region does not have access to traditional transit options, but this program will have a particularly meaningful impact on our Mill Pond Village residents. It is estimated that 80 percent of program riders do not own a vehicle and without microtransit these residents would have no affordable or reliable means of traveling to work, medical appointments or essential services. The relatively modest investment will help sustain a service that reduces pressure on other state assistance program and provides greater access to employment, healthcare and essential services.

Matthew Hoey, First Selectman, Guilford:

Guilford is the focal point of the River Valley transit pilot zone's activity. Data shows that 68.89% of trips either originated or ended in the town. The services connect residents to key locations including the Shoreline Plaza, Guilford Commons and Guilford Library. Nearly 42% of users are unable to drive and depend on XtraMile as transportation. The service is utilized by all age groups and is growing.

Peggy Lyons, First Selectwoman, Town of Madison

The bill expands the Xtra Mile microtransit service in Madison/Guilford. The Xtra Mile service operated by River Valley Transit exceeded expectations for a pilot program. In the first half of operations Xtra Mile completed more than 23,137 trips and demonstrated a need for this transportation option within our two towns. Ninety percent of the riders were using public transit for the first time and was used by both seniors and teens. The discontinuation of this program will create a severe and immediate hardship for thousands of riders. We will gladly provide any additional data, rider testimony or program details that you may require.

United Way, Central and Northeastern Connecticut:

Khamari Thornton, Engagement Coordinator, Shania Hunt, Economic Mobility Manager,

Shena Burch, Young Legends, Dayzra Bournes, Young Legends:

The above testified how United Way created 860Rides to ensure young people can get to work consistently and build stability in their careers. This bill adds to creating more equitable outcomes for current workers and young adults who are seeding employment but have transportation barriers. Finding a job is extremely difficult when one does not have a reliable way to get to work.

Martin Looney Senator Pro Tempore,

Bob Duff, Senator, State of Connecticut:

Both Senators submitted testimony in favor of the voluntary traffic reduction program. This program gives employers with 100 or more workers the option to create a program aimed at reducing single-occupancy vehicle trips. Employees may be eligible for a \$250 per-employee tax credit by funding it through the through of the next fiscal year. Also addressed is the option for expanding housing developments near public transit and therefore creating a way to increase our state's housing stock and public transit ridership.

Jeff Gordon, Senator, State of Connecticut:

I represent many rural towns where public transportation is limited or non-existent. I submitted bill S.B 406 a bill similar for the counties of Windham and Tolland. Microtransit provides meaning and beneficial help to areas not served by any adequate public transportation. I encourage the committee expand the pilot program to include Windham and Tolland County. These two counties have many rural towns and a need for a microtransit program.

Martha Marx, Senator, State of Connecticut:

The bill provides tax credits to participating corporations of the traffic reduction and it expands housing development land use near public transit. SECT, the SmartRide program has been effective and essential in improving the quality of life for my constituents. As a visiting nurse I see firsthand just how vital these services are in increasing their access, independence and ability as individuals. They can travel to appointments, grocery stores and anywhere else on their own. This funding must be thoroughly upheld.

Moira Rader, Representative, State of Connecticut:

This legislation represents an important step towards a more flexible and responsive transportation. The continued funding for the microtransit pilot program supports transit options that better serve residents. Access to reliable transportation is a barrier for many residents particularly seniors, lower-income residents, students and individuals with disabilities. These rely on public transportation to travel to work, medical appointments and after school programs. Supporting these programs is essential to ensuring residents can connect to other forms of public transportation.

John-Michael Parker, Representative, State of Connecticut:

S.B. 9 represents an important effort to increasing access and affordability of transportation in my district and Connecticut as a whole. The bill extends the Microtransit Pilot Program that has been successful in delivering affordable on-demand rides within various municipalities. The XtraMile micortransit has provided people in my district with readily available transportation to work, school, appointments and community hubs.

