



## About Greenlight Pinellas

By: Frank Lupo  
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Dear Editor,

The lengthy letter against the PSTA's Greenlight Plan ["Vote 'No' to Greenlight," July 10, 2014 edition] to improve public transit has so many misstatements, it's difficult know where to start. Let's start with the writer's argument that driverless cars are an answer for our future. Whether a car has a driver in it or not, it still takes up the same space as part of our automobile congestion and traffic jams we endure daily. Also, the writer focuses on the distance from a rider's house to where one can board a train, citing a study. His "respected" source for his data is the Cato Institute, which was founded by one of the Koch brothers and wants expansion of oil and coal use to increase the Koch brothers profits. The writer completely omits, either because of lack of knowledge or intentionally, that the Greenlight Plan includes circulator buses which will take residents from a bus stop within a block or two from their home to a train, main bus line or a rapid transit bus. In addition, the writer omits that the Greenlight Plan includes a DART bus service for doorstep pick up for our disabled residents whether senior or not. Since most of us will live seven to 10 years beyond our ability to drive a car, the writer, by opposing the Greenlight Plan, is condemning these seniors to a life as shut-ins. And, since two-thirds of our residents live in homes that they own, these homeowners will get a substantial property tax cut if Greenlight passes. The one penny tax not only spreads the cost to everyone, but a full one-third of those who pay sales tax in Pinellas are visitors, not residents of our County. And let's not forget that the young and low income workers who can't afford a car will have vastly improved public transit access to get to and from work, school, job training, and even a movie or a Rays game at a very low travel cost. The PSTA's Greenlight Plan is a good deal and a good deal more for our residents.