

**From:** [James Hogan](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Proposed Service Changes Comments  
**Date:** Tuesday, August 5, 2025 10:05:13 PM

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Hello, I hope this email finds you well.

I'm writing today to express my vehement opposition to the proposed service cuts. As a URI student who does not own a car, I rely on transit services to navigate the state I call home. In particular, I often use RIPTA's transit services to visit family. Should the proposed changes go into effect, I would not be able to see my family as often as I'd like to.

I'm fortunate to live in a community that does not require a car or transit services to get through day-to-day life. Others within the state are not so lucky; I know many people who rely on RIPTA's consistent service to get to and from their destinations. This includes, but is not limited to: work, school, recreation, and medical appointments. By cutting service, we would be locking these vulnerable people out of living their daily lives. Flipping the livelihoods of thousands on their heads should not be in consideration for a measly \$10M funding deficit.

Not only would cutting service affect the livelihoods of so many in our communities, it would disincentivize ridership from those who *do* have alternatives. In short, this means more cars on the road, increasing traffic congestion, and therefore road wear. Those who do not have other options will struggle to leave the house. Therefore, the \$10M saved from these measures would be swiftly overshadowed by the cost of road maintenance and economic losses. This doesn't even account for the public safety risk posed by people choosing to drive while intoxicated because transit is unavailable.

The ideal scenario here is for the funding to be bridged by the state government. The recent efficiency report shows that RIPTA is already running with a high degree of efficiency; the deficit is not a management issue, but a political one. Failing this, I'd like to see RIPTA evaluate other options that do not involve reductions in service--such as merging lines and transitioning to smaller vehicles (e.g., vans, minibuses) on lesser-traveled routes.

I sincerely thank you for reading this, and hope to see encouraging news from the agency soon.

James

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James Hogan

**From:** [Nicole V](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public Transit Is Important  
**Date:** Tuesday, August 5, 2025 9:56:30 PM

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Hello,

I am writing as a concerned resident of the state of Rhode Island to express deep concern over the proposed plan to cut certain bus routes.

Unfortunately, not everyone has access to a vehicle. For many seniors, students, low income workers, and disabled residents these buses are a life line.

Removing them limits accessibility to jobs, education, health care, and other basic needs. There is no reason to make every day life harder for some of the states most vulnerable population during the existing economic crisis.

Countless highway projects receive millions in funding year after year while the already weak public transportation system is on the chopping block for “budgeting purposes.” Highways important too but there is a very fine line between balance, and neglect.

A responsible, future-forward state invests in both its roads and public transit to ensure everyone (not just car owners) gets where they need to go.

Rhode Island is a beautiful state and if public transportation is expanded and modernized the entire state would benefit. In addition to better serving residents, it would drive up tourism and boost the economy.

When people can easily get to state beaches, parks, downtowns, and cultural attractions without needing a car, they’re more likely to explore, spend money locally, and support small businesses. Public transportation is not a cost to cut, it’s an investment in economic growth, sustainability, and access for everyone.

Please prioritize long term solutions that benefit the entire state.

Sincerely,

Nicole Vermillion

**From:** [Zoë Mueller](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comments on RIPTA funding and service cuts  
**Date:** Tuesday, August 5, 2025 9:43:08 PM

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Hello -

I am a Providence resident and choice rider within the RIPTA and MBTA systems. I value the freedom and flexibility of public transit and RIPTA service is part of the reason I chose to live in Providence. I rely on RIPTA to get to my offices in Providence and Boston and it is part of why my wife and I can make our life work with one car (a choice we need more people to make). Public transit is the backbone of all urban economies and Providence and Rhode Island is no different. It is essential that state lawmakers and leadership come together to guarantee RIPTA the funding it needs to maintain and enhance current service. The whole region will suffer if it is allowed to degrade in quality and frequency, and our low wage earners, seniors and young people will suffer the most.

Please fund the transit we all rely on. It is a waste of everyone's time and energy that we keep having to fight for the survival of our transit agency. Sustainable, healthy funding streams that match RIPTA's operations should be a given. Stable funding is the foundation of any efficient organization - it is absurd to continue grilling RIPTA on efficiency when the instability created by state funding is draining so much of their resources, requiring repetitive planning for needless service cuts and changes. Treat RIPTA and Rhode Islanders with the respect we deserve and invest in the foundations of our economy, mobility and quality of life. Invest in RIPTA.

All the best,

**Zoë Taft Mueller**

**From:** [Abhi Ke abhi](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Please don't do service cuts on route 21  
**Date:** Monday, August 4, 2025 5:14:35 PM

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Hi,

I use the bus 21 everyday to get to and from work. It's currently exactly on time. If there are service cuts, I won't be able to make it on time.

Please keep the service routes and frequency intact.

Thank you.

**From:** [Alecia Underhill](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Save the BUS!  
**Date:** Tuesday, August 5, 2025 8:56:51 PM

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Dear Sir or Madam:

I am writing to plead my case to save the 9x Express route. I'll be brief. I live in Connecticut and I have a long commute to Providence. Taking the number 9x from Chepachet for the last 15 years or so, has saved me an awful lot of gas and a lot of wear and tear on my vehicles. Taking the bus means less cars on the road, less traffic in the congested Providence area. Fewer cars on the road = fewer accidents. I'll gladly let the RIPTA drivers deal with the snow and slush, the rainy conditions, the heat, etc...while I can get an hour of reading done.

Yes, I am a choice rider, and have options for parking in Providence, but many who take my bus, do not. Providence is going to lose workers, as people look to other options for places of employment where they don't have to pay exorbitant parking rates.

I'm sure you are already aware of the elderly people who rely on the bus, yes...even the 9X, to get their groceries at the Stop and Shop in Smithfield.

A statewide transit system benefits everybody, including the people who do not ride it.

Sincerely,

Alecia Underhill

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***Alecia Barry Underhill,*** [REDACTED]  
[REDACTED]

**From:** [Alessandra Foti](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA CUTTING 69 and 64  
**Date:** Sunday, August 3, 2025 11:11:40 AM

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Good afternoon,

I am reaching out after hearing about the cutting of line 69 and reduced frequency of line 64. Line 69 is essential to all of us Uri students to get and leave campus everyday, being one of the only ways of transport for those who cannot afford a car. Besides line 64 is also essential during weekends for the same exact reason.

Please consider the situation of students at URI and the impact cutting/reducing the frequency of these bus lines would have on our daily life

thank you

Best,

Alessandra

**From:** [Alice Costa](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Alice Costa - Submission Regarding the Possible Elimination of Route # 76  
**Date:** Monday, August 4, 2025 3:13:11 PM  
**Attachments:** [RIPTA - SUBMISSION REGARDING THE POSSIBLE CANCELLATION OF ROUTE 76.docx](#)

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**Good afternoon:**

**Please accept the attached document as my formal submission regarding the above situation going on at the present moment regarding the decisions that RIPTA is going to be making. If anyone from RIPTA would like to reach out to me regarding the attached document, I am more than happy to speak with you.**

**Thank you in advance for your thoughtful consideration of my submission.**

**Alice Costa**

**TO: RIPTA      DATE: AUGUST 4, 2025**  
**REGARDING POSSIBLE CANCELLATION OF ROUTE 76**  
**FROM: Alice Costa**



With this submission to RIPTA, I respectfully request that the points outlined here, please be taken into consideration prior to making a final decision. Unfortunately, I was not able to attend the meeting on Thursday, July 31, at the Pawtucket Library, so I am submitting this document to RIPTA on behalf of not only myself, but for all of the other Route # 76 riders, who were not able to attend and make their voices heard.

1. The Route # 76 is the only means of transportation that I have in order to get to work in the mornings, and then return home late afternoons / early evenings, Mondays through Fridays. I get on the 8:19 am bus at the stop on Benefit Street near Thurber Street, and then take either the 4:19 pm, or the 6:04 pm bus home, depending on whether or not I have to work late.
2. The # 76 route brings several passengers to the Pawtucket / Central Falls Train Station. When I get off at my stop to go to work in downtown Pawtucket, several people still remain on the bus to catch the train - and also - to transfer to other buses that connect at the train station. It seem incredibly sad that so much money was spent on building the train station, to now not have people be able to access it. Many of these people are usually riders that are going to work in Massachusetts.
3. Students that attend Tolman High School ride this bus and get off right in front of the school. If parents are not able to drive their children to school, or they do not have a school bus available to them, they utilize Ripta's # 76.
4. The Fogerty Manor / Elderly Complex is directly in front of the bus stop at downtown Pawtucket. This is located at 214 Roosevelt Avenue, Pawtucket. I personally witness many elderly people get on this bus route at the Stop & Shop that is on Cottage Street, and then get off at the Fogerty Manor Complex. The # 76 route is how they are able to purchase their food.
5. The # 76 travels directly by the Darlington Assisted Living Center located on 123 Armistice Boulevard, of which I have again personally witnessed people in wheelchairs ride this bus.
6. Several Pawtucket Food Pantries are within a short distance of the # 76 route:



- a. Holy Family Parish / St. Joseph Church- located at 195 Walcott Street
- b. Salvation Army - located at 102 High Street
- c. First Baptist Church of Pawtucket - located at 91 Cottage Street
- d. Blackstone Valley Emergency Food Center - located at 75 Benefit St.

7. Countless elderly / senior complexes will be affected by removal of the # 76 route:

- a. Leon Mathieu Senior Center – located at 420 Main Street
- b. Centennial Towers - located at 35 Goff Avenue
- c. Northern Plaza – located at 301 Main Street
- d. Slater Hill House – located at 8 George Street
- e. Slater House – located at 10 Goff Avenue
- f. Towers East Manor – located at 75 East Avenue
- g. Fogarty Manor – located at 214 Roosevelt Avenue – (previously mentioned above)

8. The Pawtucket office of the Social Security Administration is located at 4 Pleasant Street. There are many retirees and soon-to-be retirees that need to visit this office to obtain important benefit information.

9. Pawtucket Post Office - located at 40 Montgomery Street.

10. The Department of Human Services - located at 249 Roosevelt Avenue.

11. People utilize the # 76 route to get back and forth to Stop & Shop on Cottage Street to buy their food. I previously referred to this one on item # 5 above regarding the Fogarty Manor.

12. Armistice Urgent Care - located at 209 Armistice Boulevard. Imagine needing medical attention and not being able to get to this facility.

13. The Walmart Pharmacy - located at 385 Cottage Street for people to obtain their regular medications and other important health aids.

14. The Pawtucket Public Library - located at 13 Summer Street. Children as well as adults utilize this library.

15. The Department of Public Works - located at 250 Armistice Boulevard.

16. There are two banks that are serviced by the # 76 route:

- a. T.D. Bank - located at 430 Central Avenue
- b. Bristol County Savings Bank - located at 215 Armistice Boulevard

**17. Pawtucket City Hall - residents require many services from here. For example, I personally have witnessed many people come in person to City Hall:**

- a. To pay their real estate taxes, especially when paying in cash**
- b. To obtain deeds to their homes**
- c. To obtain marriage licenses**
- d. To obtain birth certificates. When I'm in the City Hall lobby, often times I'm stopped by parents with babies and young children asking for directions to the City Clerk's Office to obtain birth certificates for their newborns.**

**18. Pawtucket City Hall is also where residents come during the day to place their votes during the election season.**

**19. When I am waiting for the # 76 bus to go home after work, within a 5 to 7 minute time span, there are usually 2 or 3 "R-Line" buses that go by me every day. Is there a way to reduce the number of instances that this bus route runs, and move a driver to the # 76 route instead?**

**I thank you greatly for your time and consideration of this document submission as not only my personal request, but for the countless other Route # 76 riders that desperately rely on this bus route, and are not able to have their voices heard.**

**Sincerely,**

**Alice Costa**

**From:** [Amira](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Save the RIPTA!  
**Date:** Tuesday, August 5, 2025 6:56:39 PM

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To whom it may concern:

Dear RIPTA Council,

My name is Amira, and I am a senior at Brown University. I am writing to ensure that the staff at RIPTA do everything they can to protect the RIPTA system and stop the budget cut proposal. As a student living off campus, I heavily rely on the RIPTA to get around Providence and stay connected with not only my school, but the larger Providence community. Brown students aside, these proposed budget cuts will have disastrous effects on Providence residents, particular Black and Brown people. It is your duty to ensure that your constituents have access to public transportation. I implore you to object the budget cut proposal and protect the RIPTA.

Thank you.  
Sincerely,  
Amira

**From:** [Amy Lowell](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA budget changes  
**Date:** Saturday, August 2, 2025 8:59:26 PM

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I am leaving a comment in concern to the route eliminations specifically. I take the 9x bus to and from work everyday and if this bus route was eliminated I would have no other way to get to my job, especially since I don't drive and taking an Uber or Lyft is too expensive with my budget. Please reconsider eliminating 9x and other bus routes, it will greatly impact those who's only form of transportation is the bus or can't afford other means of transportation, thank you.

**From:** [Amy Lowell](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus route eliminations  
**Date:** Monday, August 4, 2025 7:57:02 PM

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Speaking for bus route 9x, it's one routed bus that goes through Pascoag, Chepachet and to Providence. One. There are no other routed buses that come through. Don't cut a bus in an area with limited buses. Cut down the amount of times it passes through in a day but don't cut it out completely, raise the bus fair for all I care too. There are many people who utilize this bus including myself who have no other means of transportation or can't afford other forms of transportation. Elderly, people with disabilities, parents with their children, college students, the working class. How are we supposed to live our lives and support ourselves if a public form of transportation doesn't serve the public rightfully.

Thank you.

**From:** [ANN SHERIDAN](#)  
**To:** [MarketingInfo](#); [Rep. Shanley, Evan P.](#); [rep-shekarchi@rilegislature.gov](#); [sen-mckenny@rilegislature.gov](#)  
**Subject:** [EXTERNAL]Fully Fund RIPTA WITH A CHALLENGE  
**Date:** Tuesday, August 5, 2025 4:31:14 PM

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RI General Assembly needs to fully fund RIPTA for the near future until a needs study is completed beyond the now completed efficiency study. Efficiency should be an on-going effort!

RIPTA desperately needs management that attempt to deliver services to the people who pay – those that don't need subsidy but would appreciate effective transportation

RIPTA needs to concentrate on point to point service and reduce the number of single occupancy vehicles on our roads daily

Easily with the help of Division of Taxation (both income and sales) RIPTA can determine employer location and employee resident and chart bus schedules/destinations accordingly.

There are thousands of hourly workers at Quonset for instance that hog the roads in single-driver vehicles. Why?? Because it is not attractive to do anything less.

A bus at the door to say Lincoln Mall or Center of NE or Narragansett or Newport or???? It can be determined how many people go where to be targeted

The few employee discount bus pass options are too few in number

RIPTA needs to listen to the people. I worked in Providence and paid outrageous parking fees for years because I was not a hourly worker, available flexible buses did not exist. I reached out to RIPTA to suggest that Bus 14 from Narragansett continue down Main Street, East Greenwich, continue on to Post Road to the Park and Ride on Centreville Road or Route 113 (rather than meander slowly down city streets of Warwick and Providence)

There are so many people along Main Street and Post Road in apartments and houses that could have been easily accommodated. But no. I was told that I HAD TO GET A WRITTEN PARTITION FROM POTENTIAL USERS before the idea would be considered. What a joke. Only few of my coworkers took advantage of the company discounted bus passes

Roads are clogged up for hours and not only because of construction. Our roads are just overcrowded. Let's turn the left hand breakdown lane into an HOV lane during commuting hours. Of course the lane may need to be expanded in some areas but in truth should be expanded anyway. How there can be a breakdown lane on any interstate that is a sliver of space rather than accommodate the full width of a car – uncomprehensible.

The General Assembly needs to fully finance RIPRA until a comprehensive plan that combines talent of Division of Taxation, Commerce and Transportation to create more point to point routes that would be attractive to workers ie taxpayers.

A NEEDS plan be should be created with targeted results such as

- A plan must be to reduce the number of single occupant drivers off the roads during commuting hours.
- A second need is to encourage drivers to use street surface roads rather than the interstate while traveling just one exit!
- We also need a state law prohibiting municipal employees from the interstate, exclusive of emergencies. How many times do you see municipal cars getting on a one ramp and off at the next! If for no other reason they should be on the streets that pay their salaries so that they can monitor action in their own municipality.
- Smaller buses that are easier to handle could attract more drivers
  - o Why not Warwick Mall and Garden City, Lincoln Mall, Wickford, Park n Ride, etc to hospitals during visiting hours so we can avoid the hassle of over-crowded and expensive parking. I paid \$6 per day visiting a friend in the hospital ... part of that was driving around to find parking spot! Many people hesitate to visit friends and relatives because of the parking and road conditions. Not how a 'public transit' service needs to service its population,
- Flexible hours that might accommodate stay at home parents that might want to be drivers of smaller busses.
- Suggestions for route needs should be solicited from every council person in the state.

Yes, the results may be costly with gas tax revenue declining with a reduction of single driver vehicles on our roads, But, there will be an increase in safety and mental health of the now frustrated road warriors if RIPTA can provide better services and fewer single occupancy vehicles on the road.

If RIPTA cannot better serve the population of Rhode Island, then sell/give the bus company to Providence and let it provide services exclusively to Providence residents which it almost does now.

Ann Sheridan

**From:** [REDACTED]  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]  
**Date:** Sunday, August 3, 2025 1:53:39 PM  
**Attachments:** [text.000000.txt](#)

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I am 65 year old woman who has to work. I take the 23 bus to ccri, then transfer to get to and from work 4 days per week. If you eliminate this bus, my nearest option would be the 13 bus 1 and 1/2 miles away. This would cause quite a hardship for me especially in bad weather. I cannot afford Uber or lyft prices. And it will add an extra hour to my already (with travel) 10 hour days. Please reconsider.

