

Normand G. Benoit, Esq.  
RIPTA Board Member  
265 Melrose Street  
Providence, RI 02907

## Letter in Support of Preserving RIPTA Route #68

Dear Mr. Benoit,

I am writing to urgently express my deep concern over the proposed elimination of RIPTA bus route #68. This route is not simply a line on a map—it is a critical lifeline for many residents of our community, including those who are elderly, disabled, low-income, or without access to a vehicle.

Route #68 is currently our only form of public transportation to essential destinations such as:

- CCRI (Community College of Rhode Island)
- Wednesday and Saturday farmer's markets
- The Salvation Army
- Easton's (First) Beach and other popular recreational sites including Purgatory Chasm, Second (Surfer's) Beach, Sachuest Beach, Third Beach, and St. George's
- The YMCA
- The Department of Human Services (DHS)
- The eastern end of Newport and Middletown, including Aquidneck Avenue and Valley Road

The loss of this route would disproportionately harm those who rely on it most—residents who cannot afford a car, seniors who are no longer able to drive, students attending CCRI, and individuals and families who depend on DHS services. For many, walking such distances is simply not an option, and the cost of ride-shares like Uber is prohibitively high.

Eliminating Route #68 would isolate countless community members from the resources, services, and opportunities that support their well-being and independence.

A public forum is scheduled for Tuesday, July 29 at CCRI, from 12:00–1:30 p.m. and again from 5:00–6:30 p.m. Ironically, Route #68 is the only bus that can bring many residents to participate in this very discussion. That fact alone speaks volumes about how vital this route is.

I implore you to reconsider this decision. Keeping Route #68 active is not merely about convenience—it is about equity, dignity, and accessibility for all.

Sincerely,  
Melissa Danks  
[REDACTED]  
Newport, RI 02840  
[REDACTED]

Vincent Masino  
RIPTA Board Member  
Rhode Island Public Transit Authority  
265 Melrose Street  
Providence, RI 02907

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Sincerely,  
Melissa Danks

[REDACTED]  
Newport, RI 02840  
[REDACTED]

**From:** [Alex Taylor](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Save RIPTA  
**Date:** Wednesday, August 6, 2025 4:16:41 PM

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Please reject this gutting of RIPTA service.

On the surface it looks like I will not be directly affected by these cuts. I'm fortunate to have a few options for transportation. I own two cars, and I'm healthy enough to walk or ride a bike to get many places. But I'm writing today because I think that it's an illusion that this doesn't affect everyone in the state. Workers, students, patients, caregivers, visitors, parents, elders... everyone benefits from the ability to move freely.

I'm currently the designated night time driver in my family. But this won't always be the case. At some point injury or age will mean it's time for me to hang up my keys. Last year I had to negotiate this with my father. He lived in a rural part of the west without meaningful public transit. The shock of losing the ability to go places independently was huge. It meant he drove years longer than he should have. This would have been so much easier and made everyone safer with a credible alternative. We should be radically expanding our public transit. Instead, these cuts will make our dense state as isolating and inaccessible as that remote town in Colorado.

The money is there. We need the people in power to summon the will to do the right thing for our state and allocate it to serve the public. Save RIPTA!

Thank you,

Alex Taylor  
East Side, Providence

**From:** [Alexander Gifford Howard](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment on proposed route changes  
**Date:** Wednesday, August 6, 2025 3:23:37 PM

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Dear RIPTA Board of Directors,

I wanted to write to note my opposition to the proposed changes. I understand that, as a publicly-funded agency, RIPTA's board cannot control whether they have the funding necessary to prevent these cuts, only how to address the lack, and that cuts to service are potentially the only way to address that lack—at least in their capacity as members of the board of RIPTA.

I was born in South Providence at Women and Infants Hospital (as were many Rhode Islanders), I was raised on the East Side in Summit, and over a mere 36 years, I have made it all the way to the West End, where I've lived for the past six years, give or take, with my dog.

In all that time, I have never owned a car.

My older sister taught me how to ride the bus when I was about twelve, so I've been a RIPTA rider for well over two decades. In my youth, RIPTA gave me access to all of downtown, from getting books out from PPL, to summer classes at Trinity Rep, to movies at the Mall, and for four years it took me to high school at Classical on a daily basis. Now it takes me to work, or across town to visit with my family or spend time out with my friends.

**It is a pain in the ass.** Every day, I think about what owning a car would be like. I budget an hour to go anywhere—in the city. And that's still not enough: I've had my hours shifted because the bus was consistently ten minutes late despite that. Just last Friday I beat the 17 from Kennedy Plaza to Knight Street on foot by a good two minutes. As *ecoRI News* observed in January, Rhode Island spends (or spent, I should say) less than one fifth per capita of what Delaware—a state with just 60,000 fewer people, and 1,000 square miles larger than us—spends on public transit. In 2022, shortly after the start of the Russian invasion, it was noted that the Kyiv Metro had headways of every 6-7 minutes, rather than its normal 2-3 minutes, thanks to the war. Here in Rhode Island, our sole “rapid” transit bus line runs every fifteen minutes. All of this...before any service reduction has taken place.

I tell you this not as a criticism of RIPTA, which I love and which is staffed, from its drivers to its chief executive, by people who understand their duty and carry it out on a daily basis. If you need proof of that, look to the recently released efficiency study—the eighth one we've done—which is clear, as were its seven predecessors, that RIPTA has taken the underinvestment it currently has and made as much of it as any agency could and more than many. Rather I mention all these things to state the thing obvious to anyone who has ever ridden RIPTA: We are down to bare bones such as it is.

Despite all this, the governor proposed cutting deeper still. This past weekend he even cited that same study that said that every efficiency that could be had has been had as justification to cut—and I won't speculate here today as to whether he's read it or its seven predecessors or not. The General Assembly mercifully decided to make smaller cuts. But they're still cuts, cuts the system cannot weather easily.

Let's be clear of the short-sightedness of this budget that passed. The governor and the General Assembly, in their infinite wisdom, have decided that, in order to patch the wall of the budget, they should steal bricks from the bottom. They have decided to take one of the few amenities in this state that allows citizens rich, poor, and middle class alike to not pay literally thousands of dollars a year on car-related expenses, and put that money to something else. Whatever else they choose. Necessities, luxuries, the money they will spend in retirement, the sort of things that power a local economy long into the future, that make the economic math of life here in Rhode Island that much easier. Every dollar spent on public transit generates five more for the economy. These are known things, well-studied and proven.

Rhode Islanders deserve a world-class public transit system. We deserve more than one rapid bus line, and it should not be slower and less reliable than the Soviet-era metro of a city under siege. All my life I have heard politicians across this state talk every year about Rhode Island's size, and how people are leaving, and how something must be done. Public transit is something that could be done. It could be done cheaply, and it could be done *tomorrow*. Moreover, people like to live in places with basic services and amenities. Good public transit is both a basic service and, sadly, in the United States it is also an amenity few possess. It's also one we know people want: while Rhode Island's ridership has stayed depressed since the pandemic, ridership across the country is on the rise.

I urge RIPTA's board to take some substantive action to protest these cuts and highlight for the state's elected leadership the danger of the damage they are doing to Rhode Islanders across the state and across the spectrum. This is entirely within your power to do, and in certain cases, individual members of your board could intervene in their *official* capacity to shore up a vital resource in our state. The board should take any and all actions at its disposal to prevent a reduction that could plunge RIPTA into the well-studied public transit "death spiral," where cuts beget a drop in ridership, which beget more cuts, which beget another drop in ridership...etc. etc., even if those actions amount only to a symbolic statement. You may have an obligation as the board to take what the state has given you, but nowhere is it written you must take it lying down. I beg you to stand up for the future of public transit in Rhode Island.

Thank you,  
-Alexander G. Howard

RIPTA  
705 Elmwood Avenue  
Providence, Rhode Island 02907  
August, 2025

Regarding reductions in public transportation, by RIPTA

We find that the extreme measures being indicated by RIPTA - for less transportation - are tremendous and will be extremely hurtful for many thousands of people, especially the elderly, disabled, low income, and those with few resources.

My - our - rides are about many, medical appointments. One ride is for occasional visits to a relative, with needs - and he is a senior citizen.

Yesterday, a nurse urged me to take someone (bleeding) to the ER's hospital. Fortunately, the buses are still running regularly. We managed to get the two buses needed - and get to the hospital.

If the above incident were to occur, with your departments' reductions and eliminations, we would be (have been) in serious trouble.

Please find ways to settle the issues of RIPTA in ways that won't cause harm to many thousands of citizens.

I would recommend that some committee members and such go outdoors in the heat and cold and wait for buses to get them to important appointments, etc. They will realize how terrible it would be with RIPTA's possible extremely reduced ways of services.

We are low income, in our eighties, and have illnesses. Waiting for buses where no seating is available makes it difficult with my back issues, etc. I don't mind, as long as buses will continue to run and get to destinations - routes - with consideration.

PLEASE GIVE MY IDEAS ABOUT THIS TO THE NECESSARY PEOPLE, DEPARTMENTS.

Thank you very much.

American Citizens

**From:** [Angela Hartley](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Cuts hurt families and students.  
**Date:** Wednesday, August 6, 2025 10:40:52 AM

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Good morning,

I am a public school teacher and resident of Cranston and I can attest to how cuts in service will hurt the families and communities I serve.

Obviously my students are provided with bussing to and from school through the school system. However, please consider that pupils aren't the only members of a school community in need of transportation. Teachers, paraprofessionals, custodians, office administrators, cafeteria staff and other service providers need reliable transportation in order to serve future members of society.

Most importantly, parents need to feel included and integrated in the school community. They rely heavily on public transportation in order to attend school events, teacher conferences, IEP meetings, and even to pick up sick children during the day.

Our schools are facing unprecedented cuts at the federal level. Please do everything you can to prevent cuts to RIPTA services. We need to consider the domino effect these cuts will have on our already struggling public service network.

Thank you.

Angie Hartley

Gladstone Elementary School (@Waterman)



**"As human beings, our job in life is to help people realize how rare and valuable each one of us really is." -Fred Rogers**

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**From:** [63 Governor](#)  
**To:** [MarketingInfo](#)  
**Cc:** [Councilman John Goncalves](#); [Logan Johnsen](#)  
**Subject:** [EXTERNAL]Save the 92 bus route  
**Date:** Wednesday, August 6, 2025 1:05:44 PM

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I and my family of 3 are regular riders of the #92 bus route from Eagle Market to Eagle Square (Fox Point to Olneyville neighborhoods) We have a chant- *"92 we love you!"*

Under the proposal, Route 92 will be split into two routes, Route 91, which would only run on weekdays, once an hour, and have no weekend service at all. This will strand us in Kennedy Plaza and on the weekends as well.

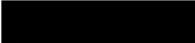

This is more than an inconvenience. This is a lifeline for our family. Cutting weekend service and limiting frequency would make daily life significantly harder.

Don't let this happen.

**DO NOT SPLIT THE 92 BUS LINE!**

Respectfully,

Anna, Logan and Cora

  
Providence RI 02906  




**From:** [Ashley Kalus](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Opposition to Service Cuts – Public Transit Is Rhode Island Infrastructure  
**Date:** Wednesday, August 6, 2025 11:38:39 AM

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To whom it may concern:

As a Republican, I believe in fiscal discipline, efficiency, and investing in infrastructure that drives economic growth. Public transit is not a social program- it is core economic infrastructure. It keeps workers connected to jobs, customers connected to businesses, and students connected to opportunity.

Cutting transit service in one of the most densely populated states in the country undermines our competitiveness. It forces more cars onto congested roads, increases costs for families, and makes it harder for small businesses to hire and retain employees.

Rhode Island cannot grow its economy while shrinking the very systems that move people to work, school, and commerce. The private sector depends on reliable transportation networks, and when the public sector fails to maintain them, the entire economy pays the price.

This is not a partisan issue. If our budget can't fund the infrastructure that supports our workforce and small business community, then our priorities are wrong. I urge you to reject these cuts and demand a long-term, sustainable plan for public transit- because dismantling it will cost far more than funding it.

-Ashley Kalus

**From:** [Brad Mellon](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 69  
**Date:** Wednesday, August 6, 2025 4:15:44 PM

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I live on Route 69 and am recovering from a disability. In the near future I can't drive (or afford a car yet) and if Route 69 is eliminated I will probably not be able to get a job. These service cuts can severely limit employment options, or even prevent any possibility of employment, which can't be good for the RI economy overall.

