TRANSPORTATION AND CONNECTIVITY

Transportation-related emissions make up the biggest part (43.1%) of Citrus Heights' 2005 GHG emissions inventory. The amount of these emissions is determined largely by the number of vehicle miles traveled (VMT) by residents and employees. Long vehicle trips between destinations and high numbers of trips create high emissions. Reducing vehicle emissions relies on creating shorter vehicle trips, either by making alternative modes of transportation (such as transit, biking or walking) viable, or by increasing proximity of diverse land uses. Technological advancements in vehicle fuel efficiency and reduction of fuel carbon content will also reduce vehicular GHG emissions. Statewide implementation of AB 1493 fuel efficiency standards and Low Carbon Fuel Standards (LCFS) will reduce future vehicle emissions. According to the Air Resources Board's *Climate Change Scoping Plan*, AB 1493 will improve vehicle efficiency by 15.76% compared to vehicles produced prior to 2009. Implementation of LCFS would also reduce vehicle fuel emissions by 10% across the state. However, these improvements alone will not be enough to achieve the reductions required within the transportation sector to achieve the City's 2020 goal.

According to the 2000 US Census, almost 80% of Citrus Heights residents drove alone to work, about 13% carpooled, 3% worked from home, 2% used public transit, and less than 2% biked or used another means to get to work. The Citrus Heights' suburban character and the number of residents who work outside the City are key factors in residents' decisions to drive alone to accomplish daily activities. Most household vehicle trips are for commuting or shopping. To reduce communitywide emissions, alternative modes must be used more effectively to move goods and people. Adopting a Complete Streets policy will guide future development of the roadway system and mobility options. Rather than widening roads when congestion gets worse, Citrus Heights will improve streets to better support bikes, busses, and pedestrians. The City will also continue to promote use of Intelligent Transportation Systems to improve flow and reduce idling at intersections. Other steps the City will take to influence resident travel behavior include: improving bike and pedestrian infrastructure throughout the City, encouraging transit enhancements at centers and along major corridors, managing parking demand and supply, and promoting use of alternative fuel vehicles.

TRANSPORTATION AND CONNECTIVITY: REGIONAL COORDINATION

Measure 3-1.A: Continue to implement the smart-growth principles established in SACOG's Metropolitan Transportation Plan to the extent feasible.

The Sacramento Area Council of Governments (SACOG) developed the regional Blueprint Plan to analyze transportation needs for 2035. The Blueprint recommends smart-growth principles that facilitate an effective regional transportation network. SACOG's Metropolitan Transportation Plan builds on the Blueprint Preferred Growth Scenario. The goal for the regional plan is to fund alternative transportation projects that integrate local plans to create a seamless regional transit, bicycle and pedestrian system. The Metropolitan Transportation Plan strives to:

- reduce vehicles miles traveled per household by 10%
- hold congested travel per household to less than a 5% increase
- increase bus frequency, add new street cars and light rail, as well as neighborhood shuttles
- add freeway lanes for carpools and commuter buses

Citrus Heights has supported the Blueprint process and will continue to support goals established in SACOG's Metropolitan Transportation Plan. As a nearly built-out community, Citrus Heights will continue to emphasize infill development and redevelopment to accommodate its share of future growth and build a stronger base to facilitate use of alternative transportation. This will also help the City to prioritize funding and construction of alternative transportation systems such as bike lanes, and pedestrian trails.

GHG Reduction Potential:

Supporting measure

Community Co-Benefits:

Create a vibrant community

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Smart growth principles promote walkable neighborhoods.