Carol Hall, Representative, State of Connecticut:

Reliable transportation is essential and micortransit provides a flexible, cost-effective solution. Offering demand or dynamically routed transportation reduces transportation barriers and strengthens connections to employment centers, educational institutions, medical facilities and essential services. These services promote equity by ensuring that the underserved populations have reliable mobility options.

Kelly Grandfield, Legislative Representative, Local 1. Commuter Rail Employees:

We support this bill and extending the current microtransit pilot for another year. Multipassenger vans have dynamic scheduling and make a difference for commuters getting to work or school.

Pete Harrison, Connecticut Director, Regional Plan Association:

As a tri-state civic organization that focuses on research, planning and advocacy around housing and transportation we support extending Connecticut's microtransit pilot program. The past two years this program is working well enough to continue support. In 2024 nine districts and municipalities were awarded \$19.5 million to develop on-demand ride-hailing services. Those services are operating in 17 towns and have completed over 350,000 rides with steady month-to-month growth. The program meets a genuine need in places with a gap in fixed route transit. There are reduced fares for seniors, people with disabilities and lower income riders.

Central Regional Council of Governments:

Matthew W. Hart, Executive Director CRCOG

Laura Francis, Executive Director, SRCOG

Microtransit is an essential component of Connecticut's multimodal transportation system. Long standing traditional fixed route service is not efficiency served across the state. Both XtraMile and the GHTD link have been successful in those areas because of densities do not serve regular service. Microtransit is no longer an experimental service but a proven cost-effective indispensable mode of transportation for residents across urban, suburban and shoreline communities.

Douglas Holcomb, Executive Director, Greater Hartford Transit:

In April of 2024 we launched the Endfield-East Windsor microtransit pilot Branded as GHTD link. One in a series of programs designed to provide first/last mile connectivity and improve access to suburban and less densely populated areas. The high demand and extensive community engagement have reduced the cost per trip. That cost should go down further as the pilot program continues. Included in my testimony is ridership growth and customer feedback

Jeremy Tillunger, Director of Policy, Via Transportation:

As a global provider of transit technology that works with more than 750 transit agencies and municipalities, we believe transit is the lifeblood of communities. Accessibility and equity are core aspects of on demand transit service and we have several successful services included Wheels2U, StamFORWARD, Via NHV, VTD2GO and XraMile. These are critical community lifelines providing over 370,000 rides and without maintaining funding over 10,000 microtransit riders could face service eliminations. Microtransit is critical for meeting climate and housing goals.

Natalie Shurtleff, AARP Connecticut:

Access to reliable transportation is one of the top issues for older adults especially in rural communities. Microtransit provides a flexible option that can mean the difference between isolation and independence. As more Connecticut residents age in place, we must ensure that transportation systems evolve and extending this pilot for three years will allow the DOT to evaluate the outcomes.

Carol Perkins, River Valley Retirement Home:

As a rider of the microtransit program in Trumbull with lupus this is a lifesaver. Many of the residents at the River Valley Retirement home use the microtransit daily. We need this service.

Connecticut Public Transportation Council:

Jim Gildea, Chairman

Blaize Levitan

Providing funding for on-demand microtransit service is an investment in Connecticut's transportation network. Using this service changes how one moves through the community and allows one to walk to destinations with the confidence of having reliable transportation back home. The service promotes equity by expanding mobility options for seniors, individuals with disabilities and resident without access to a car. Our environmental goals are reached by reducing single-occupancy vehicle and road congestion. This is not a replacement for traditional transit but a complement to it.

Jenny Awong, Driver:

As a driver in the micro transit pilot program serving Trumbull, Bridgeport and Fairfield I have witnessed firsthand the transformative impact microtransit has on our communities. Since its inception the growth in ridership and reliance has increased exponentially and now has become an essential lifeline. Those depending on the service include elderly residents, parents and schoolchildren, teenagers, those disabled and those who previously relied on taxis at a significant cost. Microtransit has helped relieve the financial burden and made employment sustainable. The numbers continue to grow, and more residents are asking for this to expand.

