



**RIPTA Public Hearing – Proposed Service Changes**  
**West Warwick Public Library, 1043 Main Street, West Warwick, RI**  
**Wednesday, July 30, 2025**  
**5PM – 6:30PM**

**RIPTA staff** in attendance: Christopher Durand, Cristy Raposo Perry, Ken Vinacco, Nate Hannon, John Chadwick, Ella Ackerman, Joelle Kanter, Greg Harris, Tim McKenna, Nicky Mudryy and Peter Michaud

**Board members** in attendance: Heather Schey

**Elected Officials** in attendance: Senator John P. Burke, Representative Cherie L. Cruz and Representative Thomas E. Noret

On Wednesday, July 30, 2025, forty-five (45) members of the public attended. Twenty-one (21) made oral comments. Seven (7) provided written comments.

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

**Oral comments** were provided as follows:

**John Janusz, an employee of the Pawtucket School Department,** works in a transition program that focuses on job skills. He read a letter sent to RIPTA outlining his concerns about the proposed elimination of routes that his students rely on to go to job sites, including 73, 75, 76, and 80. These routes provide community connections, and if they are cut and the job sites are lost, it will be difficult for his students to achieve their goals and be independent. If Route 80 is eliminated, people will need to take Route 1 to get to Slater Park. Without 76, it would be impossible to get to certain businesses. He said the goal should be to increase public transit and reduce traffic and emissions. He estimates that 80% of his students will not drive and must rely on the bus. Two are qualified for the RIde paratransit program, but for the majority, the bus is the only option. It's important for them to be independent.

**Richard Moreau, a West Warwick resident, and paratransit rider is opposed to the** elimination of Route 23. He explained that he relies heavily on the RIde Anywhere program for essential trips like doctor's appointments. Although he acknowledged the RIde Anywhere program was included in the current budget, he feared it could be cut in the future due to financial constraints. If Route 23 were eliminated and the RIde Anywhere program later defunded, he is worried that he will be left without any means of transportation.

Richard shared that he previously lived in West Greenwich but was forced to move five years ago after RIPTA cut service there, leaving him stranded. He had taken on a financial burden to purchase a home along a bus route in West Warwick and testified two years earlier to preserve his access to public transit. He is frustrated that he is now back in the same position, again fighting to save his bus route. He emphasized that once a route is eliminated, it rarely returns, and the consequences would leave him entirely dependent on others for mobility.

**Amanda Flynn, a West Warwick resident,** shared that her cousin, Jeff Roy, drives the 13 on the weekend. She may need to start taking the bus sooner rather than later due to circumstances in her life. When she rode the bus, it was a pleasant ride. She described seeing someone who uses a wheelchair and needed assistance on the bus, and also mentioned a sign for the Wave to Work program, incentivizing employees to take public transit to get to their jobs. She noted that expenses are going up, and service cuts would leave some people stranded, especially on weekends when they need to do laundry and activities to enjoy their lives such as going to Roger Williams Park Zoo. She doesn't want people to have to stay home, recognizing that getting out helps to alleviate depression and anxiety. RIPTA is an inexpensive alternative to taking Uber or requiring rides from family, and it's essential for keeping people independent. She hopes RIPTA is able to save its service and hopes people care on multiple levels.

**Anna Roy, a West Warwick resident,** the wife of a bus driver who operates Route 13 on Sundays, shared her concerns about potential service cuts. Many passengers use the bus to commute to and from work on Sundays. She expressed worry that these riders would face serious difficulties if the route is eliminated, as they rely on it to get to work. Anna noted that her friends who also depend on Route 13 on Sundays are already experiencing anxiety about how they will manage without the service.

**Donna Drake, a West Warwick resident,** is very worried about Routes 23, 13, 75, 66, 14 and 69. She doesn't drive, and she relies on buses to go food shopping, to doctor's appointments, the pharmacy, and to buy food for her animals in Cumberland. She said she needs to get out, as she can't stay in the house all the time. Since Route 23 is the only bus in the area, if it's canceled, it would be like saying that West Warwick is closed. There would be no other choice to get around, and she can't rely on other people since they have their own lives. She urged RIPTA not to cut Routes 23 and 13.

