

From: [James Quinn](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Don't cut routes to the GSO from Kingston
Date: Monday, July 28, 2025 2:48:08 PM

James G. Quinn



From: [Adam Recchia](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]2025 Service Cuts
Date: Monday, July 28, 2025 12:41:10 PM

I would like to express major dissatisfaction with the proposed service cuts. The legislature and the governor's office need to provide RIPTA with the proper level of annual funding it needs to continue to be a model transit agency, without having to go through this annual process of proposing major service cuts that nobody at RIPTA wants to enact.

Specifically I have issues with:

- Service being eliminated entirely to the Walmart on Post Road in Warwick. This Walmart is used frequently by residents on the south side of Providence and also by a number of Walmart and McDonald's employees.
- Service being reduced on the 3 and 4 - hourly service is not enough and will also be a detriment to the DTC's frequent service between the hospital and the train station.
- Weekend service eliminated on the 4 - no more taking the bus downtown with the kids, and no way to get to Pawtuxet Village on the weekends.

Thank you,

--

Adam Recchia



From: [Amy Pickworth](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Proposed RIPTA cutbacks
Date: Friday, July 25, 2025 12:17:38 PM

I'm writing as a Providence resident whose family regularly relies on bus service, urging you not to implement the severe cutbacks currently proposed. The effects of these changes would be far-reaching and devastating, cutting a number of residents off entirely and making life more difficult for many, many others. Reliable and affordable public transportation is a cornerstone of a thriving community, and I urge you to rethink this draconian plan.

Sincerely,
Amy Pickworth

From: [Andrew Devrell](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Service Changes
Date: Tuesday, July 29, 2025 12:52:20 PM

All the proposed service changes in order to close a relatively small budget deficit are at best foolish, and at worst actively malicious to anyone who uses the buses.

Any reduction will impact those most ill equipped to deal with such changes; people who do not have any other transport alternative. Not only will this make the routes that survive any cuts overburdened, but also it will severely impact any rider's ability to get anywhere in the network in a timely fashion, which, in turn, will lead to even more overburdened services as people have to leave earlier and will have less options to get anywhere.

These changes are shortsighted and will not solve any of RIPTA's longterm problems, so I urge you to reconsider, and explore other avenues to balance the budget. I read that the CEO said he "doesn't know how" to do this aside from service reduction-this makes your CEO look like he doesn't know how to do the job, and you should perhaps consider getting someone who can deliver services to the public instead of moaning about budgets-at no point was management salary reduction mentioned as part of RIPTA's strategy. Frankly, your drivers should make more than anyone in an office.

Finally, the very idea that a public service needs to balance a budget or should turn a profit is disgusting, and against the very idea of public services.

From: [Ariel Lachance](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Budget Cuts for RIPTA, my thoughts
Date: Monday, July 28, 2025 5:33:02 PM

Hello,

My name is Ariel. I'm a lifelong Rhode Island resident, originally from Woonsocket. Since February I have been regularly using RIPTA to get to and from work. During this time, I have discovered and loved the community I have made while riding the RIPTA, including the bus drivers and other customers/riders.

Any and all budget cuts for the RIPTA would be horrific and would affect our local communities greatly. I personally am a privileged person, I'm young and able bodied, and have other resources. Not everyone taking the RIPTA has the luxury of choice. Many riders are disabled, elderly, or have no other way to get to work, doctors appointments or groceries.

Cutting any funding would be devastating, especially removing routes altogether. I GREATLY urge you to consider keeping all routes running and stopping this cut at all costs.

Many people will lose access to much need resources, or their employment. This not only effects our local economy but everyone's lives.

If there's anything else I can do to help advocate for this please do not hesitate to let me know. Thank you.

Please consider your community,
Ariel Lachance

ARIEL LACHANCE

From: [Arthur Rice](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA Public Hearings
Date: Tuesday, July 29, 2025 5:25:10 PM

Good afternoon. There should be no decisions made on proposed cuts until the efficiency report is completed and released to the public. Sincerely Arthur A Rice
writing from Cranston

From: [Ben S](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Propossed RIPTA cuts
Date: Friday, July 25, 2025 10:31:30 AM

To whom this may concern,

I am very distressed at the proposed cuts to our state's public transportation system. Like many, I rely on regular RIPTA service for my daily life. This includes commuting to and from work, often during off hours, as well as running errands and interacting with the community. These proposed changes would add hours to my commute and make other activities simply untenable. How can I, for instance, reliably travel from my house in Pawtucket to District park on Sundays for the Providence Flea Market when the 72 bus only comes basically once an hour + walking time? How can I continue my weekend volunteer work when the buses I rely on eliminate those days?

I am a young, college educated professional who moved to this state 5 years ago. My fiance and I recently purchased a single family home here. We are choosing to invest in Rhode Island; why isn't Rhode Island willing to invest in us?

Sternly,
B. Scheff
RISD Museum

From: [Catarina Totten](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Proposed cuts to RIPTA service
Date: Tuesday, July 29, 2025 9:13:08 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

I will do my level best to attend one of these town hall meetings. However, in the event that I am unable to, I would like to have my thoughts and opinions included in the consideration of these changes.

While I agree, that changes are necessary, the proposed changes are ludicrous. The State of RI is the SMALLEST state in the US. As such, it should not be that difficult to provide public transportation that includes all 4 corners of the state. For example, the 95X route. This route only runs Monday through Friday. No holidays or weekends. However, there are 3 busses in the morning leaving Westerly at 6 am, 6:30 am and 7 am. With return service from Providence to Westerly Station at 4, 4:30 and 5pm. Then, there's the middle of the day bus around 2 pm. Why not just scale these down? Instead of 3 in the morning and 3 in the evening, maybe that gets paired down to 1 and the afternoon bus gets eliminated. But eliminating the route altogether? Aside from the everyday commuters (I have been one, every day, for the last almost 10 years) we see people trying to get to the warm shelter in Westerly, people traveling, people that have been released from the hospital trying to get to that end of the state. Eliminating this route, or any of the more rural routes, significantly limits people's ability to have access to places and services that they need.

I can say that, for me, the elimination of the 95X route will significantly affect my ability to get back and forth to work every day as well as further straining my already strained budget. I could handle an increase in the bus fare, but to have to pay more for gas, wear and tear on my car and then parking in the city would make keeping my job very, very difficult and would, most likely, have me looking for work elsewhere and that is something I would prefer not to have to do.

There has to be a better way to resolve the deficit than to exclude taxpayers that rely on these services. Governor McKee, supposedly, has the ability to help mitigate this deficit but has chosen not to.

Please, rethink this current strategy and come up with a better solution for ALL.

Respectfully,
Catarina Totten

Catarina Totten
Executive Assistant

From: [X X](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Newport busses
Date: Sunday, July 27, 2025 8:35:41 AM

I need newport and portsmouth busses. I visit my son and am elderly, please keep them. Also it provides beach access important to born Rhode Islanders. Thank you

From: [Chyna Bishop](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Regarding Ripta's Changes
Date: Monday, July 28, 2025 8:16:40 AM

Hello,

I just recently have been made aware of the drastic changes that will be made to several bus lines and schedules.