Brandi Parana, Driver:

As a driver in Trumbull with the microtransit pilot program I can see the real difference for our passengers because there is no public transportation in Trumbull. I drive a lot of school students who missed the bus, elderly who don't drive, wheelchair bound people and those with mental disabilities. This gives them all a sense of freedom and many have expressed their praise and gratitude.

Margaret Banker, GHTD Link and M7

I've worked with GHTD Link and M7 in the East Windsor and Enfield area. Our outreach team has found that many young people do not qualify dial-a-ride, and thus have to use rideshare services to get around, which can be very expensive. We even adjusted service hours so students can use the services to attend early classes at the Lincoln Technical High School in East Windsor. It helps young people travel to class or around town, it helps the patients get to medical appointments, and our client feedback has been overwhelmingly positive. (Specific quotes and experiences are listed in the testimony).

James Berardino, Legislative Director, Connecticut Council of Small Towns

Mico-transit services are a practical, cost-effective tool for improving mobility in small towns, advancing economic opportunities, and reducing congestion. Many small towns, however, don't have access to micro-transit services. If passed this bill would sustain and scale services that would embolden Connecticut's working class. We recommend that it be amended to enact standardized performance metrics to guide future investments, and COST encourages the DOT to partner with municipal and regional governments to tailor service needs.

Bobby Berriault

I am a frequent passenger of Via New Haven. It is a lifeline that provides an essential transportation service to tens of thousands of New Haven residents. Many of these are socio-economically disadvantaged and do not have access to a personal automobile. I can attest that micro-transit is a great way to get around New Haven and is a vital service that connects disadvantaged persons, such as myself, to employment, educational opportunities, healthcare services, and healthy food.

Ruth Canovi, Director, American Lung Association, Connecticut:

SB 9 makes meaningful progress in reducing transportation-related air pollution by providing alternatives to single-occupancy vehicle trips by expanding employer traffic-reduction programs. We urge you to prioritize healthy air for Connecticut residents.

Harland Christofferson, Guilford Resident

XtraMile mico-transit in Guilford provides a convenient, affordable, and flexible way to get from my house to the train station to travel to work. It fills an important "last mile" gap that traditional fixed transit does not address. It allows residents to have access to rail and other transit without fundamentally changing the nature of their neighborhoods. In addition, the voluntary traffic reduction program and tax credit create an incentive-based approach without imposing a mandate.

Danielle Cloud, Policy Director, Connecticut Business & Industry Association (CBIA):

Transportation is the deciding factor for many residents as to whether they can accept or keep a job. Employers report the inconsistent or unavailable transit options.

The following programs demonstrate the value of flexible transit.

VTD2GO (Ansonia, Derby, Shelton)

GHTD (Enfield & East Windsor)

HOP & New London Smart Ride (Groton, New London, Stonington, Waterford)

Milford Miro (Milford)

Wheels2U (Norwalk)

XtraMile (Middletown, East Hampton, Madison, Guilford)

GBT Connect (Trumbull)

StamFORWARD (Stamford)

Via NHV (New Haven)

Joe Comerford, Executive Director, Estuary Transit District

River Valley Transit, which operates three microtransit services under the name XtraMile, have become vital transportation links. Ridership grew 102% from January 2024 to January 2025. Our surveys show that nearly half of all trips are taken by workers who must report in person every day. It also connects college students, middle and high school students attending after

school programs, disabled residents living independently, seniors who no longer drive, and families in rural or suburban areas where traditional bus service is limited.

Steven DeMichele, Chief Executive Officer, Greater Bridgeport Transit:

Greater Bridgeport Transport launched GBT as a pilot microtransit program to provide affordable on demand, shared ride services in the town of Trumbull, Bridgeport and Monroe. The program funding ends on June 30, 2026, and GBT will end. The program has been well received from 80 riders the first month and over 1300 monthly riders today. There have been several expansions along with a strong interest in launching additional microtransit programs. Included in my testimony are sample rider feedback.

