

Dear Chair Abney and Committee members,

My name is Amber, I live in Providence, and I am writing in support of Bill H8317, Representative Alzate's \$5M allocation to reverse RIPTA's service cuts.

In 2022, my husband and I sold our car to reduce our carbon footprint and save money. But since the service cuts went into effect, relying on RIPTA has become more challenging. Longer waits, overcrowded buses, and inconvenient transfers have made transit less reliable. Sometimes we forgo going out to support local shops and restaurants because transit isn't available or reliable for the trip. Rhode Island's economy needs people moving. We need to fund RIPTA to expand its reach, ensuring that car-free living remains a viable, attractive choice.

The service cuts have been devastating for tens of thousands of riders like me. A [report](#) released by the Save RIPTA coalition found that since the service cuts went into effect in September 2025:

- Ridership dropped 12.1% or about 125,000 trips by November
- Riders are burdened with less reliable and frequent service — restricting access to jobs, healthcare, education, and recreation.
- 30% of RIPTA riders are at risk of losing employment, 8% lost pay, and 3.6% lost their jobs directly
- RIPTA operators' working conditions have deteriorated
- RIPTA service has gotten 29% more expensive to operate per service hour

'Public Transit' is mentioned no less than 80 times in Rhode Island's own strategic plans for [economic development](#), [housing production](#), and [climate](#). However, the service cuts have left RIPTA too small and crippled to even meet the needs of its existing riders, let alone expand to strengthen our state's competitiveness and livability.

That's why I'm urging you to support H8317. Without reversing RIPTA's devastating service cuts, RIPTA cannot meet the needs of a growing population that requires affordable and

sustainable transportation, and RIPTA cannot grow to meet our climate, social justice, and economic goals.

Sincerely,

Amber Ma

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