

Appropriations Committee JOINT FAVORABLE REPORT

Bill No: SB-390 / [Bill Status](#) / [Public Hearing Testimony](#)

Title: AN ACT CONCERNING A STUDY OF MICROTRANSIT.

Vote Date:

Vote Action:

PH Date: 3/12/2026

File No.:

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SPONSORS OF BILL:

The Appropriations Committee

REASONS FOR BILL:

In an effort to improving transportation, this bill will conduct a study on micro transit.

SUBSTITUTE LANGUAGE (IF APPLICABLE):

The Substitute Language changes line 2 to reflect the expansion of micro transit.

RESPONSE FROM ADMINISTRATION/AGENCY:

Sean Scanlon, State Comptroller, Office of the Comptroller – Comptroller Scanlon offered testimony in support of the bill, stating that it is an important step toward improving transportation access in rural Connecticut. Drawing on discussions from a healthcare advisory group, he highlights how limited transportation and lower access to healthcare providers create challenges for rural residents, especially those without cars or with chronic conditions. He describes micro transit as a flexible, on-demand solution that could help close this gap and improve access to care and emphasize that the bill would help determine the best way to implement such a system.

Garrett Eucalitto, Commissioner, Connecticut Department of Transportation – Commissioner Eucalitto commented on the bill noting that the bill would require a study on micro transit services by January 2027, including service areas, costs, funding, and implementation timelines. He highlights that a previous micro transit pilot program, authorized under Public Act 22-40, funded nine municipalities for a two-year service, and extending it would cost at least \$10.5 million, which is not included in the proposed FY27 budget. He also notes that the University of Connecticut is currently conducting a comprehensive study on micro transit

performance, user satisfaction, and optimization, expected to be completed by December 2026. He recommends waiting for these results before commissioning additional studies and emphasizes the need to focus micro transit on unserved areas rather than duplicating existing public transportation.

NATURE AND SOURCES OF SUPPORT:

Jason Bowsza, First Selectman, Town of East Windsor submitted testimony in support of the bill. He explains that the bill would help restore the original purpose of the Mashantucket Pequot and Mohegan Fund by ensuring predictable and reliable municipal funding, addressing long-standing shortfalls that force towns to cut services or raise property taxes. Regarding the bill, he strongly supports a study of micro transit, noting that East Windsor has benefited from a two-year pilot program serving residents without access to traditional transportation. The program, particularly vital for low-income residents of Mill Pond Village, provides nearly 30,000 rides annually for essential needs like work, medical appointments, and groceries, improving independence and reducing isolation. Bowsza emphasizes that micro transit is cost-effective compared to the downstream social and economic costs of inadequate mobility and urges continued funding for the pilot while the study is conducted.

Caroline Simmons, Mayor, City of Stamford offered testimony in support of the bill. She highlights the success of Stamford's micro transit pilot program, StamFORWARD, which has grown rapidly since its 2024 launch and provided over 80,000 rides in 2025. She explains that the service has become essential for residents who lack access to traditional bus routes or face barriers such as distance, work schedules, disability, or income, helping them reach jobs, schools, and essential services. Emphasizing that consistent usage shows micro transit is a necessary part of the transportation system, she argues that the bill would help identify sustainable funding and ensure long-term stability, preventing service disruptions and supporting equitable, flexible transportation solutions across the state.

Jeremy Tillunger, Director of Public Affairs, Via Transportation offered testimony in support of the bill. He highlights the success of existing pilot programs and their importance as a transportation lifeline for tens of thousands of residents. He explains that micro transit provides flexible, on-demand service that fills gaps in traditional transit, particularly benefiting low-income individuals, people with disabilities, and those without access to cars. Drawing on its work with multiple Connecticut programs, Via notes high ridership, strong performance, and improved access to jobs, healthcare, and essential services, especially in underserved and rural areas. He emphasizes that micro transit has exceeded expectations and argues that a comprehensive study should focus not only on performance but also on long-term funding and governance models. He encourages collaboration among stakeholders and points to similar efforts in other states, stressing the need for sustainable investment to expand and integrate micro transit into the broader transportation system.

Joseph Comeford, Executive Director, River Valley Transit submitted testimony in support of the bill. He highlights his role in introducing micro transit to Connecticut in 2019, noting that its services have grown and become an important transportation option. The organization reports strong success from newer pilot programs launched in 2024, which have already provided tens of thousands of trips across diverse settings, demonstrating micro transit's flexibility and effectiveness. He emphasizes that ongoing research by UConn is crucial for evaluating these programs but warns that ending funding before the full study period would

cut short valuable data collection and progress. River Valley Transit urges continued funding to extend the pilot program so the state can make informed decisions about the future of micro transit.

Jeremy Scalzi, Director, M7 offered testimony in support of the bill, but stresses that it should be paired with continued funding for the existing pilot program. He argues that ending the current services before the study begins would disrupt riders, reduce public trust, and deprive policymakers of valuable real-time data needed to evaluate the program effectively. Scalzi highlights micro transit as a cost-effective and flexible transportation option, especially beneficial for underserved populations and areas where traditional transit is limited, and emphasizes its role in improving access to jobs, healthcare, and essential services. He urges lawmakers to maintain the pilot program through the study period so decisions can be based on complete, real-world evidence rather than interrupted or incomplete data.

NATURE AND SOURCES OF OPPOSITION:

Anonymous submitted testimony opposing the bill, stating that the bill is unnecessary.

Reported by: Matthew Domejczyk

Date: 3/31/2026