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**T-Mobile**

This message was sent to you by a T-Mobile wireless phone.

**From:** [Bobbie Hunger](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA cuts  
**Date:** Tuesday, August 5, 2025 8:38:12 AM

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When people ride the bus, they depend on this service to get to work and back. They may not be able to afford a car. If we take their services away, how will they be able to work or go to the grocery store? Let's not put these neighbors and friends into further poverty.

What's happening to our city? The 'haves' get more, the 'have-nots' get less.  
Barbara Hunger  
Providence, RI



**From:** [Becka Carroll](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Opposition to RIPTA cuts  
**Date:** Tuesday, August 5, 2025 4:30:09 PM

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To whom it may concern,

My name is Becka Carroll and I am a lifelong Rhode Islander; my family has been in the Cranston area for generations. I am writing to express my opposition to the proposed service and route cuts, as they will have devastating consequences that will ripple across every single community in Rhode Island.

As a broke student in undergrad, the only way I was able to get from my parents' house in Chepachet to URI to take classes during the summer -- which was the only way I was able to graduate in 4 years with 3 majors -- was to take the 9 and 66 bus lines. If those routes hadn't been available, or if the 9 had had even fewer route options than it did 10-15 years ago, it would have been impossible for me to get to school. That would have fundamentally altered the trajectory of my life, my career, and my entire future.

Additionally, my mom was a public school teacher in Warwick for over 25 years. During that time, she was diagnosed with a degenerative eye disease called retinitis pigmentosa, which has gradually stripped her of her vision and eventually caused her to stop driving altogether. The only way she was able to commute to work was via the RIdE program for passengers with disabilities. Even still, there were times when she had to pay for an Uber or a taxi because the RIdE program was not sufficient to bring her where she needed to go for daily life, and we were in a one-car household, which my dad needed to get to work.

These are just two personal examples of the need for a reliable, consistent bus service. As the smallest state in the country, we should have the best, most accessible public transit system -- instead, the Governor fails to find \$10 million in a \$14 billion budget to fully fund what is, without a doubt, a public service and a public need.

Further, elimination of routes and reduction of service will only exacerbate the traffic and road infrastructure problems we have in our state. Imagine the Washington Bridge with thousands MORE cars stuck in logjam traffic, rather than people being able to take the bus. Why do we continue to write blank checks to RIDOT, which is fraught with corruption and mismanagement, yet refuse to fund public transit?

Please do everything in your power to preserve RIPTA routes and service so that Rhode Islanders can continue to get to the places they need to go. If these cuts move forward, the damage will be irreversible and felt in every single corner of our state. Transit is a lifeline and must be preserved and expanded.

Thank you,  
Becka Carroll, MPA  
[REDACTED] Cranston, RI 02910

**From:** [Ben McInnis](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route Changes  
**Date:** Tuesday, August 5, 2025 6:30:44 AM

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To Whom It May Concern,

My name is Ben McInnis. I work at New England Institute of Technology and am a resident of West Warwick. I take both the route 23 bus and the route 16 bus to get to work. If either of these routes were canceled, I would not be able to get to work.

I thought about using the route 13 in the event route 23 closed, however, its schedule does not allow enough time to pick up the route 16; especially in the event of delays. I urge you not to cancel either of these routes. Further, it is reprehensible that RIPTA is even considering canceling any of these routes. The citizens of Rhode Island depend on public transportation and the closure of these routes impact those citizens ability to live and work.

These proposals are being made by individuals employed by RIPTA who are not effected by the consequences of their decisions and who have no care for the people these decisions effect. Perhaps they should ride these routes themselves and look the people in the eyes that they are considering making jobless and potentially homeless just to put few more dollars in their already overly inflated pockets.

Sincerely,

Ben McInnis

**From:** [Bob Segal](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 92 cutbacks  
**Date:** Tuesday, August 5, 2025 8:58:37 AM

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*I am urging you to protect Route 92 and preserve full service to the East Side and Fox Point. Having no service on weekends would create a hardship for seniors and for people who work weekends and rely on the bus to get to their jobs.*

*Thanks.*

*- Bob Segal*



[Sent from Yahoo Mail for iPhone](#)

**From:** [Brenda Starble](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed cuts  
**Date:** Monday, August 4, 2025 4:48:24 PM

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Good afternoon,

I am writing to express my concern about the proposed budget cuts. I utilize the 95X route on a regular basis.

I understand the need to balance your budget; however, to eliminate most of the commuter routes seems Draconian and creates commuter problems for passengers from outlying areas of our City/State. I suggest cutting back the number of routes each day. I cannot speak for other commuter routes, but the 95X has three trips in the morning, one in the afternoon, and three trips in the evening. I suggest having two trips in the morning and two trips in the late afternoon/evening.

I also suggest raising the fare charged – I would not be opposed to paying \$3.00 each way.

Thank you for your attention to this matter.

Brenda Starble

Brenda T. Starble



Providence, RI 02903



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**From:** [breta.combs](#)  
**To:** [Carol Hagen McEntee](#); [sen-sosnowski@rilegislature.gov](mailto:sen-sosnowski@rilegislature.gov); [MarketingInfo](#)  
**Subject:** [EXTERNAL]URGENT Concerns Regarding Proposed RIPTA Service Cuts in South County  
**Date:** Monday, August 4, 2025 9:02:11 PM

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Dear Rep. McEntee, Sen. Sosnowski, and RIPTA Designee,

I'm reaching out from the South County area with deep concern regarding the proposed RIPTA service cuts. These changes are unreasonable for a community that is already isolated and lacking in public transportation infrastructure—particularly for individuals with disabilities.

I have been an advocate for people with disabilities for over 20 years, and the ongoing decline in RIPTA services since COVID has already had a significant negative impact—despite claims to the contrary. The reality on the ground tells a different story.

From what I understand, the following changes are proposed:

- **Flex Bus 203:** Elimination of weekend and holiday service.
- **Route 69:** Complete elimination. This is the **only** route serving Narragansett and Galilee.
  - This would sever access to critical destinations including South County Hospital, Stop & Shop, doctor's offices, restaurants, and retail employers.
- **Route 64** (Newport/URI/Kingston): Elimination of Saturday service.
- **Route 65X** (Wakefield to Providence Park & Ride Express): Complete elimination


These changes would remove *all* public transportation options for Narragansett and surrounding areas, leaving individuals—especially those with disabilities—with no feasible way to access employment, medical care, or community life.

I respectfully urge you to work with RIPTA to reconsider these cuts or at the very least explore viable alternatives. The disability community deserves equitable access to transportation and the opportunity to live independently in the communities they call home.

Thank you for your time and attention to this urgent matter.

Sincerely,



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**From:** [carolyn.birnbaum](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Do NOT Cut Service  
**Date:** Tuesday, August 5, 2025 9:01:15 AM

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Cutting RIPTA service, especially in Providence, is a HUGE mistake. We can't talk about a vibrant downtown, creating more biotech jobs, keeping businesses like Hasbro in RI and luring more businesses to the city when there is no infrastructure to support them. My daughter just graduated from college and took a job at RI Hospital with a huge perk of being able to ride the No. 1 bus directly to work. She's already had problems with the bus not arriving as scheduled and now RIPTA wants to reduce the schedule from every 20 minutes to every 32? If the City doesn't have public transportation, don't expect young people (who increasingly don't have cars) to stay here or relocate here. Not to mention seniors who can afford to leave will also go. And Fox Point with the proposed cut of Route 92? Well, they're just out of luck.

The state may have budget issues, but we can't afford to be this shortsighted. We should be investing in public transportation, not cutting it back.

Carolyn Birnbaum  
Providence resident

**From:** [Cass Wilkinson Saldaña](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comments re: Proposed Service Changes to RIPTA  
**Date:** Tuesday, August 5, 2025 6:52:28 PM

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Tuesday, August 5 2025

Rhode Island Public Transit Authority  
705 Elmwood Ave  
Providence, RI 02907

Dear Rhode Island Public Transit Authority,

My name is Cass, and I am a community member and frequent RIPTA rider who has lived in Rhode Island since 2022. I moved here from Pennsylvania to be closer to family in New England, and have loved so much about our wonderful state. On a foundational level, RIPTA helped make my new life possible here. I worry with the proposed changes, it will immediately become more difficult to tie together employment, housing, family, and social obligations for myself - and create similar cascading issues for so many of my neighbors and fellow residents of Providence and Rhode Island.

Taking the bus is foundational for me. For the last few years, I've traveled where I need to go via a mixture of bussing, walking, and scooter rentals; this forms the foundation to my work, studies, and life here in Rhode Island. As a worker in higher ed, I took the 66 Bus from Kennedy Plaza to attend my job as a research assistant at the University of Rhode Island for a year. Now, as a librarian working at Brown University Library, I rely on the 1 and R lines every day to commute to work and appointments. I managed to go three full years living in Rhode Island before even acquiring a car - and that only changed this July due to the complexities of attending grad courses and working full-time (in a dream world to me, there'd be even MORE frequent Route 66 busses and more options to get to URI from the College Hill area, but I will leave that for a future conversation!)

I am grateful for all the services you've already provided and that I've been able to access. However, I worry that the intention to fix budgeting issues by reduction of routes and coverage will create unintentional consequences of making it yet more difficult for people to patch things together, and thus accelerating economic instability on both individual and collective levels. I personally cannot afford to rely on my car for every trip I take, rather than selectively balancing it with other means of transit - that would increase all of my costs drastically. I recognize there are many other workers, students, and community members like myself that are running a razor-thin margin to keep their lives livable, especially in 2025 given so many economic pressures. And I worry that stressing these foundational infrastructure of public transit can create cascading effects where people cannot access the same economic opportunities, cannot participate fully in community life, and may ultimately make different decisions, such as relocating out of state, that will further degrade the tax base/revenue streams that you seek to address through these cuts.

I've written mostly about my own situation here, because I feel like that's what I can speak to best. But I also want to say that I so deeply desire to live in a community (local, city, state) where all community members can participate fully in our lives. I don't want to miss a chance to get to know a cross-city neighbor because they can't afford to make the trip, like my friend I



see at Untapped Games who commutes to our weekly game night from a homeless shelter. I don't want people like my sister, who has an intellectual disability and is unable to drive, yet is a very active public transit user in Massachusetts, to not be able to visit me; and same with others for whom public transit is an indispensable part of their independence and thriving as disabled individuals. I am sympathetic to the issues RIPTA faces with funding, and the profound challenges in addressing those funding threats - but I truly do not think this is a case where a little can be cut from a service and everything is mostly the same - I think degraded services cascade and the lack of access accelerates into unintended consequences on micro and macro levels. I honestly saw glimpses of this during COVID-19 public transit disruptions living in Philadelphia, where the unreliability of public transit lines led to a sharp change in both rider behavior and rider utilization. This is not a global pandemic moment again (thankfully!) but that's all the more reason to vociferously oppose a trend of service reduction and degradation. But I'd like to set the negative vision aside. More than anything, I want to live in a Rhode Island where inclusion, access, and vibrancy is available to all.

Please reconsider your approach around meeting this budget deficit. I love living here and riding the bus here (I just got off the R Line a couple of hours ago!) and I hope, deeply, that we can continue building on our shared infrastructure of public transit, rather than damaging that collective resource.

Thank you.

Warmly,

Cass Wilkinson Saldaña  
they/them



Social Science Data Librarian  
Brown University Library



**From:** [Chantelle Mardo](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]69 bus  
**Date:** Saturday, August 2, 2025 2:20:22 AM

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Hello.

I live in Woonsocket and have relied on RIPTA busses to go anywhere from shopping to medical appointments, and especially the beaches since 2002. I have lived in Woonsocket RI my whole life and although I have my license, I have anxiety and PTSD issues from scary auto accidents.

It both saddens and angers me that it's such a struggle just to visit the beaches in the summer. It currently takes me FOUR busses to get to Scarborough. It used to be Three. Please don't cut off beach access to Woonsocket residents or surrounding areas. The 69 is a vital connection to RI beaches from Woonsocket.

If the 69 is cut, then I strongly suggest you utilize the 66 bus to continue to Gaililee from URI as previously done. I was really upset when I first heard I had to get off at URI just to wait for a fourth bus. I would also be willing to be in approval of a fare increase. Although most people would disagree with me, I personally think it would be worth it to avoid driving. I usually get a \$6 day pass, I wouldn't be too upset if it was \$10 to avoid service cuts for everyone. Thank you so much for reading this. I appreciate it.

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

**From:** [chmulligan](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed RIPTA changes  
**Date:** Tuesday, August 5, 2025 7:45:35 PM

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I'm writing because I'm concerned about the proposed route cuts. Some of these routes are the only way people can get around. There is no way to leave the Burrillville/Chepatchet corner of RI except the 9X bus. Removing that route leaves people who do not drive without any way into the rest of the state. These routes are critical for people without cars and students, and will leave people trapped

RIPTA is a public service, not a business. Sometimes public services do not make money, or even break even. There must be other places where the budget can be cut. The public should not lose this important service.

Thank you for your time,  
Chelsey Mulligan

**From:** [chmulligan@aim.com](mailto:chmulligan@aim.com)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed RIPTA changes  
**Date:** Tuesday, August 5, 2025 5:19:51 PM

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I'm writing because I'm concerned about the proposed route cuts. Some of these routes are the only way people can get around. There is no way to leave the Burrillville/Chepatchet corner of RI except the 9X bus. Removing that route leaves people who do not drive without any way into the rest of the state. These routes are critical for people without cars and students, and will leave people trapped

RIPTA is a public service, not a business. Sometimes public services do not make money, or even break even. There must be other places where the budget can be cut. The public should not lose this important service.

Thank you for your time,  
Chelsey Mulligan

**From:** [Christian Gallagher-peacock](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Against it  
**Date:** Tuesday, August 5, 2025 4:34:43 PM

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Hi I'm here to comment about these changes to the bus schedules and changes so I think it's not right because especially for some of the buses like the 9x for example a lot of people can't drive and some people can't afford Uber so if some of the buses stop people won't be able to get to point A to point b or to their doctor's appointments in certain areas it's not right I mean our tax dollars are paying for different things why not use it to help the ripta company as well that's what I think

**From:** [Christine T.](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Ripta Bus Elimination  
**Date:** Monday, August 4, 2025 1:10:11 PM

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Good day,

I am writing about the proposed cuts to the Ripta bus routes. I don't drive, and rely on the 13, 23, 29 , and Flex busses to get to work, appointments, and stores. On weekdays and weekends. Without them I'd be unable to do any. I cannot afford taxis.

Please do not eliminate the routes, many people such as myself would be out of work, and may become homeless because they can't pay their bills. I'm an older person with medical issues, I cannot afford to lose my job.

Sincerely,  
Christine T.  
West Warwick

**From:** [Coline Caillon](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Concern over proposed elimination of route 69 and reduction of route 64 service  
**Date:** Sunday, August 3, 2025 9:33:40 AM

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Dear RIPTA Representatives,

I am writing to express my deep concern regarding the proposed elimination of Route 69 (URI Kingston to Galilee/Narragansett) and the significant reduction in service for Route 64 (URI Kingston to Bay Campus and Newport)—from nine trips per day to just two, with no Saturday service.

These routes are essential for many international students, scholars, and community members who rely on public transportation to access education, work, and daily necessities. Unlike local residents, many international students arrive in the U.S. without cars and depend entirely on RIPTA services. The limited availability of affordable housing in South County often forces students to live outside the immediate campus area, making these bus routes a lifeline for their mobility.

Eliminating Route 69 and drastically cutting Route 64 service will:

- Severely restrict access to jobs, groceries, healthcare, and other critical services.
- Isolate students and scholars, particularly those without alternative transportation.
- Disproportionately impact low-income and international communities who cannot afford private transportation.

I urge RIPTA to reconsider these cuts and explore alternative solutions—such as adjusting schedules rather than eliminating Route 69 and keeping Route 64 (as it is) which is the only public transport between the two URI campus—to maintain accessibility for all Rhode Islanders, including those who depend on public transit the most.

Thank you for your time and consideration.

Sincerely,

Coline Caillon

**From:** [Cynthia DeVito](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]bus  
**Date:** Monday, August 4, 2025 11:44:40 PM

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Hi please dont cut the bus in the morning at 8am the 75 from lincoln mall to amica. I dont drive and my husband died running a house bymyself cannot afford a uber. PLEASE DONT .  
Thank You

**From:** [cindyhcontact@yahoo.com](mailto:cindyhcontact@yahoo.com)  
**To:** [MarketingInfo; ujifusa4ri@gmail.com](mailto:MarketingInfo; ujifusa4ri@gmail.com)  
**Subject:** [EXTERNAL]Proposed Service Reduction to Route 60  
**Date:** Monday, August 4, 2025 6:13:39 PM

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I am writing regarding the proposed service reduction to route 60. I object to the answers to questions on the title VI SAFE analysis. The review states that this is not a minority route or a low income route. This is incorrect. Anyone who has ridden this route (I have) knows that it goes from Newport to Providence and back through low-income and minority areas, and provides low-income and minority riders with access to jobs in Providence, Newport, or anywhere in between.

Also Route 60 is really two routes because it separates in Middletown and Portsmouth. So when you increase times by 5, 10 or 20 minutes, it's really an increase of 10, 20 and 40 minutes between routes for some people. Saturday and Sunday service reductions are especially significant. This adversely affects low income workers that often perform shift or service work on the weekends.

Please reconsider this service reduction. Commuting to work by bus is difficult enough without you making it more difficult with these service reductions.