**From:** [Candice Larrivee](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus Route 4  
**Date:** Wednesday, August 6, 2025 12:15:43 AM

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Hello,

Please don't change bus route 4. It's the whole reason we. bought our house. I have a condition that makes it very difficult to drive long distances, and I work as a temp in Boston. Bus 4 allows me to go from my own neighborhood right to providence station so I can catch the providence stoughton line up to Boston for work.

thank you,

Candice



CITY OF CENTRAL FALLS  
MAYOR MARIA RIVERA

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580 BROAD STREET  
CENTRAL FALLS, RI 02863

OFFICE: (401)727-7400  
EMAIL: [MAYORSOFFICE@CENTRALFALLSRI.US](mailto:MAYORSOFFICE@CENTRALFALLSRI.US)

August 6, 2025

Mr. Christopher Durand, CEO  
Rhode Island Public Transit Authority  
705 Elmwood Avenue  
Providence, RI 02907

Dear Mr. Durand,

On behalf of all Central Falls residents, business owners, and employees who rely on RIPTA service, I am writing to express my deep concern about the proposed cuts to transit service throughout the entire system, and the detrimental impact the cuts would have on our community. Please know that I support you in your efforts to ensure that service cuts will not be needed.

RIPTA Routes 71, 72, and 75 provide a critical lifeline for so many of our residents who depend on reliable, frequent bus service to connect them to the places they need and want to be – their jobs, doctors and other essential services, schools and training programs, grocery stores, entertainment, and so many other places that people with cars can access more easily. But car ownership is not an option for many residents who, on average, have the lowest household incomes in the state. For many people, a RIPTA bus is the only way they can connect to the things they need every day, or to opportunities that will improve their economic circumstances.

Cuts in RIPTA service will make efforts to get ahead much more difficult, as people have to dig deeper into their pockets to pay for a ride-sharing service to fill the void left by the cuts. Even worse, the cuts will mean that some people will simply no longer be able to get to where they need to be, which could mean that people will lose their jobs, won't get the medical care they need, won't be able to shop for healthier and less expensive food, or can't get to the class they need to get a better job.

Many of our local businesses and employers will also suffer negative effects from the proposed service cuts. The Broad Street, Dexter Street, and Lonsdale Avenue commercial corridors served by RIPTA Routes 71, 72, and 75 are home to many of the city's unique small businesses, and elimination or reduction of service along these routes will reduce customers' access to those businesses. And I know first-hand that some of our employers will be affected, as I'm aware of at least one City Hall employee who relies on RIPTA to get to and from work each day. It's very likely that employees in other businesses in this compact city, where no residence or business is more than ½ mile from a bus route, will be similarly affected.

The proposed cuts in RIPTA service would also present barriers to our ongoing efforts to address the critical housing shortage, create a healthier urban environment, and take other steps towards improving the quality of life in our city. There is an acute need for more housing in Central Falls, but as we continue to look for opportunities to convert existing buildings or build new structures, being the most densely developed municipality in Rhode Island means that there are very few options. As we strive to make the best use of limited land, transit-oriented development (TOD) is the most viable option. We're already seeing housing development along the Broad Street corridor, and allowing greater residential density by building above ground floor commercial uses along existing transit routes will make the most efficient use of scarce land, including reducing the need to use valuable land for parking. By locating housing near transit, TOD development makes it possible for people to have access to the places they need and want to be without having to own a car. Without the expense of owning a car, people have the freedom to afford a better home or build their personal wealth. And having fewer vehicles travelling through our dense urban neighborhoods reduces emissions and improves pedestrian safety. But all of this depends on having reliable, frequent transit service. The proposed cuts would bring the level of service to below what's needed to support transit-oriented development, and that would eliminate one of the few options we have to produce much-needed housing.

I truly appreciate how committed you and your team at RIPTA are to serving the transit needs of all Rhode Islanders, and I value the partnership that RIPTA and the City have developed as we've worked together to meet the needs of Central Falls residents and businesses. I fully support efforts to fund RIPTA at the level needed to provide reliable transit service throughout the state not only this year, but in the years ahead.

Sincerely,



Maria Rivera

**From:** [Verizon Mail](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Do Not Eliminate the 68 Bus Route  
**Date:** Wednesday, August 6, 2025 4:28:39 PM

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To Whom It May Concern,

I writing this email to protest the elimination of the 68 Bus Route. This route is the only access residents of Aquidneck Island have to services at the Florence Gray Center, Child and Family Services, and the DHS Office. Please consider other alternatives to eliminating the route entirely.

Thanks.

Cheryl G. Robinson  
Turning Around Ministries, Inc.





**From:** [Christine Brochu](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]bus route 64  
**Date:** Wednesday, August 6, 2025 9:52:54 AM

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Good Morning,

Please do not eliminate all but 2 weekday routes on Bus route 64. It is an important bus route. I take it to and from work and I am always on the bus with other people. I have a car, but I love to take the bus. I see young and old people, professionals to college students and people taking the bus to the train station.

Please consider keeping more week day routes open on bus route 64.

If it would help to reach out to my representatives, please let me know.

Cutting so many routes would be devastating to public transit, which needs to stay active. And from an environmental standpoint, we need to try to keep more cars off the road and use public transit.

Thank you,

Christine Brochu, Narragansett, RI resident.

Christine Brochu, RICA

Jamestown Tax Assessor

[REDACTED]

Jamestown, RI 02835-1199

[REDACTED]

[REDACTED]

**From:** [Clare Kim](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public Comment on Proposed Service Changes  
**Date:** Wednesday, August 6, 2025 11:41:53 AM

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Dear Rhode Island Public Transit Authority,

My name is Clare Kim. I am a resident of Cranston and work and volunteer in Providence. I have lived in RI for a total of 11 years. When I was a college student, the ability to use my student ID as a cost-free option for getting around the state was a lifesaver. Now as a one-car family, RIPTA continues to serve as an affordable option for my household.

With cuts to the 21 and 22 lines, service every 50 minutes won't be enough -- it will make taking the bus largely unusable for me. I do not want to buy another car, and frankly my family cannot afford that.

On behalf of the community members in Providence, Pawtucket, and Central Falls that I work with, I also want to speak to the urgent need for fast and frequent service in the state's "urban core". In April, when I facilitated a workshop in Pawtucket on decarbonizing transportation in RI, I asked how many people in the room relied on RIPTA as their primary mode of transportation. A third of the room raised their hands.

We need to invest in greater public transit in our state. It's the only way that we will meet our climate goals, increase the standard of living for all Rhode Islanders, and take care of the people who are the most vulnerable to financial distress. While I know it is up to the general assembly to decide how much funding RIPTA gets, RIPTA does have the power to prioritize communities that are most affected by budget cuts: low-income communities, environmental justice areas, and areas with higher percentages of the elderly and zero-car households.

Finally, Governor McKee has the responsibility to reexamine and revise his decision to not fully fund RIPTA. It is clear that residents are upset that their concerns are not being heard and afraid of how this decision will ruin their livelihoods. He needs to understand the magnitude of the service cuts, which are detrimental not just to RIPTA ridership but to the health of our people, our environment, and our economy. Governor McKee will further erode his relationship with his constituents and cause major harm if he doesn't listen to the pain Rhode Islanders are experiencing.

I urge RIPTA to really listen and act with integrity. I appreciate the opportunity to submit public comment.

Thank you,  
Clare Kim

[REDACTED]

--

**clare kim**

*Public Educator, Writer, Nonviolence Practitioner*

**From:** [Colleen Dunning](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment on proposed RIPTA budget cuts  
**Date:** Wednesday, August 6, 2025 10:01:27 AM

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To Governor McKee and Members of the Rhode Island Legislature:

I respectfully urge you to preserve full funding for the Rhode Island Public Transit Authority (RIPTA). The recently completed Operational Efficiency Study, conducted between April and July 2025, finds that RIPTA's operating costs per trip are in line with peer systems, while its administrative expenses remain below average. In plain language, the study confirms that the organization is already running at peak efficiency and there is no austerity path out of the current operating gap.

Proposed cuts threatening service on 58 of 59 fixed routes and essential Flex and Ride paratransit services would disproportionately impact transit-dependent Rhode Islanders, including seniors, disabled residents, and essential workers. Maintaining service supports economic opportunities, battles the cost-of-living crisis facing our residents, and supports Rhode Island's broader climate goals.

Please consider securing the necessary funds to avoid these short-sighted service reductions.

Sincerely,

Colleen Dunning,  
Resident  
Providence, RI  


**John Goncalves**  
**Senior Deputy Majority Leader**  
**Councilman - Ward 1**

PROVIDENCE CITY HALL  
25 DORRANCE STREET, ROOM 310  
PROVIDENCE, RI 02903  
OFFICE: 401-521-7477  
WARD1@PROVIDENCERI.GOV



**COMMITTEES**

State Legislative Affairs- Chairman  
City Property- Chairman  
Claims & Pending Suits- Chairman  
Urban Redevelopment Renewal & Planning

Christopher Durand  
Chief Executive Officer  
Rhode Island Public Transit Authority (RIPTA)  
705 Elmwood Avenue  
Providence, RI 02907

Dear CEO Durand,

I want to begin by acknowledging how difficult this moment is for RIPTA and for public transit across our state. Like so many of my constituents, I am devastated by the scope of the proposed 57 out of 68 route service cuts. I understand the budget pressures RIPTA is facing but I must express my deep concern - particularly about the proposed change to Route 92.

This particular cut hits our neighborhood especially hard. For low-income seniors at Fox Point Manor and residents in the surrounding neighborhood, Route 92 this route is a necessity. It connects them to grocery stores, pharmacies, doctors' offices and critical community services. Many of these residents live on fixed incomes and do not have access to private transportation. Stripping weekend service and cutting frequency to once per hour will significantly harm them.

While all the proposed cuts are painful, this one is personal. I've spoken with seniors who already struggle with limited mobility. If this route is scaled back, their ability to meet basic needs is at risk.

Limiting this route to weekday-only service at 60-minute intervals, and eliminating weekend service entirely, would have a devastating impact on seniors and families who already face transportation barriers. This proposal contradicts RIPTA's stated mission to provide "safe, reliable, and accessible transit" for all Rhode Islanders, especially those most in need.

I urge you, in the strongest terms, to protect this essential portion of Route 92. I would welcome the opportunity to discuss creative alternatives or work with you to avoid the most harmful consequences of these service reductions.

I respectfully urge RIPTA to reconsider this proposed service cut and fully preserve Route 92's service. Maintaining the current level of service is essential to upholding equity, accessibility, and the dignity of those who depend on it.

The residents of Fox Point and the East Side deserve better than being left behind.

Thank you for your attention to this matter and for your continued service to Rhode Island's transit system.

Warmly,



Senior Deputy Majority Leader

Providence City Council, Councilman – Ward 1

Chairman, State Legislative Affairs, Claims and Pending Suits, Public Property

The undersigned join Councilman John Goncalves in urging RIPTA to protect Route 92 and prevent these devastating service cuts from harming our most vulnerable neighbors.

First Name	Last Name
Sarah M	Morenon
Pauline	Jacobson
Carolyn	Betensky
Lynn	Holstein
Maria	Sokolova
Carl	Farmer
Ikeisha	Washington
Diane	Cavanaugh
Cindy	Morel
Phyllis	Dennerly
Wendy	Thomas
Chip	Cobb
Kelley	Cason
Laura	Gulley
Evelyn	Lincoln
Sharmey	Holloman

Juliet	Hooker
Richard	Flinn
Amir	Aharoni
Janet	Isserlis
Leo	Zucker
Michelle	Walker
Tania	Geist
Amy	Kravitz
Christine	Craig
Christina	Clark
Natasha	Gerena Montes
Elinor	Amit
Patricia	Lawlor
Louise	McCloud
Max	Qian
Jennifer	Clair
Kanchita	Klangboonkrong
Michael	Ziegler
Clare	Kirby
Jessica	McKay-Dasent
M. Dawn	King
Lisa	Niebels
Aixa	Rodriguez
Elyn	MacInnis
Reva	Rebeiro
Irine	Schweitzer
Alice	Gorman
Mildred	Bautista
Ruth	Crane
Susan	Hooker
William	Thomas
Erik	Andersen
Lisa	Bob



Robert	CALLAHAN
Wyatt	Fisher
Roberta	Schneider
s	diggins
Charles	Patterson
Janet	Bralove
Imani	Stewart
Sandy	Livingston
MATHIES	SANTOS
Katherine	Cruz
Pablo	Calderon
Elise	Schuster
Zahra	Townsend
Susan	Einbinder
Norma	Anderson
Stephen	McBride
Kathleen	Bower
Carla	Ibelle
Ellena	Diggins
David	Wells
Kathi	Blocklyn
Charles	Feldman
Ashley	Romero
Eviana	Cuevas
Lauren	Langlois
Jessica	Souza
Craig	Winn
Gwenette	Kangis
Kun-Tee	Chang
Marie	Companion
Ellena	Diggins
Mary	Leite
PM	Jones

Stacy	Emanuel
Francine	Robbins
Cecilia	Ramirez
Mary Jane	Pagan
Theresa	Mathiesen
Victoria	Veh
Michael	Zabelin
Kayla	Soares
Eveline	Silva
Martha	Nielsen
Barbara	Hurst
Lesley	Crawford
Susan	Moubayed
Amy	Cohen
Ian	Saxine
Justin	Baptista
Susan	Baugh
Arthur	Norman
Jacob	Evelyn
Jim	Salomon
DENISE	WOOD
Annie	Voss-Altman
Eamon	McGlynn

