



**RIPTA Public Hearing – Proposed Service Changes
Community College of Rhode Island (CCRI) Knight Campus
400 East Avenue, Warwick, RI
Monday, July 28, 2025
12 PM-1:30 PM**

RIPTA staff in attendance: Christopher Durand, Edward Brown, Cristy Raposo Perry, Paul Harrington, Brooks Almonte, Ken Vinacco, Joe Philbin, Nate Hannon, John Chadwick, Ella Ackerman, Joelle Kanter, Julia Eveyn, Greg Harris, Christel Chavez, Tim McKenna, CJ Headley, Erminio Conte, Nicky Mudryy and Sara Furbush

Elected Officials in attendance: Representative Joseph J. Solomon Jr., Senator Peter Appollonio Jr., Senator Matthew L. LaMountain, Senator Lori Urso, Coventry Town Manager Daniel Parrillo

On Monday, July 28, 2025, Fifty-eight (58) members of the public attended. Twenty-three (23) made oral comments. Six (6) provided written comments.

Chief Executive Officer Christopher Durand opened the hearing by giving an overview of RIPTA's financial situation and budget deficit. Director of Service Planning and Scheduling Edward Brown followed with an overview of proposed service changes.

Oral comments were provided as follows:

Jessica Jameson, a Warwick resident, is unable to drive. She relies on Route 29 to get her job at the Warwick Mall. If that service is cut, she won't be able to get to work on the weekends and will likely lose her job. She relies on Route 4 to get to Providence. These cuts will impact her ability to get to her second job and connect with the broader community. Jessica rides both routes nearly every day. Her bus is busy at 6am. These reductions will impact many people within the community and will cause them to lose their jobs. She strongly urged RIPTA to reconsider these proposed changes.

Evan Walsh, a Warwick resident, rides the West Shore Road Bus. He expressed concern over proposed cuts to weekend and holiday routes, particularly the West Shore Road bus, emphasizing the negative impact on vulnerable communities, including those in Section 8 housing, people with disabilities, seniors, and individuals with ADHD. With the proposed changes, he said it would be disingenuous to call the agency Rhode Island Public Transit Authority since it would represent metro Providence, not the entire state, leaving out places like Westerly, Coventry, Cumberland, Chepachet, and Little Compton. Warning of public backlash, Evan likened the situation to stirring a "hornet's nest" and urges decision-makers to find a compromise that does not involve slashing essential transportation routes. He emphasized that cutting the bus route would affect far more than just those in Section 8

housing—it would impact everyone in the community. He clarified that his remarks weren't directed at any individual but were meant to express his personal feelings and the broader consequences of the service reductions. Living in the Route 29 area, he explained that service is already limited, and the proposed cuts would prevent him from visiting family in Cumberland or even seeing his mother, who lives just two miles away on West Shore Road, particularly on weekends and holidays.

Amanda Izenstark, a Providence resident, regularly rides Route 66 bus to the University of Rhode Island, even on weekends. She took a vacation day from work to attend the hearing and speak out on behalf of other riders of Routes 66 and 69 who couldn't attend. Amanda explained that while she also used Routes 57, 55, 92, and others, she had been riding Route 66 for 25 years. Although she can afford a car, she opts to use public transit to support the environment and to safely multitask during her commute.

She emphasized that many riders do not have that choice;RIPTA is their only means of getting to work or school. Amanda warned that cutting Route 66 route would make it significantly harder for students at CCRI and URI to attend classes and could prevent some commuters from reaching their jobs. She gave specific examples, such as a woman commuting to Kingston to work at the Emporium and another who relied on Route 66 interlining with Route 69 route to get to work farther south.

Acknowledging the difficulty of the decisions facing the transit authority, she urged the Rhode Island administration to consider the serious impact these service cuts would have on the many riders who couldn't be there to speak for themselves.

Sumner Stone, an East Greenwich resident, rides approximately 13 different routes over the course of the year, many of them multiple times a week. He lives in an apartment building in East Greenwich with 110 units, where many residents rely on RIPTA for transportation.

Route 16, which travels along Bald Hill Road and down to Gate Road, is their only consistent access to grocery stores and other shops. He also uses Route 14 to travel to either Newport or Providence. He expressed concern about the proposed elimination of Route 14 service on weekends and the cancellation of Sunday service on Route 16, warning that such cuts would create an impossible situation for residents in Wickford, North Kingstown, East Greenwich, and Apponaug.