Regards, Cynthia Havran



Portsmouth, RI

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



**From:** [Daniel Brogan](#)  
**To:** [MarketingInfo](#); [rep-morales@rilegislature.gov](mailto:rep-morales@rilegislature.gov)  
**Subject:** [EXTERNAL]Testimony for Support of RIPTA Funding  
**Date:** Monday, August 4, 2025 3:11:23 PM

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Greetings,

My name is Dan Brogan and I am a public transit specialist serving an MPO in the Providence MSA and wanted to share my testimony to support RIPTA funding Below. I'm also a resident of Mount Pleasant. These are my personal views and not a reflection of the organization I work for:

Rhode Island is the 2nd most densely populated state in the country, and is in the middle of the Northeastern Megalopolis. We have regional transit authorities on the Massachusetts side of the border that have free bus fares funded through a millionaire's tax. The routes and services that are imminently going to be cut are unconscionable and an abdication of responsibility by Governor Dan McKee. We have more billionaires per capita in Rhode Island than the state of Texas. Our closest neighboring state has proven a millionaire's tax is scalable and a sustainable way of funding public transit.

According to a 2023 Policy Brief from the Urban Institute, [21% of Americans forgo necessary healthcare due to transportation barriers](#). This will tangibly lead to restricting life-saving healthcare to our neighbors throughout Rhode Island. This is a grave and consequential policy choice that is avoidable, and must be remedied. Public transit determines who gets to participate in society. Without convenient, accessible public transit, our neighbors will not be able to get fresh groceries, see loved ones, pursue careers, education, healthcare, and will make our quality of life markedly worse.

RIPTA is already one of the most efficiently run transit systems in the United States, this proposed policy of cuts is a betrayal of our working-class neighbors, residents, and prospective people looking to move to our state. These proposed cuts do not exist in a vacuum, as RIPTA has been cut multiple times over the past two decades.

On a personal level, I regularly use the 92, 55, and 57 and it would effectively become unusable for me and many other people. I use these services for work, groceries, and visiting my friends on the East Side. Every major opportunity I've been afforded in life is due to my access to public transit. In grad school, my car and E-bike were stolen, and if it wasn't for my proximity to a bus that runs every 10 minutes, and a light rail that runs every 15 minutes, I would have had to drop out of grad school. I would have had to walk away from being a professor, and a Doctoral student. A lack of convenient transit would have cost me greatly on a professional, personal and financial level.

If I did not have access to public transit to go to middle school, go to my required internship in college, and participate in extracurriculars in high school, I honestly can say that I wouldn't have looked at college as an option. I am a first-generation student, and I would have had to walk away from every major opportunity and seminal moment in my life if transportation was a barrier. I am incredibly lucky and fortunate to have lived in Massachusetts and Minnesota at these pivotal moments.

I grew up in a single-parent household. My Mom used the T to bring us to our doctor's

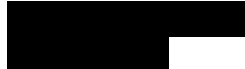
appointments at a teaching hospital since we could not afford regular healthcare. As someone who grew up with complex cognitive conditions (I did not learn how to speak until I was 5 years old), having this face-to-face time with my Mom on the train and bus improved my speaking capabilities and gave me time with my family that I otherwise wouldn't have had. Investing in public transit is a reflection of how we care about our neighbors. Gov McKee's proposed cuts demonstrate that he sees the lives of our neighbors as expendable and worth less than our millionaire and billionaire class residents. These service cuts will ruin people's lives and will almost certainly result in people dying of preventable health conditions.

I urge Governor Dan McKee on a personal and professional level to fund our public transit, because it is a public service that is interconnected to schooling, healthcare, climate resiliency, equity, ADA, Title VI, social cohesion, and so many other provisions of a quality life with dignity.

In Community,  
Dan

**Dan Brogan** (*He/Him*)

Doctoral Candidate, Education Policy & Leadership  
University of Minnesota



**From:** [Dante Joseph](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comments on RIPTA's Proposed Cuts  
**Date:** Tuesday, August 5, 2025 6:12:12 PM

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To Christopher Durand and the RIPTA Board of Directors,

My name is Dante Joseph. I've been riding RIPTA since my freshman year of high school. There hasn't been a job I've had where RIPTA is not involved in my commute. That remains true now, as I work at the Citizens Bank Johnston Campus. If 9x is completely eliminated- I lose my way to work, and so do many other people I ride the bus with who work at Citizens. I find it ironic that as we speak, you have a marketing push to do street interviews to talk to people who use RIPTA to work, while completely gutting not just my route but multiple other routes who use it to work. Rest assured, these cuts will make you lose ridership, not gain. If I lose the 9x route, and you find no alternative to service (which I have an idea for a few paragraphs down) the Citizens Bank Campus stop, I will easily spend \$90 a week on Lyfts and Uber one way. Once all is said and done, I'm at risk of paying \$180 \*per week\*, two Ubers a day, 5 days a week. I currently pay \$4 per day for my commute. This would be incredibly detrimental to my finances, as it would be for so many others.

I am a massive, huge support of public transit as someone who lives with my family who can't find a space to park a car, never mind own one. It's genuinely been mostly dependable over my many years of riding it. I know this is NOT entirely RIPTA's fault that these cuts are being considered. It's completely on Gov McKee. However, I believe there are people at RIPTA who can do more to push back. They need to look past the data, the numbers- and realize that you are supposed to serve and provide the public with a service- which is to connect everyone in Rhode Island to where they want to go. It's coming across as publicly you are saying one thing- "oh use RIPTA to work! To appointments! To events!" - while internally you are making the most devastating cuts imaginable, stranding thousands of riders from their day-to-day lives. Even making cuts to the R-Line affects me getting to my part time job at PPAC, especially considering the 1 bus- my other possible route I could take- barley runs on the weekends as it is.

I am fortunate enough to have a good paying job. That doesn't mean I have a car. Thousands of others are in the same boat. This affects everyone. If these cuts go through, I'd hope you cut the marketing about how good RIPTA is for your day to day- you will, once more, lose riders, lose trust, and your deficit won't be an issue as now nobody will ride as nobody can get anywhere with it. That's the truth. I will rather pay more per ride and have the service you still offer, then pay the same and cut 82% of it in some way.

Now- in the case of Citizens Bank Johnston Campus stop- I know, for a fact, that stop was put into our Campus due to not having enough parking spaces for cars as well as letting the campus workers have another option for getting to work when the building opened. It has to be serviced. Furthermore, I noticed the Route 10x isn't on the chopping

block- the Amazon Fulfillment center bus to Johnston. The least you can do is make sure the Citizens Bank Campus stop is still serviced by adding a stop on the Amazon 10x bus. These two corporations are 7 mins away on the highway and 12 minutes away not using the highway. You need to make changes to include that stop, in facts- would it not make more sense to have both of those stops on one bus? They are both in Johnston, a mere few mins away from each other. Just a suggestion but I truly mean it when I say please look to see if this is possible if you are fully intent on getting rid of the 9x.

In closing, this is not entirely your fault, RIPTA- but you are also not helping yourself or your general public outlook. This will shift everyone's way of life in some way, shape, or form, and I'm begging you to please do everything you can to ensure this Citizens stop is serviced.

Best,  
Dante Joseph

**From:** [grcne02940@aol.com](mailto:grcne02940@aol.com)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA cuts  
**Date:** Tuesday, August 5, 2025 6:00:53 PM

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Please try to keep the cuts from happening. They will affect many people who will then have little alternative transportation. For example Route 92 is essential to many in zFox Point including many seniors who would have no alternative. Cuts to the Hope St line will also isolate many from downtown. Cuts elsewhere in Providence keep power people from accessing jobs, food and medical care. Thank you.

Deirdre V. Lovecky

[Sent from the all new AOL app for iOS](#)

**From:** Denise Boulet <[REDACTED]>

**Sent:** Tuesday, August 5, 2025 5:07 PM

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

**Cc:** CEO Executive Assistant <[ceooffice@ripta.com](mailto:ceooffice@ripta.com)>; [rep-shekarchi@rilegislature.gov](mailto:rep-shekarchi@rilegislature.gov)

**Subject:** [EXTERNAL]RIPTA - SERVICE PROPOSAL

Dear Board of Directors: After attending public meetings regarding cuts to RIPTA service this past week and hearing personal stories and economic concerns for our State, I respectfully ask the Board to reject the current proposed service changes and cuts and request that RIPTA perform a further review of its current service schedule that does not include full elimination of travel routes. Namely, changes that will not so drastically affect the community that relies on, appreciates, and supports public transportation in Rhode Island. The extreme recommendation to eliminate both Park and Ride routes and local transit routes is absurd. The extreme proposal to affect 58 of the 67 routes and eliminate 5 Park and Ride routes, 7 segmented routes, and 15 holiday and weekend routes for 52,600 riders per day (RIPTA transit numbers) is crippling to the State and offensive to the community that relies on it.

While the recent efficiency study was positive, RIPTA's only recourse to the funding crisis is to cut and eliminate service. However, their only fix should not affect already disadvantaged folks, students, the elderly, and those who rely on the bus to travel to work (Park and Ride), along with job loss and economic loss, as a result. If the Board approves the suggested solution of cuts and elimination, passing can be viewed as an easy way out with little regard for the general public (otherwise known as Constituents). A more formidable solution is to reallocate funds to RIPTA, a suggestion previously offered and made public, but met with resistance from Mr. Alviti and other leaders. Reconsider!

Governor McKee must reassess this matter and come up with a solution to fund RIPTA, permanently. We are the smallest State in the Union, and to be challenged with the inability to fund and maintain our public transit system is inconceivable. The State of Rhode Island will suffer in more ways than leaving riders stranded.

Respectfully,

Denise Boulet

Wakefield, RI

Park and Ride rider since 2007

CC Governor's website

**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Sent:** Tuesday, August 5, 2025 10:55 AM  
**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Subject:** [EXTERNAL]RIPTA: Contact Us

From: [REDACTED]

Subject: Customer service

YOUR NAME: Dylan LAST NAME: Cataldo

EMAIL: [REDACTED]

CITY: Narragansett

STATE: Rhode Island

ROUTE/VEHICLE INFORMATION: Yes

MODE OF TRANSPORTATION: Fixed-Route Bus Service

ROUTE: 66 URI-Kingston/Galilee

TRIP DIRECTION: Inbound

TYPE OF FEEDBACK: Complaint

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: Hello,

My comment is in regard to the proposal to end the 69-bus route. The change will affect dozens of passengers that rely on that bus route (and others that are proposed to be cut) to get to and from work or school.

I have a couple co-workers that rely on the 69- bus route to get to work down in Narragansett to earn money to make a living. The cuts would be detrimental to them and so many others who need a cost effective and reliable way to get to and from work.

By cutting these bus routes, you not only affect the lives of my co-workers who need transportation to earn a living, but the dozens upon dozens of other commuters. Those are mothers or fathers that need money to keep a roof over their heads and to pay for food and medical. These are parents that need to go to jobs to help pay for formula for their newborn child. Think about the consequences of these unnecessary cuts.

Should the RIPTA 69 and other proposed bus routes be terminated that would call much hardship to those individuals that rely on such transportation.

If RIPTA wants to be the innovative transportation service they claim to be, then they need to think about the passengers and the lives affected by service cuts.

I hope as a resident of Rhode Island that you will reconsider these unnecessary cuts and think of the faces of those that rely on these bus routes (particularly the 69-bus route).

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 2025-08-05



**From:** [Donna Beals](#)  
**To:** [MarketingInfo](#)  
**Cc:** [rep-casey@rilegislature.gov](mailto:rep-casey@rilegislature.gov); [rep-shekarchi@rilegislature.gov](mailto:rep-shekarchi@rilegislature.gov); [rep-brien@rilegislature.gov](mailto:rep-brien@rilegislature.gov); [rep-costantino@rilegislature.gov](mailto:rep-costantino@rilegislature.gov); [rep-shallcross@rilegislature.gov](mailto:rep-shallcross@rilegislature.gov); [rep-newberry@rilegislature.gov](mailto:rep-newberry@rilegislature.gov); [sen-paolino@rilegislature.gov](mailto:sen-paolino@rilegislature.gov); [sen-thompson@rilegislature.gov](mailto:sen-thompson@rilegislature.gov); [sen-tikoian@rilegislature.gov](mailto:sen-tikoian@rilegislature.gov); [sen-delacruz@rilegislature.gov](mailto:sen-delacruz@rilegislature.gov); [sen-murray@rilegislature.gov](mailto:sen-murray@rilegislature.gov)  
**Subject:** [EXTERNAL]Changes to Park "N Ride Routes  
**Date:** Tuesday, August 5, 2025 8:52:24 PM

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My name is Donna Beals and I am a loyal, full fare paying rider of RIPTA since 1982. I am dismayed that for the second time in a little more than a year, I am faced with the elimination of the route that I use to get into and out of Providence each workday. I take the North Smithfield/Lincoln Mall Park & Ride (59X) bus and the return trip every weekday.

As a one-car family; I rely on RIPTA to transport me quickly and safely to Providence to the job that I have held for over 32 years, so that my husband can also go to work.

RIPTA riders do not need the additional stress of juggling how they are going to make it to their jobs in a timely manner due to the elimination of their existing routes. The elimination of the 59X route will force me to take the 54 bus, which will take me approximately an hour to get into Providence due to the ten stops it makes on its route. My time, as well as other RIPTA riders from the Slatersville/North Smithfield/Lincoln/Woonsocket area, is precious. Taking an hour to get into Providence is ridiculous as RIPTA is now proposing to space out the 54 route for pick ups every hour making a crowded bus even more crowded. Driving to Newport only takes an hour, why does it take so long to get to Providence, our capital city.

Instead of eliminating the 59X route altogether, combine the three existing routes into one. Go back to the days of an express 54 (the 54X); instead of stopping at every corner, it could be an express route that would still stop at Woonsocket/North Smithfield line, Lincoln Mall and then proceed into Providence.

Another idea would be to raise the fares of those that are not eligible for free passes or reduced fares, as it would still be cheaper than paying for parking.

Eliminating the express routes will lead some riders to either drive individually or carpool which will not bring the funds into RIPTA. Instead, the funds will go to parking garages, parking meters and gas stations. So, RIPTA will lose again. The State of Rhode Island will lose because there will be more cars on the deteriorating roads, more emissions for our air quality, amongst a host of other issues.

Is this what the Rhode Island Transit Authority envisioned?

Please reconsider the elimination of the 59X route.

Donna

**From:** [Donna Theroux](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus 69  
**Date:** Sunday, August 3, 2025 10:41:58 AM

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Good Morning

Having attended one of the public hearings in regards to bus 69 service reductions I would like to comment via email.

Having utilized the bus several times I understand the need for public transportation. I support the service however, I do see parts of the route that are underutilized and adjustments could be made to help continue services where most needed. I live along the route from Salt Pond Plaza in Wakefield to Galilee Narragansett and spend a lot of time outdoors and observe the buses going by.

The bus goes hourly from 5am to 12am and I could count on one hand the number of people I have seen on the bus. This am while walking I saw the bus stuck in beach traffic with not a soul on board.

In the meeting I saw the need for services such as grocery shopping, education, and Dr appts. Beyond Salt Pond Plaza to Galilee I am not aware of any of those services being offered. I have also never seen students on a regular basis on the bus in this area. Additionally, seeing the buses run hourly from 5am to 12am leads to excessive pollution and noise.

Perhaps this route could continue without extended services to Galilee.

I applaud the mention of a mini type bus service in the event this route continues as is or at least a reduction in frequency from Salt Pond Plaza to Galilee.

Thank you for allowing public comment. You will have difficult decisions to make.

Sincerely, Donna

**From:** [Flores, Elizabeth](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Public Comment  
**Date:** Tuesday, August 5, 2025 8:50:13 PM

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Dear RIPTA Planning Team,

My name is Elizabeth Flores, and I'm writing to express my strong opposition to the proposed service reductions to bus lines 32 and 34.

I am a low-income, non-traditional student at Brown University, but more importantly, I am a full-time resident of East Providence. This is not a temporary chapter in my life like it may be for other students; I've made East Providence my permanent home. I have no family home to return to, no car to fall back on, and no alternative transit options. The cities of Providence, East Providence, and Seekonk are where I live, work, study, and build community every day.

For me and many others, the bus is not a convenience; it is a lifeline. Lines 32 and 34 are essential connections to Providence and Seekonk, where many, including myself, go to reach critical services such as education, healthcare, and groceries. Reducing service on these lines would not only cut access to opportunity, but make daily life significantly more difficult and precarious for residents who rely on RIPTA to meet basic needs.

These challenges are further magnified by New England's weather extremes and the physical and health limitations many riders experience. Speaking personally, I live with medication-induced heat intolerance and hypokalemia. During hot weather, delays in bus service can have serious consequences for my health. Reliable, frequent buses are what make it possible for me to get to my destination safely, without risking fainting, falling, or hospitalization.

Rhode Island deserves a transit system that serves *all* of its residents, especially those most dependent on it. Cutting service to lines 32 and 34 sends the wrong message: that low-income, transit-dependent, and disabled community members are expendable.

Please choose to invest in equity, safety, and access by maintaining full service on these routes, and more. Our mobility and dignity depend on it.

Thank you for your time and consideration.

Warmly,

Elizabeth Flores

**From:** [ERFAN ESKANDARI](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Please Do Not Eliminate Route 69 – Essential for My Transportation  
**Date:** Monday, August 4, 2025 9:45:37 AM

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Dear RIPTA Team,

I am writing to strongly request that you not eliminate Route 69 (URI Kingston to Galilee/Narragansett) and that you maintain reliable service on Route 64.