Looking over the changes I find that these are severely impactful to the public and to myself. My partner and I solely rely on this public transportation in order to get to work and any other location.

Within the past couple years traffic has gotten worse and reducing public transportation is only going to make things worse. On top of which cars are not a viable option for every household due to inflation and rent increases. I implore you to reconsider such changes. This is a decision that is not to be taken lightly considering it greatly impacts the lives of the public along with ripta.

Please consult the governor and enforce the very fact that Ripta is a government service. It is a public service. The residents of Rhode Island need to be considered.

Thank you for your time.

-Chyna Bishop

From: [Dufresne, Denise](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA Service eliminations and reductions notice - July 24, 2025
Date: Friday, July 25, 2025 8:29:20 AM
Attachments: [image001.png](#)
Importance: High

Confidential

Good morning,

I received email notification of a laundry list of service reductions, eliminations of routes (entirely) and route segment eliminations. While I understand that the State of Rhode Island did not provide the funding that RIPTA needed to maintain current routes and services, I have a few comments and suggestions for the Leadership of RIPTA.

I have been taking RIPTA buses since 1979 and am proud to continue to reduce my carbon footprint by not adding my personal car to the roadways during the week. However, with these noted route eliminations for the Park N Ride buses including 59X which only has 3 routes in the morning and three back to North Smithfield at night, not sure why you wouldn't start with just eliminating some of the routes and keeping at least one route in the morning and one back home at night. The last time the 59X came up for full elimination, your argument was that you were expanding the route 54 Local Woonsocket bus which is not only over crowded in the morning but makes so many stops along the way in and back home, that it wasn't a good idea then and now your are reducing the number of routes and spacing them out to every hour.

I work full time in Providence and come into the office 4-5 days a week because I choose to. With these cuts, I will have to pay parking garages my money to commute rather than RIPTA and since Santander pays for my RIPTA bus fare each month, you lose my money and all the Santander commuters that take the bus in the morning. Not sure why you don't raise the \$2 bus fare each way, that would have made more sense since it is still so much cheaper to ride the bus than pay monthly parking fees to Providence's parking lots. You are just shooting yourself in the foot when you cut all of the buses that people pay full price to ride each day.

While folks living in South County have access to MBTA trains to Providence every day, I do not have that option living where I do and it would be more expensive to do so anyway and probably not as reliable as the bus service has been over the years. Not to mention that the highways and roads are all being worked on to repair overpasses and bridges causing severe challenges driving in and out of Providence no matter what direction you are coming from. You will force so many commuters to just stay home more and it will feel like another Pandemic is happening all over again which is not healthy for anyone as we have all witnessed.

Please reconsider complete route eliminations for the Park N Rides as they pay full fare to commute every day and we would be willing to pay more to ride rather than drive in and pay to park in the city every day. For the folks who don't qualify for free passes or reduced fares, you should increase fares by at least double to help close the gap in your budget.

I will also be reaching out to our State Senators and Representatives to see what their plans are to provide RIPTA with some additional budget relief.

Thank you for your time

Denise

[REDACTED]

[REDACTED]

■ [REDACTED]

From: [Dennis Lovely](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Elimination and reduction of service
Date: Monday, July 28, 2025 9:34:53 AM

Good morning,

Unfortunately I was informed while commuting this morning on 65x that there is a possibility of this route being eliminated. Reduction of service and elimination of service throughout the state would effect thousands of Rhode Islanders who rely on RIPTA as there sole mode of transportation. These include people who have disabilities who I ride with on a daily basis. The importance of public transportation in Rhode Island cannot be overstated as a viable mode of transportation. I have noticed since COVID the number of riders has gone down significantly. RIPTA should be looking into getting these riders back not cutting service which will eventually be the downfall of RIPTA altogether. The employees of RIPTA have always been excellent in my experience. With cuts in service and elimination of routes this will clearly effect the jobs of these employees. I sincerely hope that this proposal does not go through, if it does it will be the beginning of RIPTA altogether which so many Rhode Islanders relay on a daily basis.

Thank you for you time.

Dennis M. Lovely

From: [Devin Guirales](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA Public Hearings Comments
Date: Tuesday, July 29, 2025 2:06:17 PM

Hello, I'm Devin Guirales, an adult with cerebral palsy and a caregiver for my mother; I've been an occasional rider for about 15 years and a member of the RIPTA ATAC, RI Transit Riders, and SAVE RIPTA. As the proposed elimination of routes 73 and 75 will affect both me and my mother, I have some recommendations for the board; Since many of the affected routes are currently serviced by two buses, I urge the board to reconsider or reduce their elimination or reduction. Instead, I propose expanding the Little Roady Autonomous Shuttle by merging the two routes in every city. This would transform RIPTA into a truly flexible on-demand service, similar to the MBTA's commuter rail system. People who truly need a ride could request a pick-up and pay using an app; Additionally, look into the University Pass Program covering the deficit as the members in these group are the people that also going to be affected.

I know that many of the RIPTA board members have the luxury of having a car I ask that you the RIPTA board members are required to ride RIPTA to truly understand the impact of your actions on riders will be.

Over the past 15 years, my recommendations haven't been taken into consideration. However, when this board approves the proposed changes, my life will revolve around the MBTA, and I will no longer rely solely on RIPTA.

Sent from my iPhone

From: [DIANE CHRISTENSEN](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Proposed Cuts
Date: Tuesday, July 29, 2025 10:56:41 PM

Hello, I am a federal employee who is scheduled to begin working in person in Providence next month at a federal building. The 95x from the Park and Ride in Wyoming would have been my means of transportation to and from work 5 days per week.

There are also other federal employees across the state that will soon be assigned to work in federal buildings and who would depend on RIPTA to get to and from work.

The proposed cuts will severely hinder my ability to get to and from work and maintain this employment.

Thank you,

Diane Christensen


[Sent from Yahoo Mail for iPhone](#)

From: [Eleanor Borge](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Ripta cuts
Date: Monday, July 28, 2025 9:16:53 PM

I work full time, don't drive, and rely heavily on bus routes to get to and from work, to the supermarket and medical appointments. Make the buses cleaner, safer and less expensive and you will probably get more commuters to ride to work on the bus rather than drive. I know that if my routes are discontinued, I may have to move to Boston. I keep suggesting a light rail system, but no one seems to be listening.

From: [beth baglini](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA proposed route eliminations
Date: Saturday, July 26, 2025 6:37:32 PM

I was aghast to read RIPTA's plan to cut all but a few express busses—leaving so many riders without an affordable way to get to work. As a rider for more than 40 years, RIPTA has always been my way to get into Providence to work.

While you indicate that you have done studies and you have reviewed the number of passengers on certain routes, I ask that you look at the **people** behind the numbers. People who only want to get to work or to school. Really, **people** is what **public transportation** is about.

