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**From:** Scott Callas <scott.callas@gmail.com>  
**Sent:** Sunday, March 29, 2026 1:03 PM  
**To:** Senate Finance  
**Subject:** SUPPORT (S2813) - Transit Master Plan Bond Referenda

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Dear Chair DiPalma (Senate) and Committee members,

My name is Scott Callas. I live in Providence, and I am writing in support of Senator Vargas' Transit Master Plan Bond Bill S2813.

When I actually get to ride RIPTA--when the frequency and reliability aren't too significant--it's a phenomenal asset. In theory if I time things correctly, I can walk out my front door and reach the mall faster than it would take to drive and park. That speaks to the immense promise and potential within our means.

If we can bring the public transportation system to a point where this sort of convenience is something everyone can take for granted, it would open up a new world of possibilities. Housing and business types that are currently not feasible would become financially viable. Our limits would be what we actually want to have rather than what a car-centric paradigm can support.

This bond for \$100 million in capital funding for RIPTA would finally make progress towards implementation of the visionary [Transit Master Plan](#) (TMP) adopted by the state in 2020 and help build a more convenient, accessible, safe, and reliable public transit system in Rhode Island.

As it stands today, most RIPTA trips are not competitive with driving because the bus is stuck in traffic and has to make many stops. This bond would fund the construction of rapid bus routes across the state identified in the TMP, like the planned [Metro Connector](#) project, that would drastically speed up transit travel times for transit riders. This would attract new ridership and meet our Act on Climate goals by funding the infrastructure needed to improve our public transportation system here in Rhode Island.

This bond would also provide direct funding for desperately needed improvements for current RIPTA riders. This includes improvements to bus stops and shelters; safer pedestrian access to bus stops including crosswalks, sidewalks, and curb ramps; and better passenger facilities at current bus hubs including bathrooms, sheltered and secured bike racks, and indoor waiting areas.

I urge you to support S2813, to give public transit in Rhode Island the generational investment it needs to become a high-quality, 21st Century system that current and future residents and visitors can rely on.

Sincerely,

Scott Callas  
74 Yorkshire St, Providence, RI