I frequently use Route 69 for my daily transportation needs, and removing this service would cause significant difficulties for me. This route is not just convenient—it is essential for my ability to commute, access groceries, attend appointments, and participate fully in the community.

I do not have alternative transportation options, so losing this route would negatively impact my ability to live, work, and study in Rhode Island.

Please reconsider this proposed change. Public transit is critical for students and others who rely on it every day.

Thank you for listening and for supporting accessible transportation.

Sincerely,  
Erfan

**From:** [Ethan Gyles](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Testimony  
**Date:** Monday, August 4, 2025 6:37:37 PM

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I'm writing about the proposed service cuts.

I've been a resident of the east side of Providence for 17 years.

I'm fortunate these cuts don't stop me from getting to work or healthcare or basic needs like groceries.

But I'm writing anyway to express support for all my fellow community members who are directly harmed. I want to say clearly, I fully support tax dollars being invested in public transit in Rhode Island. And that's how I view it -- an investment that pays dividends.

We need *\*more\** RIPTA frequency and routes, not less. Modern economic development requires modern transportation systems, and we're looking at a huge move backward here.

This isn't only about a critical lifeline for folks who don't have other options. This is about building a 21st-century economy in our state.

When major Rhode Island employers like Hasbro talk about leaving for Boston, I think they're doing it because the economic ecosystem exists there thanks to wise public investment over many years.

I encourage the McKee administration and the legislature need to find a fix for this cut now, and we should be looking toward major *\*expansion\** of RIPTA in the future. If you need to find revenue and end the tax cuts for the upper brackets, then do that.

Thank you,

Ethan Gyles  


**From:** [Eugenia Marks](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 92  
**Date:** Tuesday, August 5, 2025 8:58:01 AM

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To reach my ophthalmologist when eye surgery has prevented driving, I have used the 92 to connect to the Hope Street bus. I know it is used extensively by people in Fox Point and by some college students going to RIC. Please do not eliminate weekend service, and if possible keep a more frequent schedule at peak ridership during day (morning and evening commutes?). Thank you, Eugenia Marks, [REDACTED], Providence, RI 02906.

**From:** [Eveline Silva](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Protect Route 92  
**Date:** Tuesday, August 5, 2025 8:38:00 PM

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Although I currently don't use the RIPTA anymore, I know what a valuable service it is. When I couldn't drive, that is how I got around. Today I see many older people who aren't able to drive make use of that service and it would be very unfortunate and unfair if they needed to walk places or walk to another location just to catch the bus; especially those in walkers or wheelchairs. I say all this to say, *protect Route 92 and preserve full service to the East Side and Fox Point.* These cuts disproportionately impact low-income seniors. They deserve better than to be treated like they aren't important or overlooked.



**From:** [George Gencarelli](#)  
**To:** [MarketingInfo](#)  
**Cc:** [sen-alcjere@rilegislature.gov](mailto:sen-alcjere@rilegislature.gov)  
**Subject:** [EXTERNAL]Re: RIPTA to Hold Public Hearings on Proposed Statewide Service Cuts Due to Budget Deficit  
**Date:** Tuesday, August 5, 2025 9:29:59 PM

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Thanks for the quick reply.

The 95x has been a tremendous service that offers us in south county easy access into Providence. With the state capital being so commuter-unfriendly, this route is a lifeline for us that work in the city. Amtrak's price point as well as the Wickford MBTA train's inconvenience really don't make these options viable for many of us on the 95x. Additionally, with the current state of Rhode Island's economy and the stressed highway and bridge infrastructure, eliminating this service seems to moving in the opposite direction of many northeast cities and municipalities.

I would be naive to not recognize the budgetary considerations necessary to keep the 95x and other RIPTA services afloat. I certainly understand RIPTA is not a revenue-generator for the state. I also know post covid, ridership is down with hybrid work environments. However, many other cities and states are dealing with these same economic variables, and have somehow managed to continue to provide and support their public transportation programs. It's frustrating that for our state, these program cuts always seem to resurface. I am unclear why Rhode Island continues to have these challenges while other cities and states do not. I am hopeful that careful consideration is made regarding the people this program services.

Regards,  
-George Gencarelli

Sent from my iPhone

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**From:** [Gino and Ida Marchetti](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comments for proposed service reductions  
**Date:** Monday, August 4, 2025 3:00:33 PM

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To Whom It May Concern:

**It is essential that URI commuter students who don't drive should have RIPTA service available to them.** I would need **Route 66 CCRI Warwick to URI/Kingston to remain in place** due to the fact that my son who does not drive and is a full-time URI student commuter (lives at home) and employee of URI through internship programs at the college needs to take the bus to campus each weekday and on some weekends (academic year and summer). **Important weekday route times that I would need to remain in place on the half hour are 6:30 am-10:00am (outbound) and 3:00pm-10:00pm (inbound) current route times (half hour and hour).** He also uses the **Flex service** at times for school and work (internship) related purposes for transportation to the URI Bay campus. I think RIPTA needs to prioritize their services for college students and for people who are using the buses to get to work each day.

**Some money saving suggestions for RIPTA :**

- Charge every individual who uses the bus, yes even low income. Everyone has spare change. Every penny counts and adds up and everyone should contribute.
- Charge based on distance, not just the ride on/off.
- Improve the Wave app. Have individuals/riders be able to provide feedback and participate in surveys based on students' schedules and needs on the app. Needs change semester to semester for students.
- Provide smaller buses for mostly empty ride times.

**As a note:** you may want to fix your typo on your website for service alerts for Route 66. "After stopping at URI Knight Campus" should read "After stopping at CCRI Knight Campus.

Regards,

Ida Marchetti  
Cranston, RI



**From:** [Marchetti, Gino](#)  
**To:** [MarketingInfo](#)  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL]Comments for Public Hearing <<Not-Sensitive>>  
**Date:** Monday, August 4, 2025 12:18:47 PM

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To Whom it may concern,

I would like to submit the following comments for the public hearing, I cannot make it due to work.

- 1) Rt 66 – This is a critical service for my family that uses this route from CCRI to URI. I would request that there be no cuts, especially early in the morning.  
**Raise prices if you need to.**
- 2) There should be a direct service route to Electric Boat Quonset Point (RI's largest Employer). The current options (RTE 16 and then Qx) does not support production hours and takes about an hour which is ridiculous (compared to a 15 min car ride) The hours should be every ½ hr starting at 4am to 8am for first shift and then support 2pm to 4pm for second shift. I think you would find that there are hundreds of people that would be willing to take this bus.
- 3) Also, **you should raise prices to support your budget** (this should not be welfare system).
- 4) Also, there should be more security at the bus stop at CCRI, lots of homeless and transient people hang out there.

Thanks,

Gino Marchetti

[REDACTED]  
Cranston, RI  
[REDACTED]

**From:** [Hannah Avery](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment from Public Hearing  
**Date:** Sunday, August 3, 2025 10:23:41 AM

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Hello,

My name is Hannah Avery and I attended the public hearing in Pawtucket on Thursday, August 1. I am in incredible opposition to the proposed service cuts RIPTA is making as RIPTA is the greatest accessibility tool that the state of Rhode Island has. Under the proposed cuts, the working class, disabled, elderly, and low income people will feel the loss far more drastically than people who can afford to not rely on RIPTA- such as your CEO, who (to my knowledge) has not announced any form of a personal salary cut in effort to protect the drivers who will lose their jobs under this new plan.

I see RIPTA drivers every day when I take the bus to work at Brown. Technically I work between three locations, so I have multiple commutes daily that I use RIPTA for. As a disabled person, my RIPTA access is the primary reason I am able to get to my job. The bus drivers I interact with keep us safe- they provide an option for people who are unable to drive and keep more people who are hazardous to pedestrians off of the road. Has RIPTA and has the Governor considered the cost to public safety these cuts will make?

I am grateful to your marketing efforts to avoid these cuts and I implore your CEO to take a salary cut in unity as well- especially as his greed is overwhelming in a time like this and RIPTA drivers deserve more job security as a bare minimum. I will continue calling McKee's office in opposition of the cuts. I thank you for your time and consideration.

Best,  
Hannah Avery

**From:** [Hector Perez-Aponte](#)  
**To:** [MarketingInfo](#)  
**Cc:** [Nina Harrison](#); [Michael Healey](#)  
**Subject:** [EXTERNAL]RIPTA Testimony  
**Date:** Tuesday, August 5, 2025 9:50:54 AM  
**Attachments:** [image.png](#)  
[image.png](#)  
[EPI Testimony RIPTA - Board Hearing 08.04.2025 \(1\).pdf](#)

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Hello,

Please see attached my testimony regarding funding for RIPTA thank you.

Kind regards,

**Hector G. Perez-Aponte**

Racial Justice Policy Analyst

**The Economic Progress Institute**

600 Mt. Pleasant Ave., Building #9

Providence, RI 02908



## **Testimony Regarding Making an Appropriations to the Rhode Island Public Transit Authority**

### **Public Hearings for RIPTA**

**August 2025**

**Hector Perez-Aponte, Racial Justice Policy Analyst**

The Economic Progress Institute is deeply concerned about the turmoil and hardship that RIPTA's announced service cuts will cause Rhode Islanders who rely on RIPTA for their transportation needs.

Rhode Islanders deserve affordable, reliable public transportation. Yet despite ongoing advocacy, RIPTA has a projected budget deficit of \$10 million for the fiscal year 2026. This budget deficit will cause route closures, job loss, and make it more difficult to hire and retain good drivers. The deficit would also make it nearly impossible for thousands of Rhode Island workers, students, seniors, and people with disabilities to get where they need to go.

Importantly, this deficit is not due to inefficiency. RIPTA has undergone several studies that have consistently demonstrated its operational efficiency in comparison to other transit agencies.<sup>1</sup> In 2023, RIPTA gave a presentation to the Senate Committee on Rules, Government Ethics, and Oversight, which stated:

"RIPTA outperforms similar agencies across the country in almost every key performance indicator. Furthermore, despite having a smaller service population, RIPTA provides more trips per capita across a larger service area and at a more efficient cost per trip".<sup>2</sup>

Time and time again, it has been proven that a dependable transportation system boosts economic competitiveness, attracts investment, and ensures that the general population can meet their basic needs, all while contributing to more sustainable communities.<sup>3</sup> Furthermore, maintaining and even expanding public transportation reduces congestion, improves the air quality in our streets, and in turn enhances the reliability of cars and trucks as congestion-related traffic decreases.<sup>4</sup> To foster a thriving economy and sustainable environment, it is essential to invest in RIPTA to provide competitive wages, shield communities from fare increases, and preserve and expand services and operational hours. Funding RIPTA is especially important considering the cost of cars has significantly increased in recent years. According to the American Public Transportation Association, individuals who use public transit save more than \$13,000 a year, or \$1,100 a month, compared to those who drive. Additionally, since 2019

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<sup>1</sup> <https://rhodeislandcurrent.com/2025/04/28/another-efficiency-study-for-ripta-is-a-waste-of-time/>

<sup>2</sup> <https://growsmartri.org/wp-content/uploads/2023/07/RIPTA-Senate-Oversight-Hearing-FINAL.pdf>

<sup>3</sup> <https://data.bts.gov/stories/s/Transportation-as-an-Economic-Indicator/9czv-tjte/#:~:text=Transportation%20plays%20a%20vital%20role,activity%20in%20its%20own%20right.>

<sup>4</sup> <https://t4america.org/portfolio/la-transit-strike/>



the cost of purchasing a new car has increased by 30% and the cost of purchasing a used car has increased by 40%.<sup>5</sup>

I also urge the members of the board to **consider public transit funding in the broader context of *all* transportation funding.**

As many are already aware, the car-tax phase-out was not a one-time event, and in the enacted FY2026 budget includes \$239.5 million to make local governments whole from the loss of revenue from the phase-out. This is an *annual* and *indefinite* appropriation, and the entirety of the appropriation subsidizes car owners, so they need not pay the tax.

The phase-out and the annual appropriation do not provide the benefit of tax relief to *all* Rhode Islanders. It provides no relief for the approximately 9% of Rhode Island households without any available vehicles.<sup>6</sup> For rental-occupied households, this rate is 21.5%, according to United States Census Bureau data.<sup>7</sup>

If we are subsidizing car owners with \$239.5 million from General Revenue funds each year, we should think about doing more to subsidize non-car owners, as well as car owners who would prefer to use public transportation more often than they do. The amount provided for the trial period for free R-Line service was welcome but a small subsidy in comparison.

We strongly urge the Governor's Office and the General Assembly to prioritize and allocate additional funding to this vital service.

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<sup>5</sup> <https://www.apta.com/research-technical-resources/research-reports/transit-savings-report/>

<sup>6</sup> [https://www.pewresearch.org/short-reads/2024/11/14/1-in-10-americans-rarely-or-never-drive-a-car/#:~:text=Most%20U.S.%20households%20\(92%25\),have%20three%20or%20more%20vehicles.](https://www.pewresearch.org/short-reads/2024/11/14/1-in-10-americans-rarely-or-never-drive-a-car/#:~:text=Most%20U.S.%20households%20(92%25),have%20three%20or%20more%20vehicles.)

<sup>7</sup> <https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/#:~:text=Occupied%20Housing%20Units%20with%20No,Data%20Profiles/Housing%20Characteristics>



**From:** [Janet Isserlis](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 92  
**Date:** Tuesday, August 5, 2025 8:55:21 AM

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To whom it may concern

While I understand that RIPTA is struggling to cover budget deficits, the proposed cuts to service on Route 92 will seriously harm riders in the Fox Point area, who need to get to work, medical appointments, and downtown to make other connections.

As a senior citizen, I rely on the route to help me attend to the person I care for, who is in a nursing home near RI Hospital. Without access to the service, I will be forced to walk to the tunnel for another bus and then wait for another bus at KP to get to RIH.

There are many many of us in the community and across the state who will be damaged by these cuts. Please reconsider. It's already difficult enough for many of us to get around; these cuts will only further erode community life, and our ability to care for one another, get to work, get to appointments and more.

I urge your consideration across the board.

Thank you

Janet Isserlis

**From:** [Jasper Cattell](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Graduate Labor Organization Testimony on Proposed RIPTA Cuts  
**Date:** Monday, August 4, 2025 10:34:11 AM

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Dear RIPTA Board of Directors,

My name is Jasper Cattell, and I am writing to you as a Rhode Island resident and the Political Director of the Graduate Labor Organization (GLO), the graduate workers' union at Brown University. On behalf of myself and my fellow members of GLO, I would like to express concern about the currently proposed RIPTA service cuts and call for the provision of emergency funding to avert them.

As graduate student workers at Brown University, our members benefit from free access to bus services paid for by Brown's University Pass Program. This encourages us to frequently ride RIPTA buses to commute, run errands, and travel around Providence and Rhode Island. As rents and other everyday expenses increase at unprecedented rates, this program makes Providence a more affordable place for our members to live. It also helps reduce the number of cars on crowded College Hill streets, making Providence a greener, more livable city.

The proposed service cuts would undo many of the benefits of the University Pass Program by making it harder for our members to rely on public transportation. Several affected routes—including, but not limited to, the 1, 32, 33, 34, 35 and 92—go through or near Brown University's main campus. Less frequent and shorter bus routes will have ripple effects for our community, increasing our members' transportation costs and leaving many of us more dependent on cars. This would represent a great loss for our members, both financially and in quality of life.

Our concerns also extend to other residents of Rhode Island who will be affected by the cuts. We worry about the job security of our fellow union members in the Amalgamated Transit Union, and the working people of Rhode Island more generally, who will bear the brunt of the proposed changes. It is essential for the well-being of the state as a whole that RIPTA be provided with the resources necessary to ensure that workers can keep their jobs, and that their families and communities are able to access public transportation services.

For these reasons, we echo calls from the Amalgamated Transit Union Local 618 and the Providence Streets Coalition that the state provide temporary funding to help cover RIPTA's budget deficit. Without such funding, the effects of the cuts upon our members and communities would be devastating. I urge you to work with the state, the union and transit riders to find a path forward that does not hurt Rhode Island workers and communities, and that ensures that public transit remains a viable travel option in our state.

Yours sincerely,

Jasper Cattell

Graduate Student Worker, Brown University

Political Director, Graduate Labor Organization (RIFTHP-AFT Local 6516)

**From:** [Clancy Designs Glass Studio](#)  
**To:** [Customer Service](#); [MarketingInfo](#)  
**Subject:** [EXTERNAL]proposed changes to Bus Schedule  
**Date:** Friday, August 1, 2025 5:13:41 PM

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Good Day,

We are writing today because we are unable to attend the upcoming hearings.

Our daughter (who is visually impaired and therefore cannot get a drivers license) depends on the bus service to get to work in Newport from Jamestown. We were deeply saddened by the upcoming proposed cuts to bus service in RI due to budget issues. Taking away service to Newport from Jamestown will directly affect her ability to have independence and strive to become a productive member of our community not letting the fact that she is impaired hold her back. We had planned on reaching out to you all in any case to see if there might not be additional service added - as currently there is no way for people in Newport to get back to Jamestown in the evening/night time....

We implore you to give this matter the utmost consideration and try to think creativity about how these budget shortfalls might be otherwise taken care of without having to cut service to those who so desperately need them.

We are hardworking artists who have, through our own blood sweat and tears, created a life for ourselves that puts us barely beyond the point of the "starving artists" stereotype. If we could afford to hire our daughter a car service to meet her needs we would, but that is not a luxury we can afford. Our daughter has learned by our example and is too a hard worker who fights for every ounce of independence she can hold on to. Please, please do not cut service from Jamestown to Newport.

