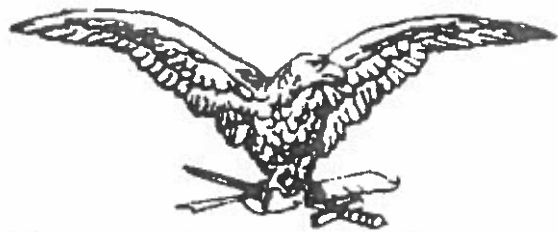


LETTERS TO THE TIMES

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Gas Taxes Should Be Used for Roads

Proposition 42 ("No on 42," editorial, Feb. 18) does not go far enough. There are more of us driving more vehicles more miles. As vehicles become more fuel efficient, we burn less gas and pay fewer gas taxes. Demand for road space is up, but the means of providing supply is dwindling. Growth in the zero-emission-vehicle fleet compounds the problem. A crisis is brewing that legislators are reluctant to face. Gas taxes should go for roads.

Even transit investments are a mistake, unless decision makers get serious about spending wisely. In Los Angeles, we have spent more than \$7 billion on rail and reduced total transit use.

James E. Moore, II
*Associate Professor of Civil
Engineering and of Public
Policy & Management, USC*

While California motorists sit in gridlock because of an aging and deteriorating infrastructure, perhaps they will have time to read their California Voter Information Guides. If so, they will find that the opposition to Proposition 42 consists of special interest groups that wish to siphon gasoline sales tax money for their own selfish interests. In order to ensure that there will be some reliable source of revenue to address the critical infrastructure needs of California, voters should support Proposition 42.

Jim Redhead
San Diego

How to Write to Us

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