First Name	Last Name
Zachary	Seely
Dylan	Peacock
Evelyn	Lincoln
Richsrd	Flinn
Robert	Tevyaw
John	Carbuccia
Brandy	McKinnon
Paul	Hoover

Elizabeth	Rounds
Theresa	Mathiesen
Linsey	Wallace
Steven	Scharf
Jessica	Huetteman
Elaine	Heebner
Diane	Cavanaugh
Greg	Miller
Sarah	Gleason
Jonathan	Seely
Diana	Garlington
Debra	Booth
Susan	Hooker
Ida	Schmulowitz
Richard	Burling
Patrick	McGuinness
Kelley	Cason
Stacy	Emanuel
Denise	Wood
Lynne	Bell
Norma	Anderson
Jena	Gaines
Molly	Jacobson
Kathi	Blocklyn
Deborah	Perlman
Doug	Emanuel
Troy	Martel
David	Dalzell
silvia	adames
Nina	Insler
Hugh	Notman
Robin	Engle
Steven	Castiglioni

Amy	Remensnyder
Brooke	Kaufman
Gwenette	Kangis
Lorrie	Giventer
Karin	Schrott
Tara	Demyan
Irene	Jefferson
Greg	Sargeant
Kay	Kriz
Eunice	Goncalves
Andrew	Cagen
Michelle	Walker
JoAn	Kaplan
John	Carvalho
Mary	Leite
Debra	Balken
Marie	Companion
Chadwixk	Souza
Deirdre	Lovecky
Katherine	Trimble
Jason	Protass
Marisa	Scanavino
DAVID	SCANAVINO
Melanie	Borges
Helene	Miller
Mara	Koppel
Coreen	Mook
M Rachel	Turner
Christopher	Turner
Anela	Brewster
Emily	Matos
Chavy	Seng
Erik	Wernevi

Michelle	Grove
Stephanie	Murphy
Christopher	Sheehan
Rose	Siegel
Jean	Poehler
Cynthia	Robles
Victoria	Moutahir
Dennis	Hlynsky
dexter	wilson
Maria	Semedo
Eric	Larios
carmen	larios
Leo	Zucker
Nadine	Hendrickson
Bernardo	Larios
Mary Jane	Pagan
Lisa	Blais
Gerald	Colvin
Christopher	Adamo
Andrea	Sarokin
Dana	Westerkamp
Carole	Finger
Curtis	Eaton
Marilyn	Chav
Ellen	Rooney
Charlene	Guibeau
Zenobia	Seyon
Diane	Kanze
Michael	Brady
Barbara	Garabedian
Daniel	Ryan
Della	Reams
Kelly	Knight

Joan	Ritchie
Barry	Dejasu
Carolyn	Betensky
Mary	Harrington
Roberta	Houllahan
Carolyn	Bradley
Lynn	Holstein
Albert	Frawley
Wendy	Radin
Ryanne	Leite
Maureen	Conti
Karen	Klingon
Jonathan	Goodman
Michael	Obisanya
Alan	Spiegle
John	Brezack
Margaret	Barreto
David A.	Ames
Ellen	Bigler
Sarah	Pappas
Janice	Davidoff
Charna	Ethier
Betsy	Hunt
Brianna	Balke
Michael	Gerlach
Bruce	Baldani
Kenneth	sabbagh
Robert	Santos
Gustavo	Fernandes
Tristen	Moseley
Palmeira	Hall
Mary	Pacheco
James	MacLean



James	Hackett
Joanna	Zesk
Robert	Thurston-Lighty
Kathleen	Thurston-Lighty
Matt	Finkelstein
Sarah	Thomas
Nadine	DiStefano
Francine	Robbins
Fahad	Qureshi
Sheree	Alves
Tara	Stein
Jonathan	Harris
Richard Quinm	Quinn
Steven	Cabrera
Toby	Ayers
Michael	Lebovitz
Peter	Armitage
Kelly	Medeiros
Lynda	Murphy
Lisa	Wahl-Medeiros
Joseph	Tudino
Bowie	Sieli
Holly	Parsons
Jessica	McKay-Dasent
Kim	Insalaco
Betsy	Florin
David	Wells
Hope	Prockop
Carol	Landau
Susan	Pires
Manuel	Pires
Lindsey	Lavin
Dyan	Kane

Lesly	Renfro
Azure	Carter
William	Ewen
Kara	Bowers
Alix	Stockwood
Eunice	Goncalves
Anna	Shapiro
Ellen	Darling
James	Silverthorn
Alice	Lee
Gail	Fogarty
Barbara	Rosenbaum
Deborah	Salinger
James	Wolfgang
Alan	Cobb
Kim	Clark
Brooke	Charles
Karen	Fuerherm
Al	Jeffries
William	Thomas
Laura	Spear
Amy	Doyle
Christina	Clark
Judy	Barros
Kinnari	Patel
Kathie	Florsheim
Ashley	Will
Karen	Joost
Bianca	Moorhead
Megan	McKain
Carol	Cohen
Patricia	Donovan
Elisa	Vele

Lisa	Niebels
Karolye	Cunha
Anneke	Frazer
Rachel	Schwartz
Peter	Kramer
Patricia	Capece
Marjorie	Powning
Hope	DuBois
Michelle	Ziobrowski
susan	Moubayed
mrachel	turner
Melisa	Sanchez
Jason	Vargas
Gail M	Donovan
sarah	gleason
Joanna	Zesk
Chelsea	Aubert
William	Ewen
Nancy	Nicholson
Sarah	Abeles
Andrew	Miller
Theresa	Mathiesen
Kathi	Blocklyn
Jennifer	Liang
Jennifer	Liang
Lynn	Holstein
Maria	Monteiro
Stephen	Gorin
Betsy	Florin
Laura	Colella
Jason	Pappas
Bobbi	Houllahan
Justin	Baptista

Herman	Brewster
Sin	Guanci
Ashley	Romero
Christina S	Clark
Kayla	Winslet
Jeff	Wickham
Soren	Evans-Reese
Elise	Schuster
Jane	Jellison
Kenneth	Corvese
Mildred	Nichols
Stephanie	Avila
Sarah	Morenon
Jeff	Kidd
Naama	Gidron
William	Ewen
Paul	Hoover
Danielle	Amorim
Elizabeth E	Wheeler
Robert	Thurston-Lighty
Susan	Wood
Karen	Bryer
Fred	Rosenzweig
Theresa	Mathiesen
Brent	Legault
Kathleen	Bower
Sarah M	Morenon
David	Wells
Nadine	DiStefano
Sarah	Morenon
brooke	Kaufman
Robert	Tevyaw
Lynne	Bell

Edward	Sanderson
brooke	kaufman
Daniel	Abram
Norma	Anderson
Alexandra	Cagen
Dana	Westerkamp
Brandy	McKinnon
Karen	Klingon
Maria	Sokolova
Theresa	Mathiesen
Peter	Brown
Lisa	Reichstein
Elizabeth Halsey	Rounds
Robert Allan	Bonadies
Gail	Fogarty
David	Ames
Albert	Booth
Alix	Stockwood
David	Cosier
Elizabeth	Nation
Garrett	Lehan
Todd	Leveillee
Robert	Dais
Al	Czervik
Ashley	B Romero
Demetrio	Romero
Debra	Balken
Ryan	Twombly
Michael	Gerlach
Lindsay	Baker
DOMENIC	PASSARELLA
Carol	Landau
T	Reams

Michelle	Walker
Susan	Einbinder
Jessica	Navas
Alizah	Holstein
Carol	Pagan
Andrea	Harrington
Sarah	Kelly
Jessica	OMalley
Judy	Matt
Michael	Brabeck
Natalie	Balen
Jon	Goodman
Funmibi	Yusuff
Betsy	Florin
Michael	Clifton
Elissa	Felder
Nasma	Gidron
Susan	Odessa
Jamie	Faith
Toby	Ayers
Ruth	Forstadt
Evelyn	Lincoln
Laura	Nyman
Patricia	Capece
Bishop	
Lisa	Pincus
Kent	Kleinman
Christopher	Verola
Deborah	Moxham
Christine	Lamar
Dale	Folan
Rebecca	Mayer
James	Kelley



Ellen	Rooney
Jennifer	Lambert
James	Heath
John	Meek
Bianca	Moorhead
Tasche	Bryant
Jean	Stoddard
Daniel	Moorhead
Maria	Brucato
Kelly	Rishe
Gabi	Istrail
Baris	Gurerk
Herman	Brewster
Wendy	Radin
Denise	Guadanino
Charlotte	Handy
Janet	Bralove
John	Brooks
Kayla	Winslet
Brion	Carroll
Ryan	Watson
Nina	Insler
joyce	walsh
Ann	Carnevale
Andra	Shea
Ronna	Sanchez
Charles	Runyon
Alexander	sharkey
Shelley	Poulsen
Maria	Goncalves
David	Massenzio
Karen	Van de Water
Amy	Ewen

Don	Keefer
Mary	Pacheco
Elizabeth	Dromsky
Amy	Thomas
Sarah	Gleason
Michelle	Grove
Ali	Burns-Nachwalter
Patrick	Shaw
Avi	Rosenstein
Justin	Baptista
Barry	Dejasu
Dannie	Ritchie
brooke	kaufman
Susan	Pires
Natalia	Maciel
Mark	Binder
Jennifer	Liang
Karin	Schrott
Peter	Kramer
David	Scanavino
Jennifer	Liang
William	Thomas
Bernardo	Larios
Dennis	Hlynsky
N	Nicholson
Curtis	Eaton
Mark	Mowad
Alfred	Jeffries
Grace	Dugan
Lynn	Kuzneski
ELENA	YANEZ
Erin	Myles
Alan	Stewart

Robert	Kumins
Cleo	Guzman
Margie	Bucci
Melanie	Borges
Jason	Vargas
Barbara	Navas
Chelsea	Aubert
Leslie	Walden
Carol	DeFeciani
Ralph	Toribio
Andrew	Miller
Rana	Daou
susan	newkirk
Teri	Kinney
Debra	Gardner
David	Scanavino
Michelle	Cortes-Harkins
Esther	Eloge
jose	vargas
Linda	Katz
Mercadee	Clifton
Devin	Murphy
Deborah	Waldman
Robin	Engle
CHAVY	seng
Julio	Vargas
Kim	Peters
Rosa	Baier
Linda	Lee
Luis	Martinez
William (Bill)	Templeton
John A	Fazzino
Irene	Bates

Yliana	Portuhondo
Oscar	Santos
Elaine	Santana
Dariela	Delgado
Belkis	Rollins
Marcus	Arias
Jesus	Gil
Arlene	Rollins
Nilson	Angeles
Ileana	Angeles
Brenda	Rodriguez
Jesus	Gil Rosario
Dyan	Kane
Smeling	Delgado
Elvira	Torres
Jacob	Naghan
elana	wetzner
Olga	Huber
Foster	Hazziez
Samantha	Andres
Elizabeth	Alcantara
Mark	Dangremond
Karla	Alfaro
Nidia	Dominguez
Robert	Rosario
Jesus	Rosario
Luiyi	Batista
Bridget	Godfrey
Rachael	Brandenburg
Maguire	Burgess
kate	champa
Traer	Scott
Lynne	Tucker

Scott	Wisseman
Mahalia	Bergeron
Robert	Rutley
Betsy	Florin
Elise	Schuster
Haley	Crockett
Iorrie	giventer
Robert	Friend
Catherine	Lebovitz
Taryn	Ready
Judy	Kaye
Pat	Mead
Emily	Mead
Alyssa	Norris
Maria	Sokolova
Caroline	Reed
Elyn	MacInnis
Richard	Goldberg
David	Prockop
William	Ewen
Paul	Florin
Maura	Silverman
Jake	Silverman
Jason	Pappas
Meghan	Robles
Jennifer	Dressen
Theresa	Mathiesen
Coreen	Mook
Joyce	Ryu
Kate	Trimble
Esmelin	Fajardo
Matt	Finkelstein
Clifford	Maddix

J.	Hogue
Kathleen	Bower
Alan	Sondheim
Keyanka	Smith
Mary	Pacheco
Kenneth	Corvese
Alex	Cutler
Tom	Lopardo
Linsey	Wallace
Linsey	Wallace
steven	Schechter
Frances	Carpenter
maebeth	warner
Hope	DuBois
Shawnna	Zak
Elizabeth	Wagner
Festus	Osei
Richard	Schieferdecker
Tyler	Hie
Joseph	Reed
Barbara	Navas
Ronna	Sanchez
Anna	Shapiro
Arthur	Hopper
Lynette	Kapsinow
Maria	Semedo
Denise	Wood
John	Rossheim
Paul	Hoover
Barbara	Garabedian
Kathy	Hemenway
Irene	Jefferson
Norma	Anderson