Cutting the chosen express bus routes will force many, like myself, to drive into Providence and pay extremely high rates to park. The parking lots will get richer and the gas stations will get richer. Emissions in our state will increase, our crumbling roads will be under more pressure, accidents on the roadways will go up. Is there really a benefit to this plan?

While RIPTA will save money cutting the express routes altogether, you must remember that riders taking those routes are often full pay riders who are long standing riders taking the bus for 4 or 5 days out of each week year after year. I have no local bus as a viable option. In addition, I have to carry equipment back and forth from work every single day as a requirement of my job.

As a rider of the 59X (North Smithfield/Lincoln Mall) I am asking that RIPTA reconsider eliminating this route entirely as there are other options:

1. Reduce frequency to one run in and one run out.
2. Reduce part of the route and have the bus start service at Stop and Shop in North Smithfield (not Slatersville).
3. Allow the express bus to pick up passengers on the way from North Smithfield (passengers who want to go directly to Providence). This will ease up on the congestion you will create on the 54 by your proposed time changes.
4. Allow the express bus to pick up passengers in front of Stop and Shop at Lincoln Mall who want to go directly to Providence. Again, this will ease up on the 54 congestion. Every day we have people who want to take this bus from Providence to Lincoln Mall.
5. Increase fares for full ridership individuals. Even if you double the price, full ridership individuals would prefer to pay RIPTA than the Providence parking lots.

Simply cutting all the express busses (except a few notably 61X for some unknown reason) is like amputating an arm simply because you feel it doesn't perform as well as the other. By cutting full ridership individuals' accessibility to affordable transportation RIPTA is shooting itself in the foot.

Sincerely,
Elizabeth Baglini
Woonsocket, RI
[Sent from Yahoo Mail for iPad](#)

From: [Iris Lussier](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Comments on RIPTA Service Cuts - Please Hear us Out
Date: Tuesday, July 29, 2025 8:36:48 PM

Hello, my name is Iris.

Like many other Rhode Islanders, I am writing to strongly advise against cutting services to the aforementioned RIPTA bus routes. Not only would this action be detrimental to the people who use these services daily, it would encourage the justification of further reductions in service until it eventually kills off public transit as a whole in the state of Rhode Island.

There is a growing trend in recent years where the majority of larger corporations are beginning to “streamline” their services, which inevitably does major harm to the public. Companies are aiming to become simpler and simpler every day until they become nothing compared to what they once were. Is this the reality that Rhode Island may face? A small simple state with nothing to offer?

For a state so small, I would hope that we would have the capability to at least preserve our widely-used public transportation service. RIPTA is a service that many, many Rhode Islanders use, especially the disabled and elderly. By continuing to provide current RIPTA services, we as a state continue to be a community of accessibility. I would hate to see Rhode Island become “streamlined” by ignoring their people for the sake of the bigger folk’s wallets.

Please, hear us Rhode Islanders out. Please do not cut these services, as we all rely on them so heavily.

Kind regards,
Iris

From: [John Ferguson](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Service Changes
Date: Thursday, July 24, 2025 9:31:20 PM

To whom this may concern,
Consider closing on the 3 major holidays of Thanksgiving, Christmas and New Years? The majority of business are closed, RIPTA's offices are closed, the buses are for the most part driving around empty, and it would at the very least give your drivers and support personnel a morale boost and quality time with their families. Oh, and it would save a boat load of money!

Respectfully submitted
J. Ferguson

From: [Jac Parker](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]elimination of Park N" Ride services
Date: Friday, July 25, 2025 9:38:44 AM

To whom it may concern,

I have been a regular user of the 12x bus going between Warwick and Providence for over 10 years now. I wrote a similar letter last year when these cuts were previously proposed and I want to reiterate the importance of these routes again

To say I am disappointed about the announcement to eliminate this route would be an understatement. Use of this bus allows me and my fellow riders to have a stress free work commute that also saves us from the incredibly high parking fees in Providence, assuming you can find parking in Providence in the first place. It also has saved me an exorbitant amount in gas and has reduced wear on my car.

In addition to money savings it also has brought us peace of mind. By riding the bus we reduce the number of cars causing traffic back ups on the highway, reduce city congestion, and cut down on gas emissions that are so harmful to our environment.

While, yes I could look into other bus options, many of the other routes pose difficulty in finding local parking, a further commute to get to the stop, and a longer commute on the bus itself. Could there be an option of redrawing some of the express/parknride routes to be more efficient, or maybe cutting down the number of runs? While I enjoy my current travel times, could the times be adjusted slightly so that there are only 2 runs in the morning and evening?

I imagine a lot more could also be done to promote use of the park n ride buses for commuters in areas like Warwick, West Warwick, Coventry, East Greenwich and North Kingston, especially due to the rather heavy traffic being caused by the construction on I95 and rt4 in those areas. I truly hope you will reconsider the impact eliminating the Park N Ride Busses will have for those of us who commute into Providence.

Thank you for your time and consideration

Jacqueline Parker

From: [Jay G. Wegimont](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Written Testimony: Opposition to Elimination of South Kingstown RIPTA Routes — 65X, 66, 69
Date: Monday, July 28, 2025 11:36:35 AM
Attachments: [Outlook-rmysb1d4.png](#)
[Outlook-Email sign.png](#)
[Letter to RIPTA _Opposition to Elimination of South Kingstown RIPTA Routes — 65X, 66, 69.docx.png.pdf](#)

Dear RIPTA Board Members,

Please find attached my written testimony as a South Kingstown Town Councilmember strongly opposing the proposed cuts to Routes 65X, 66, and 69. These routes are vital for South Kingstown students, seniors, workers, and residents without cars who depend on affordable, reliable public transportation.

Thank you for considering my comments as part of the public record.

Sincerely,



JAY G. WEGIMONT

South Kingstown Town Councilor

Town of South Kingstown, Rhode Island

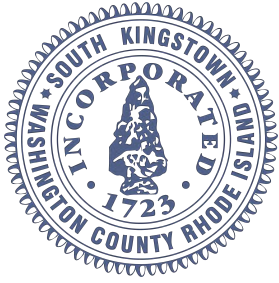
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Jay G. Wegimont
Town Council Member

Board of Directors

Rhode Island Public Transit Authority (RIPTA)

269 Melrose Street

Providence, RI 02907

RE: Opposition to Elimination of South Kingstown RIPTA Routes — 65X, 66, 69

Dear Members of the RIPTA Board,

I am writing as a RIPTA rider and South Kingstown Town Councilmember to strongly oppose the proposed elimination of key RIPTA routes, including the 65X, 66, and 69. These routes are essential lifelines for residents of all ages—students, seniors, workers, and those without access to a car—who depend on reliable, affordable public transportation for commuting to jobs, school, healthcare, and essential services.

I personally ride the 65X to Providence, and nearly every bus is full. This route is not only convenient and affordable—it is critical for countless South Kingstown residents who depend on it to get to work and school every single day. They're how students get to school, seniors get to appointments, and working people get to jobs to put food on the table. Public transit connects our residents to opportunity, education, and medical care, and reducing these services will isolate many in our community.