Nancy Ellman, Guilford Resident

I do not live within walking distance from either Shore Line East, CT Transit 201 Bus, and I am 4.5 miles away from the Guilford Green. I have two adult children living at home with mild disabilities that mean that they will never be able to drive. Until recently they have been dependent on me or their father for transportation. XtraMile has been life changing for them and has given them the independence to go into town by themselves for shopping, recreation, and medical appointments. XtraMile vans even have bike racks so my son can go biking to the green without worrying about whether a parent will be able to pick him up if he doesn't have enough energy to bike home. It would also mean my daughter could take classes at Gateway Community College without having to schedule around the availability of a parent. XtraMile has made it possible for me to envision a much greater level of independence for my children.

Molly Fahey, Social Services Coordinator, Madison:

XtraMile has been an essential service for many of the individuals and families I serve. Several clients use the XtraMile bus to reach the Madison transit stop to connect to buses traveling to Middletown and New Haven. Others rely on the service to access the Shoreline East Grain, appointments, trips to the local food pantry and personal chores. Many residents depend on this service to meet their basic needs and maintain employment.

David Feinberg, Executive Director, Manufacturing and Technical Community Hub

At MATCH, one of the most inconsistent barriers our graduates face is transportation. When we help our trainees secure employment with good paying manufacturing jobs, at least 75% face significant transportation challenges. As a result, many struggle to accept job offers or maintain employment during their first months of work. Expanding microtransit would provide a practical solution in helping workers reach employment centers, improve job retention, and help MATCH more effectively connect residents with jobs.

David Garbiel, Guilford Resident

I am unable to drive due to certain learning challenges affecting my executive functioning. The XtraMile service has had a significant impact on me and my independence. If the service were to be shut down it would negatively regress me and my skills for navigating around the community.

Samuel Gold, Executive Director, Lower Connecticut River Valley Council of Governments

This service, by providing rides to those who haven't used traditional bus services and is supportive of other state efforts to encourage transit-oriented development. Microtransit, and public transit in general, are key components in making accessible neighborhoods; they also

reduce congestion, support mobility and housing development that can't be accessed with a car.

Jennifer Kleindienst, Sustainability Director, Wesleyan University.

Wesleyan has been in partnership with Estuary Transit District since 2021 to improve bus service in the greater Middletown area. In August 2022 XtraMile launched its pilot program in Middletown and continued funding in 2023. This has been successful and popular amongst Wesleyan students, and since becoming a 6 day a week service in September of 2024, ridership has nearly matched the entirety of 2024-25 service in the fall of 2025 alone, and up 7 percentage from Spring of 2025. A transportation survey at Wesleyan showed that 93% of students were aware of the XtraMile service. XtraMile has also increased the use of fixed-route bus service.

Mira Felder, Eli Arthurs, Mae Cohen, Lucy Schwalbe are just a few of the Wesleyan University population who sent testimony in support of the bill.

Marcia LaFemina, President and CEO, Penn Globe

As a Connecticut manufacturer we regularly meet capable and motivated job candidates who want to work but cannot accept quality job offers due to a lack of reliable transportation. As a result, candidates are forced to rely on rideshare services, which can cost up to \$40 a day. Expanding microtransit options would provide practical and cost-effective solutions to help workers grow and find employment.

CCAPA Govt. Relations Committee:

Jonathan Reiner, President

John Guszkowski, Co-Chair

Kyle Shiel, Co-Chair

We specifically support section 10 that will continue to fund the microtransit pilot services. The new form uses technologies like Uber and Lyft but within a defined area. Microtransit has been able to provide services when people need them and to grow transit ridership particularly with those who did not use traditional bus service. This is a key component in creating neighborhoods that are accessible and sustainable by allow those without the need of a car the ability to live their daily lives and conveniently get to where they need to go.

Larry Rizzolo, Guilford Planning and Zoning and Affordable Housing Commission:

Microtransit XtraMile has been remarkably successful in Guilford and an important element in our 2026 Plan of Conservation and Development.

Carol Rizzolo, Guilford:

The community of Guilford takes care of each other, and I have dear friends who due to disabilities will never be able to drive safely. Thanks to last mile transportation they can get to the train station, bus, college and keep a job. It would be a tragic loss if these services were stopped or underfunded.

