



October 12, 2016

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 Metropolitan Transportation Commission
 Bay Area Metro Center
 375 Beale Street, Suite 800
 San Francisco, CA 94105

Miriam Chion
 Association of Bay Area Governments
 Bay Area Metro Center
 375 Beale Street, Suite 700
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JOHN SAWYER
 Mayor

COMMENTS REGARDING PLAN BAY AREA 2040 DRAFT PREFERRED SCENARIO

TOM SCHWEDHELM
 Vice Mayor

Dear Mr. Kirkey and Ms. Chion:

ERIN CARLSTROM
 JULIE COMBS
 CHRIS COURSEY
 ERNESTO OLIVARES
 GARY WYSOCKY

Thank you for the opportunity to comment on the Draft Preferred Scenario for Plan Bay Area 2040. We recognize and appreciate the complexity of updating a plan of this magnitude.

The Preferred Scenario's household projections for Santa Rosa within its five Priority Development Areas (PDAs) are slightly higher than projected by local planning documents. Outside PDAs, the Preferred Scenario projects fewer households, about 25 percent fewer than the Santa Rosa 2035 General Plan. The Preferred Scenario anticipates about 90 percent of future household growth in PDAs, while the Santa Rosa General Plan anticipates about 45 percent. The Preferred Scenario should better recognize growth planned within the Urban Growth Boundary outside PDAs.

Regarding employment projections, Santa Rosa's General Plan projects more jobs than the Preferred Scenario. An increased number of projected jobs would recognize Santa Rosa's role as a job center, with a large number of employed residents who work in the City, as well as people from outside the City traveling to jobs in Santa Rosa. Focus on transit and funding for improvements within Sonoma County would help solidify residents' choice to live and work in the County while reducing vehicle miles traveled and greenhouse gas emissions.

Santa Rosa appreciates the inclusion of projects in the transportation investment strategy, particularly in that the bus service frequency enhancements recognize that the City has just completed the Reimagining CityBus project, which will align high-quality transit service with PDAs.

Santa Rosa continues to be interested in funding opportunities that region-wide programs provide. Greater eligibility and access to regional transportation funding would provide more opportunities in implementing specific plans in the City's PDAs by facilitating development

readiness. Inclusion of the state of good repair for local streets and highways and climate strategies to support bicycle and pedestrian projects are important transportation investment strategies.

If you have any questions, please contact Lisa Kranz in the Planning and Economic Development Department at 707-543-3259 or lkranz@srcity.org.

Sincerely,

JOHN SAWYER
Mayor