



RIPTA Public Hearing – Proposed Service Changes
Barrington Public Library, 281 County Road, Barrington, RI
Wednesday, August 6, 2025
5 PM – 6:30 PM

RIPTA staff in attendance: Christopher Durand, Tim McKenna, Cristy Raposo Perry, Greg Harris, Joe Philbin, John Chadwick, Sara Furbush, Christel Chavez, CJ Headley, Jane Williams, Meg Fay, Sarah Ingle, Steve Elias, Karen McKenna, and Nicky Mudryy

Elected Officials in attendance: Senator Pamela J. Lauria and Representative June S. Speakman

On Wednesday, August 6, 2025, thirty-three (33) members of the public attended. Nineteen (19) made oral comments. Two (2) provided written comments.

Principal Planner Tim McKenna opened the hearing by giving an overview of RIPTA's financial situation and budget deficit and followed with an overview of proposed service changes.

Oral comments were provided as follows:

Jeff Trust, a transportation analyst, emphasized concerns about the impact of service cuts on ridership, particularly highlighting that inconsistent and irregular bus schedules could further reduce public transit use. He advocated for simple, easy-to-remember schedules (e.g., every hour on the hour), especially for riders without smartphones. He cautioned that cutting services now could worsen the current transit crisis in Rhode Island, where traffic congestion is already a challenge. Reducing bus service without alternatives may trap remaining buses in gridlock and deter riders.

To address service issues, Trust suggested integrating bus and rail services, potentially extending commuter rail to Westerly and adding key stops (e.g., East Greenwich and Quonset Point). He also recommended a unified bus and rail fare system (like in Boston) to encourage multimodal use without added cost or confusion.

Overall, Trust warned that without innovative solutions and smarter service planning, including system-wide simplification and mode integration, current service cuts may lead to a downward spiral in ridership and mobility.

Michelle Masse, a Barrington resident, doesn't know what to do to solve these problems. As someone who is autistic, her anxiety is heightened by that. She relies on RIPTA to get to and from work and rides Route 60 to all her appointments. She is concerned that the proposed service cuts will negatively impact people who depend on public transit, including students

attending Rhode Island College and CCRI. Reduced services could lead to longer wait times, delays, and increased risk of being late to class or work.

Mark Dirksen, a Barrington resident, commented on the Title VI Analysis regarding proposed service changes to Route 61x, which originates at the Fish Road Park & Ride in Tiverton and terminates at Kennedy Plaza. The route currently runs four times each morning and four times each evening. The proposal is to eliminate two of those trips. He noted that, in the morning, three trips depart from Fish Road in Tiverton, while one trip begins at the Convention Center in Providence. He suggested canceling the trip that runs opposite the others—specifically, the one that originates in Providence in the morning and the one that terminates in Providence at night. If a second trip must also be canceled, he proposed eliminating the first morning departure from Fish Road in Tiverton and the first evening inbound trip from the Convention Center.

Jessalyn Jarest, a Bristol resident, expressed disappointment about the proposed cuts. She shared that she grew up riding the bus as a child to get from Cranston to Providence, and it gave her a strong sense of independence and accomplishment. She is sorry to see these kinds of cuts happening across the state.

She stated that public transit is essential for everyone, whether or not they use it directly, especially as traffic continues to worsen. While her job doesn't always allow her to take the bus, she prefers to use it when possible and is actively trying to teach her children how to navigate public transit. Jessalyn noted that her family moved from the metro Boston area, where her son was able to ride the T independently, even taking his grandparents to the Science Museum, because it was a normal part of their daily life. She believes that normalizing public transit use is vital, and that the proposed cuts will work against that goal.

She raised safety concerns about the proposed 60-minute wait times at Kennedy Plaza, particularly because she takes the bus at night and noted that the area around her stop is not well-lit.

Jessalyn was hoping for more detailed information and transparency at the meeting, not just a reading of the proposed cuts, but also explanations and metrics that justified the decisions. She expressed disappointment that this level of detail was not provided and acknowledged the time limitations of the meeting. She stressed that these cuts will affect many Rhode Islanders and believes the traffic situation will only get worse without strong public transit options.