While clarifying that he didn't mean to address anyone personally, he suggested that the proposals implied a lack of concern for the people affected. He mentioned that he didn't frequently travel beyond North Kingstown, so he couldn't speak to the impact of Route 14 cuts farther south. However, he did occasionally take Route 13 to West Warwick and noted that eliminating service there would also harm those residents as it would completely cut them off. The proposed cuts seem to disregard the needs of the people affected, including the apparent indifference of politicians who supported them.

He noted that he often sees two R-Line buses arrive back-to-back in Kennedy Plaza, with one staying empty. He wants someone with transit management experience to evaluate the routes and revise the schedule completely. A few years ago, RIPTA removed several bus stops, requiring people to walk further distances to catch the bus. He said that RIPTA employees are qualified to deal with customers, and most drivers are good, although some tend to arrive 6-8 minutes early. For example, the 16 shouldn't leave early from its starting point at either Gate Road or Kennedy Plaza. He also said some buses arrive at CCRI two minutes apart, making it difficult for people to make their connections.

He added that cutting weekend and holiday service would negatively impact workers' ability to shop and work on weekends, which in turn would hurt businesses and reduce tax revenue for the state—a point he urged politicians to consider.

Diane C. Librandi, a 75-year-old Providence resident, grew up in Cranston near the shipyard in Providence. She recalled a time when buses were abundant and could take riders to various beaches across the state, including Narragansett, Galilee, and Watch Hill. She lamented the loss of these services and the increasing difficulty of reaching those areas without a car. Up until a year ago, she drove, but she now relies heavily on RIPTA to get around.

Despite having to walk 500 steps with a walker to reach her stop for the Route 22 bus, she continues to use public transit to go to church, grocery shopping, dining, recreation, and banking. She frequently rides multiple routes, including Routes 28, 3, 60, 51, 54, and 21, and occasionally relies on the RIde paratransit service, especially when carrying heavy groceries.

She shared a positive experience using RIde to reach the Veterans cemetery, expressing gratitude for that service. However, she emphasized that most people, like her, depend on regular bus routes for daily life. She urged RIPTA to reconsider service cuts. Instead of eliminating routes, she suggested merging or alternating them to maintain access for those who need it most.

Devin Guirales, a Central Falls resident and a member of ATAC, recognized RIPTA staff for their hard work, including Ed Brown and others present. He criticized decisions made by those in higher positions. Devin emphasized that all RIPTA board members should be required to ride the bus, noting that the roads are managed by the head of the Department of Transportation, a board member of the agency.

He spoke both as an individual rider and as a caregiver to his mother. The proposed cuts, he said, impacted them personally. He currently rides Routes 72 and 73, and the proposed elimination of the 73 would prevent him from accessing vital destinations, such as the bank. Route 73 is a key route for students in Central Falls who attend CCRI in Lincoln. He expressed concern that shifting students to the Warwick campus would create barriers, especially for Hispanic communities, where individuals often stay near home due to strong family obligations.

Devin revealed that he overcame his anxiety to attend today's hearing. His mother is recovering from serious health issues and depends on the bus for longer distances, such as doctor's appointments and the diabetes clinic.

Acknowledging the state's budget deficit as the root cause of the proposed cuts, Devin still criticized their consequences. He shared that while his mother couldn't walk long distances, he was willing to travel to bus stops, even using a wheelchair. The potential elimination of Route 75, in his view, would mean a loss of tourism and revenue for the state. He concluded by stating that if the cuts went through, he would shift to Massachusetts and the MBTA, which offers far better service for individuals with disabilities. He also presented his remarks in Spanish.

Zach Fratus, a West Warwick resident, expressed frustration over the proposed elimination of Route 23. He explained that without it, he would have to walk two miles to reach Route 13, and if he missed it, he would have no other way to get to work or leave the area. He will be screwed. He also relies on Routes 21, 22, and 30 to get to his job at Stop & Shop, which is located just up the street. Instead of going to work, he attended the hearing to voice his opposition.

