

REBUTTAL TO THE ARGUMENT IN FAVOR OF MEASURE I

Vote NO!

SMART Gets Another \$2.4 Billion from Measure I. Marin Gets Nothing

4 out of 5 of SMART's scanty ridership are Sonoma residents.

What SMART promised Marin -- but can't deliver -- is traffic and greenhouse gas reduction. They don't even try to substantiate those claims.

The Inconvenient Truth

SMART trains block major Marin arteries, snarling tens of thousands of exhaust- emitting cars in a massive daily traffic jam. This benefits under 1,000 commuters riding to/through Central Marin. Many previously rode buses.

Stunningly Non-Transparent

SMART repeatedly refused to promptly provide ACCURATE, DETAILED ridership data. They don't want you know they're running so many near-empty diesel trains. That increases carbon emissions and wastes taxpayer dollars on subsidies averaging nine times the ticket price.

No Accountability

SMART blew off Marin County Civil Grand Jury's recommended reforms. SMART's Citizens Oversight Committee met only once in 2018.

Misleading Voters

- SMART's interest expense RISES another \$47 million under Measure I. Postponing debt repayment 30 years costs us much more interest.
- Measure I commits ZERO to addressing the broken promise of a continuous 70 mile bike/pedestrian path.
- With only a single-track, SMART cannot provide frequent service nor fix long waits for ferry connections.

This sales tax costs on average \$9,700 per Marin household.

The current sales tax doesn't expire until 2029. It is regional infrastructure.

SMART should be funded instead by the proposed November 2020 \$100 Billion nine-county Faster Bay Area Transportation Sales Tax, NOT a Marin County sales tax.

VOTE NO. Visit www.NotSoSmart.org

JAMES H. ANDREWS
Councilman & Mayor, Town of Corte Madera

JUDY SCHRIEBMAN
Environmentalist

ROGER E. ROBERTS
Project Finance Analyst

SUSAN KIRSCH
Community Organizer

THOMAS A. RUBIN
Transit Consultant