Jordan Jancosek, a Barrington resident, stated that transportation is a vital component of any community, town, city or state. Taking away that access adversely affects people, their ability to get to their jobs, to medical appointments, and to be able to live without their own vehicle. It limits the amount of cars on the road, helping to curb emissions and better our climate. Jordan finds it abhorrent that this state's government and administration is so quick to cut off public service without any insight into how to make it more effective, efficient and accessible. She used Barrington as an example, noting that the town's two bus routes only run along the main road. Many residents still need a car or bike to reach a stop, as they live more than a mile

away. This issue likely exists in other communities as well, and she questioned how people are expected to ride the bus if they can't easily access the stops. The real reasons for low ridership are related to infrastructure and lack of access, and they should be looked at first before any cuts are enacted.

She questioned how many state officials ride RIPTA. For some Rhode Islanders, this is the only way they are able to get around the state. Jordan finds it confusing that the governor can easily propose salary increases for his cabinet but fails to direct the appropriate type of study to figure out how to best support this vital infrastructure and generate more revenue for it. Many people in this state will not be able to live and support themselves or their families without vital access to public transportation.

Senator Pamela J. Lauria, stated that she is devastated by these cuts and had argued for and voted in favor of adding additional funding to RIPTA during Senate budget discussions. She affirmed her commitment to continue advocating not only to preserve RIPTA services but to increase investment in them.

While acknowledging that many Rhode Islanders depend on RIPTA as their only means of transportation, she emphasized that this is not the only reason to fund public transit. Senator Lauria highlighted the severe traffic congestion, particularly referencing her own daily experience crossing the bridge, and argued that reducing road traffic should be a priority. She also connected public transit to broader state goals such as supporting affordable housing—which she said is nearly impossible without reliable transportation—and meeting greenhouse gas emissions targets. She questioned how the state could meet its climate goals if residents are forced to rely on personal vehicles.

Senator Lauria concluded by stating that public transportation, like public education and public health, is not intended to be profit-generating or revenue-neutral. Rather, it is a public good that should be prioritized, and she urged everyone to keep fighting for it.

Lauren Leslie, an East Providence resident, mother of two and member of EPiC (East Providence in Community), a grassroots organization in East Providence, is opposed to the proposed service cuts. She noted that more than 40,000 Rhode Islanders rely on RIPTA to get to work, school, medical appointments, and other vital services. Leslie warned that the cuts would disconnect people from essential opportunities and lead to job losses, not only for transit workers but also for anyone suddenly unable to reach their destinations. She emphasized that many students and people from disenfranchised communities would be especially impacted. Leslie stated that cutting routes will not increase ridership; rather, it removes the means for people to get where they need to go. As a parent, she also worries about the future: reducing transit services undermines climate goals, delays training for healthcare workers, and leaves students stranded.

She explained that cutting transit weakens key systems Rhode Island claims to prioritize—housing, education, the economy, equity, and traffic reduction.

Leslie concluded by stating that more routes would mean greater access for many people, including herself, and that there are no viable alternatives for many riders. She criticized Uber vouchers as insufficient and warned that some communities would become completely cut off. She repeated that RIPTA does not need more cuts but rather real investment, warning that without it, the entire state would suffer. She hopes the Board will reject the proposed cuts.

Jim Pimental, an East Providence resident, spoke against the proposed service cuts. He shared that when he was younger, he relied on bus service to take courses at a community college. His ability to get to school without owning a car was foundational in building the knowledge that allowed him to succeed in his current career in surveying.

He highlighted that many students across the state are enrolled in higher education but do not own cars, either due to financial reasons or disabilities. These students, many working hard to earn scholarships, are being asked to sacrifice their futures because of the proposed cuts. Jim addressed the common justification of funding cuts based on low ridership, explaining that this creates a cyclical problem: less funding leads to reduced service frequency, which lowers ridership, resulting in further funding cuts. He stressed the need to change the narrative around public transit, viewing it as an investment rather than a financial drain.

Jim reminded everyone that budgets reflect priorities, and currently, the most vulnerable members of society are being deprioritized.

Ari Mantooth, a Barrington resident, shared their experience living in Hopkinton where they had to take the Route 95 bus all the way to Providence every day to get to school. Many people in that rural area have no other transportation options, as it is difficult to access trains or buses. Ari recalled having to travel miles just to reach a bus stop.

Now living in Barrington, Ari continues to rely on the bus daily and expressed concern for those who may be unable to take the bus at night. Increased delays and longer wait times between buses would especially affect people as the weather gets colder.

Ari pointed out that these cuts are occurring at the start of the school year, when more students depend on the bus daily, and described the timing as “really baffling.”