Sincerely,  
Jennifer & David Clancy



**From:** [Jessica P. Wick](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public Comment: KEEP ROUTE 95X  
**Date:** Tuesday, August 5, 2025 7:01:08 PM

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Hi there,

I would have loved to come to a public forum and leave comment that way, but the public transportation as it is unfortunately was insufficient. I couldn't take the day off work to go into Providence during the day, and the late afternoon/early evening Providence time was after the last bus without there being time enough to get to the last train.

DO NOT ELIMINATE ROUTE 95X, PLEASE. I do not drive. Amtrak barely stops at the Westerly station and is extremely expensive. For a time I worked in Providence, but because of the lack of easy public transportation, I had to change jobs. Paying anywhere between \$30-\$75 (sometimes even more) a day to get to and from Providence via the train was not feasible.

95X lets me access our state capital, allows me to access *school*, allows me to access a train station with more train options so I can get elsewhere or so I can get to the airport. It allows me to get to doctor's appointments because the FLEX in Westerly doesn't actually go to places in Westerly that I need to get to, so if I can't find a ride, it's actually just easier for me to make appointments in Providence, because at least I can get there and back even if the time options are often inconvenient and are absolutely insufficient.

RIPTA does not belong to Providence; it is not supposed to *only serve* the heart of the state. We're Rhode Islanders here in Washington County and we're hurting for *more* public transportation. I feel like we just resolved this question of eliminating some times for 95x last year or maybe the year before. Leave 95x alone. If you cut it, I will lose opportunity for work, I will lose opportunity for pleasures, I will lose opportunity to engage with our state capital. There are many regulars on 95x, which is a small route, yes, but so needful. Traffic is awful, especially with the bridge issues, and less cars on the highway is good for everybody.

Please do not cut route 95x. Use the surplus to keep this necessary public service afloat. Times are tough, everything is more and more expensive, there isn't enough housing, what housing there is is too expensive, groceries have gone up, Ietc. I need to be able to get to my family, I need to be able to get to school, I need to be able to travel to the DMV (since one doesn't operate in Westerly any longer, although I'd love to see that come back), to jury duty.

I will be harmed by any cuts to 95x, and I know I'm not alone. People need the buses. We need the buses to be better and more plentiful, not worse and less. Do the right thing, figure something else out. Maybe a pay cut for the governor and his staff could float us for a year?

Heck, I hate to say it, but raise bus fares by 50 cents? That'll hurt but not too much.

Do not abandon Rhode Islanders. Keep the buses open.

Regards,  
Jessica Wick  
[REDACTED]  
Westerly, RI 02891

PS: We could use some more amtrak stops here, too! There's literally ONE train that leaves in the morning right now. Just one.

**From:** [Jim Barfoot](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA must be supported  
**Date:** Tuesday, August 5, 2025 8:29:38 AM

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We must expand RIPTA service. Do not cut it. Look at the car traffic now in RI -- it takes 2-3 times as long to get anywhere as it did 6 years ago.

Too many cars.  
Not enough public transportation.

Cutting RIPTA will cause our public transportation system to fail.

Expanding RIPTA service will see RI thrive.

Make the right choice.

**From:** [mojo hojo](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]FIXED ROUTE SUGGESTION  
**Date:** Monday, August 4, 2025 6:18:53 PM

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hi,

Would like to suggest that ripta make Rt 29 go to mall directly like it used to about 5 years ago, bypassing CCRI

Many go to mall or work there, it would save time from connecting from CCRI.

Thank you

Jim D

--

"I SURVIVED CORONA VIRUS  
BUT NOW I'M BANKRUPT"



**From:** [Joan Sanchis Alborch](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 69 Bus  
**Date:** Saturday, August 2, 2025 5:27:23 PM

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Dear RIPTA organization, my name is Joan Sanchis, and I am a current kinesiology student at URI. I'm writing this email because of the latest news regarding the probable Route 69 Bus elimination. As an international student, I can't afford to buy a car or deal with taxi fares every day. For this reason, public transportation is my only option to move through Rhode Island and attend my obligations as a student, such as accomplishing my goal of pursuing an internship in an area where the Route 69 Bus gives access. I would understand and respect any decision taken, but this email is written to reflect how this elimination can change someone's life. I appreciate your understanding, and I hope we can find a solution that satisfies everyone.

Best regards.

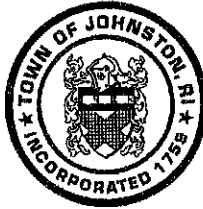
**From:** [John Fitz](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]WE NEED RIPTA  
**Date:** Monday, August 4, 2025 12:47:46 PM

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DONT DEFUND THE BUSES

JOSEPH M. POLISENA, JR.  
MAYOR

TEL: (401) 553-8800  
FAX (401) 331-4271



## EXECUTIVE CHAMBERS

TOWN HALL  
1385 HARTFORD AVENUE  
JOHNSTON, RHODE ISLAND 02919

To Mr. Durand:

I am writing to express my strong support for extending RIPTA Route #28 to include the Amazon Fulfillment Center on every scheduled trip.

As it stands currently, Route #28 terminates at the Stop & Shop Plaza on Atwood Avenue. Due to upcoming changes, the endpoint may soon shift to the Job Lot/Planet Fitness Plaza—an area not designed for bus layovers and one that already experiences significant vehicle congestion. This change would not only disrupt traffic near Johnston Town Hall but would also create serious safety and logistical concerns for both RIPTA and local businesses due to the lack of proper bus staging areas.

A far more practical and mutually beneficial solution is to extend the route to Amazon, which has already taken proactive steps to accommodate RIPTA service. As part of its agreement with the Town and State, Amazon has committed \$90,000 annually to support RIPTA access. A designated layover and turnaround area has been constructed on site, and extending the route by just six minutes in either direction would significantly improve access and safety for employees—many of whom currently walk from nearby CVS or rely on costly rideshare services due to limited transit coverage.

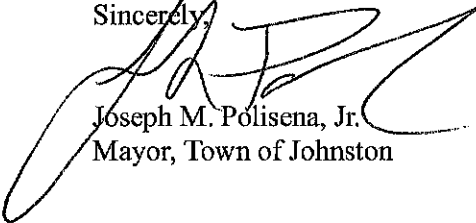
The Amazon facility represents one of the largest economic development projects in Rhode Island's recent history, bringing over 1,500 jobs to Johnston and serving as a major hub for logistics and innovation. Reliable and comprehensive public transportation to and from this location is critical, not only to Amazon employees working irregular or overnight shifts, but also to the surrounding community. In fact, according to recent reports, RIPTA has already begun limited service for some Amazon shifts due to safety concerns raised by employees who had no way to get home after work.

Given the infrastructure already in place, the financial contribution from Amazon, and the relatively minor time addition to the route, this is a straightforward and sensible improvement. I respectfully urge RIPTA leadership and state decision-makers to prioritize this adjustment during their upcoming service evaluation hearings.

If additional information is needed, I would be happy to facilitate further discussion.

Thank you for your time and consideration.

Sincerely,



Joseph M. Polisena, Jr.  
Mayor, Town of Johnston

**From:** [Justine Ray](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 69  
**Date:** Saturday, August 2, 2025 8:55:36 AM

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Please do not eliminate the 69 bus route. We need more bus service in South County, not less. Route 69 is a vital part of our daily lives. It is used by people young and old who cannot drive, and people who cannot afford a car/insurance. It gives people the ability to get to a job, get health services and get to the supermarket or store. Buses reduce traffic, pollution, and wear and tear on roads. Please do not eliminate this route. You are harming the most needy low and middle income individuals and families.

Justine Ray

[REDACTED]

Wakefield, RI

**From:** [K Inomura](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Re: RIPTA Route 69  
**Date:** Tuesday, August 5, 2025 11:32:53 AM  
**Attachments:** [Opinion on route 69 \(Keisuke Inomura\).pdf](#)

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Dear RIPTA team,

Thank you for providing great service. Here, I would like to share my opinion on Route 69, which includes a suggestion to test a shortened route instead of its complete removal (please find an attached file). I spoke about this idea at the public hearing in Providence yesterday, but this writing provides more details, including a figure. I would sincerely appreciate your time, help, and consideration.

Best regards,  
Kei

\*\*\*\*\*

**Keisuke Inomura | Assistant Professor**  
Team Leader | [Quantitative Microbiology Group](#)  
Editor | [mSystems](#)

University of Rhode Island  
Graduate School of Oceanography

\*\*\*\*\*

Dear RIPTA route planning team,

I am an avid RIPTA rider, and thank you very much for all the service you provided. RIPTA has been my family's lifeline, connecting our house to essentials, including hospitals and grocery stores. The proposal to completely cut route 69 came to me, my family, and many others as a surprise. Route 69 goes through a decently populated area from the University of Rhode Island through Wakefield, where many hospitals, grocery stores, restaurants, etc, are located. For example, my family of 5 all go to hospitals in the area accessible by Route 69. We also take this bus to go to the Y and grocery shopping. Losing Route 69 would be a life-changing event. I presume this applies to many people, as I saw over 30 people on board on Route 69 last Saturday, 8/3, departing from URI at 8:50 am (Bus#2254), and most people got out in Wakefield (thus not at the beach).

Despite such apparently high use, why is Route 69 planned to be completely removed? I can only think that this is due to the lower ridership after Salt Pond Plaza, the area with low population, with mostly summer housing and farms (Figure 1 below on page 2). This part accounts for about half of the complete route, and I understand that the ridership is extremely low (except during the summer) due to the lack of essential services, such as grocery stores and hospitals, which effectively doubles the cost of the route. Furthermore, Bus 69 runs until 12:30 am on weekdays, which further lowers the number of riders per cost, thus resulting in a high cost per rider.

Thus, instead of completely cutting Route 69, could RIPTA leadership consider shortening the route to the relatively dense area and being more selective about the operation time? For example, keeping only the route from the URI to the Salt Pond plaza. It would mean about a 50% route cut, substantially reducing the operational costs, but still maintaining most of the ridership. Or if it is still difficult, is it possible to keep the route from URI to Wakefield Mall? This will still allow access to most of the hospitals and many riders. Notably, Wakefield Mall is a good U-turn area, with available parking spaces and a public bathroom for drivers. Also, why does it run after 10 pm when life essentials are mostly closed (e.g., hospitals and grocery stores)?

After being more selective about the route and timing, I believe that bus 69 will be out of the category of complete removal. **Would it be possible for the RIPTA leadership to first test how the ridership may change with a shortened route to cover relatively populated areas from URI to Wakefield Mall or Salt Pond Plaza without late night time, instead of completely eliminating this route essential to many people, including URI students and workers, as well as those working at Wakefield, all at once?** I would sincerely appreciate your consideration.

Sincerely,  
Keisuke Inomura

## Route 69

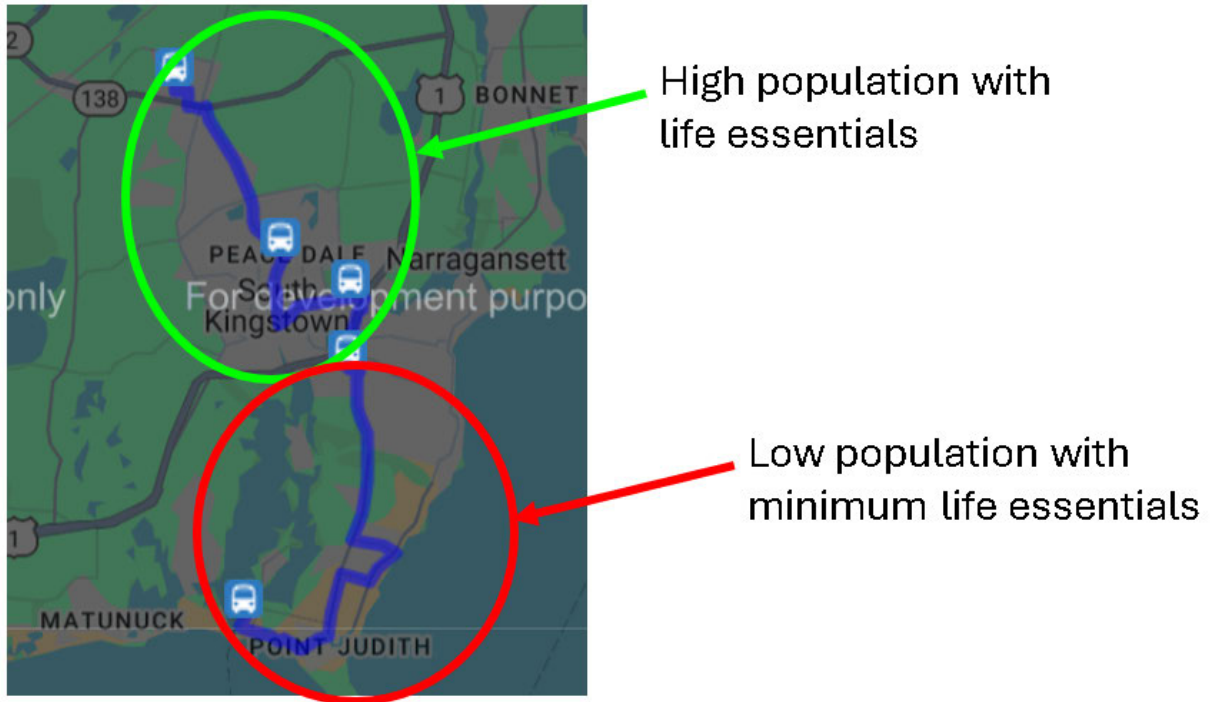


Figure 1. Route 69 covers two areas. Green: high population in the north. Red: low academic year (Fall and Spring) population in the south. The North area also features many essential services, including grocery stores and hospitals. Map taken from [69 | Narragansett/Galilee - RIPTA](#).

**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Sent:** Monday, August 4, 2025 11:37 AM  
**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Subject:** [EXTERNAL]RIPTA: Contact Us  
From: [REDACTED]

Subject: Customer service

YOUR NAME: Keisuke      LAST NAME: Inomura

EMAIL: [REDACTED]      PHONE: [REDACTED]

CITY: Exeter    STATE: Rhode Island

ROUTE/VEHICLE INFORMATION: Yes

MODE OF TRANSPORTATION: Fixed-Route Bus Service

ROUTE: 66 URI-Kingston/Galilee    TRIP TIME: Around 9am

TRIP DIRECTION: Outbound      BUS NUMBER: 2254

TYPE OF FEEDBACK: Commendation

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: I noticed that bus 69 has been listed as a potential rout removal, but I would like to report that I saw more than 30 people on the bus yesterday morning. The bus number was 2254, and I hope someone will check that with the camera. I do hope that the 69 will be maintained. I noticed that many people have a job in Wakefield and rely on the bus even on Sunday. Personally, bus 69 is the only one that we can use to go to the hospital for our children and our primary care. I would really appreciate your consideration of continuing route #69.

Best regards,  
Kei

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 2025-08-03 9am



**From:** [Karen Bryer](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA concerns  
**Date:** Tuesday, August 5, 2025 8:24:51 PM

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I want to express my concern regarding RIPTA bus cuts. I am appalled that the legislators and the governor have left RIPTA in such a state under the guise of waiting for an efficiency study.

The study shows no waste, fraud or abuse so it's time for them to step up and fund public transportation. For too long, I think RIPTA has been looked at as the state's poor step child-left to fend for itself rather than embraced and expanded to be a model operation that supports other state initiatives.

There is so much concern about economic growth in this state, and it's been proven that one of the biggest factors in people being able to get and hold a job is access to reliable transportation. Yet no one seems to look at RIPTA as an opportunity for sustained economic growth. There is a healthcare crisis and yet, rather than stepping up funding to RIPTA to ensure access to ever shrinking healthcare resources, the leadership doesn't seem to see the connection. The 2021 Act on Climate is establishing a plan to cut greenhouse gas emissions, yet rather than expanding opportunities for public transportation to help with this, there seems to be a total lack of understanding of the connection.

Along with funding support at this time, more needs to be done to promote ridership. I would suggest partnering with the ConnectRI group to add wifi to the buses. This could make a commute more appealing to some. As a RIDE employee, I was offered a garage parking pass, but don't remember being offered a discount on a RIPTA pass. Promoting RIPTA to state employees should be part of the plan. I'm also close to Brown and RISD, who have their mini buses doing rounds here for students. I feel strongly that because of this, students have no idea of the options RIPTA offers them. A connection with these colleges could help to increase ridership.

RIPTA serves the state and yet I would love to know how many of our legislators have ridden the bus and understand who the buses serve regularly. RIPTA needs to be fully funded to avoid cuts.

--

[Karen Bryer](#)

[Providence, Rhode Island 02906](#)

**From:** [Kathryn B. Mandel](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route 92  
**Date:** Tuesday, August 5, 2025 7:19:30 PM

---

Dear Sir or Madam,

I'm writing to urge you to please preserve full service on Route 92. I know of many elderly people who depend on it for getting to their health care providers and the grocery store and pharmacy. I have relied on this bus route many times as well.

Thank you for your consideration.

Sincerely,

Kathryn Mandel



Providence, RI

**From:** [Kelly Bouchard](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed service changes (2025)  
**Date:** Tuesday, August 5, 2025 5:39:53 PM

---

To whom it may concern,

I am a Cumberland resident who works in Providence and often has appointments or errands in other parts of the state. I do not have a personal vehicle, so I rely greatly on various RIPTA routes to travel.

I am devastated to hear that RIPTA is considering reducing services to nearly all routes. As it is, there is very little service in Cumberland – I have to pay for an Uber to take me to Lincoln Mall so that I board the 54 to Providence, as this is the closest stop to me. I am fortunate enough to be able to afford this, but I am concerned for the approximately 11% of Rhode Islanders living below the poverty line, those with disabilities that make it challenging or impossible to drive a vehicle, college students who do not have their own vehicles, and other vulnerable groups who may not be able to.