**Tony Page, a West Warwick resident,** emphasized the critical importance of Route 23 for himself, his fiancée, and many others in the community as it is the main bus that they all use. The bus provides essential transportation to places like Walmart, BJ's, Market Basket and Home Depot. Without it, they would be left with no transportation options.

He stressed that many fellow riders depend on this route to get to work, and without it, they wouldn't be able to reach their jobs or return home. He expressed frustration with the focus on minor schedule changes when the real concern should be the complete elimination of vital routes. Cutting routes entirely is unacceptable and will leave people isolated and homebound.

He underscored the importance of public transit for maintaining mobility, independence, and social connection.

**Ralph Pellicano, a Coventry resident,** expressed his concern about the elimination of various routes and cutbacks to frequency. He relies on public transit for shopping, medical appointments, visiting friends and becoming involved in the community. He hopes RIPTA will take these concerns into consideration and relay them to their representatives. Ralph takes three buses to visit his sister in Woonsocket, and if Route 13 is eliminated, he will need to walk to Route 21. He hopes RIPTA will take this into account before the changes come to fruition.

**Brian Rice, a Coventry resident and Legislative Fellow for the Governor's Commission on Disabilities,** has been advocating for continued and increased RIPTA funding, both personally and in his role with the Commission. He expressed gratitude that the Ride Anywhere paratransit program had been extended, as he relies on it himself. However, he echoed concerns raised by other speakers, noting that the program's continuation was only temporary and could be at risk in the future.

Brian voiced frustration over the service cuts and the lack of transparency surrounding the efficiency study that was called for over a year ago. He criticized RIPTA for moving forward with cuts while failing to present data from the study to justify them. He emphasized that sharing those findings, especially during the funding process, would have allowed the public and legislators to better understand the situation. Brian is strongly opposed to the proposed route eliminations and is committed to advocating for accessible and reliable public transportation for all.

**Randall Rose, a Providence resident, is a member of the Kennedy Plaza Resiliency Coalition.** He passed out flyers outlining specific concerns and explained that RIPTA does not have the flexibility to restore these routes. RIPTA asked the state for funding and didn't get enough, so it has a \$10 million gap. RIPTA wants to keep these routes but simply doesn't have enough resources to keep them going. He suggested that speaking to RIPTA wouldn't make a difference, and instead, he urged people to contact the governor and other elected officials. He said the governor, house speaker, and senate president make the real decisions, and he shared links to find phone numbers for senators and representatives.

He believes some representatives understand the dire consequences of cutting service, especially for people who are homebound and those who can't get to work. The more people who call top leaders, the better, and people should tell their state representatives to talk to the house speaker and senate president. He suggested that leaders try to shortchange funding, and if there is a backlash, they will send more funds. He expressed disappointment that Senator Burke had voted against adding the \$10 million to RIPTA's budget and called on him to reconsider his position.

The draft efficiency study has already been in top leaders' hands for the past month. People should make calls soon to ensure that the cuts don't happen. He also said that it's good to join advocacy organizations.

**Sumner Stone, a Woonsocket resident,** is strongly opposed to the proposed service cuts. Cuts to Routes 13, 14, and 23 will leave many individuals without any transportation alternatives, effectively imprisoning them in their homes and threatening their ability to work or maintain basic social and medical routines. These cuts could lead to legal challenges, as access to income and mobility is a fundamental right. Route 14 is one of only two transit options connecting Newport and Providence to North Kingstown, East Greenwich, Apponaug and more. These eliminations will sever key connections for commuters and residents. He criticized RIPTA for failing to offer alternative solutions to riders being affected by the cuts.

**Cedric Ye, a Providence resident,** is a high school student who uses Routes 33 and 34, which may get cut to 30 and 80 minute frequencies, respectively. On his way to the hearing on Route 23, he said that others weren't aware of the proposed cuts and now may need to get cars. These cuts would be devastating to riders and would negatively impact businesses and highway congestion. This is not RIPTA's fault, but instead, he believes this is due to the governor's failure to fund public transit. While leaders cite the efficiency study, Cedric noted that ABBG, a peer benchmarking group, considers RIPTA an efficient midsize agency. The state found \$15 million for Citizens Bank and has funded bridge construction and airport signs. Meanwhile, these service cuts are proposed on routes that are lifelines for people who lack alternatives. He thanked RIPTA for the opportunity to speak and suggested that people call the governor's office. He hopes RIPTA staff will listen to feedback and publicize this to people who make decisions.