Warren Town Councilman Derrik L. Trombley, spoke against the proposed service cuts, emphasizing that while he does not personally use RIPTA, many of his constituents rely on it for transportation to school, work, medical appointments, and other economic activities. He highlighted that Warren’s small businesses, especially downtown, depend on transit for customers and that the area already faces limited parking and traffic congestion, which will worsen due to ongoing issues like the Washington Bridge traffic problems. Councilman Trombley warned that cutting public transit will force more people to use cars, increasing congestion and creating a vicious cycle of declining ridership, justifying further cuts until public transit becomes obsolete. He stressed that public transit is vital not only as an

economic stimulus and for those who desperately need it, but also for achieving the state's climate goals.

He criticized the proposed cuts for reducing frequency and reliability, arguing that this will drive riders away. He stated that cutting public transit undermines transit-oriented development, which relies on high-density housing near reliable transit to reduce car dependence. Without strong transit, achieving housing, climate, and economic goals will be impossible. Although he acknowledged that he may not be personally impacted, Councilman Trombley stressed that his constituents will be hard hit. He concluded by condemning the cuts as draconian and wrong for Rhode Island, and he urged that better decisions must be made.

Megan Collier-Tessier, a Riverside resident, spoke on behalf of her husband, who was unable to attend because he was commuting home from work in Newport via Route 60, a bus he takes every morning. She explained that he wakes up at 5:30 a.m. to catch the bus, and although the commute takes 1.5 hours each way, it saves their family significant costs—about \$400 per year in car insurance and \$90 per week in gas for what would otherwise be a 100-mile round trip.

Megan shared that she has cerebral palsy and relies on public transportation, including RIPTA's RIDE paratransit program. She stressed that RIPTA also supports people with disabilities and those on SSI by providing reduced fares, while also benefiting the environment. She argued that cutting Route 60, the only direct public transit access into Newport, is "unconscionable," especially since Newport services are limited to those who both live and work there. Residents who must live elsewhere for affordability and access are most at risk.

Megan urged investment in RIPTA and particularly in crucial routes like Route 60, even if they are not profitable. She highlighted that people with disabilities, as well as Black and Brown communities, are often deprioritized because they are not seen as profitable but emphasized that they matter and should not be left behind.

She concluded by calling on everyone to stand together against the proposed cuts, stating that RIPTA cannot and should not make these cuts.

Allison Turbitt, an East Providence resident and EPiC representative, is concerned about the proposed service cuts. During college, she regularly took the bus from Providence to Kingston while attending the University of Rhode Island. Later, after obtaining a car, she would drive to CCRI in Warwick, leave her car there, and continue to Kingston by bus, a strategy that helped her save significantly on gas.

She specifically addressed the proposed elimination of Route 6 weekend service, emphasizing that this would be a serious hardship for employees at the Roger Williams Park Zoo, many of whom rely on that bus to get to work. She warned that the cuts would reduce staffing and have a negative effect on businesses that see more customer traffic on weekends, particularly as the school year begins.

Allison urged RIPTA to reconsider the cuts and instead invest in expanding service, especially local crosstown routes. She questioned the efficiency of forcing all routes to go through Providence when many riders simply want to travel between nearby cities like Warwick and Cranston. She hopes that RIPTA will reverse its decision.

Nancy Allard, a Bristol resident, shared how she relies on RIPTA for both medical and personal needs. She first used RIPTA when her husband needed to travel to care for a sick relative out of state. After feeling unsafe while driving on I-95 South, they began using RIPTA to get to the airport.

She frequently rides Route 1, which takes her to Rhode Island Hospital, where she underwent outpatient surgery and has follow-up appointments. Route 1 also brings her to the airport, not to fly, but to meet with close college friends, whom they've known for over 50 years, at a restaurant across from the terminal. These monthly meetups are important for her well-being.

Nancy relies on Routes 32, 33, and 34 to reach the East Side from the bus tunnel for additional medical appointments, beyond those at Rhode Island Hospital. Additionally, she will use Route 60 to travel to Newport Hospital for an upcoming specialist appointment.

Cutting these essential transit routes will disproportionately impact people with social and economic limitations. She urged decision-makers not to discriminate through service cuts.

Alice Fisher, a Barrington resident, stated that college transportation should be viewed as a public service, much like education. The goal should not be profit, but to exist and support people in their daily lives. Cutting a bus route due to low ridership will only worsen the situation, reducing the number of riders even further and making it harder for people to stay connected to essential programs.

