Subject: the Environmental impact report the transit center has two major faults.

Your assumption Marin and Sonoma County voters will approve refunding SMART in 2029. Without approval, this all plan is not necessary.

1. History shows that Marin and Sonoma Counties were crisscrossed with railroads before the Golden Gate Bridge got completed. Marin and Sonoma County residents quickly learned the automobile was more appropriate for urban and suburban transportation, resulting in liquidating all these private railroads. The only difference between SMART train and these historic railroads is financing: SMART is supported by our sales taxes, not private equity.
2. We gave the SMART train system a tremendous amount of money, which they leveraged with Federal and State grants, but the experiment has turned out to be a failure. They promised to reduce the traffic on Highway 101, and they but about 1%. The fares cover less than 2% of the operating cost, and the taxpayers pick up the rest.
3. Marin and Sonoma County voters are in an intelligent group, and once they become aware of the facts, likely 67% will not approve a sales tax extension. The assumption that they will probably improvement

The California environmental impact report is designed so that decision-makers have all pertinent information available. Parking is relevant information; however, California is trying to eliminate automobiles, so the State government decided parking is unnecessary. While the State action supports global warming, the City of San Rafael needs the information to make prudent decisions. Suggestion: The City of San Rafael can require a similar parking assessment before approving the plan. If they do not, the neighboring City Council will not have enough information to make balanced decisions on the transit plan and other significant projects.

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