Alan	Spiegle
Petra	Jenkins
Joanne	Hernandez
Taylor	Ellowitz
Kathi	Blocklyn
Kathi	Blocklyn
Brian	MacCracken
Amy	Remensnyder
Charles	Cudworth
Reva	A. Rebeiro
Joanne	Rich
Candace	French
Piotr	Sapiezynski
Ana	Oliveira
kye	ehrich
Paja	Faudree
Roger Schreffler	Schreffler
Richard	Burling
Dana	Westerkamp
Joseph	Tudino
Steven	Castiglioni
N	Nicholson
Dawn	Boudreau
Cindy	Lopez
Patricia	Brennan
Kayla	O'Donnell
Rebecca	Mayer
Ellen	Shatter
Mary	Sutherland
Andrew	Alvis
Leon	Fortin Jr
Steven	Handerson
Jean	Overby

Margaret	Lewis
Gret	Scheing
Meg	Griffiths
Anne Marie	Adrain
Julio	Vargas Gonzalez
Brigid	Wallace
Carol	DeFeciani
Darlene	Shlesinger
Sarah	O'Reilly
Kathleen	Chronley
Anna	McNeary
Jennifer	Kowalczyk
Robert	Thurston-Lighty
John	Meek
Steven	Scharf
susan	Moubayed
Lynn	Holstein
Daniel	Bertwell
John A	Fazzino
joyce	walsh
Tasche	Bryant
Bobbi	Houllahan
Kay	Kriz
Zachary	Seely
Karen	Joost
Lynne	Bell
Joan	Ritchie
Brion	Carroll
Kenneth	Sabbagh
Amy	Doyle
Susan	Arce
Kathleen	Johnston
Sandy	Kaye



James	Skretta
Ellen	Rooney
Khachig	Tololyan
Charna	Ethier
Carole	Finger
susan	newkirk
Barbara	Navas
Michelle	Walker
Luis	Martinez
Amy	Ewen
Megan	McKain
Milo	Winter
Manette	Jungels
Alice marie	Hearn
Eliza	Squibb
Barbara	Ferruzola
Irene	Jefferson
Rosario	Hernandez
MARIA	BRUCATO
Gerry	Moreau
Mark Francisco	Olorvida
Jennifer	Liang
Karen	Bryer
Mark	Binder
Alex	Clavelle
James	Wolfgang
Azure	Carter
Kathi	Blocklyn
Tara	Stein
Charles	Feldman
Alice	Lee
Timothy	Paige
Linda	Katz

Nidia	Schuhmachet
Rachael	Jungels
Jess	Galatro
Loretta	Doonan
Mark	Biedermann
Della	Reams
Kara	Bidstrup
Curtis	Eaton
Debra	Gardner
Hyla	Segall
Amanda	Davidson
Boyd	Hill
Stephen	Walden
Esther	Eloge
Heidi	Dangremond
Leon	Fortin
Michelle	Ziobrowski
Shanna	Trufan
Christine	Lamar
curtis	eaton
Tom	Skouras
Melisa	sanchez
Ismenia	Martinez
James	MacLean
Deborah	Moxham
Luis	Martinez
Della	Reams
David	Welld
Susan	Johnston
Joanna	Zesk
maebeth	warner
Danielle	Amorim
Bianca	Moorhead

Alan	Sondheim
Gwenn	Delourme
Michael	Lebovitz
mara	koppel
gerald	Colvin
Gwenette	Kangis
Evelyn	Lincoln
Betsey	Delaney
Edward	Gilman
Bobbi	Houllahan
Barbara	Navas
Sarah	Pappas
Kate	Bothe
Emily	Cooperdock
Elissa	Dell-Piana
Richard	Goldberg
Joseph	Tudino
Diane	Cavanaugh
Destiny	Newell
Alexandra	Cagen
Linda	Heller
Amanda	Woodward
Halina	Skiba
Kate	Hanley
Laine	Hein
Mary	Pacheco
Norma	Anderson
Chelsea	Aubert
Irene	Bates
Jena	Rossignol
Halina	Skiba
Mike	Bell
Judith	Queen

Patrick	Caffrey
Kathi	Blocklyn
Lynne	Tucker
Lisa	Bob
Erica v	Nunez jimenez
Kayla	Soares
William	Ewen
Lisa	Blais
Kirsten	Murphy
Sarah	Chapin
Frances	O'Donnell
Patrice	Roberts
Joseph	Reed
Tanya	Solberg
Silas	Murray
Jonathan	Seely
Cyndie	Seely
Jessica	McKay-Dasent
Dylan	Girard
Monica	Oliver
Barbara	Garabedian
Jesse	Polhemus
Matt	Finkelstein
Noemi	Tiburcio
Erica v	Nunez Jimenez
Ronna	Sanchez
Doris	Donovan
Susan	Feeley

**From:** [Devin Wolferseder](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Service Chance Comment  
**Date:** Wednesday, August 6, 2025 8:34:31 AM

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Hello,

I am a student at URI, and I ride RIPTA 66 to go to and from campus. I am against the changes to the RIPTA 66 Bus's weekday schedule, as I rely on that schedule to arrive to my classes on time and need to wake up early enough to catch the bus. The proposed changes would impact both negatively.

- Devin Wolferseder



# State of Rhode Island and Providence Plantations

## HOUSE OF REPRESENTATIVES

REPRESENTATIVE BRIAN PATRICK KENNEDY *District 38*

*Speaker Pro Tempore*

*Committee on Corporations*

*Committee on Rules*

*Dean of the House*

Christopher Durand  
Chief Executive Officer  
Rhode Island Public Transit Authority  
705 Elmwood Ave  
Providence, RI 02907

Mr. Durand:

I have heard from many constituents in my District in both Westerly and Hopkinton, who have expressed alarm with the present deficit reduction plan put forth by RIPTA to cut the 95X daily route from Westerly to downtown Providence, as well as the 301 Westerly to Hope Valley Rural Ride route.

RIPTA has always offered very limited service to this corner of Southwest Rhode Island, however, many of my constituents rely on the 95X RIPTA service each workday to get to and from the City of Providence. Eliminating this bus route will have a negative impact on these residents who lack a personal vehicle to get to Providence. The lack of commuter rail service into Westerly, means that these riders will have no other alternative to get to Providence.

RIPTA has also offered the 301 Westerly/Hope Valley Rural Ride service that benefits the elderly and low-income residents in Hope Valley who need to access supermarket and department store services. There is no other alternative transportation service for these people and they don't have access to a personal vehicle. I noted on the RIPTA page that there was no Title VI Service Change for the impact on the community, even though it is abundantly clear that there is a disproportionate burden on low-income people with this route elimination.

I ask you to reconsider these proposed changes. I supported the recent .03 cent adjustment to the RI gasoline tax, that is going directly to RIPTA service. I did so with the understanding that the agency would utilize the proceeds to keep existing routes in place. If it is the goal of RIPTA to eliminate all services in my District, then I would have no reason to support any future increase to RIPTA, if there are no beneficial public transit services being provided to the Westerly-Hopkinton area.

I hope that you will listen to the people affected by these proposed changes, as well as the public officials and continue to keep routes in place. Thanks for your time and consideration.

Sincerely,

Brian Patrick Kennedy  
Speaker Pro Tempore

P.O. BOX 1001, ASHAWAY, RHODE ISLAND 02804-0018  
ROOM 328 STATE HOUSE, PROVIDENCE, RHODE ISLAND 02903  
RES: 401.377.8818 BUS: 401.222.6580  
EMAIL rep-kennedy@rilegislature.gov

**From:** [Marissa Giroux](#)  
**To:** [MarketingInfo](#)  
**Cc:** [governor@governor.ri.gov](mailto:governor@governor.ri.gov); [sen-dimario@rilegislature.gov](mailto:sen-dimario@rilegislature.gov); [rep-mcentee@rilegislature.gov](mailto:rep-mcentee@rilegislature.gov)  
**Subject:** [EXTERNAL]Oppose RIPTA Service Cuts  
**Date:** Wednesday, August 6, 2025 12:12:27 PM

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Good morning,

I am writing to express my firm opposition to the proposed RIPTA service cuts. I fundamentally believe that widespread access to full-coverage, affordable public transportation is a basic right. Public transportation is a service for residents and visitors to our state, and it is not supposed to be profitable. It is a public good, and a phenomenal use of our tax dollars.

My partner, friends, and family use RIPTA. The only reason I do not use RIPTA is because I am one of the fortunate few who are able to walk to work. We live in Narragansett and my partner works in Providence. When their car is in the auto shop, they rely on RIPTA routes 65X or 14 to get to work. It is also cheaper for them to take RIPTA than pay for gas, especially during the summer when idling in beach traffic.

Beyond my personal reasons for supporting RIPTA's continued coverage, I want to highlight the importance of continued coverage. Ridership on all routes will decrease if there are limited ways to access the most popular routes. This leaves riders in rural areas without routes that transfer them to bigger RIPTA hubs.

Additionally, we do not have the infrastructure in RI to support more cars on the road, particularly single-occupancy vehicles. Several studies, including a few specific to RI, have found that carpooling rates are very low and most commuters are riding in single-occupancy vehicles. It is unreasonable to ask RIPTA riders to buy vehicles when they are helping to reduce the number of heavy vehicles on our roads by taking buses. We live in the "Ocean State" where we continuously experience the effects of climate change and sea level rise. It is in our best interest as a state and community to reduce carbon emissions by continuing to support more alternatives to passenger vehicles. Furthermore, more vehicle congestion leads to poorer air quality. For a state that relies heavily on tourism and the outdoor recreation industry, we need to preserve good air quality for economic reasons and to protect the health of our residents.

Carpooling study: [https://info.edc.uri.edu/mesm/Docs/MajorPapers/Sholly\\_Dec09.pdf](https://info.edc.uri.edu/mesm/Docs/MajorPapers/Sholly_Dec09.pdf)

For all of these reasons, I urge you to find alternative ways to fund these necessary RIPTA routes and even expand coverage and increase access.

Thank you,

Dr. Marissa Giroux



**From:** [Moge Du](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Urgent Concern: Proposed Cancellation of Routes 64 and 69  
**Date:** Wednesday, August 6, 2025 11:12:32 AM

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Dear manager,

I am writing to express my deep concern regarding the proposed elimination of bus routes 64 and 69, which will significantly impact both the student community and local residents.

As a researcher working at **Bay Campus**, I rely on **Route 64** for my daily commute between the main campus and **Bay**. This route is not only essential for staff like myself but also for many many students who attend lectures and conduct experiments at Bay Campus — which hosts a wide range of important academic programs. The fact is not everyone has a car. Public transportation is the only way for going outside. I travel with colleagues who equally depend on this connection. Without Route 64, many will face severe difficulties accessing education and work.

At the same time, **Route 69** is the **only** public transport that connects our neighborhood to the nearest supermarkets and to the town. I heavily depend on it every weekend to purchase groceries and daily necessities. Removing this route would isolate many residents, particularly students, the elderly, and those without access to private vehicles.

These buses are not just routess, instead, they are vital connections that support education, research, and basic living needs. Removing them would disproportionately harm people who rely most on public services.

I understand that funding is limiting, however, necessary public servece is not the thing that should be cancelled.

I respectfully urge you to reconsider this decision and explore alternative cost-saving measures that do not jeopardize community well-being.

Thank you for your attention to this matter.

Sincerely,  
Dr. Moge Du

--

Moge Du (She/Her)  
Postdoc Inomura Group  
University of Rhode Island (URI)  
Graduate School of Oceanography (GSO)





**From:** [Edgar Franco](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]  
**Date:** Wednesday, August 6, 2025 1:13:04 PM

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Por favor tomen e cuenta los usuarios ese transporte es parte de nosotros gracias

**From:** [Emily Halloran](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment from Barrington RI - 8/6/25  
**Date:** Wednesday, August 6, 2025 1:29:05 PM

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Hello,

My name is Emily Halloran and I am a recently graduated student from Barrington High School and I live at [REDACTED] (zipcode 02806). I'm emailing to show my support for RIPTA and how valuable the services they provide are, as despite having worked since my sophomore year, I can't afford a car. RIPTA has been a life saver in providing transport around the state not just for me, but for several of my closest friends who commuted to Barrington High School from Providence and Bristol, since school buses don't provide for that need. In a country with pathetic public transportation, RIPTA is an absolute lifesaver. I'll be honest and admit I don't really understand the financial side of things or what laws you guys need to work around, but maybe you could implement a 'pay what you can'/donation model on top of normal pricing. So people could offer to give me if they're able and willing. Thank you for your time and services,

--

Emily Halloran  
(she/her)

**From:** [Bob and Gabrielle Torphy](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Cuts to bus routes = bad  
**Date:** Wednesday, August 6, 2025 4:22:36 PM

---

Dear RIPTA,

I'm writing to express my outrage that RIPTA proposes to cut bus service down to practically non-existent in our state. Proposed changes and cuts to bus service in Rhode Island is a bad idea. The bus is used by people who don't have cars and people who are unable to drive, so that they can get to work or school. Cutting public transportation is also very short sighted when it comes to mitigating climate change.