Alice, like many others she knows, personally relies on RIPTA. As a student interning in Providence, she does not own a car and depends on the bus service to get to her internship. There, she helps provide free English classes to the refugee community, many of whom also rely on the bus to attend these classes. Access to English education significantly improves their quality of life.

She stressed that even a five-minute delay can add up and potentially prevent people from accessing resources they need. Before the proposed cuts, she was already aware of multiple students who skipped classes in July because of the extreme heat, fearing heatstroke while waiting at the bus stop. If service is cut or delayed further, even more people may lose access to transportation they rely on to reach services that they would benefit from.

Tyrese Colbert, a Newport resident, spoke passionately about the impact of proposed service cuts. He expressed gratitude to others for showing up at the Save RIPTA rally and fighting for transit services.

He lives along Route 68 and is opposed to its proposed elimination, emphasizing that it serves DHS, a critical destination for many. He also criticized the planned elimination of Route 14 on weekends, noting that it had only recently been reinstated. Route 14 is important to him and his family, as they use it to access places like Jamestown, the library, and the community park on weekends.

In addition, he sometimes depends on Route 60 and Route 63 to travel to Newport Hospital or commute to work. A single father of three, he relies on multiple routes to manage work and parenting responsibilities.

Originally from New York City, he shared that RIPTA has been a lifesaving resource. He acknowledged both the system's challenges and its importance in supporting his family. He urged everyone to keep fighting.

Joseph Bong, a Providence resident, shared personal stories to illustrate the impact RIPTA's proposed service cuts would have on everyday people. He spoke about a woman he knows who came to study at Johnson & Wales University. She relies on Route 33 to travel from Shaw's in Riverside to Providence. If the service changes take effect, it will be devastating for her; she will be stranded. He also shared the story of his uncle, who with reduced service, will be forced to walk more, often in sweltering heat or freezing cold, making his job significantly harder. He emphasized that the proposed service cuts will have widespread, harmful effects on the community, calling it deeply unfortunate that people are being put in this position.

Libby Merrill, a resident of East Providence and a representative of East Providence In Community (EPiC), spoke about her transit experience. She noted that in many parts of the world, public transportation is a point of pride. In contrast, Rhode Island tends to fund only the bare minimum for public transit, while heavily prioritizing infrastructure for cars. She pointed out the state's significant spending to replace the Washington Bridge, describing it as "a ton of money," yet highlighted the lack of investment in public transportation. She called this imbalance unacceptable. While some residents simply do not own cars, she argued that cars themselves contribute to the sense that cities are unlivable. In East Providence, for example, residents often complain about overpopulation. However, she noted that the population has actually decreased by 10% since 1980, and what feels like overcrowding is actually due to the number of cars on the road, not the number of people.

She stressed the urgent need for better public transit across the state. At a minimum, she believes RIPTA should be fully funded to the level it is requesting. Cutting services, in her view, is the wrong direction.

Libby shared the story of her husband, who made a deliberate effort to avoid adding another car to the road by commuting to Canton via the commuter rail. He would take the bus down Pawtucket Avenue in East Providence and then walk to the Providence train station. That bus, which currently runs approximately every 40 to 60 minutes, is slated to be scaled back to every

80 minutes. Already, the service is unreliable. Her husband often missed his train because the bus would arrive either 10 minutes early or 30 minutes late.

Despite these issues, Merrill emphasized that RIPTA is one of the most efficient systems in the state. An efficiency study confirmed that the agency uses its funding extremely well. She concluded by stating that Rhode Island needs to invest more in transit and, at the very least, must meet RIPTA's current funding requests.

Pauline Cooper, originally from Newport and currently attending college in Providence, relies on RIPTA to make her world bigger. She noted that without RIPTA, her travel options would be limited to areas within walking distance. Instead, RIPTA has enabled her access the entire state. She used the bus to attend community college classes while in high school, even while both her parents were using the family cars for work. Through RIPTA, she has been able to visit the zoo, the library, a clay studio, and many other locations.

Pauline stressed that RIPTA has been instrumental in expanding her world and improving her quality of life. She echoed the concerns of others, pointing out that the real issue is not overuse or inefficiency, but that service is already unreliable and infrequent. In her view, the solution is not service cuts.

Aiden Furze, a Providence resident who grew up in Tiverton, shared how as a teenager, buses meant freedom. With few friends in Tiverton, they relied on buses to travel to Newport, Portsmouth, Bristol, and other areas to connect with friends.