Lynn Radiches, a Warwick resident, spoke as the sister of an elderly, disabled man who lives in West Warwick and relies on RIPTA for transportation. She expressed frustration that, a year later, they were once again forced to plead for services that RIPTA should provide. While she appreciated the adjustments made last year to preserve necessary routes, she warned that those efforts would be meaningless if service was cut now. RIPTA must not deny Rhode Islanders access to critical transportation, which people rely on to get to work, medical appointments, grocery stores, and other essential destinations. She pointed out how easy it is for many to take for granted the ability to drive, but for bus riders, losing a route could mean losing independence. Life is already exhausting for most who rely on public transit, and it is often a necessity, not a choice.

Lynn urged RIPTA to find a way to maintain service instead of throwing up its hands and cutting routes. She mentioned the state's quick allocation of funding after the bridge collapse to ferry people between Bristol and Providence as proof that funding could be found if there was the will to do it.

RIPTA is not a business selling widgets; it is a public service with an obligation to serve all Rhode Islanders, especially the elderly, disabled, and low-income. She stressed the severe impact these cuts would have on vulnerable populations and urged the agency to take responsibility, keep fighting, and do better. These cuts are unacceptable.

Ron Trotta, a Warwick resident, shared that he nearly died during COVID and has suffered several strokes. Although he owns a car, he chooses not to drive for safety reasons. Ron volunteers at T.F. Green Airport playing the piano at baggage claim. Public transit gives him his independence. He emphasized that for many others, RIPTA is essential for their survival and livelihood.

He expressed that it is the government's responsibility to provide public transportation, enabling people to participate in society, just like it provides other public services like sanitation. Ron called the proposed transit cuts devastating and urged everyone to pressure politicians to prioritize public transportation, conservation, and the environment. He argued that cutting transit services would lead to higher costs overall, as more people would be forced to drive. Instead, he suggested increasing public transit and taxing cars more heavily, citing New York City as an example.

Ron criticized politicians for failing to prioritize mass transit and the environment, stating that government should help society progress rather than harm vulnerable people. Though not politically active beyond voting and paying taxes, he urged everyone to raise their voices against the cuts, calling the situation ridiculous. This is making people who are suffering and working hard, hurt even more.

Randall Rose, a Providence and a member of the Kennedy Plaza Resilience Coalition, stated that the cuts are completely unacceptable and will affect many routes he relies on. RIPTA was forced into these cuts due to insufficient funding from state politicians, and no matter how RIPTA tried to adjust, serious reductions were unavoidable. Randall emphasized that RIPTA did not want to make these cuts but had to work within the limited budget provided by the government.

He urged attendees not to only voice complaints to RIPTA but to contact state politicians directly, especially those in top leadership positions like the governor and legislative leaders who control the budget. Randall noted that some politicians test cuts to see if voters react; if not, they keep funding low, but if there is a backlash, they restore funds. He encouraged bus riders to call and leave messages with their representatives and to join local bus rider groups to strengthen advocacy. Randall believes that with enough continuous pressure, the cuts could be reversed and service expanded, but it requires ongoing public action.

Myles Brawn-Husband, a Warwick resident and a member of the ATAC and Save RIPTA Coalition, expressed that all proposed cuts felt like an attack on people's lives, noting that many individuals will not be able to get to work without the bus. He described the situation as deplorable and blamed politicians for the cuts. Despite his tireless efforts to fight against the reductions at the State House, the advocacy had not been enough. He urged attendees to join in contacting representatives to stop the cuts. Cutting Flex will severely impact those without cars or other transportation options.

Jeanelle Wheeler, a Providence resident, shared that she and her husband do not have a car and rely on RIPTA daily. She expressed gratitude for RIPTA, which helps her get to work, see friends, and manage daily life. She described her routine of checking routes and schedules through Google Maps to plan her trips, sometimes debating whether she could afford alternatives like Uber when transit options are limited. The proposed budget cuts made her feel sick to her stomach; many people's lives will be erased, faded, or drastically altered. She stated

that proposed changes to Routes 91 and 95x would prevent her from visiting friends or commuting easily, and she questioned whether she could get home safely at night. Jeanelle uses over 20 routes monthly for her work in education and knows these cuts will affect many people, including her family, friends, and former students. She feels unsettled and anxious about the impacts of the cuts and urged everyone to fight to protect and expand transit access rather than diminish it.