Did you know?
COOL FACT

Technological improvements that result in increased fuel efficiency and lower carbon fuels are being overwhelmed by the steady increase in VMT. Since 1980, the number of miles Americans drive has grown 3 times faster than the U.S. population, and almost twice as fast as vehicle registrations.
- Berkeley Climate Action Plan

Actions	Implementation Target	Responsible Party
A. Collaborate with adjacent cities and other regional partners to promote SACOG's smart-growth principles to develop and support alternative transportation.	Ongoing	Community and Economic Development; General Services

Related General Plan policies: Policy 29.1, Policy 29.6, Policy 33.1

TRANSPORTATION AND CONNECTIVITY: REGIONAL COORDINATION

Measure 3-1.B: Work with SACOG's Community Design and CalTrans' Safe Routes to School programs to identify grant opportunities to improve public transit, bicycle and pedestrian networks to serve the community center, libraries, schools, recreational areas and other public gathering spaces.

Recently, the San Juan Unified School District (SJUSD) cut school bus service due to budget constraints. This was a severe blow to the City's alternative transportation system, compelling even more parents to drive their children to school. Without suitable school transportation alternatives, the number of children being driven to school in private automobiles will increase, increasing both transportation-related GHG emissions and congestion of City streets during school hours.

The City will proactively work with SJUSD to prioritize bike and pedestrian infrastructure connecting schools to surrounding residential neighborhoods within two miles. Additionally, the City will work with SJUSD to develop outreach activities and promote participation in various alternative transportation programs, such as Walking School Buses, where children walk to school in adult-supervised and school-coordinated groups.

The City will also encourage SJUSD and other schools in the community to restore and expand school bus service in areas where schools are not easily accessible by walking or biking.

GHG Reduction Potential:

Supporting measure

Community Co-Benefits:

Healthy children

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Children walking to school in school-coordinated groups as a "Walking School Bus".

Did you know?
COOL FACT

Since Cityhood, the City has been able to obtain nearly $2,000,000 in Safe Routes state and federal funding to support sidewalk infill projects and walkability education/outreach. This has been possible through tremendous partnerships with the schools, neighborhood associations, and residents living along these corridors.

- City of Citrus Heights

Actions	Implementation Target	Responsible Party
A. Work with SJUSD to develop an outreach program that promotes alternative travel modes for school-related trips.	Before December 31, 2014	General Services
B. Partner with SJUSD to seek funding for alternative transportation modes such as bike- and ped-connections to neighborhoods.	Before December 31, 2016	General Services

Related General Plan policies: Policy 29.4, Policy 29.6

TRANSPORTATION AND CONNECTIVITY: RIDESHARE

Measure 3-2.A: Develop rideshare infrastructure to facilitate participation by those travelling from Citrus Heights to major employment centers such as Downtown Sacramento or Roseville.

According to the 2000 US Census, almost 80% of Citrus Heights residents drive alone to work. Single-occupancy vehicle travel is a significant part of transportation-related GHG emissions.

The suburban character of Citrus Heights makes it difficult to reach destinations without a car. Moreover, a large percentage of City residents work in adjacent cities. Within this context, a strong rideshare program in Citrus Heights could reduce GHG emissions, while also reducing congestion and household travel costs.

The City will work with SACOG and other agencies to facilitate ridesharing opportunities, including both carpooling and vanpooling. The City will create a rideshare program with the primary goal of achieving a 1.5% mode-shift from single-occupancy vehicles to rideshare alternatives. Specifically, the City will work with partners to upgrade ride-matching systems to use current technologies (e.g., cell phone-enabled ride-match applications), and develop a ride-match social networking website; online electronic payment options; and rideshare stations that provide covered shelter, lighting, and secure bicycle parking.

GHG Reduction Potential:

1,230 MT CO_2e/yr

Community Co-Benefits:

Improved air quality, social networking

Cost to City

Low – Medium

Cost to resident/ business owner

NA

Savings to resident/ business owner

Low – High

Signs may be used to identify priority travel lanes and parking spaces for rideshare participants.

Did you know?

COOL TIP

If you own a car, it will get better gas mileage when the tires are fully inflated, so it will burn less gas and emit less carbon. Check your car tires once a month to ensure that the tires are fully inflated and save 300 lbs of carbon dioxide for every 10,000 miles you drive and 10 cents per gallon of gas.