They credited Route 60 and later the 61x for helping them secure a job and emphasized that many teenagers today depend on bus service for personal growth and independence. Speaking on behalf of young people who couldn't be present, they stated simply: "Buses are freedom."

They also addressed the rationale behind the proposed service cuts, asserting that the cuts are not based on efficiency metrics but are purely budget-driven. They expressed frustration that such decisions are being made despite public resistance, referencing a mural in Providence that reads, *"Before we build a second Washington Bridge, let's connect Providence to Newport by rail."* While acknowledging that rail is an ambitious idea, they urged planners to at least consider how transportation projects could reduce traffic rather than contribute to it.

They noted that Route 60 is already being reduced, potentially by half compared to past service. In areas like Middletown or Portsmouth, where buses alternate between East and West Main, this reduction means service could drop from every 30 minutes to once per hour or even every two hours, depending on location. They warned that these service gaps force people to seek alternatives like rideshares, which adds more vehicles to already congested roads. Aiden urged state representatives to consider the real-life impact of these changes: "Have you ever waited 60 to 80 minutes for a bus? Have you ever missed a connection by five minutes and had to wait an hour?" They stressed that such experiences are devastating to riders.

Aiden proposed that instead of cutting Route 68, which currently operates fare-free in the summer and connects to essential services e.g., access to DHS) and leisure destinations like the beach, perhaps introducing a fare could help preserve the route.

With no further comments, the hearing ended at 6:30 PM.

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BARRINGTON LIBRARY
AUG 6, 2015
5 PM SESSION.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: MATTHEW DVORSKY

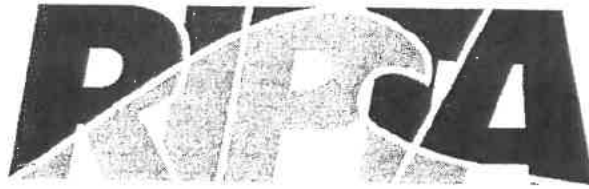
Address: [REDACTED] PORTSMOUTH, RI 02871

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

I AM AN 18-YEAR-OLD PORTSMOUTH RESIDENT WHO WORKS 40 HOURS A WEEK IN BARRINGTON. THE BUS IS MY ONLY FORM OF TRANSPORTATION TO WORK. IN ORDER TO PUNCH THE CLOCK ON TIME, I MAKE SURE TO LEAVE AT LEAST AN HOUR BEFORE MY SHIFT BEGINS. THE CURRENT DELAYS ROUTE 60 ALREADY HAS EVERY DAY CAN BE DEVASTATING. THE REDUCTION OF FREQUENCY PLUS DELAYS WILL HEAVILY IMPACT HOW MUCH I CAN WORK. ALTHOUGH I CAN DRIVE, I CANNOT AFFORD A CAR AS A BACKUP IF RIPTA GOES THROUGH WITH THESE CUTS. MANY PEOPLES' WORK SCHEDULES VARY FROM WEEK TO WEEK, ESPECIALLY THOSE WHO MAKE MINIMUM WAGE, SO REDUCING FREQUENCY OR ELIMINATING WEEKEND SERVICE ENTIRELY WILL HURT SO MANY PEOPLE AND THEIR LIVELIHOODS, INCLUDING MINE.

PLEASE RECONSIDER!

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: C.S. Department.

Route 63 SUNDAY - Cancelled!!
Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

Route 68 Cancelled! All Service!
Northwest Newport, CCRI, NUWC
Housing Projects, Shopping
lose most service.

Route 64 Most trips cancelled only
2 weekday trips left,
All Saturday service cancelled.

Route 231 All Service Cancelled.

Cancelling all 3 of these routes
at the same time very poor planning
along with cancelling Sunday #63.
Change should have been reconsidered.

At very least cancelling #231 should
have been reconsidered. Only option left
is to walk to #60 on Broadway, West
Main Rd or Gateway Center.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias - Observations

Address: concerned RIPTA employee of
more than 30 years

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

Drastic Cuts to routes on table now
originally proposed decades or more
ago. Same cuts in some form
or another Proposed over and
over again, every 2 years or so?
Cuts seem "determined" to
happen. Same recurring deficit
caused by "something else" every
time. Need for better funding from
State known for decade but, sense
of "indifference" prevails. Feel that
"know no solution other than painful cuts"
atmosphere prevails. If little option
other than reducing service and
cutting routes, then sensible
adjustments should be made.
These upcoming "changes" are reckless
for lack of a better term.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias Observation

Address: and concerns of longtime employee.

