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**From:** will masse <willmasse@gmail.com>  
**Sent:** Thursday, April 2, 2026 9:23 AM  
**To:** Senate Finance  
**Cc:** Sen. LaMountain, Matthew L.; Rep. McNamara, Joseph M.  
**Subject:** SUPPORT (S2095) - Highway Maintenance Account Increase

Dear Chair DiPalma and Honorable Members of the Committee,

My name is William Masse, I live in Warwick, Rhode Island, and I am writing in support of Bill S2095.

Public transit is essential to my daily life. I rely on RIPTA to get to work most days, using Route 4, and the recent service cuts have made my commute much more difficult. Buses run less frequently now, which means longer waits and more uncertainty. I often have to leave earlier than necessary just to avoid being late, and even then delays can still impact my workday. Having reliable public transportation is not optional for me—it's how I get to my job and stay connected to my community.

In comparison to federal standards, Rhode Island's Highway Maintenance Account (HMA) shortchanges RIPTA. An 80/20 split for surface transportation funding between highways and mass transit has been the standard in Congress since 1982, yet Rhode Island practices a 90/10 split. RIPTA needs a larger and more predictable state funding source in order to thrive.

The 2025 operational efficiency study mandated by the General Assembly found that RIPTA is highly efficient and operating in line with peer agencies. In contrast, RIDOT ranked 30th in the nation for cost per lane mile, behind the rest of New England, indicating it is not spending as efficiently. Given this, it makes sense to invest more in RIPTA, which is already demonstrating strong performance, rather than continuing to prioritize funding toward a system that is delivering less efficient results.

As a transit rider, I am especially concerned about the long-term sustainability of RIPTA's funding. The gas tax, which RIPTA depends on, is declining as more people switch to electric vehicles. The replacement EV tax pays into the Highway Maintenance Account, making it even more important that RIPTA receives a fair and predictable share. Without this, service will continue to suffer. That makes it harder for people like me to rely on transit, pushes more people toward driving as fuel costs rise, and works against Rhode Island's Act on Climate goals.

Investing in RIPTA through S2095 would help create a more reliable, frequent, and sustainable transit system—one that supports workers, reduces congestion, and helps the state meet its climate commitments.

I urge you to support S2095 to increase revenue for RIPTA and ensure that Rhode Island residents have access to affordable, dependable public transportation.

Sincerely,  
William Masse  
Warwick, Rhode Island