If you actually support public transportation as a way to build our communities and counteract climate change, then please do not cut bus routes. If you really want to help our communities, bus service should be free. Don't expect to make huge profits. Just help people get from one place to another without needing an individual car. It makes so much sense. Less traffic, less pollution. School and work for students and the disabled. Please think deeply and in a long term manner about this.

Sincerely,

Gabrielle Torphy

[REDACTED]

West Kingston RI 02892

[REDACTED]

**From:** [Holly Lorn](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Re: Please do not make route cuts to RIPTA Ride Para transit and please do not raise the 4.00 fare for each ride.  
**Date:** Tuesday, August 5, 2025 11:32:08 PM

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Dear RIPTA staff,

Please do not cut any routes for RIPTA Paratransit passengers. We really depend on the paratransit transportation to get to the places we need to.

Thank you,

Holly Lorn  
ADA RIPTA Paratransit passenger

On Tue, Aug 5, 2025, 11:27 PM Holly Lorn <[hollylorn18@gmail.com](mailto:hollylorn18@gmail.com)> wrote:

Dear RIPTA staff,

I am a low income RIPTA para transit passenger who appreciates the RIPTA Ride service as it currently is with a 4.00 fee per ride. I only get 1065.00 a month from SSDI to live in and could not afford to pay more than 4.00 for each ride.

Please please do not increase the RIPTA paratransit fares. It would be very limiting to the low income paratransit riders who are just trying to get by with all the food price increases and benefits cuts occurring during the current government administration.

Sincerely,

Holly Lorn  
[REDACTED]  
Providence, RI 02903  
[REDACTED]  
ADA RIPTA Ride Passenger

**From:** [Jeanne MF](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus route 60  
**Date:** Wednesday, August 6, 2025 2:18:37 PM

---

Hello,

While we don't feel that the proposed changes to the 60 bus route are drastic, we strongly disagree with the survey results. In fact, these changes disproportionately affect low income, minorities and seniors because those are the people who use the buses, especially to go to and from work. To suggest otherwise is, frankly, dishonest.

Thank you.

Two Portsmouth residents

**From:** [Jenny Doak](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA 95X - Proposed Route Elimination  
**Date:** Wednesday, August 6, 2025 1:46:16 PM

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Dear RIPTA,

I live in Connecticut and take the 95X bus into Kennedy Plaza for my job on College Hill. I was disappointed to learn that RIPTA is proposing to eliminate the 95X bus route and wanted to share my feedback with you. I wanted to express my support for maintaining this bus route. Maintaining the bus route eliminates individual one driver cars clogging the highway into Providence, contributing to green house gas emissions and contributing to more risk of accidents and fatalities on the highway. More cars more emissions and more risk. The route is an important service to Rhode Island and surrounding community. My bus regularly has 10 riders on it to and from Kennedy Plaza. This would mean 10 more cars on the road. I understand that budget cuts need to take place, there do seem to be ways to maintain this line to southern Rhode Island but achieve savings. Perhaps the Westerly stop is eliminated and passengers get on at Hopkinton or Wyoming Park and Rides instead. This would save 30 - 40 round trip miles from Wyoming/Hopkinton to Westerly and would still give residents a chance to ride the bus into Providence instead of driving.

Eliminating bus routes outside of the immediate Providence vicinity seems to be neglecting the rest of the state of Rhode Island and surrounding states that uses Providence as a place of employment, medical, and entertainment.

Thank you for your consideration.

Jenny Doak

**From:** [jill Pearlman](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Preserve Route 92  
**Date:** Wednesday, August 6, 2025 9:57:41 AM

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RIPTA:

The proposed cuts to the bus service -- changing Route 92 to 91 on the East Side -- are truly unconscionable. Every citywide meeting that I attend talks about reducing car traffic. When I ask how officials envision the movement of hundreds and hundreds of new residents moving into exploding East Side construction, they say public transportation. WHAT PUBLIC TRANSPORTATION?? Is there any coordination at all? Is anyone running the show? It makes me wonder about our city. Low-income seniors, and all concerned citizens need to be protected. Please consider what's at stake. Thank you.  
Jill Pearlman

**From:** [Jillian Winters](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Please no RIPTA budget cuts!  
**Date:** Wednesday, August 6, 2025 12:25:26 PM

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My name is Jillian Winters, I am a long time resident of Providence and currently own a home in the Elmhurst neighborhood, 02908 and work downtown, 02903.

RIPTA is my main source of traveling through the city to get to work, to meet friends at bars and restaurants, to go shopping and spend money, and to be able to be a functioning and lucrative member of our state!

If the RIPTA schedules for my regular use busses (1, 56, 57, 92 just to name a few) were minimized, I would not be able to live in this city. The impact it would have on me would be so large I would have to seriously consider relocating out of this state. Please do not cut RIPTA, residents rely on it and it promotes so much commerce and spending when we residents can use it to travel throughout the city and state.

Jillian Winters



**From:** [K McGrath](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Elimination of Bus 68 in Newport/Middletown  
**Date:** Wednesday, August 6, 2025 2:12:10 PM

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I am writing to plead for the continuation of Bus 68 in Newport.

This is a critical service to men and women who are homeless and/or economically poor in Newport and have no other way to get to Mental Health Services and the Department of Human Services.

Saturday/Sunday service is not necessary. But this is a lifeline for people who have no other way to get to these vital services.

Thank you.

**From:** [Kathryn Marseglia](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]PLEASE - Do not cut the bus routes  
**Date:** Wednesday, August 6, 2025 1:39:04 PM

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As a single women living on the bus line is essential for me being able to function without familial support. If my car needs maintenance (often) I go to the service center on the bus line and can take RIPTA to and from.

When I need to get to Providence or north at anytime in the evening, I can take the bus as I have trouble seeing in the dark.

I took RIPTA to and from junior high/highschool Warwick to Providence every day for 6 years. I then took RIPTA to college for Providence down to URI for four years.

My mother took RIPTA from Warwick to Providence every day for work as she couldn't afford parking and has anxiety about driving in the city as well.

My friend suffering from alcoholism is currently taking RIPTA to AA meetings, alcohol counseling, and work as their license is suspended. RIPTA enables them to pick up the prices instead of letting their illness and mistakes consume them, ultimately turning them back to the bottle.

Canceling RIPTA routes will increase traffic, congestion in the cities and decrease the already limited number of parking spaces.

Elderly who cannot drive will no longer be able to afford transportation to their doctors appointments on their already limited budget.

With everything that is already going on in this country and the federal budget cuts on social service, please do not take away this crucial system.

Thanks  
Katie

**From:** [Kellie King](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public comment - RIPTA proposed service cuts  
**Date:** Wednesday, August 6, 2025 3:13:08 PM

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To whom it may concern,

I am writing to strongly express disappointment and concern regarding the proposed RIPTA service reductions to manage its budget deficit. I have lived in multiple Rhode Island municipalities over the past five years, and my family and I have relied on the R, 1, and 95x routes for daily commuting. The proposed RIPTA service reductions across the state will have a devastating impact on Rhode Island residents and visitors, whether they ride RIPTA for their commute, errands, and other purposes. Reduced service is likely to impact those that have few alternative options for transportation the most, leaving them quite literally, stranded, and making this an issue of equity for the state.

I work as an environmental planner in downtown Providence, and I am lucky to be able to commute each day using the RIPTA 1 line, despite owning a personal vehicle. It is 2025, and the world has long known that mass transit is a no-brainer when it comes to advancing sustainability and reducing greenhouse gas emissions. We know that buses are more efficient than cars at moving people around, and we know that buses emit fewer greenhouse gases while doing so. Buses also fill a critical transportation gap for those who do not have regular access to private transportation. Cutting RIPTA services will also affect statewide goals to reduce climate emissions. Governor McKee signed the Act on Climate into law in 2021, which sets incremental emissions mandates for the state, with a goal of net-zero emissions by 2050. Cutting RIPTA services in no way helps advance Rhode Island's climate emission reduction goals and is a step backward for the state's climate action and economic development activities, including those that relate to workforce participation and public health.

I strongly support that the General Assembly's action to provide more sustainable funding for RIPTA, including by increasing the Authority's share of the gas tax and of the highway maintenance account. RIPTA is uniquely challenged by its mandate to be a statewide transportation agency, serving both an urban core and more suburban and rural areas. I am not a transportation planner, and I can only imagine the challenges of those disparate service areas in planning routes, schedules, and destinations for Rhode Islanders, all of whom have different transportation needs. And yet, I also challenge our legislators and Governor McKee to recognize what a unique opportunity Rhode Island to be innovative with our public transportation within our already-established statewide transportation authority. Cutting RIPTA services will undoubtedly make it more difficult for Rhode Islanders to access convenient transportation services and affect fare revenue, and I fear that the proposed cuts will lead to a self-fulfilling cycle of reduced ridership and fares that affects the quality and long-term integrity of RIPTA services. We need more investment in public transportation, not less.

Thank you for your consideration.

Kellie King

**From:** [Leslie Acton](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Why RIPTA matters  
**Date:** Tuesday, August 5, 2025 11:42:23 PM

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I'd like to voice my concern about the proposed cuts to RIPTA lines and services. The public transit system is essential to maintain access to basic goods, healthcare, services and livelihoods for tens of thousands of not hundreds of thousands of Rhode Islanders. The proposed cuts are not only cruel and shortsighted, but will amount to much greater economic hardship for all Rhode Islanders down the road as needs go unmet and the labor force suffers. Public transportation should be treated as a right and a public good, not a budget line item to be cut.

Thanks for your attention.  
Leslie Acton  
East Greenwich, RI

**From:** [Lucy Cowley](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 68 Elimination  
**Date:** Wednesday, August 6, 2025 3:30:19 PM

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Hi,

I'm an international student at the University of Rhode Island. Public transport is scarce in the United States as it is, making campus feel very isolated and secluded from the rest of the world. The bus route to Newport saved many weekends of boredom and allowed for days and evening trips.

I was able to meet potential future employers there too thanks to the bus route, it would be incredibly unfortunate to lose this access in a country where having a car seems to be the only option.

Please consider options to Newport to be easily available for URI students! Every time I've used that bus route, the buses have always been busy.

Many Thanks

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**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Sent:** Wednesday, August 6, 2025 9:03 AM  
**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Subject:** [EXTERNAL]RIPTA: Contact Us

From: [REDACTED]

Subject: Customer service

YOUR NAME: Malaiy                      LAST NAME: Phann

EMAIL: [REDACTED]

STATE: Rhode Island                      ROUTE/VEHICLE INFORMATION: Yes

MODE OF TRANSPORTATION: Fixed-Route Bus Service

ROUTE: 50 Douglas Avenue TRIP DIRECTION: Inbound

TYPE OF FEEDBACK: Question

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: Hello, I noticed on the ripta site that there have been services changes to multiple routes. I rely on bus 50 to bring me to work at Fidelity Investments, and to bring me back into downtown at the end of the work day. I take the 7 am bus from Kennedy Plaza and get to Fidelity Investments at around 7:40 am, and I also rely on the bus to come back into Fidelity Investments at 5:29 pm to bring me back to Kennedy Plaza. There have been instances where the bus never came due to a driver being "lost" or "not knowing" and even intentionally skipping Fidelity Investments stop, and with these service change proposals, I am worried that I, and a handful of other Fidelity associates will be left stranded once again. Will bus 50 still service Fidelity Investments? Again, we rely heavily on it, and it isn't ideal to live in Providence but be left to fend for ourselves in Smithfield with no car.

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 2025-08-06

**From:** [Margaret Kirschner CPA](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]public comment re proposed changes to routes and service  
**Date:** Wednesday, August 6, 2025 3:22:49 PM

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Thank you for the opportunity to see the proposed changes to RIPTA service.

I reside and work in Newport. I rely on the bus route 60 and 63 to attend Church, commute to my job in Middletown, and assist my daughter in Newport.

I also use the bus 14 to Jamestown and buses 60/55 to No Providence for medical appointments.

We have used the bus route 68 to go the YMCA for Rhode Island Social Skills Academy program and seasonally for Easton's beach access, Bellevue Ave. farmers market in Newport and Challenger baseball at Aquidneck School in Middletown.

We are fortunate to have bus service to the airport.

We have taken a trip on the Ferry from Newport to Providence.

Our RI Senator is Mr. Louis DePalma. I have told him at each election time that we are dependent on the buses and we are very grateful for transportation around the state.

RIPTA bus service is very key to our livelihood, health, and safety.

Thank you

Margaret Kirschner

Sent from my iPhone



**From:** [Mase Peterson](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Stop the Cuts  
**Date:** Tuesday, August 5, 2025 11:59:49 PM

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Good evening,

My name is Mase, I'm a resident of the Charles neighborhood in Providence, and I'm writing to your office demanding that you fight to preserve our public transit system.