Peter Becker, a Warwick resident, expressed his concerns about the proposed transit cuts, noting that little was said about the intended benefits, estimated savings, or whether the cuts would significantly reduce RIPTA's deficit. He asked whether the painful changes would be worthwhile. He suggested that a broader, more imaginative approach was needed, such as combining routes, using smaller buses suited to passenger loads, or exploring hybrid public-private models like ride-share systems to improve efficiency. Peter also pointed out that RIPTA is inconvenient, especially for weekend travel, which discourages usage. He proposed alternate weekend schedules for routes that shared parts of their paths, like Route 3 and 4, instead of shutting them down completely. He also wants to open this up to a broader discussion about how the changes will serve the public.

Jean Ann Guliano, an East Greenwich resident, spoke as a long-time advocate for Rhode Islanders with disabilities. She emphasized that her son James depends entirely on RIPTA for transportation to work and everywhere he needs to go, and he will for the rest of his life. His health and wellbeing depend on RIPTA remaining healthy. She thanked RIPTA's planning department and the General Assembly for their efforts and funding, especially praising the new CCRI hub and the preservation of the new Route 16, which is very important for North Kingstown, Warwick and East Greenwich residents, despite low ridership.

She expressed serious concerns about the impact of service cuts on people with disabilities, seniors, and working individuals who cannot afford cars, stressing that public transit is a vital public service, and not a for-profit business. She believes it should be funded like fire, police, education and roads. Jeannie detailed significant service reductions in Kent County and South County, highlighting the elimination of several routes that severely affected towns like Coventry, West Warwick, and Narragansett. She also urged RIPTA to keep Route 66 at full frequency to make up for the lost routes. She urged attendees to hold certain state senators accountable for not supporting additional transit funding and encouraged continued advocacy to secure future funding for RIPTA.

Mark John Susa, a Warwick resident, is opposed to cuts to Routes 1, 3, 13, 29, and 13.

Erica Shirley, a West Warwick resident, lives on Providence St. where many people rely on the bus. If service to Routes 13 and 23 is cut, she will be unable to get to her job at Marshalls and won't have a job. Many people cannot afford Uber or Lyft or do not have family support for transportation. Cars are too expensive to own. She expressed frustration that the same issues arise year after year despite public meetings and advocacy, noting that service cuts and longer

wait times make it difficult, especially for people with disabilities, to get to CCRI, work, or appointments.

Daniel Borden, a Tiverton resident, transferred from URI to CCRI in Warwick due to financial reasons and commutes about four to five hours a day, round trip on four buses, depending on the day, time and where he has to go. He relies on Routes 14, 24L, 60, 64, 66 and 69. He proposed a solution to RIPTA's budget crisis, urging partners to find emergency funding, possibly through a subsidized transportation fee used by students at local colleges and universities.

Joseph Tallman, a North Kingstown resident, has lived in Rhode Island for nearly 40 years, owns a car and uses RIPTA mostly for convenience. He expressed concern that the proposed cuts would harm the most vulnerable residents, not riders like him. He identified safety and convenience as the two biggest challenges with RIPTA. Treating people merely as customers, rather than residents relying on a public service, is misguided. He questioned whether taking convenience away from customers who already found the service inconvenient would result in gaining or losing more riders. He predicts RIPTA will lose customers and asked how RIPTA would then expect to raise revenue.

Walter Melillo, President and Business Agent of Local 618/618A spoke on behalf of the union regarding the service cuts. He emphasized that these cuts were devastating not only to the hardworking union members and their families but also to the broader community. He noted that in his nearly 28 years at RIPTA, he had never seen such severe service reductions. He highlighted the essential nature of the bus service for many people traveling to schools, hospitals, and other critical places. He assured attendees that the union and advocates were united in supporting them and encouraged people to contact their representatives, senators, and the governor to fight for funding for restored service. He also noted that weekend cuts would prevent people who work during the week from shopping, which would lead to revenue and tax losses for the state.

Dashiell Davis, a Warwick resident, shared his perspective after traveling locally and globally and earning an MBA. He reflected on the importance of Providence's bus system, especially in comparison to cities in the region like Worcester and Boston. He emphasized that maintaining reliable public transit was crucial for retaining students from local colleges such as Brown, RISD, and Providence College, particularly those who may not own cars after graduation but choose to live in the city. He warned that without a dependable bus system, people might leave Providence for places like Worcester like the PawSox did. Dash also highlighted how past innovative efforts had revitalized downtown Providence, but future progress depended on preserving basic services like public transit.