I've heard from so many of my constituents—a law student and bartender who relies on the 65X to get to her internship in Providence, grandparents who use the bus to visit their families, and countless neighbors who don't drive but depend on RIPTA every day. Cutting these routes will disproportionately harm people who cannot drive, those on fixed incomes, and families already burdened by the rising cost of living. I urge the Board to reconsider these cuts and work with local communities to strengthen—not reduce—public transit options. Maintaining these routes is essential to supporting equity, sustainability, and opportunity for all Rhode Islanders.

Thank you for your attention to this matter. I am committed to working with RIPTA to find solutions that protect these vital services for South Kingstown residents.

Sincerely,

Councilman Jay G. Wegimont
South Kingstown Town Council
Town of South Kingstown, Rhode Island
180 High Street | Wakefield R.I. 02879
jwegimont@southkingstownri.gov

From: [Jodi Greenblatt](#)
To: [MarketingInfo](#)
Cc: [Jodi Greenblatt](#)
Subject: [EXTERNAL]Newport bus 68
Date: Monday, July 28, 2025 4:41:39 PM

Please do not end Bus Route #68 running in Newport and Middletown! We need more people opting to take the bus, not fewer. And we certainly want people without vehicles to enjoy the many wonderful places along this route. Do the right thing and ensure Aquidneck island has a bus system that meets the needs of the people who live, work, and play here.

Jodi Greenblatt



From: [Johanna Ganglbauer](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]proposed RIPTA service cuts leave me devastated and angry
Date: Tuesday, July 29, 2025 11:07:50 PM

Dear RIPTA decision makers,

I am writing to complain about the proposed service cuts threatened by RIPTA. I am an enthusiastic bus rider, I love public transport, and I am devastated because of the proposed service cuts.

I understand that you are under enormous economic pressure. I don't understand the current priorities of the state of Rhode Island, which obviously do not include public transport. I think that cutting buses that are already physically in place from routes equipped with the necessary infrastructure is stupid, short-sighted and irresponsible. You leave the most vulnerable, who do not have a car, or are not able or allowed to drive alone. Without alternatives to going to work, school, doctors or even grocery shopping. Moreover, you force people who should not drive due to health issues, drug use, alcohol, etc. to be left without an alternative. At some point we agreed that we need to massively reduce traffic, because of climate change. So why the hell are we deciding to use money to build bridges, roads and parking lots, instead of keeping public transport alive?

I understand to a certain degree that you must optimize the public transport system, but I don't think that the proposed service cuts are thought through or based on facts. You paid four hundred million dollars for a study to tell you to "reduce bus service in the rural areas and expand it in the cities", so "Fuck you University of Rhode Island, you are not in Providence, so you are not really worth being included in our public transport system anymore???" I took bus 69 from Wakefield to URI three times a week last winter, and it was always full, not 100%, but let's say 60 or 70%. It is a huge mistake to cut that bus, also from an economic perspective. I moved to North Kingstown/Wickford and planned to take bus 14 to the bay campus three times a week next winter. And now it terminates at the park and ride at Jamestown bridge. Why would anybody take the bus to the park and ride at Jamestown bridge, when all the connections are cut off??? I would take the bus to go to the bay campus, and I know several other people who would, too. I would also take the bus to Newport if there was another bus bringing me home after 5:00p.m.

That's all, thanks RIPTA for your service, thanks to all the bus drivers, and please don't disappoint us. Otherwise, you will see me biking on the icy roads in the dark.
Johanna

From: [Joseph Tudino](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Service cuts
Date: Tuesday, July 29, 2025 10:03:33 AM

Good morning,

I am writing to oppose RIPTA service cuts. A friend of mine relies on route 95x to get to work every day. This route is essential and I am particularly asking for this route to remain intact.

Thank you
~Joseph Tudino
Providence

From: [kathleen Sullivan](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]95X
Date: Monday, July 28, 2025 8:49:37 AM

Dear Sir/Madam:

I have received and reviewed your closure list.

I am completely against the 95X route being eliminated. This is the only bus for those who live in Westerly. Also, I take this bus to work every day. Not sure how I will get to work without this route continuing to run. I am not alone on this bus. Most people who ride this route are going to work. Please rethink eliminating this route. It is needed for those that work and those that live in this area to get to Providence. South County is not small. It's not easy to get from westerly to Wakefield or Wickford to catch a bus. More thought needs to be put into this.

Thank you.

Kathleen Sullivan

[Sent from Yahoo Mail for iPhone](#)

From: [Katie Caparco](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Comments on Service Cuts
Date: Monday, July 28, 2025 3:01:04 PM

To Whom It May Concern:

Hello, my name is Katie Caparco and I am a life-long Rhode Islander. I am also a regular RIPTA user. I am unable to attend a hearing in person due to work, but I would like to make my voice heard.

I am strongly opposed to the proposed service cuts that were announced last week. I grew up in Charlestown, and regularly rode the 95x bus Monday-Thursday to get to my college classes in Providence. This was my only method of transportation to and from campus, because I could not afford a car. The Title VI analysis, saying 95x is not a low income route, is clearly based on deceptive metrics like median income or property values. There are many low income and minority families, including Narragansett Tribe members, who are disproportionately affected by this route closure. The 95x bus is the only way for individuals from Charlestown, Richmond, and Hopkinton to get to Providence without a car! Without RIPTA access, nearly all of South County is cut off from our capital city. This affects college students like me, hospitality workers, doctors, patients, and teachers like my parents.

The express commuter buses were one of the best ideas RIPTA ever had. They lessen the wear and tear on the roads, reduce rush hour traffic, and are better for the environment. Eliminating nearly all commuter park-n-ride routes is going to have lasting negative effects for both individuals and the state.

I hope hearing about my experience riding RIPTA helps you reconsider route eliminations. Thank you for your time,
Katie Caparco

From: [Lennon Hiatt](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Public Input On The Bus/Budget Cuts
Date: Saturday, July 26, 2025 12:52:52 PM

Hello, my name is Lennon, I have been riding on RIPTA busses for around 3 months now and have had an exceptional time using this service, however, seeing these proposed budget cuts makes me disappointed in whoever proposed them. The park and ride routes are essential for the working class who need to get from Providence to point B, especially if it's a place like Westerly. To my next point, I have no clue why cutting bus 75 is necessary by any means, it allows residents from Central Falls to go to Target/Stop & Shop in Lincoln Mall and would be terrible if they got that taken from them. I am a fan of eliminating Route 4, Route 4, and Route 55 on weekends only, as proposed. So in total, this is my public input as a usual RIPTA traveler

From: [Lisa Annotti](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Proposed route elimination - 59x
Date: Tuesday, July 29, 2025 9:25:58 PM

To whom it may concern,

I work in an office downtown Monday through Friday, and have been taking the 59x for 3 years. This has been an easy and affordable way for me to get to work, as it saves me from the overpriced parking lots downtown. Since I drive to the bus stop, the park & ride lot at Lincoln mall has been a convenient place to park and catch the bus.

