

My name is Mike Eng, I live in Cranston, and I am writing in support of Representative Tanzi's House Bill 5468 Motor Fuel Tax – Two-year Inflation Rate. My wife and I share a single car, and I rode RIPTA daily to take my son to preschool. I still ride it weekly to take him to and from activities and get to appointments across the state. My wife will take RIPTA to work if I need to take the car for some reason. I bought my house partly because of its proximity to a major RIPTA route. I'm committed to combating climate change, and RIPTA is a big part of making sustainable transportation possible in the state.

I am writing to urge your support for Senate Bills H5467 and H5468, which are critical to the sustainability and future growth of public transit in Rhode Island. These bills present a key opportunity to close this gap by securing a more reliable and stable funding source for RIPTA.

Together, H5467 and H5468 offer a targeted solution that could help close as much as \$7 million of this 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 Senate 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 and support the riders who rely on the service.

Sincerely,

Mike Eng
Cranston, RI