Lia Bouchard, a South Kingstown resident, and full-time student at CCRI, explained that although she owns a car, it is often more convenient for her to take the bus than drive every single day. She expressed concern that reducing Route 66 would limit how many days she could attend in-person classes, potentially forcing her to take more online courses. Eliminating Route

69 would seriously impact her ability and several of her coworkers at Shaw's in Wakefield, many of whom depended on public transportation, including the Flex service, to get to and from work. Some already must leave work early to catch infrequent buses, and further service reductions could prevent them from working altogether. She noted that many of her coworkers were older and near retirement, making it difficult for them to find new jobs if transportation was cut. There are not many employment opportunities near where she lives.

Thomas Cute, a newly retired RIPTA driver from Pawtucket with 45 years of service, spoke in support of the riders, his union brothers and sisters in ATU Local 618, and all RIPTA employees. He described the proposed service cuts as chaotic, deeply saddening, and potentially harmful to many Rhode Islanders. He emphasized that the problem was not due to RIPTA management but rather a failure of government to recognize the importance of mass transit.

Thomas noted that RIPTA serves the entire state, and with the proposed reductions, it would shift toward a limited metro system, leaving behind those who rely on it most—people needing access to jobs, medical care, education, and recreation. He warned that "right-sizing" the agency would effectively strand vulnerable populations.

He advocated for a pause in implementing the cuts to allow state leaders time to close the \$15 million budget gap. He also acknowledged RIPTA's CEO for identifying efficiencies in fuel and pension costs but made clear that there was nothing left to cut. He praised RIPTA's performance, stating it operates more efficiently than peer agencies and covers more ground with fewer resources.

Thomas also linked the cuts to environmental consequences, pointing out that reduced service could result in 11.5 million additional vehicle trips, increasing Rhode Island's carbon footprint and undermining the state's green legislation goals. He urged the public to contact their state legislators and Governor McKee to demand a solution and properly fund RIPTA.

He closed by reflecting on his long career and his connection to the riders, expressing hope that something positive could emerge from this crisis. He emphasized that RIPTA is vital to Rhode Island's economy, environment, and overall quality of life.

Eli Pereira, Cranston resident and an employment coach with Work Opportunities Unlimited, spoke on behalf of individuals with developmental disabilities across the state. He emphasized that for many of his clients, RIPTA was not merely a transportation service but a vital source of independence. The proposed service cuts are not just inconvenient; they are life-altering. Many of his clients do not drive, and even minor changes to their transit schedules could force them to leave jobs, miss crucial appointments, or become isolated from their communities. RIPTA is an essential need, not a luxury, and he urged decision-makers to reconsider the reductions. He argued that closing a budget gap at the expense of vulnerable populations might look effective on paper but would, in reality, punish those already facing significant barriers.

He warned that if the cuts moved forward, the state could see increases in job loss, housing instability, and worsening health outcomes for individuals with disabilities. He urged the state not to balance the budget on the backs of its most vulnerable residents.

With no further comments, the hearing ended at 1:56 PM.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Candie Vermeulen
Address: 1905 Mineral Spring Ave Apt 428
North Prov, RI 02904

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

They tried cutting Route 58 on Saturdays once before I live on that route. that would make a major setback seeing 58 is already limited as well it is now No Sunday Service at all. Hardly runs as is. one concern I have is theres 5 different Pawtucket runs R Line 78 35 72 one do you really need all those pawtucket runs that crazy I'm not saying cut them off or eliminating all together but they should cut back on some of those routes one more concern this has to do with KP itself that need more Police activity

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Debra Byres

Address: [REDACTED]

Warwick, RI - 02886

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

The (16) Bus is important cause it goes to Market Basket and goes by alot of places. The (14) Bus is important cause My friends daughter lives there and thats the only bus she can take unless she takes the (16). The (23) bus is important cause theres alot of stores/restaurants there and I'm sure with the economy and what is going on in this world alot of people cant afford a car never mind housing. The (13) bus is very important because alot of homeless people need a meal that are sleeping outside. The X-Quartz zone helps feed the homeless and not homeless on Sat/sundays Also the (16) Bus goes by the Kent County Court house. Please don't take our Buses away!