These cuts, justified under the convenient guise of cost effectiveness and managing deficits, are damaging to the community and disproportionately affect the most vulnerable i.e. poor people, Black people, people of color, disabled folks, etc.

Rather than developing agreeable solutions that keep folks resourced, RIPTA is gutting services that people still need. The aftermath will leave working families stranded. It will leave students stranded. People who need medical care, stranded. People who have no other options, stranded.

I don't know what happens next, but I do know that RIPTA, alongside the state of Rhode Island, is making a huge mistake and needs to act immediately. I and many others are vehemently against these cuts.

Ask yourselves: what are you actually doing to help?

Sincerely,  
Mase

**From:** [Maureen O'Gorman](#)  
**To:** [MarketingInfo](#); [rep-mcnamara@rilegislature.gov](mailto:rep-mcnamara@rilegislature.gov); [sen-appollonio@rilegislature.gov](mailto:sen-appollonio@rilegislature.gov)  
**Subject:** [EXTERNAL]RIPTA cuts  
**Date:** Wednesday, August 6, 2025 3:24:48 PM

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RIPTA provides a vital service to its riders and to the entire state. It is how many people get to work. It keeps cars off the road. It allows students to attend schools and training programs.

The routes that will be cut are vital to the smooth operation of the lives of many of our citizens and are a invaluable part of the economy of the state.

I urge RIPTA and the government of Rhode Island to find a way to avoid cuts to this most important service.

Maureen O'Gorman

**From:** Melinda Lemos-Jackson [REDACTED]  
**Sent:** Wednesday, August 6, 2025 2:24 PM  
**To:** CEO Executive Assistant <ceooffice@ripta.com>  
**Cc:** BoardInfo <BoardInfo@ripta.com>  
**Subject:** [EXTERNAL]RIPTA Service Cuts to South County

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Dear Mr. Durand and RIPTA Board Members,

Many of us who call South Kingstown home are aghast at the planned cuts to service in South County, including:

- Eliminating Route 69-the ONLY route that goes to Narragansett and Galilee and goes by South County Hospital.
- Eliminating Route 65X-the express (park and ride) from Wakefield to Providence.
- Reduced 203 Flex Bus services (no service on weekends and holidays)

While I appreciate there is a major deficit that must be addressed, how can one community bear such deep cuts?

The 69 bus route serves URI students, disabled adults, seniors, and many others who temporarily or permanently cannot drive or have no car.

I speak on behalf of my son and other adults on the autism spectrum living in our community. They rely on the 69 bus and the 203 Flex Bus to get to work, the grocery

store and other locations.

Our community has many seniors, some of whom cannot drive and also rely on RIPTA.

There are also many in South County who struggle financially, the 69 bus route and 203 Flex Bus is a lifeline.

The Episcopal Church of the Ascension on Main Street Wakefield has been a part of this community since 1839. I have gathered 39 signatures of parishioners, visitors and Sunday Supper guests who join me in objecting to these RIPTA cuts.

It is easy to think of South County and its lovely beaches, great restaurants, tourists, and affluent residents. I'm asking you to consider the impact of these cuts on the other South County residents-who need the bus to get from Point A to Point B in their daily lives.

Please consider scheduling changes, fare increases and/or smaller buses.

Thank you for your attention to this matter.

Sincerely,

Melinda Lemos-Jackson

[REDACTED]

Wakefield, RI 027879

[REDACTED]

## CALL TO ACTION-RIPTA SERVICE CUTS IMPACTING SOUTH KINGSTOWN

Due to a \$10 million deficit in the RIPTA budget, many service cuts and route eliminations are proposed. These cuts will be implemented in **September 2025**.

There are proposed cuts and reduction in service that seriously impact South Kingstown including:

**Eliminating Route 69-the ONLY route that goes to Narragansett and Galilee and goes by South County Hospital.**

**Eliminating Route 65X-the express (park and ride) from Wakefield to Providence.**

**Reduced Flex Bus services-eliminating weekend and holiday services.**

There are many in South Kingstown who cannot drive, either temporarily or permanently. For many who can drive and can afford a car and car insurance, the commute to Providence can be overwhelming.

Please consider signing this petition so we can raise our voices to the RIPTA leadership and State leadership. Together we can make sure all South County residents have some level of public transportation.

<u>Victoria Stedman</u>	<u>Sandra Arnold</u>
<u>Mitch Linn</u>	<u>Claudia Brown</u>
<u>Brad Hadley</u>	<u>Barbara Dwyer</u>
<u>Alison Parker</u>	<u>Cheryl Morse</u>
<u>Kim Kelly</u>	<u>and more</u>
<u>John Will</u>	<u>Melinda Lemos Jackson</u>
<u>Blank</u>	<u>Reg Grogan</u>



Tasha Connor      Peter de Wilcitt

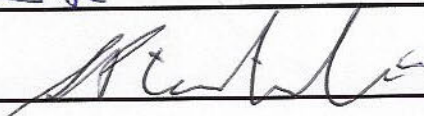
Anita Burke      Rickie Taylor

Betty Jaella      Budgit Mulholland

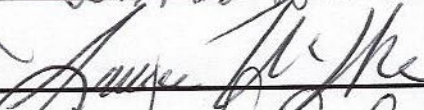
Elizabeth A Gardner      Jim Doulet

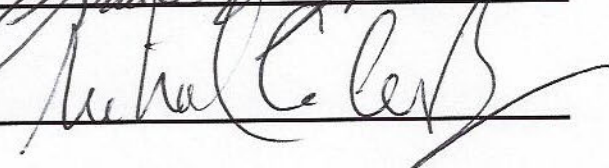
Raymond P. Matteson JR      Mary S. Wojcikowski

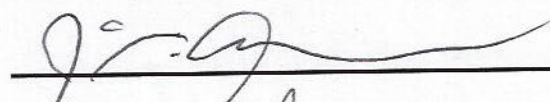
Raymond P Matteson JR

David B Matteson      

Eliza L Matteson      James Williams

RAY XAVIER R. Xavier      

Shannon Reed      



Steve Bentz

Dianne Van Den Hart

Catherine Dale

Phyllis Soelen



**From:** [Mithuni Senadeera](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Urgent Concern Regarding Elimination of Route 69  
**Date:** Tuesday, August 5, 2025 11:32:54 PM

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Dear Sir/Madam,

My name is Mithuni, and I am a graduate student at the University of Rhode Island. I live in Peace Dale and rely heavily on RIPTA's **Route 69 and 66** bus for my daily commute to campus. I use this service at least twice a day, rain or shine. It has been an essential part of my life, allowing me to access education, groceries, and essential services without the need for a car.

In fact, the availability of reliable public transportation was one of the key reasons I chose URI for my graduate studies. The recent announcement regarding the complete elimination of Route 69 has come as a profound shock and has significantly impacted my mental well-being. This route is not just a convenience, it is a lifeline.

Losing Route 69 would be catastrophic. As a student without a car, this bus is my primary and often only means of getting to the university. South Kingstown has limited rideshare options like Uber and Lyft, and walking four miles to campus is unsafe and unrealistic, especially since some roads lack sidewalks.

RIPTA has been incredibly reliable and supportive of students like me. I sincerely hope these service cuts, particularly the removal of Route 69, can be reconsidered. I would be more than willing to advocate, volunteer, or support any effort to keep this route running.

Thank you for your time and understanding.

Sincerely,  
Mithuni

**From:** [Nancy Baker](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment concerning proposed service changes and cuts  
**Date:** Wednesday, August 6, 2025 1:07:09 PM

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**To Whom It May Concern,**  
**Re: Public Comment on Proposed Service Changes to RIPTA Routes 14 and 69**

My name is Nancy L. Baker, and I am a legally blind resident of Wakefield, Rhode Island. I own my home at [REDACTED] where I have lived since 2021. I purchased this property after years of careful planning and saving, specifically because of its proximity to a fixed bus route. I have relied on RIPTA and the ADA Paratransit RIDE program for over 13 years. These services are not a luxury for me — they are a lifeline.

I have been a working, tax-paying resident of Rhode Island for decades. For over 25 years, I have served as the Coordinator for the Rhode Island Governor's Advisory State Rehabilitation Council. I also work locally in Wakefield at Belmont Marketplace. I depend entirely on RIPTA — both fixed route and ADA RIDE — to get to my jobs in Providence and Wakefield, as well as to attend critical medical appointments in Warwick and West Warwick. Without public transit, I cannot work. Without work, I cannot support myself or remain in the home I worked a lifetime to earn.

The proposed elimination of Routes 14 and 69 would completely sever public transit access in Wakefield. It would not only eliminate essential bus service, but also render the ADA RIDE program inaccessible to residents like me. No fixed route within three-quarters of a mile means no RIDE service. That is not an inconvenience — it is a full denial of mobility for people with disabilities.

Let me be crystal clear: if you cut these routes, you are cutting me off from my livelihood, my independence, my healthcare, and my ability to live safely in my own home. The implications are not theoretical — they are immediate and devastating. I will be forced to sell my home. I will have no choice but to move to an urban area where I do not feel safe or, worse, face homelessness. After a lifetime of work, I am being pushed to the edge by a decision that treats my life as collateral damage.

I am not asking for special treatment. I have never relied on handouts. I am asking — demanding — not to be forgotten or discarded. Public transportation is a public service. It must serve *all* of the public — not just the most profitable routes or the most populous areas. Cutting these routes effectively tells people like me that our lives, our contributions, and our needs don't matter.

How am I supposed to work?

How am I supposed to get groceries, get to the doctor, pay my mortgage, survive — let alone age with dignity in my own home?

This is not an overreaction. This is my *life*.

One route cut = everything I've worked 67 years for — GONE.



I urge you — in the strongest terms possible — to reconsider these cuts. Find a way to maintain fixed-route service in Wakefield, or at the very least ensure continued access to ADA Paratransit RIDE services for those of us who depend on it for our survival.

With respect — but also deep anguish and anger,

**Nancy L. Baker**

[REDACTED]

Wakefield, RI 02879

( [REDACTED]

**From:** [Pat Foley](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Commentary on proposed service cutbacks  
**Date:** Wednesday, August 6, 2025 10:49:28 AM

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Let me start by saying - you will never cut your way to success. Transit systems must generate revenue to survive and prosper. Once you've paid your fixed costs, generating increased revenue adds no, or minimal incremental cost. So it is hard to imagine, that not having solved, and in fact having worsened your revenue deficiency, you won't continue facing deficits and cutting service next year and beyond - until there is nothing left to cut. It appears highly likely that, looking at the sparseness of your proposed service model, RIPTA has already entered an inescapable death spiral.

Second, your proposed cutbacks all but ensure that what few discretionary riders, like me, who remain, will seek alternative transportation options. I choose to ride RIPTA because for many of my trips it is reasonably convenient; gets me where I'm going for a very low cost; and allows me to leave the car at home; reducing road congestion, parking fees and pollution; and because I want to support the denser residential and commercial economic development that an effective transit system enables. Your cuts completely undermine any argument I could make - to myself or others - that riding RIPTA is a prudent financial and environmental decision. Without your discretionary riders, you lose significant advocacy and financial resources as your remaining customers, who have no or very limited alternatives, have to settle for the remaining terrible service you offer.

Third, and I'll cite only one egregious example here, though there are plenty of others - RIPTA leadership has failed to generate increased revenue from the investments it has previously made. The Downtown Transit Connector invested something like \$20 million to deliver an integrated, high frequency transit connection between the Amtrak station and Hospital District. As a regular user of that service, I can tell you that buses DO NOT arrive every 4-5 minutes as originally touted. A person who is not aware of the DTC would have no idea it exists given the absence of marketing and paucity of wayfinding associated with the corridor. A prospective rider emerging from the Amtrak station would only find a shelter with signage for the R-Line (which of course doesn't even go to the Hospital District) and no real-time travel clock. There's no indication of the routes involved and where they go, or the connections available to other RIPTA services. While the Hospital District shelter has a real-time travel clock and some basic DTC signage, there's, again, no indication that all the buses arriving there could take you to the Amtrak station in 10 minutes and other potentially useful bus connections in five. So unless a rider is leveraging a transit app and your buses make their connections and those connections don't require an extended stay in the derelict environs of Kennedy Plaza, why would any prospective new rider even consider RIPTA - most probably barely know it exists.

Finally, well, there plenty more to criticize but I'm sure you get my concern/frustration, so I'll end on the collective leadership failures that have brought RIPTA to its current state:

- Mr. Durand, his leadership team and predecessors suffer from an extreme lack of imagination, drive for success, and customer-centric service delivery. Public transit is not about moving vehicles over roads. It's about helping our state invigorate and extend its economy, and enabling travelers to achieve their daily

outcomes at a reasonable cost and without undue friction and frustration.

