



All Aboard the SMART Train

Why Marin and Sonoma Counties Need Rail Transit Service

In November 2006, voters in Marin and Sonoma counties will vote on a ballot measure to create commuter and passenger rail service and public pathways along an existing 74-mile track with funding from a quarter-cent sales tax increase. All sales tax proceeds would be managed by the Sonoma Marin Area Rail Transit (SMART) District, a public agency governed by elected officials. The measure needs two-thirds voter approval.

Traffic congestion in the North Bay is bad and getting worse

- Highway 101 between Marin and Sonoma counties is among the Top 10 most congested freeways in the Bay Area, according to Caltrans.
- Marin and Sonoma county residents ranked traffic the region's biggest problem in a February 2006 poll by the Bay Area Council.
- Major employers in Marin and Sonoma counties concluded that traffic congestion and lack of transportation alternatives were the North Bay's top issues, according to a 2005 poll by the North Bay Council, whose members employ 20,000 workers.
- The combined population of Marin and Sonoma counties is forecast to grow by 164,291 (23%) people by 2025, creating even more congestion on Highway 101.

SMART gets cars off Highway 101

- SMART train will remove 5,000 motorists a day or 1 million cars annually from Highway 101, reducing traffic congestion and harmful tailpipe emissions.
- SMART train can move as many people as a single high occupancy vehicle (HOV) lane – and SMART does it much faster and cheaper than building new HOV lanes.

Get Involved

For information about volunteering or making a contribution, contact:

- In Marin County, **415-516-4021**
- In Sonoma County, **707-576-6623**

SMART offers a sensible transportation alternative

- Highway 101 will never have the capacity by itself to solve traffic congestion in Marin and Sonoma counties, even with plans over the next 20 years to add more lanes.
- Experience in numerous cities nationwide has shown that rail transit service, with its comfort, speed and reliability, increases overall use of public transit, including buses.
- SMART is a bargain compared to the cost of building freeways. SMART will cost \$5 million a mile to build, including the cost of track, rail cars, stations and other features. Building bigger freeways can cost \$10-\$25 million a mile, not including the cost of purchasing any additional land.
- SMART offers Marin and Sonoma counties a necessary transportation alternative in times of emergency, reducing reliance on Highway 101 when weather, accidents and earthquakes force its closure.

SMART is good for the environment

- SMART will reduce global-warming emissions by getting single-occupant vehicles off the road.

- SMART trains consume 50% less energy per passenger than automobiles and less per passenger than all other forms of transit, including buses, except walking and bicycling.
- SMART trains are quieter than buses and traditional locomotives, keeping neighborhoods quiet.
- Rail transit service supports infill residential and commercial development that respects urban growth boundaries and prevents sprawl.

SMART includes public pathways for bicyclists, pedestrians and people with disabilities

- The pathway will connect communities and support recreational activities.
- The pathway will provide a safe, easy route to rail stations, reducing local traffic.
- The pathway will increase neighboring property values.

SMART is a convenient, comfortable and time-saving transit alternative

- SMART will provide fast, easy access to Larkspur for commuters and other passengers traveling by ferry to San Francisco.
- SMART will cut peak hour commute times between Marin and Sonoma counties by up to 44% — from 98 minutes to 55 minutes.
- SMART will offer peak commute service every 30 minutes.
- SMART trains are quiet and comfortable, giving commuters time to relax, do work and read.

SMART is good for the economy

- Rail transit service addresses the top problem that many North Bay businesses say hurts productivity, makes recruiting top-quality employees difficult and drives up transportation costs.
- Rail transit service increases residential and commercial property values, according to eight studies provided by the American Public Transportation Association.

SMART has strong public support

- 72 percent of likely Marin and Sonoma county voters favor SMART, according to a public poll by respected opinion research firm J. Moore Methods that the SMART District released in March 2006.

Endorsements (partial list)

Elected Officials
Noreen Evans, Assemblywoman, 7th District
Joe Nation, Assemblyman, 6th District
Steve Kinsey, Supervisor, Marin County
Cynthia Murray, Supervisor, Marin County
Paul Kelley, Supervisor, Sonoma County
Al Boro, Mayor, San Rafael
Pam Torliatt, City Councilwoman, Petaluma
Debora Fudge, Town Councilwoman, Windsor

Organizations
North Bay Council
North Bay Labor Council, AFL-CIO
Friends of SMART
Marin Association of Realtors
San Rafael Chamber of Commerce
Novato Chamber of Commerce
Sonoma County Bike Coalition
Sonoma County Conservation Action

Individuals
Bill Kortum, former Supervisor, Sonoma County
Annette Rose, former Supervisor, Marin County
Wendy Kallins, Program Director, Safe Routes to Schools
Elissa Giambastiani, former President and CEO, San Rafael Chamber of Commerce