Public transportation should be a fundamental part of the community to help people access services, go to work, and connect with each other. Moreover, promoting a shift from personal vehicle use to public transportation would greatly reduce CO<sub>2</sub> emissions.

I suspect that RIPTA is currently underutilized because its current infrastructure is lacking and there is stigmatization about its use. Cutting routes even further will only harm vulnerable Rhode Islanders, as has already been demonstrated in this public hearing session thus far. Instead, more funding should be devoted toward bolstering and supporting this vital service.

At the very least, I urge you to preserve RIPTA as it is and to work toward making Rhode Island a more accessible state for all.

Thank you,  
Kelly Bouchard

**From:** [Kelly Cabral](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Ripta service changes are a nightmare for RIDE users  
**Date:** Tuesday, August 5, 2025 8:49:11 PM

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To whom it may concern,

I am afraid that my life will be destroyed if my transit access is eliminated. I use the RIDE program and I can only go where a bus operates. I mainly use the paratransit service on Route 33 and 60 service areas but I use other routes to go to doctor appointments since the state's medical ride service is not reliable.

The idea of not being able to go out during the week makes me ill. I fear that disabled people like me will lose access to normal life because of these drastic changes. Please don't eliminate full lines because instead of saving money, in the future it will cost the state more when people lose employment opportunities and have to solely rely on MTM for medical appointments.

Thank you,  
Kelly Cabral

**From:** [Kelly Reiss](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Against proposed RIPTA cuts  
**Date:** Monday, August 4, 2025 1:10:29 PM

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Dear RIPTA marketing and management,  
Please reconsider the substantial service cuts being proposed. We need clean, reliable, safe transit today more than ever, and RIPTA is a major pathway to provide transit across our state. As a state, we want to live in a sustainable, reliable, clean energy, lower carbon future, and RIPTA has promoted that. I see the electric buses sometimes, even though my most used RIPTA line (route 60) does not use them (or at least not that I have been on). My family members also ride RIPTA routes including the 66, 60, 54, 51, 29, 22, and 3. It is tragic that when we should be reducing our carbon emissions and promoting sustainability in order to achieve better climate outcomes, we see these significant proposed cuts. This is not the right path forward.  
Kelly Reiss  
Barrington, RI

**From:** [Kelly Switzer](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Please do not allow routes to be eliminated  
**Date:** Monday, August 4, 2025 5:21:23 PM

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I just found out about the many routes, including what appears to be all express/park and ride routes, slated to be cut, and want to add my voice to the many urging RIPTA and the state to find a way to avoid making these cuts.

I commute on the 65X line 4 days a week, and have used RIPTA to commute to Providence for work in different configurations over the better part of the last 20 years. I have always been very pleased and impressed with the service that RIPTA offers, and regularly share with others how much I enjoy taking the bus to work rather than having to drive into the city and pay to park every day. In fact, I'm writing this email on the bus right now!

If the proposed cuts go through and I can no longer take the bus to work it will mean one more car adding to the traffic on the roads, more pollution, a significant increase in my commuting costs, and what I would consider a notable decrease in my quality of life.

However, I am also aware that for many people, losing their bus route(s) would be even more detrimental, to include losing their way to get to work, school, the grocery store, medical appointments, and more completely.

Please find a way to close the budget deficit that does not remove valued and vital services that so many Rhode Islanders rely on every day.

Thank you,

Kelly Switzer  
North Kingstown

**From:** [Gregory, Kimberly](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Weekend Service to Providence College  
**Date:** Monday, August 4, 2025 1:09:47 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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I wanted to submit a comment about the proposed elimination of weekend services to Providence College. I am the HR manager for Sodexo and we have many employees that use the RIPTA services to get to work. Most of our employees work at least one day of the weekend. The proposed elimination of services will make it difficult for these employees to commute to work. Many of these employees are just above the poverty level and this would indeed be a hard-ship if they needed to find an alternative way to commute to work. We appreciate your consideration.



**Kimberly Gregory**  
Human Resources Manager  
Dining Services  
Providence College



[Redacted contact information]



[Redacted contact information]



[Redacted contact information]



[Redacted contact information]

**From:** [L. Argiri](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]logistics comments on cuts  
**Date:** Tuesday, August 5, 2025 4:30:31 PM

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**I was at the August 4 meeting at the Providence Foundation. I live in the borderland between Federal Hill and Olneyville and make frequent use of the #17, #19, #31, #27, and #28. The availability of several bus routes there was one of my household's reasons for buying in the area.**

**We do not need cuts to the #17 and #19. Users already have to plan their utilization of these buses away from the high school students' commute to and from school. During their commutes, these buses will be crammed and will pass without stopping. So we already plan our appointments for mid-day and early afternoon and late afternoon. If there is no service during those times, there is a problem. Not everyone can walk to Broadway for the #27 and #28 - some are very elderly, infirm, or handicapped.**

**The #92 serves many very elderly nondrivers. Whatever you call the route, they should not be subject to service reductions.**

**Ms. Elizabeth Hubbard spoke eloquently of the needs of handicapped people for frequent and dependable public transit. I am a member (I hope a temporary one) of the handicapped. Back and hip injuries have made it impossible for me to run and brutally difficult for me to walk more than about a mile, and I can't walk fast.**

**That said, the #31 is a necessary backup for the #17 and #17, which do not run late. The #31 helps me avoid being stranded at Kennedy Plaza waiting for their few late runs and is sometimes my only way to of getting home without a long walk at night. I regularly go to Boston Saturdays to perform at my church there and return on one of the later trains. Kennedy Plaza is a theatre of misfortune, always unsettling at night and sometimes dangerous. It is a worrying thing to be there for long, knowing quite well I could not sprint away from an escalating danger. I need to be able to be on my way home from there promptly. So does everyone else, fully mobile or not. I can't walk all the way from either the train station or Kennedy Plaza to my home without being in a world of pain the next day and possibly making my condition worse. If it is very late, the best that is available is the R to Lockwood Street and then a walk of about a mile.**

**Most certainly, your users should not stand around in Kennedy Plaza at night.**

**It's time to find the money to keep RIPTA running at least as well as it already does.**

**Laura Argiri**  

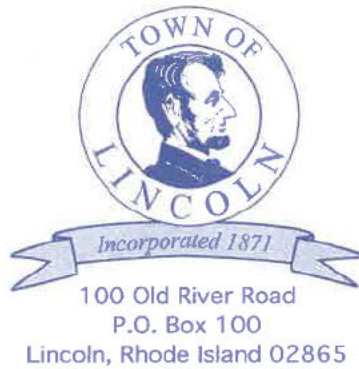



**From:** [Laura Weick](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Don't cut route 92!  
**Date:** Tuesday, August 5, 2025 8:33:52 AM

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One reason I moved to my new apartment on the East Side of Providence was the convenience of a bus stop to take to my workplace and centers of community downtown and in the Federal Hill area. By cutting my segment of Route 92, I will not be able to commute without multiple bus transfers (or paying much more for an Uber), since I am disabled, struggle with driving, and am not bringing a car. And no, adding Route 91 does not help because it only runs on weekdays once an hour. If I had known these changes were happening before I signed my lease, I would not have moved.

These cuts are showing me that Rhode Island does not respect the needs of the working-class and disabled people. There is no reason for our state to be so car-centric at the expense of our community, especially when the state economy and job market is so abysmal that just owning a car with parking fees, insurance, etc. costs half my paycheck. And by limiting our options, fewer young workers will want (or could afford) to live here.



OFFICE OF THE TOWN ADMINISTRATOR  
**PHILIP G. GOULD**  
333-1100  
Email: [pgould@lincolnri.org](mailto:pgould@lincolnri.org)

August 4, 2025

Rhode Island Public Transit Authority (RIPTA)  
705 Elmwood Avenue  
Providence, RI 02907

Dear RIPTA Chief Executive Officer Christopher Durand and Members of the RIPTA Executive Board,

I am writing on behalf of the Town of Lincoln to express serious concerns about the proposed cuts to bus routes #73 and #75. These routes are critical to the mobility and economic stability of many of our residents and cutting them would have a profoundly negative impact on our community.

Route #73 provides vital access to key regional destinations, including Bally's Twin River Lincoln Casino and the Community College of Rhode Island (CCRI) in Lincoln. Many employees and students rely on this route for daily commuting. Eliminating this service would reduce employment access and educational opportunities, especially for those without other transportation options.

Route #75 is equally essential. It connects Lincoln residents to a wide range of medical services along Route 116, shopping destinations at the Lincoln Mall, and training and job preparation programs at Lincoln Technical Institute. Furthermore, this route serves several residential neighborhoods that make up a significant portion of Lincoln's affordable housing. These areas are home to residents who disproportionately depend on public transportation for healthcare, groceries, work, and education.

RIPTA's services are not simply a matter of convenience — they are a lifeline. Cutting these routes could isolate some of our most vulnerable populations and undercut efforts to support workforce participation, access to education, and public health.

On behalf of the Town of Lincoln, I strongly urge RIPTA to reconsider any reduction or elimination of Routes #73 and #75. We are happy to work collaboratively to explore alternative solutions that maintain essential transit services while addressing RIPTA's operational concerns.

Thank you for your time and attention to this important matter.

Sincerely,

Philip G. Gould  
Town Administrator  
Town of Lincoln

**From:** [Lily Harding](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed Statewide Service Cuts - public comment  
**Date:** Monday, August 4, 2025 7:16:21 PM

---

As a Providence resident who relies on bus service, I am strongly opposed to RIPTA's proposed service cuts. I don't have a car and can't currently afford one, and I use a variety of bus lines to get to work, classes at RIC, get groceries, and see my friends in other neighborhoods. Even as someone who is able and loves to walk and bike, those alternatives to the bus are not viable when it's 90 degrees or pouring rain. Like so many Rhode Islanders, RIPTA keeps me connected to my community and commitments.

RIPTA is essential for Rhode Islanders to get to work, school, doctor's appointments, and a variety of other essential places, and reducing services is an unjust burden on Rhode Islanders who are working class and/or disabled.

Further, a robust public transit system is a necessity for Rhode Island to meet its climate goals and for Rhode Island to be a desirable place to live for climate-conscious people. Reliable and frequent bus service keeps cars off the road, helping our state reduce its carbon emissions and improve air quality.

Keeping more cars off the road also makes our streets safer for pedestrians, cyclists, and drivers. Respectfully, I think we can all agree that more Rhode Island drivers on the roads does not bode well for our collective safety or blood pressure.

Cutting RIPTA services will be devastating—from teachers and healthcare workers whose commutes are more stressful (or impossible) to students who can't get to school on time to missed doctors appointment to more carbon emissions from more cars on the road emitting. Rhode Islanders will be more isolated, our streets will be less safe, and our air will be more polluted.

Please reject these proposed cuts and keep our state connected.

Sincerely,  
Lily Harding

**From:** [Kalenkiewicz, Linda A.](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Cuts - My Take  
**Date:** Tuesday, August 5, 2025 4:37:25 PM  
**Attachments:** [image001.png](#)

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Hi, my name is Linda and I have been riding RIPTA buses to work for 40 years.

I have always worked in downtown Providence Law Firms and have relied on RIPTA for 40 years to get to and from work. I have ridden the bus in good weather, bad weather, snowstorms (December Debacle), hurricanes, etc. and it has always gotten me to my park and ride lot safely.

Parking in downtown Providence is very, very expensive, so when I started my career back in 1985 (I didn't even have a driver's license or car back then), I took RIPTA to the city to work every weekday. I lived in Central Falls at the time and took the 79 Broad Street, then the Pawtucket via Pawtucket Avenue. I did this until 1990 when I moved to Manville, Lincoln. I took the Lincoln Mall Park and Ride for many, many years. It was great. My job started at 9:00 and I could take the 8:30 Park and Ride and get to work on time.

In 1993, I moved to northern Cumberland and started taking the Cumberland Park and Ride at Chimney Hill. There was only one bus up and one bus back so I had to be very careful and make sure I caught it, but I did this for a many years. I even made a lifetime friend on that bus who I am still best friends with today!

My first experience with a bus being "cut" was that Cumberland Park and Ride bus. They used to send a small bus because so few of us took it from there. It worked out great but I guess it wasn't making enough money so that bus route was cancelled at some point. I had to go back to the Lincoln Mall Park and Ride because that was the closest to my bus in Cumberland. At least I had an option to do that back then.

In 2011, I moved to Coventry. I could walk down the street and catch the Route 117 Park and Ride on Tiogue Avenue because it started at New London Turnpike and then came around Tiogue to head to Arctic. This was great for me because I hate driving in snow and I was able to walk to catch the bus. This didn't last very long, either. That bus was then changed so it didn't start at New London turnpike park and ride anymore. Bummer. So I drove to the West

Greenwich Park and Ride lot. That worked out great for many years when I lived in Coventry. That bus was standing room only sometimes. I literally had to stand all the way into the City many mornings. They added runs because of that situation.

In 2019 I moved to North Kingstown. I had a few options to choose from and I was elated! I could WALK to the 14 bus and catch it on Post Road, which turned into an Express bus in East Greenwich. Super helpful. Convenient. Again, I hate driving in snow and being able to walk to a bus is ideal for me.

But then RIPTA stopped that run and now the 14 is local all the way into the city, which takes almost an entire hour. That is crazy to me! So then my next option was to drive to the Route 2/4 park and ride lot and the 65X to Providence. I have been doing that since the 14 Express was cancelled. This park and ride bus starts in Wakefield and the Route 2/4 park and ride lot is the last stop before becoming express on the highway. Let me tell you, that bus has at least 20 people on it some days. Granted, some days it's dead like Fridays but I still have to go into the office on Fridays and I NEED this bus. Imagine my shock and disappointment to hear that it is one of the buses they are planning on cancelling this September! I was SHOCKED. That bus has a decent ridership! It certainly has more than the Scituate park and ride! There are probably 3 people who get on THAT bus! But now that it's tied to Amazon, it's NOT being cancelled. This is disgusting to me. Do I need to line up a sponsor somewhere between Wakefield and Providence to keep the 65X going?

I have worked in Providence 40 years and for the first time in my entire career, I have to wonder if I will have to quit my job and try to get one closer to home because of this. I absolutely refuse to drive to Providence for many reasons. 1) gas, 2) parking fees, 3) I hate driving in bad weather, 4) I hate driving home at night in the dark. I have a good job that pays well and has excellent benefits that I want to KEEP and that I had planned to retire from, but this situation is now throwing me for an absolute LOOP. I have lived through many bus route cancellations over the course of 40 years, and I have paid MANY bus fares over the course of 40 years, but this takes the cake. This is unbelievable to me. Please, please, please do not cancel the 65X bus. Thank you for listening.

Linda

Linda A. Kalenkiewicz

[REDACTED]



[REDACTED]

**From:** [Lisa Marchessault](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed Service Cuts  
**Date:** Sunday, August 3, 2025 12:47:31 PM

---

Hello,

I am writing to share how frustrated and disappointed I am by the proposed service cuts due to the chronic underfunding of RIPTA.

I am someone who chooses to take RIPTA as much as I can, even though I have my own car and the means to drive myself whenever and where ever I want. I choose to take the bus because I want to lower my emissions and not feel stressed by driving or finding parking.

These cuts are devastating. As a casual bus rider, I know other people will face far greater impacts in their day-to-day than I will.

However, these cuts will make it much less likely for potential casual riders (like myself) to see the value of taking RIPTA. I recently moved from North Providence to Cranston. With these proposed cuts, my old location would go on Saturdays from having 5 routes within a ~20 minute walk (27, 50, 55, 57, and 58) to just 1 (57). At my new location in Cranston, I will be dealing with less frequent service for the 1, 3, and 4. In order to get more casual riders interested, we need more frequent service to get people to where they want to go, not less.

The leaders in this state say they want to improve the housing, financial, educational, health, and climate issues facing Rhode Islanders. The chronic underfunding of public transportation demonstrates they are not serious in these efforts. We are one of the smallest and densest states; we should have one of the best transportation systems in the country.

Respectfully,  
Lisa Marchessault

**From:** [Madeline Luke](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]54 Woonsocket bus  
**Date:** Sunday, August 3, 2025 1:31:41 AM

---

I understand you have a budget deficit. In addition to decreasing frequency of the 54 bus, would you consider re-routing the service back to 246 instead of going on 146?

I used to take the bus frequently at Harris Avenue back and forth to Providence many years ago and now there are more houses ( and potential riders) than previously. Providence station is great for connecting with other busses and trains as well.

Fewer cars into pvd means less traffic on 146 and 95,fewer delays, less CO 2 emissions.

This wouldn't cost you extra money and you might get some new riders.

Madeline Luke, Lincoln

Sent from my T-Mobile 5G Device

Get [Outlook for Android](#)



**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>

**Sent:** Friday, August 1, 2025 1:23 PM

**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>

**Subject:** [EXTERNAL]RIPTA: Contact Us

From: [REDACTED]

Subject: Customer service

YOUR NAME: MARGARET PEGGY Benz      LAST NAME: Benz

EMAIL: [REDACTED]

PHONE: [REDACTED]

CITY: NARRAGANSETT

STATE: Rhode Island

ROUTE/VEHICLE INFORMATION: Yes

MODE OF TRANSPORTATION: Fixed-Route Bus Service

ROUTE: 66 URI-Kingston/Galilee      TRIP DIRECTION: Inbound

TYPE OF FEEDBACK: Suggestion

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: I was not able to attend the open forum this past week in Kingston on the elimination of RIPTA routes. I am very concerned about Route 66/69 to Galilee.