Actions	Implementation Target	Responsible Party
A. Create rideshare-designated parking spaces near bus stops, employment centers and commercial areas (e.g., Sunrise MarketPlace, Auburn Boulevard).	Before December 31, 2013	Community and Economic Development
B. Amend the Zoning Code to require preferential parking spaces within new or substantially improved commercial, employment and civic projects designated for carpool and/or vanpool use.	Before December 31, 2012	Community and Economic Development
C. Provide information for employers about potential benefits of car-share programs and the presence of local car rental opportunities.	Before December 31, 2012	Community and Economic Development

Related General Plan policies: Policy 13.1, Policy 29.1

TRANSPORTATION AND CONNECTIVITY: RIDESHARE

Measure 3-2.B: Work with employers to offer incentives and services that increase use of alternatives to single-occupant autos.

The City will work with employers to encourage them to provide commuter trip reduction programs to their employees.

The City will prioritize outreach programs with the larger employers in Citrus Heights. The City will encourage employers with more than 50 employees to provide incentives for using alternative transportation modes. Promoting commuter trip reduction programs such as parking cash-out, transit subsidy, and rideshare help to reduce GHG emissions related to single-occupant vehicles that employees use to get to work every day.

Citrus Heights has a large retail employment base. The City will work with retail owners to find measures that promote alternative transportation among retail employees. Some will consider providing sheltered Class1 bike parking for employees, designating carpool employee-parking spaces, creating a vanpool program and offering transit subsidies.

GHG Reduction Potential:

(Included in Transportation and Connectivity Measure 3-2.A)

Community Co-Benefits:

Less congestion on City streets

Cost to City

Very Low

Cost to resident/ business owner

High

Savings to resident/ business owner

Medium – High

High-occupancy vehicle lanes help carpoolers travel faster to their destination and avoid congestion during peak hours.

Did you know?
COOL FACT

A study by the California Air Resources Board has shown that employer-paid parking is not just a substitute for parking that would have been paid for by employees who would drive to work in any case. Rather, employer-paid parking stimulated additional driving to work by 36%.

Actions	Implementation Target	Responsible Party
A. Develop an outreach program to City employers and collaborate with them to identify various commuter trip reduction programs for their employees.	Before December 31, 2015	Community and Economic Development

Related General Plan policies: Policy 13.1, Policy 29.1

TRANSPORTATION AND CONNECTIVITY: PARKING AND TRAFFIC MANAGEMENT

Measure 3-3.A: Conduct a parking management study to monitor implementation of revised 2006 parking standards (CHMC 106.36.080).

Parking policies affect community driving habits. In suburban communities, such as Citrus Heights, parking is usually over supplied. Commercial centers usually provide parking based on the needs of holiday shoppers. So, for most of the year, these parking spaces remain empty. This type of parking planning underutilizes land capacity, drives up development costs, and discourages walking, biking and transit.

In 2006, the City revised minimum parking standards to discourage excessive parking and allow for further parking reductions (CHMC 106.36.070). By reducing parking requirements for multi-family housing, employment centers, civic centers and shopping malls, the City encourages more creative parking solutions, such as parking cash outs, parking rental fees, shared parking, or consolidated parking structures.

The City will conduct a parking management study to evaluate implementation of the revised parking standards. This study will identify vacant or underutilized parking lots and evaluate alternative parking management solutions, such as park-and-ride lots, and shared parking opportunities. Enforcing these parking management strategies will help the City cut community transportation-related GHG emissions, freeing up valuable real estate for new development and tenant space.

GHG Reduction Potential:

Supporting measure

Community Co-Benefits:

Reduced urban heat island effect, improved public spaces, increased land area available for development

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

High

Shared parking between compatible adjacent land uses can increase developable area on a property.

Did you know?

COOL TIP

By reducing 5 minutes per trip in driving and idling time for a 2,000 space garage, approximately 1,800 tons of carbon dioxide per year can be reduced and approximately 170,000 gallons of wasted fuel can be saved.

- Based on calculations derived from EPA estimates of carbon dioxide emissions and fuel usage for idling vehicles.