**Connie Susa, a Warwick resident,** proudly spoke about her son, Mark, who has multiple disabilities and served on RIPTA's Board of Directors for five years. He now lives on Warwick Avenue, where Route 3 is facing cuts, specifically to weekend service. Initially, she had been concerned that the cuts would affect a subsidized housing complex where many people with disabilities lived, but she was relieved to learn the change was related to time, not distance.

Connie emphasized the importance of transit for individuals in senior and low-income housing, many of whom could no longer drive due to vision loss, coordination issues, or financial limitations. She stressed that these residents rely on bus service, like Route 3, to access essential destinations such as medical appointments and grocery stores. Route 3 is the only bus serving that area of Warwick.

She also proposed a change to RIPTA's Board of Directors, recalling that during Mark's tenure, he was the only board member who rode the bus. Now that the Board has nine members, she urged that future appointments, made through attrition, prioritize individuals who used the bus at least once a week—until at least half the Board was made up of regular riders. She believes this would ensure a better understanding of the real-world challenges faced by those who depend on public transit.

Connie congratulated RIPTA for being the only statewide bus system and realizes that it makes operating service very complex. She expressed her gratitude for the continuation of the Ride Anywhere pilot program.

**John Susa, a Warwick resident,** lives with Connie and his two sons who both depend on public transit. He has observed large swaths of Warwick without weekend service. Routes 3 and 4 cover the east side of the city, and he has observed that they have a number of churches along those routes. People who take the bus may not be able to afford cars, and weekend service cuts would negatively impact them. John rode buses for 50 years and said that the system made progress but is going backwards, especially in Warwick. People in public housing and the growing medical community near East Greenwich will be affected. He thought these meetings were terrific but were poorly timed and should have taken place during the General Assembly's session. He said that voters have a tremendous amount of control, but it's too late to change the schedule. When talking about fiscal issues, we should give elected officials time to be accountable.

**Monet Cam, a Coventry resident** and frequent Route 13 rider, spoke about the serious impact proposed weekend service cuts would have on her and others. As someone with epilepsy, she is unable to drive and relies entirely on public transportation. She expressed concern upon learning that Route 13 would be affected by the budget cuts and pleaded for the service to be preserved.

Monet acknowledged that she didn't fully understand how funding decisions were made between Congress, the state, and RIPTA, but emphasized the human cost of such cuts—particularly the social isolation that results from being unable to travel. Social isolation is depressing. She described the emotional toll of being confined at home and urged the attending senator to take these realities into account when making budgetary decisions.

**Steve Stycos, a Cranston resident,** rides Route 1, and said it's a great route that goes all the way to the airport. He is concerned that students won't be able to get to CCRI from Washington Park and Edgewood, and they'll have to go into downtown Providence to catch the bus out to URI instead of getting it at the airport. He made a modest revenue suggestion for the airport corporation, asking them to require restaurants and bars to provide employees with bus passes as a condition of their leases.

**Juri Rocha, a West Warwick resident,** stated that Route 12x is essential to her daily life. As someone without a driver's license and with the high cost of daycare, she cannot afford a car. She relies on the 12x bus from the Arctic Center to downtown Providence for her commute, calling it her only reliable transportation option.

Juri expressed deep concern over RIPTA's proposal to eliminate Route 12x, noting that the alternative, Route 23, is also proposed for elimination. She questioned why it is so difficult for residents in the smallest state in the country to get transportation. Even before the proposed

cuts, Route 12x is already extremely limited, running only three times in the morning and three times in the evening.

Juri could understand a reduction in frequency if cuts were necessary but is strongly opposed to eliminating the route entirely. She argued that such actions contradict the very purpose of public transportation. If transit no longer serves people outside Providence, it should no longer be called "public transit," suggesting RIPTA instead be renamed the "Providence Public Transit Authority" because communities like hers outside of Providence will be left behind.