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

Rather than "sensible" adjustments
to address Deficit, "Crushing"
Cuts to routes, and paralyzing
cancellations of service are proposed
repeatedly despite Known public
objection and harm to passengers
and economy. Cuts are designed
to simply inflict the most pain.
Imaginable Deficits, and budget shortfalls
projected years out and Known well in
advance. Governor, politicians
Board members, management, passengers
employees, unions, cities, towns
organizations all share responsibility
for advocating and creating revenue
sources, and creating sustainable solutions

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: Concerns and observations
of RIPTA employee.

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

Cuts to routes being approved on Thursday and taking effect soon, this fall will be devastating not only to passengers and the whole region, but to employees at R.I.P.T.A. like myself. These cuts are being approved only two weeks after being unveiled, and taking effect just when the fall is starting. This "tight" window of upcoming Board Approval Thursday is unrealistic and allows little time for review of comment and feedback, and review of changes to adjust to passenger needs.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias
Address: Concerns and observations
of employee.

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

The public meeting in Barrington
tomorrow, Wednesday August 6th
ends the public comment.
The "special" meeting
where these cuts will be approved
is scheduled at 9:30 the following
morning. Again this "tight" window
prevents review of feedback from
the public, and adjustment of
upcoming changes, before final
presentation to Board. Again
No time to review, and changes will
be "rushed" through. Before General
Assembly reconvenes in the Fall
Postponing changes until funding is resolved
would have made more sense.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: C.S. Department
Recommendations

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

Route

95 Westerly Park and Ride
Cancellation of All Service
Work with Amtrak to
Provide Commuter Fares and more
consistent scheduled stops
if at all possible between
Westerly, Kingston, and Providence
to make up for loss of all
bus service. Allow cities and
towns in rural areas of the
state to create their own service
to meet local needs. Allow
school bus companies to fill gap if
possible. Move away from monopolizing
the state with one system. Resources
are spread paper thin.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias - C.S. Dept Employee
Address: Recommendations to make Upcoming
Fall Changes less severe.

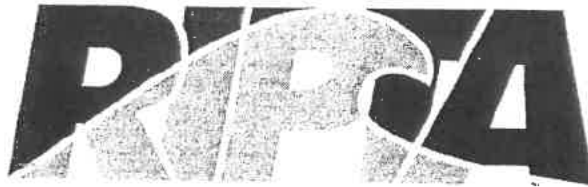
Thank you for attending RIPTA's public hearing. Please use this sheet for any comments or questions you may have. Thank you.

^{Route}
#1 reconsider Upcoming Changes;
Adjust to 25 minutes off peak.
Keep Weekends and holidays if
possible 40-45 minute headway. With
loss of southern leg to Airport
and loss of #35 route on Sunday
in Pawt. Consider running all
trips to South Attleboro.

^{Route}
#3-4 reconsider Upcoming Severity of
Changes. Schedule remaining
service at top and Bottom of
hour to allow consistent service
on trunk. Reconsider Cancelling
all weekends, and running hourly service
as far as meadowbrook plaza?

^{Route}
#6 If no other option than
cancelling weekends. Refer Passengers
to Nearby #1 Service or #11 R Line,

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: C.S. Department.

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

Upcoming Change!
Route Reduce Weekday Service
#17 from every 30 to 50 minutes.

Upcoming Changes!
Reduce Weekend Service
Route from every 50 to 75 or 80
#19 minutes.

Reconsider this change
and consider keeping
Weekend service on either
route every 60 minutes
weekdays every 30 or 40
if possible. Rebuild route
so evenly spaced times.

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COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

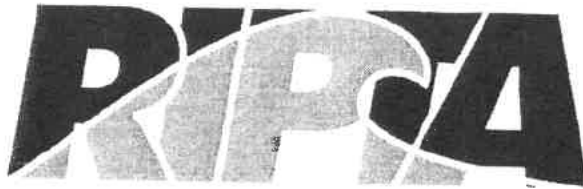
Name: Steve Elias
Address: C.S. Department.