Actions	Implementation Target	Responsible Party
A. Conduct a feasibility study to evaluate shared parking opportunities for compatible adjacent land uses (e.g., offices next to commercial or multi-family residential uses).	Before December 31, 2012	Community and Economic Development; General Services
B. Evaluate opportunity areas to reduce travel speeds and improve pedestrian use (e.g., Auburn Boulevard Specific Plan).	Before December 31, 2013	Community and Economic Development; General Services
C. Conduct a parking management study to identify vacant or underused parking lots and spaces to convert them to other uses such as park-and-ride lots, motorcycle parking, and shared parking spaces.	Before June 30, 2012	Community and Economic Development; General Services

Related General Plan policies: Policy 13.4, Policy 53.2

TRANSPORTATION AND CONNECTIVITY: PARKING AND TRAFFIC MANAGEMENT

Measure 3-3.B: Continue to build an intelligent traffic management system to synchronize traffic signals and allow easy traffic flow movement and reduce GHG emissions caused by vehicle idling.

Citrus Heights has 64 traffic signals. The City is synchronizing the timing of these signals to improve traffic flows and reduce idling times. Reducing frequent "stop-and-go" traffic situations can effectively reduce GHG emissions caused by vehicle idling.

Building an effective intelligent transportation system (ITS) can reduce transportation-related GHG emissions. Synchronized traffic signals can be made more effective by installing ITS software that enables the City to divert and re-route vehicles during peak hours to reduce traffic congestion.

Another effective traffic management tool is use of changeable message signs, especially in popular destinations such as Sunrise MarketPlace. To manage traffic congestion during peak shopping seasons, the City can use these signs to direct drivers to the location of available parking, avoiding fuel waste and emissions from drivers circling the parking lot to locate a convenient spot.

GHG Reduction Potential:

Supporting measure

Community Co-Benefits:

Improved air quality

Cost to City

Medium – High

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Changeable message signs can divert traffic during peak hours to avoid congestion.

Did you know?

COOL SAVINGS

Switch the engine off if you think you are likely to be stationary for more than two minutes.

Plan your trip to avoid congested areas.

Actions	Implementation Target	Responsible Party
A. Continue to enforce speed limits on City streets to maximize gasoline use and minimize GHG emissions.	Ongoing	Police
B. Implement traffic signal coordination on major roadways.	Before December 31, 2013	General Services
C. Use changeable message signs to divert traffic during peak hours to reduce queuing and idling of vehicles at major intersections.	Before December 31, 2012	General Services

Related General Plan policy: Policy 32.1

TRANSPORTATION AND CONNECTIVITY: ALTERNATIVE FUEL

Measure 3-4.A: Create infrastructure to promote use of low-carbon and alternative fuel vehicles.

California is fast progressing toward a low-carbon fuel economy. In a suburban context, where driving is necessary to move between various destinations, replacing older and bigger cars with more fuel-efficient cars and alternative fuel (e.g., electric, plug-in hybrid, compressed natural gas) vehicles can create significant reductions from tailpipe emissions.

To support California's Low Carbon Fuel Standards (LCFS), the City will create its own infrastructure to promote low-carbon and alternative fuel vehicles. The City will develop a comprehensive outreach program to educate residents about the benefits of opting for a fuel-efficient vehicle to reduce GHG emissions and household travel costs. The City will also facilitate sales of alternative-fuel vehicles by working with local auto dealers to promote their benefits. The high GHG reduction potential of this measure relies entirely on a successful campaign to promote alternative-fuel vehicles and community participation in replacing inefficient cars with alternative fuel and hybrid cars.

To ensure that the community is prepared for future low-carbon vehicles, the City will also evaluate potential locations for installing electric charging stations.

GHG Reduction Potential:

11,085 MT CO_2e/yr
(Hybrid and electric vehicle purchases)

1,125 MT CO_2e/yr
(Installation of electric vehicle charging stations)

Community Co-Benefits:

Create local green jobs, Increase energy independence

Cost to City

Medium

Cost to resident/ business owner

High

Savings to resident/ business owner

Medium - High

Electric charging stations in front of a retail center.