Matt Pentz, Norwalk Transit District, CEO:

In March of 2024 we launched our microtransit service and nearly two year later this service is an essential component of our transit network and on track to eclipse 100,000 rides. Microtransit bridges service gaps, connects riders to fixed route systems, provides flexible on demand transportation with access to jobs, healthcare, education and retail centers.

Francis Pickering, Executive Director, WESTCOG:

The bill moves Connecticut toward a voluntary, incentive-based commuter strategy and supports micortransit expansion. By integrating federal commuter tax benefits and existing payroll infrastructure the state can enhance participation, reduce administrative burden and create a durable demand management system. These changes do not impose new mandates or taxes but modernize the architecture which commuter benefits are delivered

Carolyn Kita, RN Service Coordinator East Windsor Housing Authority,

I work in the Broad Brook Section of East Windsor where housing is isolating and limited transportation services for residents. The microtransit services provides residents the freedom of independence and alleviates the stressors of knowing how to fulfill basic needs such as shopping, medical appointments and prescriptions.

Mark Pandolfi, Executive Director, Valley Transit District:

In 2024 we launched VTD2GO which serves all of Ansonia, Derby, key areas of Shelton including the downtown and Bridgeport Avenue corridor. This fills a transportation gap during evening hours, supporting workforce participation and access to healthcare and education. This service supports approximately 40,000 residents, 25,000 job positions, 13% individuals with disabilities and 36% non-white populations. VTG2GO is a save, effective, flexible and community driven solution to local transportation challenges.

Val McCormick

My family relies on XtraMile Madison/Guilford microtransit service and losing it would have a significant impact on my son's independence and future opportunities. My son is autistic and unable to drive. However, he is pursuing school and wants a job, and XtraMile is a critical link that makes that possible. This service is not about convenience for us, it's about access, opportunity, and dignity.

Heather Noblin, Assistant Director of Community Services, Madison:

I oversee and support Senior Services for Madison. Our senior center operates a Dial-A-Ride across a 15-town district and fixed route transportation within Madison to the Senior Center, grocery stores, downtown business and other essential destinations. XtraMile microtransit has been able to meet our growing transportation needs. Rather than duplicating services they work alongside us to allow us to schedule longer distance trips and utilize them for shorter in town trips. This increases efficiency and enables us to serve more residents each day.

Jeremy Scalzi, Director of Business Development, M7

Microtransit is not a replacement for every transit mode, but it is a necessary tool in the state's transportation system especially those currently without traditional models.

Melissa Maltese, Director, Community Services, East Windsor:

I urge you to continue funding the micortransit grant program. Broad Brook a village withing East Windsor has no public transportation but GHTD has allowed these residents access to employment, groceries, health care, and education. Our pickup connects students to workforce training at Lincoln Tech, residents shopping at Walmart, Asnuntuck Community College holiday food distribution at the EW Community center and a private residence in East Windsor. Riders depend on this service. The top reasons are work, shopping and social/recreational needs. Many do not own a vehicle and use the service daily or several times a week. As a cost-

effective highly rated reliable and serving residents with no other transportation options we urge you to continue to fund the Microtransit Grant Program.

Henry Jadach, Executive Director, Milford Transit District:

Milford Micro since its inception has grown in acceptance and ridership. Many students identify gaps in public transportation with no viable solution and microtransit services are addressing those gaps. Microtransit in the state is responding to the need to fill public transportation gaps.

Edward Valente, Executive Board Director, Association of Commuter Railroad Employees:

We support this initiative and find that microtransit help people get to the train station. Microtransit with its scheduling could be the future.

Lou Rinaldi, Guilford:

This is a massive opportunity to ease the financial burden on residents by making commuting cheaper and more accessible. There are a few loopholes that I believe need closing and have included them in my testimony.