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

Route
#58 Western half of
Mineral Spring Avenue
and Smithfield Crossing has lost
Route Saturday service on #58
#73 All service has been
cancelled starting this Fall.
No Option but to refer
passengers to nearby #51
or #72. Rerouting #72 trips
to fill void left by former #73
would be too disruptive.
No options to refer #58 Sat.
passengers due to hilly conditions
and distance.

marketing@ripta.com

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: C.S. Department Upcoming
Recommendations to make Fall
Changes Less Severe

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

Routes
76/80 Upcoming Cancellation
of Routes - Loss of Service to
eastern Pawtucket. Consider
working with Gatra to
create a route between Sturdy
mem hospital, Attleboro. and Pawt.
Central Falls Train Station to
make up for and replace loss
of 76 and 80 taking effect this
Fall. Gatra # 12 ends at Benefit and
Broadway in eastern Pawt. Gatra # 16
runs on Benefit and Newport Avenue
in northeastern Pawt. Considering
working across the state line may
alleviate upcoming loss to Pawtucket.
Cities and towns should step up to
plate and fund service in their area
or create their own system.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias
Address: C.S. Department.

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

Route
#35 Cancelled on Sunday
starting this Fall.

Reconsider this severe
change, if possible

Allow Attleboro or
Pawtucket to create its
own service to fill this upcoming
void.

Refer passengers to nearby
#78 service on Newport Avenue or #1
to South Attleboro

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

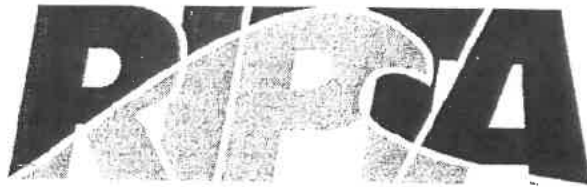
Name: Steve Elias

Address: C. S. Dept. Employee
Concerns over Upcoming Cuts

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

With Cuts being "rushed" and approved on Thursday life for employees will be even more challenging. Employees will have fewer options to offer public. There will be an increase in employee absenteeism and employees like myself close to early retirement will leave. Feel that the purpose I serve is being diluted and diminished with these changes taking effect soon.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Sterc Elias

Address: C.S. Department.

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

Route

#92 Eastern Half of
Route Cancelled.

Western Half - Frequency reduced.

All service east of

downtown ending this fall

Wickenden St, Fox Point

Ives St Governor Apts Fox Pt

Manor, Salvation Army Loses

all service.

Very Limited #91 starting

this Fall, No weekend or

night service.

This cut is too drastic.

Little or no nearby service to
refer any passengers to.

East side served by old #92 has
lost all service with this "change!"

to
every
50
minutes.

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Steve Elias

Address: C.S. Department Upcoming
Recommendations to Make Fall
Changes Less severe

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

Route

87 Woonsocket - Upcoming Fall
Change: Cutting weekend frequency
in half from 40 to 80 minutes.

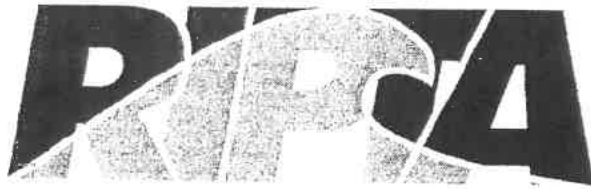
Instead Reconsider change if possible
and rebuild weekend
Schedule to run every
60 minutes for predictable
hourly service.

Route

#54 Woonsocket

Reconsider changes and keep
some frequency 30 minutes peak
hourly off peak and weekends.
Consider keeping Sunday once
an hour if possible.

COMMENT SHEET



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Address: C.S. Department

Loss of All Service

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Route *Cancellation*
7 Days

#69 Cancellation of Route
No Service South of
URI Starting this Fall.

#203 Cancellation of All Service
Wakefield, Peacedale
Wakefield Mall, Steadman Ctr
Old Tower Hill Rd

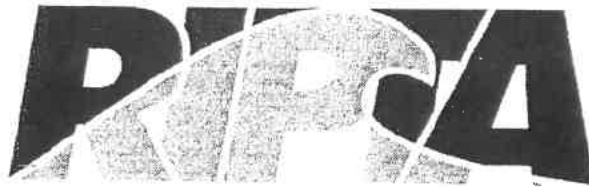
Narragansett, Salt Pond Plaza
Beaches, Block Island Ferry

Change should be reconsidered

OR #203 should be considered to
be kept if possible to Accommodate
passengers south of URI

OR Cities, Towns in Southern
Part of State should be allowed
to create their own service, to fill
upcoming gaps

COMMENT SHEET



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Address: C.S. Department.

