

Dear Chairman Abney and Members of the House Finance Committee,

I am a car-free, transit dependent resident of Woodlawn and I am writing in support of Rep. Stewart's bill H5467 Motor Fuel Tax – 30% Allocation to RIPTA and Representative Tanzi's House Bill 5468 Motor Fuel Tax – Two-year Inflation Rate.

As a transit user, you become keenly aware of the toll that gas powered vehicles exact on every aspect of our daily lives. They pollute our environment, lead to poor land use, clog our streets and highways with mostly single occupancy commuting, and our increasingly heavy vehicles cause damage on our roads and bridges. Public transit is one of the best solutions to ending our dependence on cars, and RIPTA's funding is critical to achieving that in our small state.

Together, H5467 and H5468 offer a targeted solution that could help close as much as \$7 million of RIPTA's operating deficit, while also providing a long-term mechanism to protect transit funding in the face of evolving challenges. This includes addressing the long-term decline of the gas tax revenue, which is expected to decrease as electric vehicles become more widespread. RIPTA's current funding is closely tied to the state's gasoline tax, which allocates 9.75 cents per gallon to public transit. However, this allocation has not kept pace with the overall increase in the gas tax, which has risen from 32.5 cents to 38 cents per gallon, including an environmental fee. If RIPTA had maintained its previous 30% share of total gas tax revenue, it would be receiving an additional \$7 million annually—resources that would make a real difference in ensuring reliable, equitable public transit services across the state.

In addition to ensuring RIPTA receives its fair share of gas tax revenue, it is essential to address the current inflation adjustment process. As it stands, the adjustment occurs every two years but only accounts for one year's worth of inflation. This insufficient adjustment fails to keep up with the rising costs of maintaining and expanding public transit. By adding an additional penny per gallon to the gas tax starting next year, we could provide RIPTA with an extra \$1.3 million annually—resources that could be reinvested in better services, expanded routes, and improved infrastructure.

With both bills, H5467 and H5468, we have an opportunity to create a more sustainable, forward-thinking funding structure for RIPTA and public transit in Rhode Island. This will not only help fill the immediate funding gap, but also set the stage for a more reliable and equitable transportation system in the years to come. I strongly urge the House Finance Committee to prioritize these bills and take decisive action in supporting public transit as a critical part of Rhode Island's future.

I urge you to support H5467 & H5468, to give RIPTA a fair share of the Motor Fuel Tax.

Sincerely,
Dylan Giles
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