Alina Nevins

My stepdaughter, who is 14 years old, relies on XtraMile to get to medical appointments, voice lessons, and volunteer work. Due to our work schedules, my partner and I cannot driver her during the day, XtraMile is key to her means of transportation. While many towns face budgetary challenges, I would like to propose that the XtraMile program consider alternative funding models. My family and I would be willing to support paying a higher fee, perhaps through a membership model, and thus implementing a scale for fees to help insure the service remains accessible for those that may not be able to afford it.

Nancy Powell

As a grandparent it is important that we invest in transit for the future. Reliable transit expands access to education, healthcare, jobs community life and strengthens local economies. The next generation is serious about sustainable, accessible and forward-looking transportation. We want to leave our grandchildren a cleaner and more efficient ways of getting around.

Kristina Powell

This service has become an important part of how my family navigates our community. I use it regularly with my son, giving us flexibility and independence. Microtransit directly addresses the "last mile" challenge that prevents families from using public transportation. As a mother, I also value the accessibility this service provides; it supports individuals with disabilities, seniors, families with young children, and households without consistent access to a car. It is also good for our economy, and it connects residents affordably to small businesses.

Eliot Zhang, New Haven, Yale Student:

The ViaNHV microtransit service is a lifesaver for residents. The city has a bus network there are significant gaps specifically the last mile connectivity from Union station to neighborhoods outside the immediate city center. This is a necessary for Airport Connectivity, Expanded Destinations, Long Warf the DMV and Hamden areas.

Eric Woods, Parent, Milford:

As a parent of a rider of the pilot program in Milford, I can tell you that it has made a real difference. Micortransit is safe and affordable to get my son to and from school. Without this service my son would not be able to participate in any after school activities.

Thomas Village, Deep River:

As a 77-year-old man I depend on an affordable public transport to take me to my medical appointments. You can make a difference by providing the Department of Transportation with enough money to support commuters and micro-transit services.

Tim Sperry, Guilford:

After two years XtraMile Bus Service is a success. Users have found the joy of increased mobility for those without a car. A fully functional service will be a feeder for Shore Line East

Yasmin Sohrawardy, Trumbull:

I use micortransit about 3-6 times a week going to the MetroNorth station in Bridgeport. because my childcare provider relies on having my car for my children. I have saved a lot of money in taxi costs and not having to purchase a second car just to go to the train station.

Anastasiya Rosenbaum, Guilford:

Upon moving to Guilford three years ago XtraMile is an essential part of our family. We do not have a second card and with two preschool-aged children we rely on XtraMile for daycare drop-off and pickup. The door-to-door is especially critical.

Erin Odenweller, Madison:

Madison only has the RVT mini buses. I can drop my car off for services and get a ride home. The prices support our fixed income populations, and this is safe alternative to walking on busy roads.

Betsy Muzyka, Connect Day Program Instructor:

Our members/individuals attend the day program and use the XtraMile as their primary means of transportation. Our members have physical disabilities that do not allow them to walk and stopping the XtraMile program will have a major impact on their ability to attend the Day Program.

Joan McShane:

I was able to use the XtraMile when I needed to pick up a rental car in Madison. The driver was nice and personable and made the experience wonderful. It is good to know that this option is here for more opportunities.

David Lauzier:

My vehicle has broken down over the last 4 years and the Microtransit system was there to help me get groceries, prescriptions, go to the doctor's appointment and the garage that was repairing my car. At 74 I am not sure how long I will continue to drive but I hope CT Microtransit will be there when I can no longer drive.

Over 160 people also submitted testimony in broad support of the bill citing various reasons such as reliability, affordability, and the broad access the service provides.