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Routes Cancellation of Weekends

#13 and Holidays.
NOW Monday Through Friday Only
* Both Routes *

Reconsider this change

OR at least run between Arctic / CCRI
Kent Hosp. Meadowbrook Shpping Ctr Weekends

#29 Loss of All Weekend/Holidays

OR Allow Coventry, West Warwick
and Warwick to create their own
service to meet travel needs.

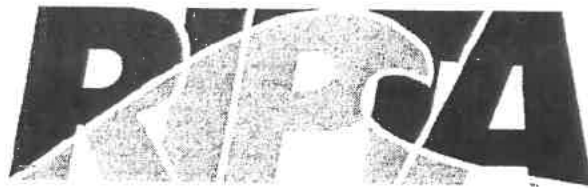
OR Allow #242 Flex Service to
run on weekends to fill this

Route #23 upcoming gap this fall.

cancellation of Route. Consider making Former #23

Part of 242 Coventry W. Warwick Zone.

COMMENT SHEET



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Route

#14

Cancelling Weekends
on Both Routes.

No West Bay Service - Jefferson Blvd.

South of Airport or CCRI, Kent Hosp

Bald Hill, East Greenwich, N.K.

Route Jamestown, Newport.

#16

Lose All Weekend Service

Weekend Service Lost

Airport - Newport.

Reconsider This Change.

OR combine both routes to

continue serving Airport, CCRI

Bald Hill, Kent Hosp. E.G, N.K.

Jamestown, Newport on Weekends if
possible.

Allow cities and towns to create own routes

COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

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Address: C.S. Dept.

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Routes

#71 Cancellation of Pawt Avenue
Job Lot Leg of Route
Cancellation of Weekends

#75 Cancellation of All
Service.

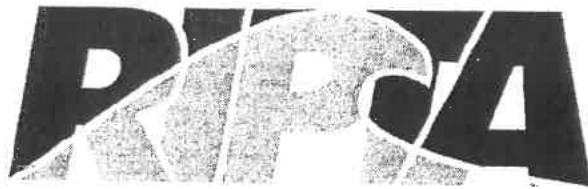
If at all possible

- Reconsider this Change-
or Combine resources of

#71 and #75 to run between
Pawtucket, Broad St, Mendon Rd
RT #116 Lincoln Mall.

30 or 40 minutes Peak 60
minutes on Weekends
If at All Possible.

COMMENT SHEET



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Routes Both Routes. upcoming Fall!
#32 and Reduce Weekday Service
#34 to every 80 minutes
Reduce Saturday to every
60 minutes.

Reconsider this change as 80 minute
frequency will be impractical, or
rebuild trunk between Wamp Mall and Downtown.

Route upcoming change!
#33 Reduce Sat. Service to once
an hour from every 30 minutes.

Instead Reconsider change, and Keep 30
minute frequency in Peak, and 40-45
minutes off peak and Sat. if possible.

Route

#78 Consider running Route Local 7 days
in and out to make up for loss
of service frequency on East side.

- Dunkin Donuts could rent space in KP or on Elmwood Avenue property and open a food service for the passengers and/or employees to generate revenue.
- Sell naming rights to buildings and facility. Examples would be "Sovereign/Chaffee Maintenance Building", "Brown/RISD Tunnel", "Bank of America Transit Center at Kennedy Plaza", "Citizens Bank Paratransit Operations Building".
- Remodel and rent vacant office space if available or possible.
- AT&T, Sprint or another wireless company could sponsor the cost of outfitting the entire fleet with transmitters for WIFI internet service. They could also pay to advertise their service on the bus or on items like RIPTIKS, Passes and Schedules.
- Look into selling advertising space in "Unusual" places such as the seatbacks of buses, front of fareboxes and walls inside bus tunnel.
- Seek revenue from Driver's Licenses and vehicle registrations for programs like bus service rather than just letting it go into the State's "General Fund".
- Asking those who are "stakeholders" i.e. Union Leaders, Politicians, Government, Passengers, Drivers and other employees including mechanics, office workers and those who deal with the public for their ideas and feedback on solving the deficit.
- Shed "old skin" and break out of the old "Us vs. Them" school of thought. Labor and Administration must come together as "WE" or "US".

REVENUE GENERATION FROM EQUIPMENT

- Ads on busses, rail cars, and supervisor cars.
- Sell access to brake lathe equipment.
- Becoming a warranty center for vehicle repairs.
- Cleaning other vehicles with bus wash equipment.
- Charging the film industry for access to vehicles used during shoots.
- Selling naming rights to vehicles.