Did you know?
COOL SAVINGS

When replacing your car, look for the most carbon efficient model, or a model with high fuel efficiency. The difference between a car that gets 20 miles per gallon (mpg) and one that gets 30 mpg amounts to $688 per year (assuming 15,000 miles of driving annually and a fuel cost of $2.75).
- *http://www.fueleconomy.gov*

Actions	Implementation Target	Responsible Party
A. Amend the Zoning Code to require new or substantially improved multi-family residential, commercial and office projects to provide infrastructure to accommodate alternative fuel vehicles.	Before December 31, 2013	Community and Economic Development
B. Facilitate use of community alternative fuel purchasing co-operatives or fueling stations by promoting their benefits and providing location information at public outreach programs and on City website.	Before December 31, 2015	Community and Economic Development
C. Develop a public outreach program to promote use of hybrid and electric vehicles in the community.	Before December 31, 2013	Community and Economic Development

Notes and References

Seeking renewable energy sources to power the electric charging stations rather than putting pressure on fossil-fuel generated energy supplies will maximize the GHG reduction potential of this measure.

Related General Plan policy: Policy 29.1

TRANSPORTATION AND CONNECTIVITY: ALTERNATIVE FUEL

Measure 3-4.B: Promote communitywide use of alternative fuels by providing public outreach and education regarding the benefits of low-carbon and alternative fuels.

Citrus Heights already has two alternative fuel filling stations, located at the intersection of Auburn Boulevard and Antelope Road and at the intersection of Sunrise Boulevard and Madison Avenue. However, during public workshops for the GGRP it became evident that the community is not aware of the full benefits such stations offer.

The City will work collaboratively with alternative fuel vendors to develop public outreach programs to promote the use of alternative fuels and provide information to residents regarding the environmental and economic benefits of using low-carbon fuels. This will improve visibility of local and regional alternative fuel stations and encourage residents and businesses to take full advantage of emerging fuel technologies.

The City will conduct a variety of education and outreach programs to reduce resident transport-related emissions. As demonstration projects, the City will use a variety of media outlets to convey messages about good driving practices, car maintenance practices, alternative fuels, and the benefits of purchasing low-carbon vehicles (e.g., electric and hybrid vehicles). For example, tons of GHG emissions saved by driving an alternative-fuel car can be printed on a City-owned alternative-fuel vehicle as a simple way of highlighting the environmental value of the car.

GHG Reduction Potential:

(Included in Transportation and Connectivity Measure 3-4.A)

Community Co-Benefits:

Create local green jobs, increase energy independence

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Alternative fuel station at Antelope Road and Auburn Boulevard in Citrus Heights.

Did you know?
COOL FACT

Smart, smooth and safe "eco-driving" techniques lead to average fuel savings of 5% to 10%.

Harsh accelerating and braking can use up to 30% more fuel and increase vehicle wear and tear.

Actions	Implementation Target	Responsible Party
A. Implement demonstration projects that use electric and hybrid-electric transportation technologies, biofuels, hydrogen fuel cells, and other clean transportation fuels.	Ongoing	Community and Economic Development
B. Provide eco-driving educational/public outreach programs.	Before December 31, 2012	Community and Economic Development

Related General Plan policy: Policy 29.1

TRANSPORTATION AND CONNECTIVITY: BIKES AND PEDS

Measure 3-5.A: Maximize pedestrian and bicycle use through high-quality design, enhanced infrastructure, and enforcing bike and pedestrian travel rights.

The City already has an adopted Bicycle Master Plan and will prepare a Pedestrian Master Plan in the future. The primary objective of these documents is to provide convenient, continuous, high-quality walking and biking infrastructure in the community. According to the 2000 US Census, walking and biking to work accounted for less than 2% of work-based trips. The City seeks to encourage increased use of these modes for daily trips.