Many of my colleagues who work with me in Galilee do not drive and rely on the bus to get them to work and back home. It is not only workers in Galilee but also tourists and, during the school year, URI students who live in the Scarborough/Point Judith area who will be affected by this proposed cut.

Also, when planning routes, it might be good to coordinate with the ferry so that the bus is available for drop-offs and pick-ups. Doing so would offer options for people who do not have vehicles and would certainly offer another alternative for those who do have vehicles. It would also eliminate parking congestion in Galilee

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 0025-08-01

**From:** [mota lopes, mariana](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]STOP HARMFUL RIPTA CUTS NOW!  
**Date:** Tuesday, August 5, 2025 5:57:59 PM

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The time to solve this is now. We demand that you immediately direct your administration to protect RIPTA service and secure stable, long-term transit funding. You must exercise your authority as governor to:

- 1.) Direct Director Alviti to flex discretionary RI-DOT funds to RIPTA to prevent this year's cuts and keep the busses running for the tens of thousands of Rhode Islanders.
- 2.) Call on Speaker Shekarchi and President Lawson to reconvene and pass a real, lasting solution to RIPTA's recurring budget crises and end the cycle of uncertainty that forces Rhode Islanders to depend on car ownership just to meet their basic needs.

mari mota

**From:** [Marion](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA is needed... do not cut!  
**Date:** Monday, August 4, 2025 4:43:15 PM

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Good, reliable, Public transportation is essential to so many people so they can manage their lives, families, work and education. Without widespread affordable transportation people's lives can become stagnant and that spreads into communities across the state.

Besides, well functioning public transportation is fuel efficient and reduces wear and tear on our roads and environment.

It is one of the highest state priorities. Please keep it widespread, efficient and affordable.

Sincerely,

Marion Freiberg

Wakefield, RI

02879

Sent from my iPhone

**From:** [Md Iftakhar Khan](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Request to Preserve RIPTA Route 69 (URI Kingston to Galilee/Narragansett)  
**Date:** Monday, August 4, 2025 10:22:33 AM

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Dear RIPTA Team,

I am writing to express my concern regarding the proposed elimination of **Route 69**, which serves the URI Kingston to Galilee/Narragansett corridor. As an international student at the University of Rhode Island without access to a personal vehicle, Route 69 is an essential lifeline. It enables me and many others in the URI community to access basic services such as grocery stores, and community resources in Narragansett and Galilee. For students without cars, this route is not a convenience, it is a necessity. Eliminating Route 69 would significantly impact our ability to live, study, and engage with the surrounding area. It would create undue hardship for students, who depend on public transportation to meet their daily needs.

I respectfully urge RIPTA to reconsider this proposed change and to preserve Route 69 as a critical service for the URI community.

Best Regards

Md Iftakhar Khan  
Graduate Research Assistant  
Microfluidics & Microsystems Laboratory  
University of Rhode Island

**From:** [Meagan Thompson](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comment on proposed service changes  
**Date:** Saturday, August 2, 2025 12:28:53 PM

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Hi,

I recently read an article stating that Providence is one of the most walkable cities in America. This has been a source of pride for the city, and is one of the reasons I moved here last fall. I love Providence and the life you find on the streets here. I feel part of the community just by passing people on the street and sitting next to them on buses. Community is a beautiful thing--it makes us stronger and happier humans. Walking and taking the bus allow us to take the time to see the beauty in our world. Car culture is harmful to our society--environmentally and socially--and something our cities and states need to invest in changing. And Rhode Island has the ability to be part of that change.

I am a privileged person with a car and a good job, but that's not the case for many people in our community. As the GOP continues to slash community aid federally, many vulnerable people will find it even harder to live than ever before. Why take away their ability to have freedom of movement? If they can't get to their jobs and schools, they will lose what little aid and support they have left to them. This city will become a poorer place when you remove the ability for all people to live their lives.

I already get upset that the buses don't seem to match online trackers, making it harder to travel via bus, but to offer fewer options for a route or to eliminate routes completely is not going to help RIPTA be a valuable community aid, which is the reason it exists.

To lower the frequency of routes or eliminate them completely will mean less people trust RIPTA to travel, which means fewer passengers, which means less money for RIPTA to operate, which leads to further eliminations. However, if you invest in the routes and allow people fast ways to get around the city without clogging up the highways, more people will take the bus, allowing RIPTA to invest more in the community.

It hurts to see the national regression track our country is on, and I don't want Rhode Island to be a part of that. I want this to be a safe and happy place for people to have refuge. We can't build a strong community if our most vulnerable can't live. I love Providence and Rhode Island. Please don't give me a reason to change my mind.

Meagan Thompson  
Providence, RI

**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>

**Sent:** Friday, August 1, 2025 3:51 PM

**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>

**Subject:** [EXTERNAL]RIPTA: Contact Us

From: [REDACTED]

Subject: Customer service

YOUR NAME: Meghan

LAST NAME: King

EMAIL: [REDACTED]

CITY: Warwick

STATE: Rhode Island ROUTE/VEHICLE INFORMATION: No

TRIP DIRECTION: Inbound

TYPE OF FEEDBACK: Suggestion

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: I am urging you to NOT move forward with the proposed cuts to buses. Most paying riders would prefer to pay an extra \$1 a ride rather than see these cuts happen. Many Rhode Islanders rely on the RIPTA bus to get to and from work and majority ride the bus to avoid the exorbitant parking fees in downtown Providence. Much rather pay to ride the bus to and from work than pay \$250-\$300 a month to a parking garage. Please reconsider these cuts. Absolutely crazy to think that cuts are the best option to correct this budget deficit when your company's whole way of making money and paying your employees is through riders taking the bus. There has to be other areas that RIPTA could cut if needed.

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 2025-08-01 4:00PM

**From:** [MIA NOLAN](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Proposed RIPTA changes  
**Date:** Tuesday, August 5, 2025 5:12:32 PM

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Dear RIPTA:

95X is an important route.

I sincerely hope you do not cancel this route.

When I can ride the 95X, my fellow passengers are state workers, people hitching a ride to the VA, and many others.

95X is an important route as it connects Westerly to Providence and those places in-between and beyond. It helps keep spending in the state instead of going into Connecticut.

95X is economically, environmentally, and socially beneficial to Rhode Island.

We hope you find a way to keep this route.

In fact, if you could add a weekend service and change the service times to include the dinner crowd, then I believe you would see even more use of the 95X bus.

Lastly, it was pretty cheesy to announce these drastic schedule changes and give only a few days notice for the public to respond. Especially, not even offering a meeting in Westerly.

Thank you for your consideration.

Mia Nolan

**From:** [Michael Morris](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Schedule  
**Date:** Monday, August 4, 2025 6:19:21 PM

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My name is Michael Morris I have been depending on ripta most of my life going to and work or elsewhere. I want to know if tjere is any chance that both bus 92 to Rhode Island college and bus 55 to Rhode Island college can continue on the weeke as I work weekends and since this problem occurred my boss doesn't want to change my schedule to weekdays I hope you can find a solution to this problem because it's affecting my work schedule I rely on these routes because bus 57 doesn't go that far I will have to walk. I am a concern person who talkes these two busses to work also I want to know if bus 28 Hartford Ave. Will continue weekdays to and from home I an very concern ed about my job and tha bus routes to and from Rhode Island College please takecthus under consideration. Many students and employees that I know also take buses 92 to R.I. College and 55 to R.I College. I hope and pray you can find a solution Thanks

Michael Morris [REDACTED] here is my number if you need more input on how I feel about the services/routes being cut it's not helping the residents of Rhode Island many people like myself rely on riota to accommodate please take this into consideration



**From:** [Mikaila Mariel Lemonik Arthur](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]public comment on proposed RIPTA changes  
**Date:** Tuesday, August 5, 2025 5:29:59 PM

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To whom it may concern,

I am writing on behalf of the Committee on Political Education of RIC/AFT Local 1819, the union of full-time faculty at Rhode Island College, to most strongly urge that RIPTA avoid making devastating service cuts. RIPTA service is vital to the educational success and access of Rhode Island College students. Scholarship has found that lack of transportation access and transportation costs are among the most significant factors in reducing degree completion for students in college. 25% of the students emergency grants awarded by Our faculty-sponsored student emergency fund are for transportation costs; students who did not receive these grants would be at immediate risk of dropping out or falling so far behind in courses as to fail them for the semester. Rhode Island College students travel to our campus from all over the state and need access to a robust transportation network to stay in school. Our students with disabilities rely on paratransit to be able to enroll at all. Rhode Island remains committed to a collection completion agenda, and ensuring transportation access and affordability is a vital part of fulfilling this completion agenda.

Of course, our faculty rely on RIPTA as well. We have faculty who specifically chose to come to Rhode Island College from elsewhere in the country because our public transit makes it possible for them to live and work in our wonderful state without needing to own a car, or to manage a household without multiple cars. We have faculty who do not and cannot drive, and without the ability to take transit to work, they may face having to leave Rhode Island because they simply cannot get to work without RIPTA.

Please ensure that Rhode Island remains a place where our students can study and our faculty can work. Ensure this by maintaining a robust public transit system, including paratransit, that serves people across our state.

Thank you,  
Mikaila Mariel Lemonik Arthur

--

Mikaila Mariel Lemonik Arthur  
President, RIC/AFT Local 1819  


**From:** [mike.eng](#)  
**To:** [MarketingInfo](#); [MarketingInfo](#)  
**Subject:** [EXTERNAL]Please avoid proposed service cuts  
**Date:** Monday, August 4, 2025 4:45:30 PM

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These cuts are concerning. I share a single car with my wife, and I am a daily RIPTA rider. I live right near route 1 and ride it from Cranston into Providence with my 6 year old Monday - Friday to take him to summer camp. I also occasionally ride route 1 to TF Green airport when flying solo, and it would be a significant blow to lose that airport connection. Sustainability in transportation is a major priority for me. I hope you can find a way to avoid some of these cuts.

--

Mike Eng

[REDACTED]

[REDACTED]



**From:** [Nancy Nicholson](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]no cuts to RIPTA  
**Date:** Saturday, August 2, 2025 1:00:17 PM

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We must expand RIPTA service. Do not cut it. Look at the car traffic now in RI -- it takes 2-3 times as long to get anywhere as it did 6 years ago.

Too many cars.  
Not enough public transportation.

Cutting RIPTA will cause our public transportation system to fail.

Expanding RIPTA service will see RI thrive.

Make the right choice.

-- Nancy Nicholson  
Providence, RI

**From:** [Olivia Thomakos](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Do not cancel the bus routes  
**Date:** Sunday, August 3, 2025 12:41:47 PM

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Hi there,

I am writing in support of the RIPTA bus routes. I believe they should all be maintained.

When I first moved to Rhode Island from Edinburgh, Scotland, I had to live in Coventry. There is no convenient bus from the house where I lived in Coventry to the University of Rhode Island, so I needed to get a car. This increased my initial costs moving to Rhode Island -- especially the fuel costs necessary for my travel. Eventually I found accomodation near campus, but it is very expensive. My rent cost replaced my fuel cost. Affordable living spaces near campus are few and far between. Due to the infrequency of buses to URI campus from where I live, I must drive and park on campus. Since URI is a commuter campus, parking spots fill up quickly and early in the morning.

Now, the university is going to knock down the graduate student village. This will cause more graduate students to live further from campus. With few bus routes already, this will mean more cars on campus (and more emissions in our environment).

Students NEED the bus to commute to campus. I am teaching as a graduate assistant at the university and many of my students use the bus to commute. However, they often miss class due to late buses or bus cancellations.

Bus routes do not need to be eliminated or limited, they need to be INCREASED. With more bus routes and options, more people will choose the bus as an option. This will allow communities to flourish, students to be more successful, emissions to drop in the Ocean State, and will allow more access overall for community members and tourists alike to enjoy the spaces Rhode Island has to offer.

Please take into consideration that bus fares have not been raised in over a decade. This debt is a result of government mismanagement and the people who need the bus should not be punished for a larger governmental problem.

Thank you for your time.  
Olivia

**Olivia Thomakos** (she/her)  
Ph.D. Student and Instructor of Record  
Department of English  
University of Rhode Island





**From:** [Patrick Gallagher](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Route # 68 -- Newport  
**Date:** Friday, August 1, 2025 6:48:40 PM

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If it's at all possible, please extend the shelf life of #68 until Easton's Beach closes at the end of the month. There will be a two-week stretch during which the beach will be essentially inaccessible to those of us who don't get around as nimbly as we once did.

Thank you,  
Pat Gallagher  
Newport

**From:** [PD](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Bus Route 23 West Warwick  
**Date:** Sunday, August 3, 2025 1:32:32 PM

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Hello I'm expressing my concern to the subject that bus route 23 is being considered for elimination. As a resident of West Warwick, I rely on that route for my transportation to get to work, shopping, etc. I do not own a vehicle. Instead of elimination of the route, perhaps considering cutting the hours in operation of that route. I believe elimination of this route and others will put people in bad situation. Thank you for the time. Sincerely, Paula Dufresne

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

**From:** [Pooh Bear](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Service Change  
**Date:** Monday, August 4, 2025 5:38:22 PM

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To RIPTA:

I am a longtime rider of about 20 years. I have relied on the bus to get to school and to work and to go out for recreation, shopping and anything else I can't walk to. I can't afford to live on my own and my parents are aging. I don't know how long they will want to drive me around and I don't have a license. Previously we lived in East Providence and I would be stuck at home on weekends when the 78 didn't run as frequently and when I worked at Slater Mill, sometimes I would miss the bus if it was early or the driver didn't see me. On Sundays I was stuck at Slater Mill and Hodgson Rotary Park after closing the museum until the bus came. In the spring and fall it was dark and cold and the RIPTA shelter was closed. I didn't feel safe on the street at night. When it came time to downsizing, I made my parents move to a better RIPTA line. I chose the 1 or the R because they have long routes through Providence and run the most often. We moved to East Ave. and I had nearly door to door service to work at Slater Mill and the Pawtucket Public Library. I had everything I needed more or less within walking and RIPTA distance. I can walk to the 71 or the R-Line if necessary. When the Pawtucket Transit Center moved to the new train station, I lost access to my library stop. The library is a lifeline for me as much as RIPTA. So I am greatly invested in the future of RIPTA and disappointed to learn service on crucial lines will be slowed or cut. I rely on the 1 to get to work on time and to go out on the weekends for recreation. I see Brown University students and faculty, their families, workers on their way to their jobs, teenagers on their way home from school (Shea and Hope High Schools) and working in the Blackstone Valley Visitors' Center, I see the ParaTransit buses outside all the time bringing people to the Ocean State Center for Independent Living. Without the RIPTA services we rely on, there will be NO independent living for those without drivers' licenses, cars or the ability to walk or bike. RIPTA is a necessary lifeline.

I also predict these cuts will have a devastating impact on the economy and environment of Rhode Island. Don't we want to keep HASBRO? They will leave if their employees don't have access to public transit! The Tomquag Museum is slated to move to the URI campus so it is more accessible to people without cars. People rely on RIPTA to go to school, work, the airport and out for recreation. Why cut the buses that go to parks on the weekends? Shouldn't working urban families without cars have access to fresh air and outdoor activities just as much, if not more, than families with cars? I myself enjoy the Pawtucket Arts Festival and Arts in the Park at Slater Park. I formerly enjoyed events at McCoy and rely on the bus to cross the river. While traveling on the 1 through the Brown University neighborhood I see people with suitcases traveling from T.F. Green to visit their family and friends at Brown. What happens to T.F. Green if travelers can no longer get there on the bus from the East Side of



Providence/Pawtucket area? Why bus to Kennedy Plaza and switch to the airport bus when you can take the train into Boston to Logan airport? The train is more money than RIPTA and doesn't offer door to door service. Travelers have to get OFF the train in Pawtucket and then bus home. That makes little sense if T.F. Green is there and accessible. Furthermore, If people can't access their jobs, there will be more people on unemployment, more jobs unfilled. How does that help Rhode Island? There will be more unhealthy people from being stuck at home and unable to access health care services. The air will be less clean because of all the cars on the road and people unable to access Slater Park and Roger Williams Park for fresh air or health care services. These cuts are in direct opposition to the climate and mobility goals of our state. Additionally, everyone is complaining about traffic on the Washington Bridge. Offer some incentive to get people to leave their cars and get on RIPTA and that problem will be solved. The more people on the buses, the fewer people on the road and less traffic and people will be able to get to work in a timely manner.

I don't believe for a minute these cuts will save a significant amount of money but rather increasing services and access to service would bring in much-needed funds.

In short, don't cut RIPTA because it will have a negative ripple effect on the entire state. Listen to the riders who know what we need and how the cuts will impact us. We know it's not RIPTA's fault and this e-mail will be CC'd to the big wigs in charge.

Sincerely,  
R.A., Pawtucket

**From:** [Avi Goldstein](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Re: [EXTERNAL]Public Comment  
**Date:** Monday, August 4, 2025 9:55:27 AM

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Dear Ms. Raposo Perry,

Thank you for your reply.

However, your statement that RIPTA “distributed the reductions across the system to minimize the impact on any one area” does not align with the proposed service changes. The complete elimination of Route 69 and the South County FLEX service does not represent a reduction—it represents a full withdrawal from South County. That leaves a major region of the state with virtually no public transportation at all.

If RIPTA’s mission is truly to serve as the state’s “mobility manager,” then abandoning entire communities, especially in underserved areas, should not be treated as a reasonable option. These cuts do not reflect shared sacrifice—they reflect disproportionate harm to rural, elderly, low-income, and disabled residents.

