

# Letter G

**From:** Parker, Joanne [mailto:JParker@srcity.org]

**Sent:** Tuesday, June 23, 2009 11:18 AM

**To:** Janet Spilman

**Cc:** Babauta, Mona; Dunlavey, Robert; Adams, Nancy; Nutt, Jason; Moshier, Rick; Kolin, Jeff; Suzanne Smith; Fruiht, Patricia; @0100 - City Council

**Subject:** Santa Rosa CityBus comments on SCTA CTP-DEIR

Janet,

On behalf of the City of Santa Rosa's Department of Transit (Santa Rosa CityBus), I respectfully submit the following comments on the SCTA's Comprehensive Transportation Plan (CTP) Draft Environmental Impact Report (DEIR).

First, we would like to recognize that SCTA staff have made every effort to include Santa Rosa CityBus in the development of both the CTP and the EIR work accompanying the CTP. In addition to the work on the CTP, SCTA staff has worked in collaboration with Santa Rosa CityBus staff (starting in February 2008) on the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP), entitled Transportation 2035, or T2035.

G-1

Second, we would like to thank the SCTA staff for their support for the inclusion of Santa Rosa CityBus projects in the CTP and T2035. These projects include Santa Rosa Rapid Bus projects, CityBus bus expansion, CityBus technology enhancements and CityBus facility improvements, for a combined total of \$76 million in the financially constrained portion of MTC's T2035 over 25 years. These Santa Rosa CityBus capital projects and increases in bus frequency on most corridors are included in the CTP DEIR Preferred Alternative (Section 3.0-1.4), as well as in Alternatives 2, 3 and 4 of the DEIR.

G-2

Third, we would like to encourage SCTA staff to continue to assist with the programming of actual funds in accordance with the 'planned programming' prioritized in the financially constrained portion of T2035 and in accordance with the various Alternatives from the DEIR that show the implementation of Santa Rosa CityBus improvements. Without actual funding, these long range planning documents are just documents and the projects contained inside will not come to fruition.

G-3

Finally, one overall point about the CTP DEIR is that although the Preferred Alternative results in increases to Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, we realize that the "do nothing" scenario results in even greater increases in VMT and GHG emissions. The natural growth and land use choices within the county are what is driving the VMT and GHG increases, not the projects included in the CTP Preferred Alternative per se. It is worth mentioning that the City of Santa Rosa has had *Potential Priority Development Areas* designated through the regional FOCUS program around high frequency bus corridors (Sebastopol Road Corridor and Mendocino/Santa Rosa Corridor) as an indication of the City's long-range intent to develop attractive land uses that are well served by transit, bicycle and pedestrian facilities. That potential infill growth, particularly if it is in lieu of the land use choices currently outlined in the CTP DEIR as the predicted growth pattern county-wide, could result in a significant downward shift of the actual VMT and GHG emissions numbers compared to the numbers predicted county-wide in the CTP DEIR.

G-4

Thank you for the opportunity to comment on the SCTA's Comprehensive Transportation Plan and Draft Environmental Impact Report.

Please let me know if you have any questions about our comment letter.

Thank you,

**Joanne Parker | Transit Planner**

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Copy: Santa Rosa City Council

### **3.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR**

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**Letter G**                      **Joanne Parker, Santa Rosa CityBus**

Response G-1:                      Comment noted. Since no comments regarding the analysis is in the Draft EIR were provided, no further response is required

Response G-2:                      Comment noted. Since no comments regarding the analysis is in the Draft EIR were provided, no further response is required.

Response G-3:                      Comment noted. Since no comments regarding the analysis is in the Draft EIR were provided, no further response is required.

Response G-4:                      As identified on Draft EIR pages 5.0-21 and -22, implementation of the proposed CTP would result in a 21.6% reduction in current GHG emissions as compared to existing conditions, thus no significant greenhouse gas emission impact was identified. This comment is noted.