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: DimitriAddress: Warwick

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

Hi, I may not have time to speak due to a doctor's appointment, but I wanted to submit my comments about the proposed changes. As a frequent rider of RIPTA buses, I feel these service cuts do little to alleviate budgetary pressure, while hurting RI residents. ~~I am the~~ ~~3 route most often~~ ~~especi~~ I feel that ~~many~~ Often times, lack of ridership is a result of ~~now~~ insufficient service. For an example, I often enjoy taking the 3 route to the 1 route on weekends into Providence. However, often times I'm left with big gaps between service, and therefore forced to take an uber/Lyft. In this case - a happy, potential bus rider doesn't take the bus, and then any study won't notice I exist. Further reducing service causes situations like this, slashes revenue, and leads to a self-fulfilling prophecy. Rhode Islanders like me, will eventually give into pressure, buy a car (that they may not really be able to afford), and ~~never~~ ^{rarely} take a bus again, continuing the cycle. Service cuts can never realistically solve problems, only create a death spiral for public transportation.

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CORI WARWICK
JULY 28, 2025
12:00 PM SESSION

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Lia Boerhaad

Address: [REDACTED]

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

How will this impact people who have
no other way of getting to work and need
the ripta bus?

July 28, 2025
1200 PM
CCRI Warwick.

marketing Cripita.com

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Matthew Cloutier

Address [REDACTED]

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

I am opposed in the strongest possible terms to the proposed
service cuts. RIPTA is one of my most frequently used
methods of transportation- as I do not drive or own a
car- and these changes would significantly and
negatively impact myself and others in my area.

Marketing@ripta.com

COMMENT SHEET



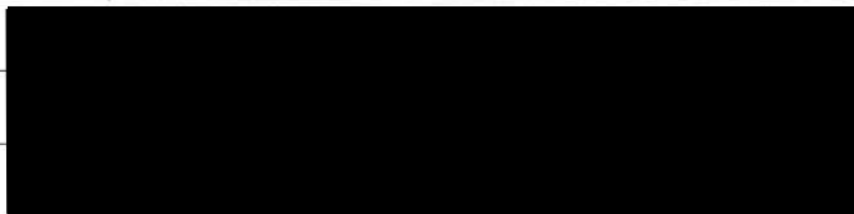
RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name:

SUMNER STONE

JULY 27, 2025

Address:



RI WARWICK

gmail.com

Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

RIPTA'S PLAN TO ELIMINATE ~~SE~~ WEEKEND/HOLIDAY SERVICE
ON THE 14 FROM NEWPORT ELIMINATES THE ABILITY OF ^{WOULD BE}
RIDER IN EAST GREENWICH, NORTH KINGSTON, ^{PROVIDENCE} WICKFORD, ETC. TO
GET TO/FROM NEWPORT & PROVIDENCE. SIMILARLY, ELIMINATION/CUTTING
SUNDAY ^{SUNDAY} SERVICE ON THE 16 MAKES IT IMPOSSIBLE TO STOP AT ANY GROCERY OR
OTHER STORES OR TO ATTEND APPOINTMENTS, ETC

PUT A STOP TO BUSES BEING 5-8 (OR MORE) MINUTES EARLIER
THAN POSTED TIMES. ALSO USE ~~ALERT~~ NO TIMELY ALERT
NOTIFICATIONS VIA CELLPHONES TO INFORM RIDERS IF A BUS IS VERY
IMPROVING RELIABILITY WILL IMPROVE RIDERSHIP ^{LATE OR}
^{NOT RUNNING}

RAISE THE \$10 FEE FOR THE WAVE CARD TO \$20. THE EXTRA \$10
SHOULD BE MANAGEABLE FOR MOST RIDERS.

REWORK YOUR SCHEDULING ALGORITHM SO YOU DON'T HAVE
2 OR EVEN 3 BUSES IN TANDUM (GREEN LINE ~~AND~~ SOUTH + NORTH
FOR EXAMPLE - PUT RIDERS ^(RIDE) ON THE BOARD & REQUIRE UPPER (AND MIDDLE
LEVEL MANAGEMENT TO RIDE THE BUSES AT LEAST ONCE EVERY SIX
MONTHS