Moreover, it is deeply troubling that these cuts are being presented as inevitable, when alternative funding sources are clearly available but not being explored with urgency or creativity. For example:

A modest increase of 2 to 3 cents in the state gas tax would raise tens of millions—enough to fill this year’s deficit and prevent drastic service cuts. A 2-cent increase would bring in roughly \$15 million, and even a 4-cent increase would still leave Rhode Island’s gas tax lower than in many nearby states. The gas tax hasn’t been raised since 2010—15 years ago—while costs across the board have increased.

Slight fare increases, paired with meaningful subsidy programs for low-income riders, would be far preferable to total service eliminations. Public transportation is a lifeline; for those who rely on it, having to pay a little more is better than having nothing at all.

Rhode Island could explore modest taxes on high earners or reassess other areas of state spending that are far less essential than maintaining a viable transit system. Surely, there is waste elsewhere in government that could be trimmed before gutting services for those with the fewest options.

To frame these proposals as unfortunate but necessary, while failing to seriously pursue revenue options, is misleading. The people of Rhode Island deserve a public transportation agency that fights for equitable, climate-conscious solutions—not one that quietly accepts decline.

Please ensure these points are entered into the public record.

Sincerely,  
Rabbi Avi Goldstein

**From:** [Rachel Quint](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Service Changes  
**Date:** Monday, August 4, 2025 8:51:31 PM

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Dear RIPTA Marketing Team,

I'm writing to tell you my shock and dismay at the proposed service changes that are being proposed. I am a mother to a one year old. I don't drive due to disability, so my son and I rely on the bus to access our community and public services.

All of my son's socialization happens because of where the bus takes us. He is safe, supported, and has created a strong community- something we would not have access to if not for the bus.

Having access to RIPTA has expanded my son's world. Without it, we'd honestly just be stuck in our third floor walk up all the time. I'm glad we can take the bus so I can show my son how beautiful our city is. This is the city where I chose to raise him, and I want him to have access to it. He deserves that much.

Thank you for your time,  
Rachel Quint

**From:** [Rae McCaskill](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Find RIPTA, no service cuts  
**Date:** Monday, August 4, 2025 11:37:26 AM

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Hello,

I am writing to ask you to not make any service cuts to RIPTA. If the proposed cuts happen it will be devastating for me and others in the community. One of the proposed lines to be eliminated is the line I use to go to my allergist appointments. He is the only doctor in the state that has knowledge about my rare chronic health condition. If I am unable to get to my appointments, my health will drastically change for the worse, which is already life threatening. Most disabled people, like myself, rely on RIPTA to get to our appointments and these cuts could potentially be life threatening for us. Please do the right thing.

**Rae McCaskill**

*Pronouns: They/Them/Theirs*



**From:** [Rahul Palnitkar](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Preventing RIPTA Cuts  
**Date:** Tuesday, August 5, 2025 9:28:54 PM

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Hi,

I write to staunchly oppose the cuts to RIPTA that are to take effect 13 September if no additional funding is obtained.

Personally, I, and many others at my workplace rely on RIPTA 50 to get to work (Fidelity Investments, one of the largest employers in the state; the views expressed here are mine alone and do not in any way reflect those of my employer) and these cuts would be devastating.

I would encourage the Board to consider alternative measures, including—if possible—using the capital budget to cover the operational shortfall.

Thanks,  
Rahul Palnitkar  
Providence

**From:** [Renu E](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA proposed cuts  
**Date:** Friday, August 1, 2025 4:41:26 PM

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Good afternoon -

My name is Renu Englehart and I am a town councilwoman for the town of East Greenwich.

I would also like to push against the cut for the NEIT bus on Sundays/holidays. NEIT is a vital part of East Greenwich and serves not only students coming from other parts of RI but also students on campus who do not have cars (some internationally). Sundays are a day that they use to travel the state, to the beaches, to PVD etc. I'd also point out we have a growing population living on Rt 2 in affordable housing units who are also dependent on these buses.

As a parent, my kids often took Rt 14 (the beach bus) before they could drive. The elimination of the connection and no service on weekends would hurt those who use the bus to go to the beach.

At a time when we are supposed to be encouraging people to use alternative modes of transportation and reduce traffic, why are we cutting RIPTA?

East Greenwich is in the center of the state and the traffic is only getting worse each year. Losing routes affects the congestion on our roads and time wasted. Please reconsider the cuts to our area.

Thank you for your consideration.

Renu Englehart  
East Greenwich

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**From:** [Rhea D"](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA cuts, Rider input  
**Date:** Tuesday, August 5, 2025 12:32:53 PM  
**Attachments:** [Screenshot\\_20250802-123632.png](#)

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PLEASE DO NOT DO THESE CUTS (see in attachment)

TO ROUTES #14, #69, #203 flex.

I RELY on these routes as a disabled Senior.

PLEASE also restore the #14 SATURDAY SERVICE

(and adding Sunday and holidays to #14, and more Flex on demand availability would also benefit riders too!)

Thank you

We need help from our community!

The proposed RIPTA service cuts scheduled for September 2025 will have a significant impact on our little community. 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 Stop & Shop, doctors, restaurants and retail locations that offer employment). Route 69 stops at South County Hospital!

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.

-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.

People at the meeting begged to increase fares, Flex Bus options and reduce hours rather than eliminate the routes.

Additional comments may be submitted via email to [marketing@ripta.com](mailto:marketing@ripta.com). The comment period



**From:** [Samantha Urbaez](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA PUBLIC HEARINGS - AUGUST 8 2025  
**Date:** Monday, August 4, 2025 1:13:17 PM

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Dear RIPTA Marketing Team,

My name is Samantha Urbaez, I'm a life long resident of Providence, Rhode Island, I am writing to express strong opposition to the proposed statewide service reductions scheduled for public hearing between July 28 and August 6, 2025. I work in Providence and rely on RIPTA to take me to and from work, specifically the 55. I work on weekends, and with the proposed elimination of weekend service to that line, it will make it more difficult and more expensive for me to get to work. Furthermore, I want to further my education and am considering a master's program at URI. How am I supposed to get to classes if Route 69 and 64 are eliminated/reduced?

Public transit is a critical lifeline for many Rhode Islanders, ensuring access to employment, healthcare, education, and essential services. Reducing service on so many routes would disproportionately affect individuals with limited transportation options, including older adults, people with disabilities, low-income residents, and essential workers. These cuts risk deepening existing health and social inequities by making it harder for vulnerable populations to meet their basic needs.

In the context of ongoing efforts to promote sustainability, workforce participation, and public health, RIPTA's role as a provider of reliable affordable, and accessible transportation is essential. I strongly urge for alternative solutions to address the current budget deficit that do not rely on cutting RIPTA services. Thank you for considering public input during this process.

-Samantha Urbaez

**From:** Public Inquiry <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Sent:** Monday, August 4, 2025 3:52 PM  
**To:** Customer Service <[CustomerService@ripta.com](mailto:CustomerService@ripta.com)>  
**Subject:** [EXTERNAL]RIPTA: Contact Us

From: [REDACTED]

Subject: Customer service

YOUR NAME: Sara LAST NAME: Costa

EMAIL: [REDACTED]

ROUTE/VEHICLE INFORMATION: Yes

MODE OF TRANSPORTATION: Fixed-Route Bus Service

ROUTE: 3 Warwick-Avenue/Oakland-Beach

TRIP DIRECTION: Inbound

TYPE OF FEEDBACK: Suggestion

TYPE OF SERVICE: Fixed-Route Bus Service

YOUR COMMENTS: Crazy idea, I know. How about you raise the fare to ride the bus. Even if only half of the riders pay to ride, even a \$1 increase would cover a substantial amount of the deficit you are proposed to be facing. No one wants to incur additional costs in daily life, but RIPTAs fare has not been risen in 15+ years. The only thing that can say the same is Arizona ice tea.

IF DESIRED, UPLOAD A PICTURE:

DATE/TIME OF INCIDENT/OBSERVATION: 2025-08-04 4:00pm

**From:** [Shontae Elliott](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Comments Re: Proposed Changes  
**Date:** Tuesday, August 5, 2025 6:57:19 AM

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Good morning,

I am emailing as a concerned resident of Providence regarding the devastating proposed cuts to RIPTA services statewide. I have been a resident of Providence for 8 years, and have been a daily RIPTA rider for all of those years.

Prior to moving to Rhode Island, I visited on numerous occasions and had the pleasure of using RIPTA as a visitor to the state. In my time as a RIPTA rider, I have seen it undergo numerous changes, but none as devastating as what is currently being proposed.

Public transit is necessary for the health of the state, it's a large part of what draws people in. In addition to boosting tourism, it's also necessary for the residents of the state. Connectivity is wildly necessary for people to access public services, participate in local and statewide commerce, and to be a part of the community. Cutting off people's access is not only catastrophic to their ability to reach necessary services, but it is also detrimental to their health and wellbeing.

The proposed cuts are going to leave people stranded and unable to access healthcare, banks, groceries, and social services. \$10 million dollars is such a small drop in the bucket for a statewide service that benefits every resident.

A state as small as Rhode Island should have absolutely no problem with providing a robust transportation system, and that we have to fight for access to even the most basic level of service is embarrassing and should make the legislators feel ashamed.

Thank you for reading,  
Shontae Elliott

**From:** [Shriram Krishnamurthi](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]proposed cuts  
**Date:** Tuesday, August 5, 2025 7:34:40 PM

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Dear RIPTA,

As a regular RIPTA user, I am naturally opposed to the proposed cuts.

What I do not understand is whether RIPTA has made efforts to reduce costs in other ways. For instance, often I ride on a bus that has at most three passengers on it. Yet it's a big heavy object, consuming a lot of power, putting more load on the road surface, and also taking up a lot of room. Why not move to smaller shuttles and the like? (Similar to the Brown shuttles.)

I did not read your full report, but these kinds of shuttles are very popular in other cities, and address many problems. They can also run in tight loops, servicing critical sections, so you can have more "feeders" and "outflows".

There doesn't seem to be any creative thinking in any of these directions, just doing more or less of the same...

Shriram

**From:** [SUE ROSEWELL](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Ripta Service cuts  
**Date:** Monday, August 4, 2025 10:00:55 PM

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I'm writing in regards to the changing bus schedule. The frequency of my bus route was already adjusted several years ago.

My work commute is 951 Dyer Avenue in Cranston to The Cove Center on Manton Avenue in Providence. I work with disabled adults and a lot of them also rely on public transportation, and they aren't able to advocate for themselves.

I have a seizure disorder and the medication regime I am on prevents me from driving. I work full time, and I rely on public transportation. I take five to six buses a day, depending on my work schedule, not to include activities of daily living (appointments, visiting my elderly mother - who also relies on public transportation, etc.).

It is important that all Rhode Island residents have access to transportation, not only those who drive. Thank you for your time and understanding.

Sincerely,

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

**From:** [t.d.a.](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Public commentary  
**Date:** Monday, August 4, 2025 11:19:35 AM

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August 4, 2025

Dear RIPTA,

In order to have a quality public educational system, and a strong stock of public housing, we need a reliable public transportation system. We cannot have one without the other.

For areas of low ridership, seek alternative ways to transport such as a mini-buses that are utilized in Norwood, Massachusetts. For areas that are accessible by waterways, consider adopting water shuttles more widely as they do in Boston, Massachusetts.

I urge you to think outside the box, use all our tools in the shed, and rescind these proposed route cuts that will negatively impact our students, our elderly neighbors and others who rely on the RIPTA transportation system.

Sincerely,

Toni Akin  
Providence, RI

**From:** [Vignesh Ravichandran](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Regarding 69 line closure  
**Date:** Sunday, August 3, 2025 12:54:49 PM

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Hi,

I am sending this email to express my deep dissatisfaction and disappointment at the closure of the 69 bus line closure.

I much like several international students at URI am reliant on this bus line for my daily commute to campus from my house near salt pond plaza. Since most of international students don't have cars this bus is crucial for grocery shopping at Stop and Shop & attending classes at URI.

I hope you take our needs into consideration when making your decision.

Best,  
Vignesh  
Graduate Research Assistant  
Wearable Biosensing Lab, University of Rhode Island

**From:** [Wondoo Eo](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]Serious Concerns About Proposed Changes to Route 69 and Route 66  
**Date:** Sunday, August 3, 2025 9:35:59 AM

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Dear RIPTA team,

My name is Wondoo Eo, and I am an international student at the University of Rhode Island. I am writing to express my strong concern about two of the proposed service changes: abolishing Route 69 (URI Kingston to Galilee/Narragansett) and increasing the waiting time for Route 66 (URI to Providence).

As an international student without access to a car and with very limited financial resources, public transportation is not just a convenience — it is a necessity. Route 69 is my only option to commute to and from campus, and its removal would make attending morning classes and returning home in the evening extremely difficult. Without this route, my ability to continue my studies and maintain a stable daily routine would be seriously disrupted.

In addition, longer wait times on Route 66 make it even more difficult to move to Providence, which is already difficult due to limited frequencies. Many students, including myself, rely on this route for essential needs such as medical appointments in Providence, legal paperwork, and academic or cultural events. Longer bus intervals can put a strain on already complex schedules and limit the ability to participate in off-campus opportunities.

I respectfully ask that you reconsider these proposed changes, particularly the elimination of Route 69 and the reduced service reliability on Route 66. These changes would significantly harm the daily lives of URI students, especially international students, who depend on RIPTA for basic mobility and access to education.

Thank you for your time and for considering the needs of the URI community.

Sincerely,  
Wondoo Eo



**From:** [Yohani Block Mapalagama](#)  
**To:** [MarketingInfo](#)  
**Subject:** [EXTERNAL]RIPTA Route Cuts  
**Date:** Sunday, August 3, 2025 9:37:34 AM

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Hi,

I am a URI graduate student currently residing in the URI graduate village. We have to move out of the graduate village next summer and we will be moving to a place in route 69. As we cannot afford a car for daily travel, we will really need the RIPTA bus. A graduate student like me cannot have a start and end time for their daily work hours because we do experimental work in the laboratory. We will be deeply affected by these cuts. And also on weekends we will not be able to go out and get groceries. This decision will impact our student life. Please take that into account. Thank you.

*Best Regards,*

***Yohani Block Mapalagama***

*University of Rhode Island, USA*

Email: 

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

From:

Sent: Tuesday, August 5, 2025 2:29 PM

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,

Brendon Lucas

Providence, RI 02906-3733

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

From: [REDACTED]

August 5, 2025 2:50 PM

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.

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

Sincerely,

Robin McDuff

[REDACTED] Woonsocket, RI 02895-2730

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 2:50 PM

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,

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

Sincerely,

Sonnie Kpangbai

[REDACTED] Warwick, RI 02886-1805

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 2:50 PM

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,

Dear Governor McKee,

RIPTA is absolutely essential to RI residents and students. I have relied on it several times to commute between URI campuses and from Providence (where I live) to Narragansett (where I work). I ask that you continue funding RIPTA, and reject the proposed cuts. If anything, we as a state should be FUNDING public transportation, not cutting it. Please listen to your constituents when they tell you that public transportation IS THE FUTURE. We need to be investing in safe, clean, public transportation so that RI residents can navigate their work, schools, and communities efficiently and safely.

Best,

Joshua Pi

Sincerely,

Joshua Pi

[REDACTED] Providence, RI 02909-1001

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 2:49 PM

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.

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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,

Sandra Nolan

[REDACTED]

Warwick, RI 02886-9300

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 2:48 PM

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,

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

Sincerely,

Edward Derosier

[REDACTED] Warwick, RI 02886-1805

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 2:57 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,

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

Sincerely,

Tiffany McClay

[REDACTED] East Greenwich, RI 02818-5000



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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:02 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.

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

Sincerely,

Suparna Veeturi

[REDACTED] Kingston, RI 02881-1518

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:02 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,

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

Sincerely,

Autumn Tamlyn

[REDACTED] West Warwick, RI 02893-7413

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:04 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,

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

Sincerely,  
Stefan DiPippo

[REDACTED] Pawtucket, RI 02860-2766

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

From: [REDACTED] >

Sent: Tuesday, August 5, 2025 3:09 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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Please do everything you can to restore RIPTA services so we can get to work and all students can access a quality education.

Sincerely,

Nicole Adams

[REDACTED] Providence, RI 02903-3313

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:09 PM

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

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

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Sincerely,

Nathan Horodysky

[REDACTED] Greene, RI 02827-1732

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:10 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,

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Sincerely,

Dominica Fragata

[REDACTED] East Providence, RI 02914-2601

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:13 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,

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Sincerely,

Danielle Becker

[REDACTED]

Arlington, VA 22204-3334

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

From: [REDACTED] >

Sent: Tuesday, August 5, 2025 3:16 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,

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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,

Annie Nields

[REDACTED]

Providence, RI 02906-4125



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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:36 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,

Jennifer Enos

[REDACTED] East Providence, RI 02914-3030

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

From: [REDACTED] >

Sent: Tuesday, August 5, 2025 3:47 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 Costa

[REDACTED] Warwick, RI 02886-1805

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 3:50 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,

Arvie Grace Masibag

[REDACTED] Kingston, RI 02881-1518

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 4:25 PM

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 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.

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? Many students I studied alongside at my time at URI took the bus to campus. They deserve an education just as much as someone with access to a car.

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.

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

Sincerely,

Adriana Wilding

[REDACTED] Clayville, RI 02815-1120

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 5:19 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,

Ashley Phenix

[REDACTED] Cumberland, RI 02864-1213

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 5:49 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,

Gabriella epshteyn

[REDACTED] Providence, RI 02903-1900

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

From: [REDACTED]

Sent: Tuesday, August 5, 2025 4:32 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,

Calvin Higgins

[REDACTED] North Kingstown, RI 02852-1010