**John Provost, a West Warwick resident and longtime rider,** attended the hearing to represent Route 12x riders. He stressed that everyone affected by the proposed cuts shared the same story—people who simply want to get to work and live with dignity. He takes the bus every day. He urged RIPTA leadership to listen and act. He described the hardship of being forced to depend on unreliable or unaffordable alternatives like asking for rides or paying for rideshares, which made basic independence feel out of reach. Frustrated by what he sees as misplaced political priorities and a lack of accountability, citing examples such as the disappearance of \$55 million once earmarked for the Cranston Street Armory, John called on those in power to show courage and leadership. He urged public officials, including members of the RIPTA board and local influencers, to use their influence not for optics but for meaningful advocacy. Above all, he pleaded for transit leaders to protect essential routes and services, allowing everyday residents to continue living their lives with basic mobility and dignity.

**Scott Metzler, a West Warwick resident,** is opposed to the proposed elimination of Route 95x. He is concerned that the government appears to be working against its own interests. He recently completed a Rhode Island state-sponsored program related to process technology, which has direct ties to companies like Amgen and Electric Boat, as well as other local industries. The program is located in Westerly, and he relies on Route 95x to get there.

Eliminating 95x will not only affect individuals like himself who are seeking job training and employment but will also undermine the broader economic interests of the state by cutting off access to key industries. He argued that while the proposed cuts might seem like short-term financial savings, they ultimately hurt Rhode Island's workforce development and long-term economic stability.

**Anthony DiBella, a Warwick resident,** lives near Post Road in Cowesett. He likes to take bus 14 to Providence on weekends, and that segment might be eliminated. His daughter has special needs and used to take the bus to the Salvation Army store on Post Road in North Kingstown. Now she takes it to the Warwick Mall. He doesn't understand eliminating weekend service and believes it will lead to a downward spiral, suspecting that it will also reduce ridership during the week. That will lead to revenue losses and more service reductions over time. A bunch of lines have been reduced on weekends, and even offering service once a day would be better. Complete elimination of so many lines on weekends seems draconic.

**Marcy Charbonneau**, recently moved to Rhode Island in early May, and lives in one of the two senior housing complexes on Wakefield Street. These complexes house many residents who rely on transit. Mary highlighted a senior lunch program available five days a week in Coventry and Warwick which provided free door-to-door transportation and affordable meals, around \$3 each, noting the service's convenience despite some rough roads. Mary praised Massachusetts' services and expressed frustration that Rhode Island and Connecticut lack similar support.

**Jacob, a former West Warwick resident now living** in Providence, described a situation in Massachusetts in the 1960s when highways were proposed to cut through the heart of black communities in Boston. People thought they had no choice, but all decisions are political in nature, and the community was able to coalesce around a common alternative solution. He recognized that RIPTA knows these service cuts are not popular, but said people need to find a common alternative solution. People need to know what they're in favor of, not just what they stand against.

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

# COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Sara Deignan  
Address: [REDACTED]  
Warwick RI 02889

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

When I was a student, I relied on RIPTA to get to work and school. Without some of the routes that have been reduced or outright cancelled, I wouldn't have been able to get my degree and get my job as a librarian here at WWPL. It makes me sad to think that the next generation won't have the same opportunities I did.



# COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Mary Charbonneau

Address: [REDACTED]

W. WARWICK, RI 02893

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

- One flat, yearly, rate (reasonable) to take all buses.
- A subway station.
- People taking buses spend more than people who drive cars. That's a lot of tax money being spent weekly & sometimes daily.
- The roads are a mess. Focus on other projects.
- The train station, especially, on the weekends is an important location to get to.

marketing@ripta.com

## COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: MICHAEL LILLIE

Address

West Warwick RI 02893

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

I work all week and use the  
B+29 for my weekends  
shopping and errands  
cutting the weekends. Would put me  
in a tough situation,

# COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Summer Stobo

July 30, 2025  
West Warwick

Address: [REDACTED]

EAST BROWWICH RI 0288

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

THESE  
SERVICES  
CUTS  
ARE  
NECESSARY  
NO  
HOWEVER  
IT SUBJECT  
OF  
TIGATING  
!!!