Therefore, I'm hoping that instead of eliminating the 59x route completely, that you change it to one time in the morning into the city and one time out of the city in the evening. I'm confident that most of the riders of all 3 buses would gladly adjust their schedule a bit so that they continue to have a way to get to work or school (we also have some high school or college students who take this bus). You could also eliminate a few of the pickup/drop off points for this bus to make it a shorter route. You could also have the 59x pick up riders in the front of Lincoln mall (those going downtown) to help with some of the overcrowding on the 54. You could also increase the rate to \$3 a ride, just for express bus routes. This increase in cost would still be cheaper than parking downtown 5 days a week.

Since the 54 route bus doesn't have any place for commuters to park their cars, it really isn't a good option for us professionals who work in the city. Many lots don't allow you to park there unless you are a customer and other stops are on roads with no parking.

Please consider my ideas above.

Thank you, Lisa Sidibe

[Sent from Yahoo Mail for iPad](#)

From: [Lori Eccleston](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Elimination of Rte. 23
Date: Friday, July 25, 2025 8:46:49 AM

Good Morning:

Please don't eliminate Rte.23. I need this route to get to CCRI so that I can catch the 66 to go to work at URI. If you eliminate this route, I have no choice but to ride Rte. 13 and this is not workable. The closest stop is a 30 minute walk from where I live; I have to walk Main Street in West Warwick to catch this stop and in the Winter it will be dangerous as I will have to walk on the road because the sidewalks are not plowed on this street.

Please keep this route but don't have service after 7 pm, maybe that will help. If you have any questions about my email my number is [REDACTED] and my email is [REDACTED]

Thank you,
Lori Eccleston

From: [Lorraine M.](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA proposed changes Routes 69, 66, 64, 14
Date: Wednesday, July 30, 2025 6:15:24 AM

Overall, the proposed RIPTA schedule changes are focused on the needs of residents within Providence & the cities, without regard for the impact on the rest of the state.

The schedule changes assume everyone has or could have access to a car to replace their needed bus route. This disregards riders who have no other means of transportation.

Regarding proposed changes to the 69, 66, 64 & 14 bus service:

These changes, especially the complete elimination of routes, leave residents completely cut off. It will be impossible for someone in Narragansett, Wakefield, Galilee etc. to get anywhere in the surrounding area or the rest of the state without a car.

The best improvement in recent years was the 69/66 connecting bus from Galilee to Providence. This route gives access to the state as a whole.

Without 69/66 bus service:

No access to Amtrack Kingston station. Proposed changes leave arriving passengers stranded, and those wishing to take the train no way to get to the station.

Reduced access to Newport (the leading tourist area), URI & URI Bay Campus for students and the public.

No access to essential services for fishermen on Galilee boats, Block Island residents arriving without a car.

Impact of increased number of cars needing to park in areas no longer served by bus (Galilee, Newport, etc.)

Changes to divert or increase service at Rt1 & 138 Park and Ride:

Even with proposed changes, this is an isolated location and leaves individuals waiting alone for a connection in a vulnerable position, both day and night.

What other options are being put in place for residents?

Uber is expensive, is unreliable and cancels at the last minute. It is often impossible to get an Uber pick up from anywhere below Salt Pond Plaza. (i.e. the area covered by the 69 bus

route.) Riders that use the bus are the very public unable to afford or access Uber.

Inability for workers both in and outside the area to get to work at Salt Pond Plaza, Wakefield Mall, etc. Current wage of \$15/hr means many workers depend on the bus for transport to work. Staff risk losing their jobs without access to the bus service. Lack of bus service affects businesses's ability to hire.

Title VI SAFE Analyses states that these are not low income routes. But the very people taking the bus are the individuals in this low income group (whether it be for financial, age related, disability reasons, students etc.)

Although this may be a high income and property value area, wouldn't the actual ridership determine the designation of the route and not the geographical area?

Public services should serve the public that needs them. It is unconscionable to cut off a whole area of the state from access to a train station, a state university, the main resort areas where jobs are located (Galilee, Newport, Block Island etc.) and the capital city.

Please reconsider these changes.

From: Lynn Coughlin [REDACTED]

Sent: Friday, July 25, 2025 10:00 AM

To: sheldon.whitehouse@senate.ri.gov; jack.reed@senate.ri.gov; Durand, Christopher <cdurand@ripta.com>; governor@governor.ri.gov; wfelag@senate.ri.gov; Jknight@house.ri.gov

Subject: [EXTERNAL]RIPTA budget cuts

To Whom It May Concern:

As a bus system commuter since 1983 and having utilized the bus system throughout my high school, college and now my career days; I can attest on behalf of numerous commuters who rely on the service as I do, that your cutting services to those who need it the most (business professionals, high school and college students) is not a feasible nor logical step.

I understand that the Rhode Island Public Transit Authority is experiencing fiscal hardship because of the current economic state as is everyone in the country (aside from the millionaires and billionaires like Warren Buffett, Elon Musk, Donald Trump, Bill Gates) because they don't care about the lay person who works between twenty-five to seventy hours or more to provide for themselves and their families and keep the utilities paid and the rent or mortgage paid on time nor do they care about their hardships they are currently facing because of the US Congress members inaction and feet-dragging just so they can go on recess as if they were school children because they dislike their job which is being a local politician serving the members of their community and their state and country and they have no idea what it actually takes to take care of yourself and an aging parent or your spouse and children because each person aforementioned has so much money in their personal accounts that they could donate a portion of their fortune to each American and not even know that money is missing from their accounts until they are informed by their personal accountant on retainer.

As a disabled person who has been gainfully employed for thirty years and counting, I personally feel the shame and rejection from each politician and you have no idea how much you are hurting the general public at large who are working to provide for themselves and their families rather than being on government assistance programs like welfare and SSA benefits until it is actually necessary and I literally gave up a guaranteed benefit in 1997 after a family member's death, to support myself and my aging mother until her death in 2019 and since that time, I have maintaining the homestead alone. Please do what is right for the majority of the population who rely on this service as you are affecting millions in the State of Rhode Island.

I can be reached at [REDACTED] on my cell phone throughout the day and via email at [REDACTED] during the workday between 8:30 and 4:00 PM. I look forward to hearing from you.

Sincerely,

Lynn Coughlin, RI resident and taxpayer

From: [Melissa Burda](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Re: RIPTA to Hold Public Hearings on Proposed Statewide Service Cuts Due to Budget Deficit
Date: Tuesday, July 29, 2025 6:45:03 AM

Please do not go ahead with these service cuts especially the Pawtucket ones how are people going to get AROUND WE NEED THESE

On Thu, Jul 24, 2025, 4:31 PM RIPTA <marketinginfo@ripta.com> wrote:



Hearings Scheduled July 28 through August 6 in Barrington, Providence, Woonsocket, West Warwick, Warwick, Pawtucket, Newport, and South Kingstown

Providence, Rhode Island – The Rhode Island Public Transit Authority (RIPTA) will hold public hearings on proposed service reductions in all five Rhode Island counties starting on July 28 and continuing

[_____](#).com or call 401-781-9400.