- Our political leaders at the state and municipality levels should be RIPTA's biggest advocates and supporters. Rhode Island's relative density and small size make it a perfect laboratory for devising and delivering effective and economic transit solutions. Treating as a system of last resort for those without other options becomes a self-fulfilling outcome. Those with the least means, fewest options and little voice are forced to accept continued deterioration of their ability to meet their daily commitments, much less have any opportunity to advance - because more and more of their time is spent just getting the basics accomplished. And those of us who would be the discretionary riders that could provide more revenue and advocacy will cut our losses as service continues to deteriorate. It is clear from the comments of the governor and state legislative leaders that they consider RIPTA a service of last resort and not a statewide economic enabler.
- Local cities that are trying to encourage denser, less car-dependent development also seem to have given up on RIPTA as an enabler of more economically robust neighborhoods. Ride hail services have been allowed to skim the discretionary rider by using venture capital dollars to subsidize their costs while avoiding full allocation of the impact their traffic causes on our public spaces.
- A state committed to balanced transportation options has the economic levers to ensure that balance occurs and that all citizens have access to homes, businesses, jobs, schools, shopping, health care appointments and additional travel options at airports, rail and bus stations.

RIPTA's and its responsible parties' failures on multiple levels are a reprehensible abrogation of your commitments to our citizens.

Sincerely,

Pat Foley

**From:** [pattif311@gmail.com](mailto:pattif311@gmail.com)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus route 64  
**Date:** Wednesday, August 6, 2025 1:59:32 PM

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Good morning. I am writing because I am a rider of bus 64 and I am asking that you do not cut service so dramatically. I can understand a few less trips but reducing the route to inly 2 trips daily is extreme. I think when addressing cuts to service you should consider that other than the bus or a car, there is no way to get to Jamestown or Newport. For people working or going to college classes, this is a devastating change to livelihoods. I only take the bus twice a week but rely heavily upon it as I cannot ride my bike to work.

Please consider leas of a reduction of trips for route 64.

Thank you

Patricia Federico

Narragansett Resident

**From:** [Paula Hudson](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]elimination of bus routes  
**Date:** Wednesday, August 6, 2025 3:11:02 PM  
**Attachments:** [image001.png](#)

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Good afternoon,

Better Lives RI is a 501(c)3 social service agency that has been serving the residents of Rhode Island for 51 years. Last year we fed over 26,00 individuals at our food pantry and our weekly community meal site. We served over 325 homeless individuals through our Day Center and homeless outreach programs.

Should this proposed slashing be executed, it will adversely affect thousands of our shoppers, diners and homeless clients who depend exclusively on public transit to get groceries, have a hot meal and get to court appointments, meet with their case managers, get to and from their tent encampments.

We strongly urge you to rethink the proposed cuts and petition the legislature for more money and be creative in how you are allocating your funds. If you must cut, cut the large administrative costs and leave the basic services in tact.

Respectively,

 <p><b>BETTER LIVES</b> Rhode Island</p>	<p><b>Paula Hudson</b> Executive Director</p> <p><i>Bringing Hope to the Homeless and Food to the Hungry Since 1974</i></p> <p>(401) 454-7422 x100 Office <a href="mailto:phudson@betterlivesri.org">phudson@betterlivesri.org</a> 12 Abbott Park Place Providence, RI 02903 <a href="https://betterlivesri.org/">https://betterlivesri.org/</a></p>
---	--

**From:** [Rhea D"](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Re: [EXTERNAL]RIPTA cuts, Rider input  
**Date:** Wednesday, August 6, 2025 8:57:50 AM

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Please also consider it essential for people to be able to get their groceries and to pharmacies, for day to day needs, as well as medical appointments, etc

Thank you

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**From:** [Rhys Johnstone](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public Transportation is Critical  
**Date:** Wednesday, August 6, 2025 11:55:07 AM

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Good afternoon,

My name is Rhys Johnstone and I am a resident of Westerly, RI 02891. I am writing to express my disagreements with the proposed service changes to RIPTA routes.

Many Rhode Islanders don't have the luxury of owning their own personal vehicle. This is especially true for lower-income families. Without fast, reliable public transportation options, these people will struggle to get to job centers, grocery stores, doctors offices, and many other essential services.

As a resident of Westerly, RI who doesn't own a car, I will be personally affected by the total elimination of the 95x route to Providence. This will prevent me from accessing that job market, a regional hub for the healthcare industry that I am looking to enter.

These proposed service reductions and eliminations will disproportionately impact lower-income communities and create an even more car-dependent Rhode Island. As our climate continues to change, our state needs to focus on providing more public transportation options to get people out of their cars and reduce greenhouse gas emissions. Cutting service will do just the opposite creating more traffic, emissions, and car accidents.

This is incredibly short-sighted by Rhode Island. The Rhode Island government must do better to provide BASIC transportation services to its citizens. Our state, and the country as a whole, continues to lag behind the rest of the world in public transportation infrastructure.

Restore RIPTA funding and DO NOT cut service.

Thank you for your time.

Best,  
Rhys Johnstone  
Westerly, RI

**From:** [Richard Brederson](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA  
**Date:** Wednesday, August 6, 2025 11:01:08 AM

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I write to oppose the proposed reductions & eliminations of bus routes.

Many members of our community, many of whom we call clients, have disabilities, do not have a Driver license, struggle with economic hardship and otherwise rely on public transportation.

Additionally, as an advertiser, we have spent six figures in financial resources in marketing on buses which would be adversely affected.

Richard P. Brederson, Esquire  
Brederson Law Center, LLC

[REDACTED]  
Providence, RI 02908  
[REDACTED]  
[REDACTED]

THIS MESSAGE IS ONLY INTENDED FOR THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION OR MATERIAL THAT IS CONFIDENTIAL, PRIVILEGED AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR PLEASE NOTIFY THIS OFFICE AND DELETE THE SAME.



**From:** [Robert Santurri Jr.](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed RIPTA Changes  
**Date:** Wednesday, August 6, 2025 10:12:24 AM

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Good morning,

I would just like to write a brief statement in opposition to the elimination or reduction of RIPTA services. I won't belay a point repeated by many others but instead speak to my own personal experience.

When I first got out of college (RIC Grad) I worked in downtown Providence and did not have a car at the time. The ability to take the 21 and or 22 bus on a daily basis made it possible for me to get to work in a timely fashion and get home.

I don't work downtown anymore and now drive a car to my better accounting job in Warwick.

However, this wouldn't have been possible without my initial employment in Providence and without RIPTA. I would hate to see others lose out on the same kind of opportunity I had to better themselves because the services they need don't exist anymore.

Thank you,

Robert Santurri Jr.



Cranston, RI 02910

**From:** [Ryan G](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]No to proposed RIPTA service cuts  
**Date:** Wednesday, August 6, 2025 11:04:37 AM

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Dear RIPTA representative,

I am writing to you to express my displeasure with the proposed RIPTA service cuts scheduled for September 2025. These will have a significant, negative impact on our community (myself included whom has heavily relied on these buses for years due to the lack of other transportation in southern RI as I do not own a car). The following was outlined at the proposed RIPTA budget cuts meeting on 7/30:

Flex Bus 203 will no longer run on weekends and holidays.

Route 69 (the *only* route to Narragansett and Galilee) will be eliminated.

This does not provide ANY method of public transportation for access to Narragansett (including grocery stores, doctors, restaurants and retail locations that offer employment). Route 69 also stops at South County Hospital - this may put ordinary people at increased health risk!

Route 64 (Newport/URI/Kingston) will have no Saturday service, & the Route 65X (express) Wakefield to Providence Park & Ride will be eliminated.

These cuts and reductions will directly impact URI students and seniors.

- The cuts also tremendously impact people with disabilities who need to navigate the area for work or services.
- Neighbors who live here and work in Providence will be forced to drive or find other work (decreasing RI's economic growth).
- These cuts will disproportionately impact people with disabilities and people of color by preventing them from accessing basic public services whereas other methods of transportation may be unavailable due to higher cost.

I implore you as a citizen to ensure these services are not removed for the sake of ordinary Rhode Islanders who rely on RIPTA daily.

Thank you,

Ryan Gray

**From:** [Samantha Garcia](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Cuts Concerns  
**Date:** Wednesday, August 6, 2025 11:53:40 AM

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Dear RIPTA Team,

In light of recent news, in which the state will be choosing not to fully fund RIPTA moving forward. I have some serious concerns with the viability of being a resident in a state that does not prioritize its everyday people who rely on this essential part of public infrastructure.

This decision would go against our climate goals, education access, public health, and economic mobility - all key parts of society that promote health, safety and financial prosperity.

The people impacted would be the same people who are providing you with your Dunkin' runs, your gas station maintenance, and your day-to-day essential labor force.

As a New Yorker now residing in the Ocean State, I am shocked and concerned that this even needs to be addressed. What makes NYC a successful bustling landmark for millions of people around the world is its robust public transportation system.

As a Providence resident, I moved here because I saw great potential in living in a state that prioritized creativity and community. I am keenly aware that Providence is not NYC and is not trying to be NYC. However, there is something to say about the economic success, mobility, and opportunities accessible in a city (and state) that has strong infrastructure around public transportation.

Quite frankly, it is asinine to even consider gutting the only public transportation available in this state. Instead of protecting the economic prosperity, freedom, and upward mobility that the American people root their patriotism on, this decision is a sure fire way of ensuring you fail as a government body in protecting the rights of your constituents and the future of the state who put their trust in you.

Please get your head out of your asses, and consider the thousands of people who will be directly impacted and debilitated by these service cuts.

You would be directly impacting people's abilities to get to work, and provide food on the table, with the proposed service cuts, frequency cuts, and most horrendous of all entire route cuts.

Seriously, gutting the only public transportation in such a central hub of a city (and state), next to Boston, is insane...

I urge you as a resident of Rhode Island to reconsider what would be a colossal failure and disrespect for the American people you vowed to serve.

With serious concerns for our future as a state,

Samantha Marie Garcia

Skidmore College '19

*pronouns: she/her*



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**From:** Furtado, Susan [REDACTED]  
**Sent:** Wednesday, August 6, 2025 9:42 AM  
**To:** Customer Relations <CustomerRelations@ripta.com>  
**Subject:** [EXTERNAL]Comments on Route Elimination

Dear RIPTA,

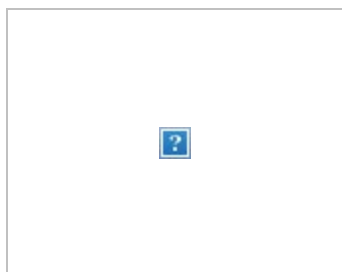
I was unable to attend the public hearings regarding the route cuts, but wanted to voice my concerns. I have been riding the 95x for about 19 years. This resource has been invaluable to me for many reasons: the cost of gas, wear & tear on my vehicle, environmental impact, safety, and the poor parking options at Brown University. In the past few years, I have also started to experience vision challenges in the dark. This greatly concerns me as I will likely have to start driving to work beginning with the route cuts.

I do understand that there is a significant ridership issue, as I frequently ride the bus with fewer than a half dozen people. My question is, why go from 3/4 routes inbound and outbound to none? Wouldn't there be some value in offering one trip each day, at least as a trial? I expect many of us would try to adjust our work schedules if it meant being able to continue to ride the bus even if it was at less convenient times, vs not at all.

Lastly, I actually live in West Warwick (I take the bus from the Exit 7(21) Park & Ride. It seems like once the 95x is eliminated there won't be any timely options for getting into the city. I could've switched to the 12x (less convenient, but do-able), but you're just wiping out everything. I don't understand that, and that's what prompted me to write.

Thank you for letting me share my thoughts.

Susan



**Susan M. Furtado**  
Assistant Director, Billing & Scholarships  
Division of Pre-College and Undergraduate Programs  
Brown University | Box 1851 | Providence, RI 02912  
[REDACTED]  
[REDACTED]



**From:** [Stephen Twining](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Testimonial (with impressions!)  
**Date:** Wednesday, August 6, 2025 1:09:52 PM  
**Attachments:** [1754316680270.png](#)

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Please note:





**S.J. Twining** • 3rd+

Writer | Editor | TTRPG Designer | Artist  
2d • Edited •

[+ Follow](#) ...

[Andrea Palagi](#)

Hi there,

Lots of folks, including my autistic son, rely on these essential services.

Please advise the governor to take actions against these proposed cuts.

One cannot eliminate the Saturday line that goes down the oldest road in the United States, Post Road/Main Street USA.

[Rhode Island Public Transit Authority](#)

[#transportation](#) [#transit](#)

<https://lnkd.in/e2uVT65p>



**Tell Governor McKee: It's Time to Fully Fund RIPTA**

[actionnetwork.org](http://actionnetwork.org)



Mr. Christopher Durand  
Chief Executive Officer  
Rhode Island Public Transit Authority  
705 Elmwood Ave.  
Providence, RI 02907

August 6, 2025

Dear Mr. Durand,

I am writing to you regarding the Rhode Island Public Transit Authority's recently proposed service reductions and their impact on the University of Rhode Island. The planned cuts in route frequency and service hours and the potential elimination of entire routes would significantly impact the University of Rhode Island (URI) community, particularly our students who rely on public transportation for access to URI as well as to services off our campuses.