This measure directs the City to implement, and to amend if necessary, the Bicycle and Pedestrian Master Plans to fill system gaps by providing additional bike lanes, sidewalks, and walking paths in the City and along its edges to connect to routes in adjacent communities. The City recently installed bike detectors at some intersections and continues to seek opportunities to create bicycle-friendly intersections when the need arises.

GHG Reduction Potential:

3,730 MT CO_2e/yr

Community Co-Benefits:

Improved public spaces

Cost to City

Medium – High

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Promoting walking in the community will also improve public health.

Did you know?
COOL TIP

Walk or bike instead of driving a car. In the United States, automobiles produce over 20% of total carbon emissions. Walk or bike and you will save one pound of carbon for every mile you travel.

Actions	Implementation Target	Responsible Party
A. Re-evaluate the Bicycle Master Plan. Conduct a citywide gap analysis to identify missing links in the bicycle network and prioritize filling gaps to enhance bike travel.	Before June 30, 2012 Ongoing improvements through 2020	General Services
B. Adopt a Pedestrian Master Plan and implement near-term improvements. Conduct a citywide pedestrian walkway analysis to identify locations with physical obstacles within sidewalks, walkways, and trails such as utility poles and prioritize removing these barriers to encourage pedestrian use.	Before December 31, 2013 Ongoing improvements through 2020	General Services

Notes and References

The Bicycle and Pedestrian Master Plans should include a study of obstacles to bike/pedestrian use. Obstacles such as deteriorated or missing sidewalks, vehicles or vegetation blocking travel, poor intersection visibility, and debris on streets discourage walking and biking. The obstacle study will identify barriers and help the City prioritize facility improvements.

Related General Plan policies: Policy 29.1, Policy 29.4, Policy 30.1, Policy 30.2, Policy 30.3, Policy 30.4

TRANSPORTATION AND CONNECTIVITY: BIKES AND PEDS

Measure 3-5.B: Increase bicycle infrastructure by requiring bicycle parking in new development, retrofitting parking lots in underserved civic and commercial areas to include bike racks and bike parking facilities, and participating in a regional bikesharing program.

Bike parking is essential to support commute and daily shopping/errand trips. The City will identify areas lacking appropriate levels of bicycle parking and will install new facilities. The City will also continue to require new development projects to provide adequate bicycle parking and bicycle infrastructure, such as lockers and showers, in accordance with existing Zoning Code requirements.

Additionally, the City will pursue a multi-jurisdictional bikesharing program with regional partners and adjacent cities. Unlike carsharing, bikesharing systems usually allow one-way trips and sometimes provide short-term (i.e., daily, weekly) membership options. Users check out a bike by credit card, membership card, and/or by cell phone at a docking station. Bikesharing increases mobility by providing an additional, flexible transportation mode.

GHG Reduction Potential:

Supporting measure

Community Co-Benefits:

Improved public spaces

Cost to City

Very Low

Cost to resident/ business owner

Low – Medium

Savings to resident/ business owner

NA

Providing bike parking in commercial and civic areas can promote bicycling as an alternative to driving for short trips.

Did you know?
COOL CHALLENGE

Plan a climate-friendly vacation: Go bicycling to see sights while traveling. Walking is an even better option. Save fuel and car rental cost while reducing your (and your family's) carbon footprint.

Actions	Implementation Target	Responsible Party
A. Continue to implement City bicycle parking standards (CHMC 106.36.060) for new development and identify ways to retrofit existing development to match these requirements.	Before December 31, 2011	Community and Economic Development
B. Identify areas lacking adequate bike parking. Retrofit parking lots in underserved civic and commercial areas to include bike racks and bike parking facilities.	Before December 31, 2013 Ongoing improvements through 2020	Community and Economic Development
C. Partner with transit agencies and adjacent cities to develop a regional bikeshare program.	Before December 31, 2020	Community and Economic Development

Related General Plan policies: Policy 13.2, Policy 29.1, Policy 29.2, Policy 29.4, Policy 29.6, Policy 30.1

TRANSPORTATION AND CONNECTIVITY: TRANSIT

Measure 3-6.A: Conduct a public transit gap study analyzing strategies to increase transit use and funding sources for transit improvements. Work with regional transit agencies to provide bus route coverage to underserved areas.