From: [Melissa Burda](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Re: PRESS RELEASE: RIPTA to Hold Public Hearings on Proposed Statewide Service Cuts and Fare Increase Due to Budget Deficit
Date: Wednesday, July 30, 2025 8:57:21 AM

Please reconsider your routes to get rid of nobody will be able to get around Pawtucket people have to go to work and school

On Fri, Jun 27, 2025, 9:49 AM RIPTA <marketinginfo@ripta.com> wrote:



RIPTA to Hold Public Hearings on Proposed Statewide Service Cuts and Fare Increase Due to Budget Deficit

Hearings Scheduled for July 28 to August 6 in Barrington, Providence, West Warwick, Warwick, Woonsocket, Pawtucket, Newport, Wakefield and Kingston

From: [Michael Quevedo](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Proposed Statewide Service Cuts Due to Budget Deficit
Date: Friday, July 25, 2025 1:20:19 PM

Hello,

I was extremely disappointed to read about the proposed statewide service cuts. In the face of plunging ridership, the evidence overwhelmingly indicates that service *expansion* is the only solution with any long-term efficacy. Even an increase in fares is preferable (Manville, 2018). I am a frequent user of RIPTA and I urge the board to scrap the proposed service cuts in favor of an increase in fares, if necessary.

Cutting service is the exact wrong way to build public goodwill and increase ridership. More frequent buses, even at a higher fare, *will* improve ridership. I hope RI can buck the trend and maintain our existing high quality of public transportation.

Sincerely,

Michael Quevedo

Some Sources:

American City and County: <https://www.americancityandcounty.com/public-works-utilities/why-bus-service-cuts-should-be-the-last-resort-for-transit-agencies>

Bloomberg: <https://www.bloomberg.com/news/articles/2025-04-28/struggling-us-transit-agencies-really-need-to-avoid-service-cuts-now>

UCLA Institute of Transportation Studies: <https://escholarship.org/uc/item/3td9b42j>

From: [Paul Kelley](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]
Date: Saturday, July 26, 2025 5:39:06 PM

You're missing the whole purpose of RIPTA. The P stands for PUBLIC. This is the PUBLIC's transportation service. What happens when you cut service to schools and shopping areas? You alienate people from your services, because they no longer meet their needs: getting to work, getting to school, getting to the market or doctor's. How much money has been spent studying a new, unneeded bus hub? You have one that has been working well for years, but the powers that be don't want to see "those people" in Kennedy Plaza.

Using an old axiom: KISS. Keep it Simple Stupid.

Paul Kelley
Providence

P.s. I stopped using RIPTA years ago. Working a mile from home was part of it. Not knowing if I could get to a destination in a timely manner was another part.

From: [Peregrine Macdonald](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Re: Proposed Route Changes
Date: Monday, July 28, 2025 12:08:45 PM

Hello,

I would like to register my opposition to the change to 50 route. I work at Bryant and rely on RIPTA to get to work, which during most of the year requires that I work on Sundays and occasionally I have to work on Saturdays as well. I'm fairly certain that Bryant is also trying to encourage students to be on campus more on the weekends, and having a bus that can take them (especially Freshman who aren't allowed a car on campus) into Providence may help with that effort.

I would also like to point out the inaccessibility of the in person hearings. Several are during working hours and those that aren't are so close to the end of the day that people may still need to take time off of work in order to time public transit to get to the meetings in time.

Best,
Peregrine Macdonald

--

Peregrine "Pippin" Macdonald, MLIS
she/her



From: [peter chomowicz](#)
To: [Customer Service](#); [MarketingInfo](#)
Cc: [rep-boylan@rilegislature.gov](#); [rep-knight@rilegislature.gov](#); [rep-donovan@rilegislature.gov](#); [rep-place@rilegislature.gov](#); [rep-giraldo@rilegislature.gov](#); [rep-spears@rilegislature.gov](#); [rep-nardone@rilegislature.gov](#); [rep-noret@rilegislature.gov](#); [rep-paplauskas@rilegislature.gov](#); [rep-potter@rilegislature.gov](#); [rep-baginski@rilegislature.gov](#); [rep-handy@rilegislature.gov](#); [rep-lima@rilegislature.gov](#); [rep-marszalkowski@rilegislature.gov](#); [rep-voas@rilegislature.gov](#); [rep-ackerman@rilegislature.gov](#); [rep-caldwell@rilegislature.gov](#); [rep-dawson@rilegislature.gov](#); [rep-kazarian@rilegislature.gov](#); [rep-furtado@rilegislature.gov](#); [rep-cotter@rilegislature.gov](#); [rep-chippendale@rilegislature.gov](#); [rep-kennedy@rilegislature.gov](#); [rep-finkelman@rilegislature.gov](#); [rep-fellela@rilegislature.gov](#); [rep-fascia@rilegislature.gov](#); [rep-shallcross-smith@rilegislature.gov](#); [rep-costantino@rilegislature.gov](#); [rep-carson@rilegislature.gov](#); [rep-abney@rilegislature.gov](#); [rep-craven@rilegislature.gov](#); [rep-casimiro@rilegislature.gov](#); [rep-obrien@rilegislature.gov](#); [rep-corvese@rilegislature.gov](#); [rep-newberry@rilegislature.gov](#); [rep-cruz@rilegislature.gov](#); [rep-stewart@rilegislature.gov](#); [rep-felix@rilegislature.gov](#); [rep-messier@rilegislature.gov](#); [rep-alzate@rilegislature.gov](#); [rep-mcgaw@rilegislature.gov](#); [rep-cortvriend@rilegislature.gov](#); [rep-ajello@rilegislature.gov](#); [rep-blazejewski@rilegislature.gov](#); [rep-biah@rilegislature.gov](#); [rep-kislak@rilegislature.gov](#); [rep-desimone@rilegislature.gov](#); [rep-morales@rilegislature.gov](#); [rep-lombardi@rilegislature.gov](#); [rep-sanchez@rilegislature.gov](#); [rep-slater@rilegislature.gov](#); [rep-diaz@rilegislature.gov](#); [rep-batista@rilegislature.gov](#); [rep-perez@rilegislature.gov](#); [rep-hull@rilegislature.gov](#); [rep-quattrocchi@rilegislature.gov](#); [rep-santucci@rilegislature.gov](#); [rep-fogarty@rilegislature.gov](#); [rep-tanzi@rilegislature.gov](#); [rep-mcentee@rilegislature.gov](#); [rep-edwards@rilegislature.gov](#); [rep-speakman@rilegislature.gov](#); [rep-hopkins@rilegislature.gov](#); [rep-solomon@rilegislature.gov](#); [rep-shekarchi@rilegislature.gov](#); [rep-mcnamara@rilegislature.gov](#); [rep-bennett@rilegislature.gov](#); [rep-shanley@rilegislature.gov](#); [rep-roberts@rilegislature.gov](#); [rep-serpa@rilegislature.gov](#); [rep-read@rilegislature.gov](#); [rep-azzinaro@rilegislature.gov](#); [rep-casey@rilegislature.gov](#); [rep-phillips@rilegislature.gov](#); [rep-brien@rilegislature.gov](#); [peter_chomowicz@brown.edu](#)
Subject: [EXTERNAL]RIPTA Route Eliminations
Date: Tuesday, July 29, 2025 10:39:43 AM

Letter to RIPTA Board and Rhode Island Officials

Opposition to Route 95x Elimination

To: Rhode Island Public Transit Authority Board of Directors

From: Peter Chomowicz

Date: July 29, 2025

Re: Strong Opposition to Proposed Elimination of Route 95x

Dear RIPTA Board Members and Rhode Island Transportation Officials,

I am writing to express strong opposition to the proposed elimination of Route 95x, scheduled for September 13, 2025. While I understand RIPTA faces budget challenges, eliminating this vital transportation link would create devastating consequences for vulnerable populations and undermine Rhode Island's commitment to equitable public transit access.