- Acker, Jade
- Adams, Karli
- Adei, Kwame
- Advento, Julia
- Aghaji, Nmeso
- Almog, Danit
- Alzin, Gia
- Ameo, Jocelyn
- Anastasopoulous, Zazie
- Anderson, Beverly
- Anderson, Linda
- Anderson-Flynn, Kai
- Aoler, Adrian
- Arthurs, Eli
- Auerbach, Catherine
- Auvual, Saranya
- Ball, Cathy
- Barnes, Bernadette
- Barnes, Mary
- Barry, Willow
- Barthelemy, Britney
- Baske, Genevieve
- Beltran, Andrea
- Benjumea, Genny
- Betances, Emily
- Blount, Emily
- Bocanegra, Sebastian
- Bogin, Sandy
- Bourne, Sandy
- Braddy, Diamond
- Bradley, Sherry
- Brandoff, Dayna
- Brault, Tanner
- Brockenberry, Jessica
- Brooks, Cecily
- Brunner, Jazz
- Bryson, Eliza
- Buchanan, Laura
- Buckley, Dan
- Bungiro, Alexander
- Burger, Bob
- Cammarano, Peter
- Carbone, Carmela
- Carroll, Hannah
- Cartner, Troy
- Castillo, Juanita
- Cavallo, Douglas
- Chasse, Lisa
- Chen, Qinham

- Chenell, Eileen
- Chester, Ella
- Chin, Caluin
- Christian, Symone
- Ciccaglione, Bryce
- Cisse, Asper
- Claffey, Michelle
- Cohen, Mae
- Cohn, Margaret
- Constant, Heaven
- Corning, Terri
- Cortese, Steve
- Costello, Maddie
- Costello, Meg
- Cruz, Walter
- Cummings, Margaret
- Daniels, Susan
- Darney, Barton
- Davis, Emily
- Dennin, Joe and Nancy
- Deshpande, Nicholas
- Detzer, Dylan
- Dorfman, David
- Duan, Ruihan
- Eisenstein, Julia
- Eke, Therese
- Elkouraichi, Akram
- Ellis, Rhys
- Enright, Lynda
- Esposito, Marc
- Ewing-Crystal, Henry
- Fainstein, Susan
- Falcigno, Tracy
- Famiglietti, Donna
- Farris, Caoilainn
- Farris, Kelley
- Fedoruk, Julia
- Feinberg, Mayim
- Feinstein, Muriel
- Felder, Mira
- Fenelus, Myrlie
- Fetterman, Sherise
- Field, Dawn
- Fitzsousa, Beverly
- Floman, Sebastian
- Gaillard, Tasha
- Galas, Lilyana
- Gallogly, Timothy
- Gardner, Elizabeth

- Gebauer, Linda
- Giannotti, Patricia
- Giles, Nikia
- Glassburn, Sharon
- Gobleck, Jason
- Goldblatt, Danlia
- Golias, Crystal
- Gomez Garcia, Jannah
- Gordon, Elliot
- Goutha, Shikhar
- Gowanlock, Harriet
- Griffith, Catherine
- Grosso, Frank
- Grosso, Shelly
- Gupta, Arya
- Haggan, Gary
- Haick, Izzy
- Hall, Ella
- Haynes, Lourdes
- Hebreiendae, Benham
- Hennessey, Michael
- Hill, Sara
- Hillard, James
- Hocman, Lucas
- Holland, Simon
- Horrat, Luke
- Horton, Leo
- Howard, Mary
- Huang, Marco
- Ilyas, Kameron
- Jarett, Laura
- Jennings, Lela
- Jerbi, Nadine
- Jimoh, Oladele
- Jobes, Bailey
- Jones, Arthur
- Jordon, Bre
- Joseff, Jessica
- Kingsley, Joseph
- Keaveny, Jay
- Keery, Isabel
- Kelley, Mike
- Khalil, Alex
- Kidd, Mikayla
- Kim, Esther
- King, Daneiry
- King, Danny
- Kita, Carolyn
- Kronberg, Sebastian

