Rebuttal to Argument Against Measure M

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Argument against Measure M referred to \$5.3 million consulting and professional expenses. That money paid for countywide programs which contributed to 19 shuttles, 20 street paving projects, 20,412 miles of street sweeping, a bike bridge, and more. Furthermore, embedded in the \$178,237 Dues and Memberships is \$128,437 for State-mandated stormwater program monitoring.

We agree these are difficult times. But with \$320,000,000 roadway maintenance backlog, declining revenues, and State takeaways from local government, it is impossible to maintain service levels. Measure M provides voters a choice either to accept declining service levels or address them by supporting this modest fee - funding that will stay here and cannot be taken by the State.

Due to budget cuts, city and County roads have more potholes and large cracks. These could cause cracked windshields from flying stones, misalignment of the vehicle's suspension, and additional vehicle maintenance costs.

Eliminating one wheel alignment could save the driver \$150 for only a \$10 annual vehicle registration fee.

50% of Measure M funds (\$3.2 million annually) are allocated locally to fix potholes, maintain streets and roads, and reduce water pollution.

Bus routes, train service, and operating hours have been reduced 7 percent recently. This results in longer waits and travel times.

50% of Measure M funds are dedicated to Countywide Transportation Programs which includes support for transit operations including senior and disabled services and safe routes to schools programs.

Please join us and **VOTE YES ON MEASURE M.**

/s/ Onnolee U Trapp August 20, 2010 Transportation Director League of Women Voters

/s/ James D. Bigelow **Business Owner**

August 20, 2010

/s/ Chester Fung August 20, 2010

daily commuter

/s/ Carol Yasuda-Terrones August 20, 2010

Past PTA President

/s/ **Shelley Kessler** August 23, 2010 Executive-Secretary-Treasurer San Mateo County Central Labor Council