Critical Service Gap Creation

Route 95x serves as the **only** direct public transit connection between Westerly, Hopkinton, Richmond, West Greenwich, and Providence's downtown core. Its elimination would create a significant service gap spanning over 45 miles of southwestern Rhode Island, effectively isolating these communities from economic opportunities, healthcare, education, and essential services in the greater Providence area.

The route currently provides 9 weekday trips with service from 5:17 AM to 6:28 PM, accommodating both morning commuters and evening travelers. No alternative RIPTA routes serve this corridor, making Route 95x irreplaceable rather than redundant.

Equity and Environmental Justice Concerns

While RIPTA's Title VI analysis indicates Route 95x does not qualify as a "minority route" or "low-income route" by federal standards, this designation obscures the real hardships elimination would impose on vulnerable populations throughout southwestern Rhode Island, including:

- **Disabled individuals** who cannot drive and rely on public transit for medical appointments, employment, and independence
- **Low-income residents** who cannot afford vehicle ownership, insurance, and maintenance costs
- **Elderly residents** who may have lost driving privileges but still need access to healthcare and services
- **Young adults** seeking educational and employment opportunities outside their immediate communities
- **Families** managing transportation costs and seeking affordable alternatives to multiple vehicle ownership

The RIPTA analysis shows no "disparate impact on minorities" or "disproportionate burden on low-income individuals," but this fails to account for the absolute numbers of vulnerable residents who depend on this service, regardless of percentages. I encourage you to ride the bus just once to see the completely blind man who rides between West Greenwich and Eddy Street. To see the several who ride their bicycle to a park and ride and place their bike on the rack for the trip to Providence. And to see the elderly and the students who rely on the bus for essential services. 95x is not a convenience or a luxury - it is a lifeline.

Economic Development and Regional Connectivity

Route 95x serves communities that are experiencing growth and development. Eliminating this service would:

- **Restrict workforce mobility**, preventing residents from accessing jobs in Providence and other employment centers
- **Limit economic development** in Westerly, Hopkinton, Richmond, and West Greenwich by reducing connectivity
- **Increase traffic congestion** on I-95 and Route 1 as former transit users are forced to drive or seek rides
- **Undermine tourism** in the region, particularly affecting Westerly's coastal attractions and related businesses

Healthcare Access Crisis

Route 95x provides crucial access to specialized medical facilities in Providence for residents who cannot drive. Its elimination would force vulnerable populations to:

- Forego necessary medical care due to transportation barriers
- Rely on expensive ambulance services for non-emergency medical transport
- Burden family members or friends for transportation, creating additional hardships
- Delay preventive care, potentially leading to more serious and costly health emergencies

Hidden Costs of Elimination

While eliminating Route 95x may appear to save money, the true costs include:

- **Increased social services burden** as residents lose access to employment opportunities
- **Healthcare costs** from delayed or avoided medical care
- **Environmental impact** from increased single-occupancy vehicle travel
- **Economic losses** in affected communities due to reduced connectivity
- **Infrastructure strain** on highways as more residents are forced to drive
- **Decreased revenue** as riders do not have another bus route available

Alternative Solutions to Explore

Rather than elimination, RIPTA should consider:

1. **Reduced frequency** while maintaining service (e.g., 6 trips instead of 9, begin with eliminating the 2:00 pm outbound loop)
2. **Partnership opportunities** with local municipalities for cost-sharing
3. **Federal and state grant applications** specifically for rural transit services
4. **Demand-response or flexible routing** during off-peak hours
5. **Corporate partnerships** with major employers along the route
6. **Coordination with Amtrak** for integrated rail-bus service at Westerly station

Federal Compliance Concerns

The elimination appears to conflict with Americans with Disabilities Act requirements for

comparable transportation services. RIPTA must ensure that disabled residents maintain reasonable access to essential services, which Route 95x currently provides.

Community Impact and Public Input

The scheduled public hearings demonstrate significant community concern. I urge RIPTA to:

- Thoroughly document public testimony opposing elimination
- Explore all possible funding alternatives before proceeding
- Provide **detailed analysis** of how affected residents will access essential services
- Commit to restoration of service when funding becomes available
- Provide virtual town hall meetings for those that cannot attend the public hearings
- Create an on-line forum where riders can post comments with responses by RIPTA officials

Call to Action

I respectfully urge RIPTA to:

1.
Postpone the elimination of Route 95x until all funding alternatives are exhausted
2.
Develop a comprehensive mitigation plan addressing healthcare, employment, and essential service access
3.
Work with state officials to identify emergency funding sources
4.
Maintain service at reduced frequency rather than complete elimination
- 5.

Establish a timeline for service restoration when budget conditions improve

Conclusion

Route 95x is not merely a budget line item—it is a lifeline connecting isolated communities to opportunities, healthcare, and essential services. Its elimination would disproportionately harm Rhode Island's most vulnerable residents while undermining the state's commitment to equitable transportation access.

I urge RIPTA and state officials to find creative solutions that preserve this vital service while addressing budget constraints. The cost of elimination—measured in human hardship, lost opportunities, and community isolation—far exceeds any short-term budget savings.

Thank you for your consideration of these concerns. I look forward to your response and to working together to preserve essential public transit services for all Rhode Island residents.

Sincerely,

Peter Chomowicz

A black rectangular redaction box covering the signature of Peter Chomowicz.

cc: Rhode Island Representatives

From: [pmtudino](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]RIPTA Proposed Cuts
Date: Tuesday, July 29, 2025 5:09:57 PM

Please seriously reconsider the drastic cuts to RIPTA bus routes. These routes are very critical to riders.

Thank you,
Peter Tudino
North Smithfield RI

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Prateek Joshi](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Please don't cut RIPTA service
Date: Monday, July 28, 2025 4:51:22 PM

Hello,

I am urging the state to find a solution to RIPTA's budget shortfall and not cut service. This would be devastating to our communities and the entire state of Rhode Island. I moved to Providence a few months ago with my wife in search of a better life. We don't have a car and it would be difficult to afford. We rely exclusively on RIPTA service, specifically the 92. I am asking that RIPTA services not be cut, particularly the 92, as it would cut off Fox Point from the rest of Providence.