As Rhode Island's public land-grant institution, we serve more than 9,000 in-state students and 8,000 out-of-state students each academic year. One of the state's largest employers, URI employs approximately 4,000 total staff and faculty.

We understand that RIPTA is proposing significant cuts to service for the following lines:

- **Route 64 (Newport/URI Kingston):** Reductions in weekday daily service, including the elimination of Saturday service
- **Route 66 (URI/CCRI/Providence):** Reductions in daily service, weekdays as well as Saturdays
- **Route 69 (Narragansett/Galilee):** Route elimination
- **Flex 203 (URI/Narragansett/South Kingstown):** Elimination of weekend and holiday service
- **Route 65x (Wakefield Park and Ride):** Route elimination

All of the routes noted above provide vital public transit connections for URI students and employees. Specifically, I would like to highlight the following concerns:

- **Route 64** provides access to URI from Newport and Jamestown for members of our community. But more importantly, Route 64 is the only major route serving URI's Narragansett Bay Campus. The proposed 78% reduction in service would drastically limit access to this critical research facility, a major economic engine in Rhode Island's Blue Economy.
- **Route 66** is the major access line for members of our community between all points north of the Kingston Campus, including RIPTA's main hub in Providence. Presently, Route 66 experiences significant overcrowding during peak travel times during the academic year, especially since Route 66 additionally services CCRI in Warwick. The proposed 50% reduction in weekday service will only aggravate this overcrowding, making the route less accessible and reliable for our students, faculty, and staff.



- **Route 69** is the only public access route for URI community members from Narragansett and South Kingstown, locations where many URI students live during the academic year. In addition, Route 69 provides a vital connection to essential local services to many URI students who live on campus. The full elimination of Route 69 would have a severe impact on members of the URI community, many of whom depend on it for daily transportation to and from classes, work, grocery stores, pharmacies, and off-campus housing.
- While **Route 65x** does not directly service the URI Kingston Campus, the elimination of this route will break an important link for our students who live in Narragansett, South Kingstown, and North Kingstown to services and family in and around Providence.
- The elimination of **Route Flex 203** will reduce the ability of our off-campus students to access vital services locally within Narragansett and South Kingstown. The elimination of Route Flex 203 combined with the reductions in service on other routes that service URI will create a significant hardship for our stakeholders living in these communities.

URI relies on dependable public transportation to support the academic, professional, and personal success of our students, faculty, and staff. Many of RIPTA's proposed reductions in service – including the elimination of entire lines on which our community relies – will not only hinder access to higher education for Rhode Islanders, but will also negatively affect equity and the overall well-being of our campus community.

The University of Rhode Island is the state's flagship public university – serving as a resource and economic engine for the state. URI welcomes the opportunity to partner with RIPTA to seek collective solutions to the challenges RIPTA currently faces in order to ensure access to public higher education for our students, faculty, and staff.

Kind regards,

A handwritten signature in cursive script that reads "Marc Parlange".

Marc B. Parlange, Ph.D., P.Eng.  
President

CC:

Governor Dan McKee

RIPTA Board of Directors: Chairman Peter Alviti, Vice Chair James Lombardi, Treasurer James Leach, Secretary Patrick Crowley, Normand Benoit, Marcy Reyes, Heather Schey, Vincent Masino, Bernard Georges

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 9:52 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Josefina Grijalvo

[REDACTED]

Warwick, RI 02886-9324

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 10:02 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
John Cole

[REDACTED] Middletown, RI 02842-6079

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 10:06 AM  
To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

As a regular rider of the R line, Route 1, and Route 66, I'm writing to ask you to fully fund RIPTA. As a member of NEARI, I believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

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If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

It is your job to fund public services, which includes public transit. Do your job. Ensure RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Frances Webber  
[REDACTED] Providence, RI 02906-1891

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 3:39 PM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

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If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
ELizabeth Ballou  
[REDACTED] Providence, RI 02909-1032

-----Original Message-----

Sent: Wednesday, August 6, 2025 4:10 PM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

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The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

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The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Meng Gao

Kingston, RI 02881



-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 10:21 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

I am absolutely shocked and dismayed to hear about the proposed cuts to RIPTA bus service. I live in South County and rely on these services every day, and the proposed cuts would leave so many members of our community stranded.

I work at the URI bay campus and take 64 for my daily commute. Typically riding with me are my colleagues who don't have cars and have no other way to get to campus. I also love riding route 64 to Newport for Saturday daytrips. The slated cuts to route 64 would take away those weekend trips for me, and depending on the times that are chosen, the new schedule may not work as a commuting option for me at all. I really value the flexibility that's offered by the current schedule, because as a graduate student we don't always have consistent day-to-day hours.

I also ride route 69 regularly. I did so just yesterday in order to go down to Wakefield. I regularly see the 69 with a solid handful of passengers, and sometimes practically full, and I just can't understand the rationale behind cutting this bus which evidently has really good ridership, and is the backbone of the South County transit corridor.

Not only would reducing and removing routes strand transit riders, but there are numerous knock-on effects that make our state more dangerous and less livable for everyone. Everyone hates traffic - and public transit is the ONLY viable solution to traffic. It will just get worse if we take away the buses. Not only that, but our roads will get more dangerous. I have personally witnessed my own partner hit by a car right in front of my eyes and it just further disgusts and enrages me that our response to routine driver violence and dangerous negligence is simply to shrug our shoulders and continue forcing our residents into car dependency. These policies hurt people economically, they force people who shouldn't or don't want to drive into driving, regardless of whether or not they can do so safely, and they only further reinforce the disastrous American approach of investing all our resources into car-dependent infrastructure - a true dead end of transportation.

We all deserve to live in a state that provides its people with options, and builds our infrastructure democratically. All it takes is a little imagination to picture a world where we can actually get where we need to go without having to move ourselves in the most dangerous and least energy-efficient way possible. Massachusetts understands this which is why they are expanding their transit services. New York understands it too, which is the reason why places like New York City are even worth visiting. I am sick and tired of my world and surroundings being full of wasted space, inaccessible to me and to everyone and everything except for cars.

Furthermore, I can never understand this absolute double standard that RIPTA receives so much pressure to be profitable, and yet we can appropriate whatever funds we want for the Department of Transportation. The DOT budget is practically 6-7x that of RIPTA and yet never once have I heard any argument that they aren't being fiscally responsible. We simply take for granted that we need to spend nearly a billion dollars every year on our roads and bridges, because it is essential to our way of life and our commerce. How come that same logic is never applied towards public transit, which is a public resource, and deserves to be funded by taxpayers regardless of how much profit it produces?

If Governor McKee and the state legislature allows these cuts to go through, then I don't ever again want to hear Rhode Island leadership claiming that we are meeting our climate commitments, or prioritizing our citizens. These cuts MUST be corrected if we want to keep moving in the right direction, to create a place where people want to live and can do so safely.

Sincerely,

Madeline Sprague

[REDACTED] Kingston, RI 02881-1775



-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 10:43 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Kristen Hogan

[REDACTED]

Greenville, RI 02828-1311

-----Original Message-----

From:

Sent: Wednesday, August 6, 2025 10:53 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Calla Pederson

Wakefield, RI 02879-2345

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 11:19 AM

To: BoardInfo <[BoardInfo@ripta.com](mailto:BoardInfo@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear Board of Directors RIPTA Board of Directors,

Please don't make Rhode Island more dependent on cars than it already is! Infrastructure to support biking and/or walking is extremely limited in Rhode Island, as are affordable housing options (especially for young people). These factors together force Rhode Islanders to own cars in order to commute long distances to school or workplaces, which is both expensive and bad for the environment. RIPTA bus lines are the only option for some of the most vulnerable citizens of our beautiful state. We should be reinforcing public transport options rather than cutting them down. Cuts to RIPTA will only hurt Rhode Islanders and further isolate our communities!

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

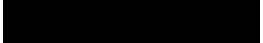
The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Jane Carrick

 Coventry, RI 02816-5134

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 11:47 AM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Jesse Crichton

[REDACTED]

Rumford, RI 02916-3223

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 12:50 PM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Pamela Hallene  
[REDACTED] Providence, RI 02905-2313

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 8:29 AM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Todd Linton  
[REDACTED] Cranston, RI 02910-2216

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 8:08 AM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

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The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Sarah Boehm

[REDACTED] Warwick, RI 02888-1222



-----Original Message-----

From:

Sent: Wednesday, August 6, 2025 7:33 AM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

My daughter took this route to URI the entire time she was a student there. We live in MA and she didn't have a car, so we drove her to Kennedy Plaza on our way to work and then picked her up there at the end of the day. Without the bus, she wouldn't have been able to attend URI.

I teach at the CCRI Warwick and Lincoln campuses. Many of my students take the bus to school. Please fund this critical resource for people who are learning skills that will be essential to Rhode Island's economic future.

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Maggie Burke

 Somerset, MA 02726-5224

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 7:23 AM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Sheryl MacDougall

[REDACTED] North Kingstown, RI 02852-1928

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, August 6, 2025 6:32 AM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Kelly Korzeniowski

Sincerely,  
Kelly Korzeniowski  
[REDACTED] Attleboro, MA 02703-5950

-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 6, 2025 12:26 AM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Jean DeCoffe  
[REDACTED] Newport, RI 02840

-

-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, August 5, 2025 11:46 PM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Linda Gadoury  
[REDACTED] West Greenwich, RI 02817-2100

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Original Message-----

From: [REDACTED]

Sent: Tuesday, August 5, 2025 11:01 PM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Donna Ashworth

[REDACTED] West Greenwich, RI 02817-2506

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, August 5, 2025 8:48 PM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

I also urge you to do all in your power to increase funding instead, and expand public transportation.

Sincerely,

Sarah Beseme

[REDACTED]

Pawtucket, RI 02860-3302



-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, August 5, 2025 8:39 PM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. Many students, especially in higher education, rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

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For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

As a URI graduate student who has used the 66 to get to and from Providence to Kingston with regularity, I implore you to maintain these valuable services. Please do everything you can to restore RIPTA so we can get to work and all students can access a quality education.

Sincerely,  
Ben Charo

[REDACTED] Providence, RI 02908-3947

-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, August 5, 2025 7:13 PM  
To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>  
Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

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The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,  
Jack renza  
[REDACTED] Hope, RI 02831-1102

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, August 5, 2025 7:11 PM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

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The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Renee Anderson

[REDACTED] East Greenwich, RI 02818-4171

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, August 5, 2025 6:02 PM

To: CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>

Subject: [EXTERNAL]Students need public transportation!! Please save RIPTA!

Dear CEO Christopher Durrand,

As members of NEARI, we believe every Rhode Islander deserves quality public education, from pre-k through college.

That is not achievable without strong public transportation. I work at University of Rhode Island teaching undergraduates the fundamentals of their field and rely on the 69 line to get groceries, go to doctor's appointments, and be an active part of the South County community.

I and a colleague of mine testified about this issue. Here's Celeste's testimony:

[https://www.youtube.com/live/JaJnnPdt9HI?si=Ga42YpUarZ5r5i\\_V&t=6512](https://www.youtube.com/live/JaJnnPdt9HI?si=Ga42YpUarZ5r5i_V&t=6512)

Here's mine: <https://www.youtube.com/live/JaJnnPdt9HI?si=dwgQkq2aAOSrhkil&t=8614>

There is no replacement for public transportation. Rideshares are not an option—they cost 7–25× as much, and you cannot reliably get a ride during peak times. Relying on Über and similar services is not viable, and takes money out of our state.

Many students, especially in higher education, are like me. They rely on RIPTA to get to class. And many educators and staff at institutions such as URI, CCRI, RISD, and Roger Williams take the bus to work.

The proposed cuts to RIPTA will be devastating to Rhode Islanders of all walks of life, and students will be hit especially hard. Many students struggle to afford to live in Rhode Island already. Those who can't afford cars rely on RIPTA to get to work and class.

For example, the 64 route, which you're proposing to cut, is how many students and staff get to URI's Bay Campus, where they do important research that contributes to the blue economy and scientific progress. Graduate Research Assistants and Teaching Assistants who keep URI running rely on this route to get to work, and URI cannot run without them.

The 69 route is how many students who can't afford cars get from Narragansett and South Kingstown to the URI or CCRI campuses or up to Providence. How else can a working-class CCRI, URI, or RISD student from South County get to campus?

If these routes are eliminated, as is currently proposed, you'll be depriving these students an education. And if our members can't get to work, you'll be negatively impacting the entire community.

The impact of these cuts will be huge to thousands of Rhode Island families, including NEARI members and the students we serve.

Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Lane Demaske

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