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To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

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Below is the result of your feedback form. It was submitted by Larry Heasley (Larry.Heasley@verizon.net) on March 9th, 2015 at 02:19PM (PDT).

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comments: The possibility of changing from a fuel based taxation to a mileage based taxation will be great only if the fuel based tax is phased out. There should also be user taxation on the other vehicle modes of transportation that cause wear on the infrastructure. An example is bicycling, which is environmentally sound as well as being healthier. The issue I have is that those (adults) who primarily use bicycles for transportation pay no taxes to support their lanes/paths.

Next issue is mass transit of several types that are not paid for by the users but supported by vehicle fuel taxes. Where are we going to be when we chase all of the businesses out of California as well as the middle class citizens that pay most of the cost of supporting the "give away" schemes that come out of our politicians.

A local example is Omnitrans SBX high-speed bus line. I live next to the route that they take have watched carefully how many riders on each flexi-bus. Other than the recent increase due to Calstate increasing parking fees, the students park at the free P&R at the north terminal and ride to Calstate, about 3 miles for free. All Students at Calstate and the local colleges have free pass to ride. Looks like the students are already pretty wise.

The average ridership for these expensive vehicles is three including the driver. I don't think that this is either cost effective or environmentally sound. The issue is the is a conventional bus rote that is the same without the supposed high-speed element that is also under utilized in this city at this end of the route.

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