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**From:** will masse <willmasse@gmail.com>  
**Sent:** Thursday, April 2, 2026 9:27 AM  
**To:** Senate Finance  
**Cc:** Sen. LaMountain, Matthew L.; Rep. McNamara, Joseph M.  
**Subject:** SUPPORT (S3084) - Rideshare Sales Tax Reallocation to RIPTA's Paratransit Programs

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 Senator Britto's Bill S3084, which would restrict the current 7% sales tax on Uber and Lyft rides to fund RIPTA's Paratransit and Ride Anywhere programs.

I rely on RIPTA to get to work most days, using Route 4, and the recent service cuts have made it much harder to depend on public transportation. With buses running less frequently, I've had to spend more time waiting and adjusting my schedule just to make it to work on time. In some cases, when service is too infrequent or unreliable, riders are pushed toward alternatives like rideshare services, which are significantly more expensive and not always a viable option long term.

While I do not personally use paratransit services, I know how critical they are for many Rhode Islanders who depend on them for independence and daily mobility. When the fixed-route system is cut back, it increases demand on paratransit, putting additional strain on a system that is already stretched thin.

Last year the General Assembly passed the FY '26 budget with language stating that paratransit was not to receive any cuts and that the Ride Anywhere pilot program be made permanent. However, no additional funding was provided to support this expansion, even as demand continues to grow due to service cuts, a larger service area, and an aging population.

The demand for paratransit service is so high that RIPTA is forced to supplement its own vehicles and drivers with expensive private taxi rides. At the same time, riders are experiencing longer wait times and declining service quality. Without additional funding, RIPTA may be forced to tighten eligibility requirements, which would leave many Rhode Islanders without access to this essential service.

Redirecting the existing 7% sales tax on rideshare services like Uber and Lyft toward RIPTA's paratransit programs is a practical and fair solution. These companies have been shown to reduce public transit ridership, and many of their vehicles are not accessible to people who need paratransit services. Using this revenue to strengthen RIPTA instead would improve access, reliability, and equity in our transportation system.

At a time when Rhode Island is working toward its Act on Climate goals and facing rising fuel costs, investing in accessible and reliable public transportation is more important than ever.

I urge you to support S3084 to provide sustainable funding for RIPTA's paratransit programs and ensure that all Rhode Islanders have access to affordable and reliable transportation.

Sincerely,  
William Masse  
Warwick, Rhode Island