SRTA Board Reviewed Preliminary 2022 RTP/SCS Greenhouse Gas Emission Reduction Strategies

Note: these are potential new strategies in addition to rolling over previous strategies with updates

<u>Preliminary Strategy #1</u> **Implement 2040 Long-Range Transit Plan**	• Reallocate transit to provide high-quality service on key corridors and between activity centers, combined with more flexible on-demand transit in lower demand areas/days/times. Transit coverage may be incrementally expanded in response to increased public demand and documented unmet transit needs. • Use of context-appropriate 'flexible fleets' (see #3 below) in and surrounding accessible activity centers (see #4 below).
<u>Preliminary Strategy #2</u> **Implement GoShasta Regional Active Transportation Plan**	• Provide technical and financial support to local agencies to build a direct, contiguous, and low-stress network of active transportation trunk lines with local feeders. • Provide or support complementary programs, amenities, and services, such as marketing and education, secure bicycle parking, bikeshare, and other similar activities.
<u>Preliminary Strategy #3</u> **Flexible Fleets**	• Encourage and support more nimble, responsive, and context sensitive short-trip mobility options within and surrounding 'accessible activity centers' (see #4 below). Options may include: expanded ShastaConnect on-demand transit; car sharing; electric scooter share; electric bike share; electric shuttle service (e.g., Redding's DASH shuttle); and neighborhood electric vehicles (i.e., privately-owned low-speed plug-in electric vehicles). • Provide programmatic support since many of these services are new and unfamiliar to the region. • May include support for alternative fuel/charging infrastructure and pilot programs that help increase the share of zero-emission conventional automobiles in the region's overall fleet mix.
<u>Preliminary Strategy #4</u> **Zero-emission vehicles**	• Accelerate public adoption of zero-emission vehicles by facilitating hydrogen fueling and electric charging stations across the region, including in rural towns, urban activity centers, and intra/inter-regional corridors. • May be included if a dedicated regional funding source can be identified; otherwise, incorporate into other strategies.
<u>Preliminary Strategy #5</u> **Support the development of 'accessible activity centers'**	• An evolution of 'strategic growth areas' found in the current RTP/SCS, an 'accessible activity center' is an a large-draw destination easily accessed without an automobile, and where a variety of trip purposes may be accomplished per visit. Once in an activity center, individuals have access to high-frequency, fixed-route transit between the region's multiple activity centers in order to expand available destinations. • Accessible activity centers support the use of 'flexible fleets' (see #3 above) and feature secure, end-of-trip bicycle parking facilities that are accessible by high-quality infrastructure as described in the GoShasta Regional Active Transportation Plan (see #2 above). • Accessible activity centers support automobile travel but focus on consolidated parking served by last-mile mobility options in order to maintain a more human-scale environment.

Preliminary Strategy #6 **Rural mobility**	• Includes community-specific strategies aimed at reducing one of the region's largest sources of vehicle miles and emissions: longer distance rural-to-urban trips for work, regional shopping, schools, and escort trips (e.g., parent driven trips due to greater automobile dependency). • Supports county of Shasta's efforts toward more self-contained rural town centers in order to reduce average vehicle trip lengths. • May include various travel demand management and commute trip reduction strategies. • May include zero-emission fueling/charging infrastructure.
Preliminary Strategy #7 **Managed corridors**	• Includes longer-term strategies for increasing person throughput (vs. vehicle throughput), particularly on congested arterial corridors where widening may not be feasible due to surrounding land-use. • Utilizes current and emerging technologies to provide user-responsive and predictive traffic management. • May include managed lanes that favor transit, ridesharing, and low- or no-emission vehicles. • May include zero-emission fueling/charging infrastructure.
Preliminary Strategy #8 **Vehicle Miles Traveled Mitigation Bank**	• Establish regional vehicle miles traveled (VMT) credit pool from which developers may purchase credits to mitigate for VMT generated by their projects. • May include impact fee reduction on scales commensurate with project VMT.
Preliminary Strategy #9 **Targeted disadvantaged mobility**	• Because access to automobiles is generally lower in disadvantaged communities, providing custom-tailored solutions in these areas may provide a higher benefit-to-cost ratio than similar projects in other locations, while also helping to address inequities. • Specific strategies will be determined based on localized needs but may include reduced or free fares for low-income transit riders, guaranteed ride home program, and/or other strategies.
Preliminary Strategy #10 **Commute Trip Reduction Programs**	• Includes a variety of incentives, programs, and resources that help employees reduce single occupancy vehicle trips. • May include rideshare matching, parking cash out and transit allowances, remote work, guaranteed ride home, and support for active transportation.