The City recognizes that improving the safety, comfort, and convenience of transit stops and stations encourages higher levels of transit ridership. The City will work with Regional Transit to provide shade, weather protection, seating, lighting, and route information at all transit stops in Citrus Heights.

According to the 2000 US Census, less than 2% of Citrus Heights residents used transit to get to work. The City will conduct a public transit gap study to identify barriers to transit ridership in the community. The goal for the transit gap study will be to recommend ways to improve ridership and increase transit mode share by 1% from 2005 base year transit use.

The City will also work with regional transit agencies to evaluate the potential to increase bus frequency and provide real-time bus arrival information at transit stops. Easily accessible arrival information reduces passenger wait time and encourages ridership. The City will work with transit agencies and related organizations to provide arrival displays on boards and cellular phones.

GHG Reduction Potential:

2,490 MT CO_2e/yr

Community Co-Benefits:

Improved public spaces

Cost to City

Medium

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Providing shaded seating areas at bus stops can increase transit ridership.

Did you know?

COOL FACT

Using public transit reduces household emissions. Annually, driving an automobile with an average fuel efficiency of 22.9 miles per gallon(mpg) an average of 12,000 miles emits 4.6 MT CO_2e. Driving a Sport Utility Vehicle or light duty truck with an average fuel efficiency of 16.2 mpg an average of 14,500 miles emits 7.9 MT CO_2e per year.

Actions	Implementation Target	Responsible Party
A. In collaboration with regional transit agencies, evaluate potential to add public transit service types, including Bus Rapid Transit and community or neighborhood shuttles to regional rail stops.	Before December 31, 2015	City Manager; General Services; Community and Economic Development
B. Ensure that the streetscape improvements for the Phase 1 New San Juan High School improvements implement pedestrian, bike, and public transit amenities.	Before June 30, 2011	Community and Economic Development; General Services
C. Work with Regional Transit to provide shade, weather protection, seating, lighting and route information at all stops in Citrus Heights.	Before December 31, 2015	General Services, Community and Economic Development

Related General Plan policies: Policy 13.3, Policy 29.1, Policy 29.2, Policy 31.1,Policy 31.2, Policy 31.2, Policy 31.3, Policy 31.4

TRANSPORTATION AND CONNECTIVITY: TRANSIT

Measure 3-6.B: Work with Regional Transit, E-Tran, Roseville Transit, Amtrak and other transit agencies to develop a regional pass system.

Most Citrus Heights residents work outside the City. Driving to work in single-occupancy vehicles is the greatest contributor to communitywide GHG emissions.

The City will seek regional partnerships to provide convenient transit options for residents and employees within the community. One deterrent to frequent transit use between cities is the need to buy separate tickets from respective agencies in those cities.

The City will collaborate with regional partners to develop a regional pass system, resulting in higher transit ridership based on increased ease of use of the pass system between adjacent cities. For example, if a Citrus Heights resident goes to work in Roseville but travels to Sacramento for a meeting, the regional pass system provides the convenience of using a single transit pass to move among the three cities without purchasing different tickets in each place.

GHG Reduction Potential:

(Included in Transportation and Connectivity Measure 3-6.A)

Community Co-Benefits:

Improved air quality, less congestion on City streets

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

Very Low

A regional transit pass system would enable Citrus Heights residents and employees to more conveniently travel to adjacent destinations.

Did you know?

COOL TIP

In 2005, using public transportation saved 6.9 million metric tons of carbon in United States. Studies shows that using public transit instead of single-occupancy vehicles also reduced congestion on streets, thereby reducing GHG emissions caused by idling vehicles.