DO NOT CUT THE 14 WEEKEND/HOLIDAY SERVICE!

DO NOT CUT THE 18 SUNDAY/HOLIDAY SERVICE

DO NOT CUT THE 13 WEEKEND SERVICE

THE CUTS YOU PROPOSE IMPRISON THE RESIDENTS ALONG

THESE LINES ON THOSE DAYS AS THEY ~~HAVE~~ HAVE NO ALTERNATE

TRANSPORTATION ON THESE ROUTES THOSE DAYS AND SHOULD

BE UNFAIRLY AND UNCONSTITUTIONALLY DEPRIVED OF

THEIR ABILITY TO WORK, SHOP, GO TO CLINICS, ETC. AND

BOTH BUSINESSES AND THE STATE (TAXES) WOULD BE DEPRIVED

OF REVENUE! ELIMINATING SERVICES OF 14 WILL ALSO DEPRIVE

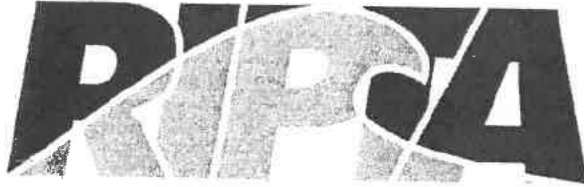
PEOPLE LIKE ME OF ATTENDING MEDICAL APPTS. AT SACTPOD PLAZA + ACCESS TO

RENEWABLE ENERGY PROPOSALS:

THE REGISTRY + OTHER GOVT OFFICES

- ① CHARGE \$10 EVERY SIX MONTHS FOR THE WAVE APP AND \$20/YEAR FOR THE REDUCED FARE CARD
- ② CONSIDER OPERATING TOURS AND/OR CHARTERING BUSES + DRIVERS TO TOUR GROUPS FOR CONVENTIONS, ETC. THE OLD-FASHIONED LOOKING BUSES WOULD BE AN ATTRACTION TO ORGANIZATIONS!!!

# COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Benjamin Stone

Address: [REDACTED]  
Woonsocket 02895

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

I LIVE IN WOONSOCKET AND VISIT MY MOTHER IN PROVIDENCE  
AND MY FATHER IN EAST GREENWICH. IT IS A REALLY DIFFICULT  
GETTING IN TOWN AND IF RIPTA CUTS WEEKEND SERVICE ON THE  
#1 BUS I WILL NEVER GET TO SEE MY DAD. THE SAME GOES FOR  
CUTTING THE #6 ON SUNDAYS AS SOMETIMES I USE THAT TO SHOP

marketing@ripta.com

## COMMENT SHEET



RHODE ISLAND PUBLIC TRANSIT AUTHORITY

Name: Anna Roy

Address:



West Warwick

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

People are depend on 13 line also at  
Sundays

July 30, 2025

Dear RIPTA,

We are writing to inform you of our concerns regarding the elimination of upcoming bus routes. The Pawtucket School Department Transition Program relies on some of these routes to get to different job sites and access the community.

Students use Bus Routes 73, 75, 76, and 80 to get to work sites and community connections. We have job sites that are on these routes. By eliminating these routes we will lose our job sites. We currently have a small number of job sites that allow students to gain work experiences at their local businesses.

We have a limited amount of time in our school day. By eliminating these bus routes, it will make it more difficult for us to achieve our goals and take away our independence. We live in the city. Slater Park offers us a quiet place where we can participate in seasonal activities and events. With the elimination of bus 80, we would have to take bus 1 to South Attleboro and connect to bus 35. This would double the amount of time to get to Slater Park. The other way would be to go to Providence and connect to bus 35.

The elimination of Bus 76 will make it impossible to get to businesses at the Pawtucket/Seekonk Massachusetts line.

Students, adults and people with disabilities who live off of Armistice Blvd or Central Avenue will be adversely affected by these changes.

In today's day and age the goal should be to increase public transportation to reduce the amount of traffic on the roads and reduce pollution in the air.

Thank you for your attention.

Sincerely,

The Students from the Pawtucket School Department Transition Program  
286 Main Street, Pawtucket, RI 02860