

**Chris O'Brien**

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**From:** barry schiller <bschillert358@gmail.com>  
**Sent:** Tuesday, February 25, 2025 2:27 PM  
**To:** House Finance Committee  
**Subject:** testimony suggesting changes to Article 5 of budget bill

Dear House Finance Committee

I am writing to suggest changes to Article 5 section 3 of the state budget bill H5076 where the Governor proposed a new \$150/yr registration fee on battery-electric cars and \$75/yr on hybrids, more or less what a gas car motorist pays in gas tax. It is good that these fees are indexed to inflation the same way the gas tax is as this structure is likely to replace the gas tax as EVs, mandated by state regulators to eventually comprise all new car sales, will be coming on strong and will not contribute to funding transportation unless we have such fees.

The state has long decided to support the RI Public Transit Authority primarily through the gas tax. As EVs and hybrids come on, RIPTA's share of the gas tax has already started to decline. For example, RIPTA's current (OCTOBER 2024) transportation plan 2025-2030 notes gas tax revenue was actually \$41.9 million in FY 24, its revised estimate for FY25 is \$40.4 million, and it projects \$39.3 million in FY 26. In FY2016, 10 years ago,, it was \$44.2 million, and has lost a lot of purchasing power since then. It is part of the reason RIPTA faces a current and long term deficit. Thus I ask that a proportionate share of EV fees, similar to its share of the gas tax, be assigned to RIPTA And RIDOT ,which depends on the gas tax for various items, especially maintenance, also needs such fees too to take care of the roads.

I think it is important to try to get this right from the beginning as such fees are likely to be the gas tax replacement, vehicle-miles traveled fees that some have talked about being difficult to implement, including the difficulty of determining mileage, out of state travel, and visitors driving on RI roads.

I also advocate the EV fees be weight based. Heavier EVs do more damage to the roads/bridges, use more raw materials some of which come from destructive mining, they have more tire pollution, they make more demands on the grid, they are more dangerous to other road users, so it is only just that they should pay more, smaller more efficient EVs should pay less. Please see the link below to an article on how a large EV can have a worse environmental impact than a small gas car.

----- Forwarded message -----

**Subject:** Carmakers are pushing huge Electric Vehicles worse than compact gas cars

<https://www.theguardian.com/business/2023/may/04/electric-vehicles-suvs-us-vehicle-fleet>

## **Carmakers are pushing electric SUVs, but smaller is better when it comes to EVs**

Electric SUVs are better than their gas counterparts for the climate, but they can be worse than compact gas burners