Actions	Implementation Target	Responsible Party
A. Partner with SACOG and local transit agencies to develop a regional transit pass program.	Before December 31, 2015	General Services

Related General Plan policies: Policy 13.3, Policy 29.1, Policy 29.2, Policy 31.1,Policy 31.2, Policy 31.2, Policy 31.3, Policy 31.4, Policy 33.1

TRANSPORTATION AND CONNECTIVITY: MUNICIPAL

Measure 3-7.A: Improve fuel-efficiency of the City fleet by purchasing low or zero-emission vehicles when vehicles are retired from service.
(Public safety vehicles are exempted from this requirement.)

To lead by example, the City will gradually replace its existing vehicle fleet with fuel-efficient hybrid vehicles in the future. In doing so, the City can promote the purchase and sale of fuel-efficient vehicles in the community.

The City recognizes that purchasing low or zero-emission vehicles will also lower operating costs. However, most of the City fleet is still in new condition. Rather than replacing the fleet immediately, the City proposes to replace it gradually as the existing vehicles are retired.

To prepare for future low-carbon hybrid vehicles and to accommodate hybrids owned by current City employees or visitors, the City will create designated electric/ hybrid vehicle charging and parking spaces within City facility parking lots.

GHG Reduction Potential:

40 MT CO_2e/yr

Community Co-Benefits:

Improved air quality, lower operating costs

Cost to City

Low – High

Cost to resident/ business owner

NA

Savings to resident/ business owner

NA

Using low emission vehicles for municipal purposes can promote the purchase and sale of low emission vehicles in the community.

Did you know?
COOL FACT

Compared to gasoline-fueled cars that emit almost 19.6 pounds of GHGs for every gallon used, low-emission vehicles emit 1 pound of hydrocarbons into the atmosphere over 100,000 miles of driving. Compressed Natural Gas vehicles produce 15 to 20 percent less GHGs than gasoline-fueled vehicles.

Actions	Implementation Target	Responsible Party
A. Update designated electric/hybrid vehicle charging spaces within City parking lots.	Before December 31, 2012	General Services
B. Replace existing City vehicles with fuel-efficient vehicles when they are retired from service.	Ongoing through 2020	General Services

Notes and References

According to the City Fleet Manager's current estimates, five existing City cars will be replaced with hybrids in the next five to eight years. Ten more will be replaced in the next 10 to 15 years.

Related General Plan policies: Policy 55.1, Policy 55.2

Measure 3-7.B: Provide financial incentives to encourage ridesharing and/or public transit use among City employees.

The City currently has 212 employees. Citrus Heights has already taken proactive steps to promote employee commuter trip reduction programs, including flexible hours. Half of the City's employees participate in its 9/80 work schedule program, reducing commuter trips.

The City will actively promote other commuter trip reduction programs, such as providing transit subsidies, and/or carpools among its employees. The intent of this measure is to reduce the number of employees driving single-occupancy vehicles to work. The City can also create its own vanpool system for employees living in the same neighborhoods or communities.

One concern among employees lacking a car during the day is an inability to run errands if necessary during lunch, or to attend to emergency situations. The City will research car-share programs to make a certain number of cars available to employees during emergencies. This step can encourage more effective participation in commuter trip reduction programs.

GHG Reduction Potential:

60 MT CO_2e/yr

Community Co-Benefits:

Social networking

Cost to City

Very Low

Cost to resident/ business owner

NA

Savings to resident/ business owner

Very Low – Low

Explore potential for creating an employee vanpool program.

Did you know?
COOL FACT

Studies indicate that ridesharing programs typically attract 5-15% of commute trips if they offer only information and encouragement, and 10-30% if they also offer financial incentives such as parking cash-outs or vanpool subsidies.

- *Victoria Transport Policy Institute*

Actions	Implementation Target	Responsible Party
A. Provide transit subsidies to City employees.	Before December 31, 2012	City Manager; Human Resources and City Information
B. Explore creation of a vanpool program to pick up City employees from designated stops.	Before December 31, 2013	City Manager; Human Resources and City Information

Related General Plan policies: Policy 55.1, Policy 55.2

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