

SAVE RIPTA

PVDStreets.org/Save-RIPTA

April 2nd, 2026
Senate Committee on Finance
RE: Support S2668

Dear Chair DiPalma and Committee Members,

I am writing today on behalf of the 32 members of the [Save RIPTA Coalition](#) to express our strong support for Senator Zurier's gas tax inflation bill S2668. This act would set the allocation rate for the Rhode Island public transit authority to 29.375% of the total proceeds of the gas tax.

RIPTA's current funding is closely tied to the state's gasoline tax. **Over the last decade, RIPTA was shortchanged by \$7 million annually because its 9.75 cent 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.**

This missing \$7 million was essential to address RIPTA's fiscal cliff last year, and I thank you and your colleagues for addressing this discrepancy by allocating an additional 2 cents of the gas tax to RIPTA in real, long term funding. **However, this additional allocation is also not indexed to inflation. Absent legislative action, RIPTA's financial path is still not sustainable.**

Much like this past decade, RIPTA's purchasing power will continue to decrease until it faces another fiscal cliff that will require similarly difficult legislative action to resolve. By indexing RIPTA's share of the gas tax to inflation, this bill will secure RIPTA's financial future and protect transit service that our future generations and economic development can rely on. **Importantly, this bill does *not* affect funding from RIDOT or the general fund, as it keeps RIPTA's share at today's level of 29%.**

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 both public transit and our highways.** These resources are imperative to RIPTA investments for better services, expanded routes, and improved infrastructure, due to its inefficient budget investments from the state, every penny counts.

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This is why we strongly urge the Senate Finance Committee to support S2668, to ensure RIPTA is given a fair share of the Motor Fuel Tax and support the riders who rely on the service and take decisive action in supporting public transit as a critical part of Rhode Island's future.

Sincerely,



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