- Laterza, Michael
- Lauzier, David
- Law, Tisa
- Lazor, Elizabeth
- Lechowicz, Joseph
- Lee, Abby
- Lee, Alexander
- Lindner, John
- Loffredo, Lou
- Luth, Ryan
- Lyons, Meg
- Mahler, Eunice
- Marcini, Caroline
- Marino, Alisa
- Marino, Happy
- Martin, Nna
- Martin, Thomas
- Martin, Zach
- Matican, Susan
- Maurer, Brendan
- McDaniel, Chris
- McDaniel, Shannon
- McShane, Joan
- Means, Toni
- Mickiewicz, Lily
- Mickiewicz, Samantha
- Miller, Cathy
- Miller, Isabel
- Moskin, Kate
- Munoz, Felipe
- Murphy, Veronica
- Murray, Patricia
- Muzyka, Betsy
- Nadziejko, Paul
- Nair, Mallika
- Nazli, Ceyda
- Neff, Brad
- Nooks, Lucresha
- O'Neil, Thomas
- Octano, Maria
- Odenweller, Erin
- Orellana, Lex
- Ortins, Sophia
- Osborne, Rory
- Karthik, P U
- Pagli, Jr., John
- Pak, Alex
- Pantalone, Jean
- Paradiso, Rachael

- Parana, Brandi
- Parante, Laura
- Park, Sun
- Parrinello, Asihlinn
- Patafio, John
- Patel, Diya
- Paul, Heather
- Paul, John
- Pekar, Emily
- Pelletier, Lloyd
- Philips, Julia
- Prudhvi, Jitendar
- Quinta, Mario
- Ravi, Vandara
- Remy, Stacey
- Rivera, David
- Rosenbaum, Anastasiya
- Roxbrough, Van
- Rusconi, Rachel
- Russo, Barbara
- Ryan, Grace
- Ryan, Jaclyn
- Saad Saar, Sage
- Salomonsson, Rebecca
- Sample, Todd
- Sands, Tina
- Santiago, Chloe
- Saphozhnina, Rachel
- Schriener, Anna
- Schwalbe, Lucy
- Selig, Amarillis
- Shaban, Heba
- Shay, Kerry
- Shrena, Harty
- Simon, Willow
- Smith, Dottie
- Smith, Elanora
- Smith, Shannon
- Soares, Camryn
- Soares, Carly
- Sohrawardy, Yasmin
- Soraire, Theresa
- Souphaphone, Cindy
- Spiegel, Sarann
- Stalsburg, Brittany
- Sullivan, Rosemary
- Tall, Mariema
- Taylor, Sandy
- Terwari, Liza

- Tetreault, Aiden
- Tetreault, Christina
- Thomas, Shelia
- Toolan, Sarah
- Torres Gonzalez, Tanahiri
- Towne, Christine
- Tucker, Katie
- Uralov, Abdusaid
- Usterry, Johlari
- Vargas, Logan
- Venditto, Christine
- Village, Thomas
- Voorg, Christopher
- Wallace, Dale
- Walsh, Dr. Kevin
- Webster, Emily
- Wellner, Frances
- Wiles, Trent
- Williams, Katie
- Wilson, Abby
- Wong Jr., Thomas
- Wood, Kyra
- Woods, Eric
- Zook, Trevor

Over 24 people testified anonymously in support of the bill.

NATURE AND SOURCES OF OPPOSITION:

None Expressed

GENERAL COMMENTS

Emma Cleveland, State Political Coordinator, Amalgamated Transit Union

Connecticut should ensure that state funds are used to grow and sustain good union jobs. Microtransit is often outsourced to non-union contractors, some rely on independent contractors to cut costs and shift the risk to workers. ATU recommends that SB9 be amended to require basic labor standards for microtransit workers so that they can enjoy the same benefits as other transit workers. We strongly agree that our public transportation system needs to offer more services to people in more locations, but any improvements must center the workers that will staff it.

Aaron Goode, Friends of the Farmington Canal

While microtransit can be helpful in solving some problems with gaps in fixed transit routes, it also risks cannibalizing or undermining existing transit services. Throwing money at it without sufficient planning, appropriate data and metrics, and community consolation is not the answer. I have run into microtransit issues in New Haven. After CT Transit transitioned to a detoured route while the bridge over the Quinnipiac River was under construction, they never went back to the original route once the bridge reopened. However, microtransit in this

instance was not helpful as the entirety of New Haven east of the Quinnipiac River was left out of Via New Haven's microtransit service area.

Reported by: Pamela Bianca

Date: 3/19/26