Thanks,
Prateek

From: [Rhonda Parkhouse](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Route 95x
Date: Monday, July 28, 2025 11:39:36 AM

Hello,

I am unable to attend any of the meetings; however, I would like to note my concerns for the cancellation of route 95X. I work in downtown Providence, and this is my only means of transportation into the city. I respectfully ask that this route is not eliminated. Thank you

Rhonda Parkhouse

[Sent from Yahoo Mail for iPhone](#)

From: [ROB M.](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]About bus service.
Date: Tuesday, July 29, 2025 9:32:53 AM

The state spends money crazy. Instead of the money being spent on the new bus station, millions of dollars, they should have bought the old brick building in downtown Pawtucket where Ripta was before. It was much better there. Now they are going to do away with lots of bus routes. Yes, Ripta needs money, but the state would rather spend money on things that are not needed.

Thank you.

BOB

From: [Ruby Johnson](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Schedule cuts fir Route 54
Date: Monday, July 28, 2025 2:56:07 PM

I will not be able to attend the meetings but I am concerned about the Line i am on which is the 54. The bus sometimes doesn't come on time to Kennedy Plaza when sitting across from the hospital, this bus is my only transportation and I have to be at work before 7:30 a m Monday thru Friday. I am truly concerned about my transportation on this line..

From: [Shawn J. Brown](#)
To: [MarketingInfo](#)
Cc: [TCACS](#); [Lou DiPalma](#); [Marvin Abney](#); [Terri Cortvriend](#); [Alex S. Rep. Finkelman](#); [ckennedy@cityofnewport.com](#); [cholder@cityofnewport.com](#); [Ronald Wolanski](#)
Subject: [EXTERNAL]Proposed Elimination of Route 68 and Flex 231
Date: Monday, July 28, 2025 5:41:59 PM
Attachments: [2025_07_28_17_33_54 ltr RIPTA route 68 and flex 231.pdf](#)
Importance: High

Dear RIPTA Team,

Attached is a letter from the Town of Middletown expressing our opposition to the proposed elimination of Routes 68 and Flex 231. We respectfully request that RIPTA consider alternative options to preserve some level of service in our community.

Please confirm receipt.

Best regards,
Shawn J. Brown, Town Administrator



TOWN OF MIDDLETOWN

Town Hall 350 East Main Road • Middletown, RI 02842

OFFICE OF THE TOWN ADMINISTRATOR

Office (401) 849-2898 • Fax (401) 845-0400

Website: www.middletownri.com

July 28, 2025

Rhode Island Public Transit Authority
Office of the CEO
705 Elmwood Avenue
Providence, RI 02907
Email: marketing@ripta.com

Re: Proposed Elimination of Route 68 and Flex 231

To Whom It May Concern:

On behalf of the Town of Middletown, I am writing to express our opposition to the proposed elimination of Route 68 and Flex 231 as part of RIPTA's FY2026 service changes.

These two routes provide the only public transit coverage to the Easton's Point area of Middletown, including service to Aquidneck Avenue, the John Clarke campus, the corporate park, and the Atlantic Beach district. Eliminating both would remove all public transit options from this section of town, without offering any form of replacement or modified service.

The loss of these routes would directly affect residents, seniors, and workers who rely on transit to access employment, health care, and essential services. It would also affect local employers in health care, hospitality, and retail, and would likely increase congestion in areas that already experience traffic strain during the summer and peak hours.

We understand RIPTA must respond to fiscal constraints, but we respectfully request that the agency explore alternatives short of full elimination. In other areas of the state, RIPTA has proposed strategies such as reducing trip frequency, eliminating weekend-only service, or reconfiguring Flex zones. We ask that similar options be evaluated for Middletown, including modified service hours, limited-stop coverage during peak periods, or a smaller-scale Flex or on-demand model to retain basic transit access in this part of town.

Thank you for your consideration.

Sincerely,

Shawn J. Brown, CPA, CFE
Town Administrator

Cc: Middletown Town Council, Senator Lou DiPalma, Representative Marvin Abney, Representative Terri Cortvriend, Representative Alex Finkelman, Newport City Council, Newport City Manager

From: [Steven Avroch](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Bus 68
Date: Monday, July 28, 2025 2:41:52 PM

Please keep bus 68. We need it, we use it and hope to continue to do so. Steve Avroch. . Center Ave. Middletown RI

Sent from my iPhone

From: [Sue Weston](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Bus changes
Date: Tuesday, July 29, 2025 9:22:42 AM

Hello,

I rely on the 33, 34, 92, and others to get me to work, medical appointments, and other places I can't get to on foot. I am over 60 and cannot afford a car in this city.

My employment is limited to where I can get on the bus. The buses near me are infrequent at best, or they all arrive at the same time.

Kennedy Plaza is deeply unpleasant, but I see all the other people who have no choice but RIPTA, especially the elderly, the disabled, and the poor: these categories overlap, of course.

Instead of taking away from those who already have less (or nothing), please find a way to tax parking or multiple vehicles. Make RIPTA more attractive and more financially viable than driving around this tiny congested city.

Thank you.

Sue Weston

From: [Terryberry](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]Save 54 bus and 87 route CEO
Date: Monday, July 28, 2025 5:09:32 PM

Hello this is theresa Jarden I'm a rhode island resident of 16 years that relays om buses to get around

Because of my disability I have my entire life

I work in woonsocket from central falls
And taking 54 away would ruin my life and my only income source

I work at landmark medical center I take 54 everyday
Including 87 along with other passengers
Being a employer at landmark I see first hand how many people rely on ripta 54

Going into providence

Taking that access away would ruin alot of people's lives

Thank you so
Sincerely theresa jarden

From: [Zachary Gauthier](#)
To: [MarketingInfo](#)
Subject: [EXTERNAL]
Date: Sunday, July 27, 2025 1:33:50 PM

Advocacy for RIPTA: A Community's Lifeline

My name is Zachary Gauthier, and I stand before you today as a concerned resident of Rhode Island. I'm here to impress upon you the absolute necessity of RIPTA and to vehemently oppose any cuts to its vital services.

For many, including myself, RIPTA isn't just a bus service; it's the very artery that keeps our lives flowing. It's how we get to work, access medical appointments, and connect with our communities. These proposed cuts aren't merely numbers on a ledger; they represent a direct assault on the independence and livelihoods of countless Rhode Islanders.

Consider the profound impact on our most vulnerable. Paratransit, in particular, is an indispensable lifeline for individuals with disabilities, offering a semblance of mobility and dignity. To diminish these services is to, quite literally, leave our neighbors stranded, isolated, and stripped of their ability to participate in daily life.

By gutting a system so many rely on, we are not only hindering access to essential services but also costing people their jobs. We are creating an economic ripple effect that will hurt families and our state's overall well-being.

I urge you to consider the human cost of these decisions. Don't leave Rhode Islanders stranded. Don't compromise our ability to thrive. Invest in RIPTA; invest in our community. Thank you.