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From: Susan Marcus <marcus.susan@gmail.com>
Sent: Tuesday, March 31, 2026 11:32 AM
To: Senate Finance
Subject: SUPPORT (S2825) - \$5 million Budget Allocation for RIPTA

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Dear Chair DiPalma and Honorable Committee members,

My name is Susan Marcus. I live in South Kingstown. I am writing in support of Bill S2825, Sen. McKenney's \$5M allocation to reverse RIPTA's service cuts.

I am retired from a career in economic development in an international organization. I would like to see Rhode Island legislators take advantage of the economic opportunities afforded by investing sustainably in public transit, something they currently neglect. The case for robust transit investment spans multiple policy areas with a multiplier effect in both capital and operational spending. Arguments made in RI often refer to getting people from point A to point B. Usually the people referenced are those without the means to own cars. But the impact of a more robust system than RI currently has would extend to all income levels creating jobs, reducing household expenses, cutting greenhouse gas emissions and improving public health. Seeking to use taxpayers' money responsibly, the legislature could pass S2680, which prohibits RIPTA from using state funds or the proceeds of any bond(s) to pay for any work performed after 8/1/26, pursuant to the "transit center joint development project" RFP and/or pursuant to the preliminary services agreement.

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

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

- expensive to operate per service hour
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'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 S2825. 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,

Susan Marcus
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Wakefield, RI 02879

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<http://meadowrestoration.wordpress.com>