Table *Renew*-3 **Safe & Sustainable Transportation Targets**

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
Reduce GHG emissions in Air District (NCUAQMD)	Reduce on-road transportation-related fossil fuel consumption in Humboldt County.[1]	~ Transportation fuel sales (gasoline/diesel sales in gallons).	> CA Energy Commission, CA Annual Retail Fuel Outlet Report Results (CEC-A15: by county).	Every 4 years
Percent Mode Shift	• Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.	~ # of miles of protected bikeways and sidewalks, & % of good intersections on arterials and collectors, and spacing/gaps between those intersections. ~ % of all road miles that are connection nodes at Low Traffic Stress levels 1 or 2. ~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis)	> Potential data source: www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic ~ Conduct an LTS Network and Connectivity Analysis > Bikeable App (on Google Play) > Data from People for Bikes > Local count data	Every 4 years
	• Double transit trips (including mobility on demand trips) by 2025, and again by 2030, and again by 2040.	~ # of transit boardings ~ # of transit trips	> Transit operators' ridership data > U.S. Census	Annually Every 4-5 years
	• Complete a Low-Traffic-Stress and connectivity analysis of the bike and ped network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.	Yes/No (completed or not)	~ Conduct an LTS Network and Connectivity Analysis	Every 4 years
Reduce Vehicle Miles Travelled (VMT) by Car[1]	• Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)	~ VMT/population ~ VMT/ #households > Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.	> State DOT data, e.g. California Public Road Data (PRD), derive statistical information from Caltrans' Highway Performance Monitoring System (HPMS).[2] ~ Apply a correction factor for Humboldt County (TBD). > Registration data from Department of Motor Vehicles (DMV).	4 years
Zero-Emission Vehicle Infrastructure	(i) ZEV Charging Sites Evaluation Plan: By 2025 evaluate priority of feasible public-charging spaces throughout region. Priority will value equity. Study may be multi-phased,	(i) ~ Completion of charging-sites evaluation plan.	(i) Presence/absence of completed plan.	(i) Target year

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	first at community or TAZ/census block level, and second at neighborhood and station location level.			
	(ii) Policies: • 80% of jurisdictions adopt pro-EVCS and electrical upgrade policies and building codes by 2022, and 100% by 2025.	(ii) ~ Number of jurisdictions with building codes that require installing "EV-ready" electrical wiring or EVCS in new development and major remodels. ~ ~ Number of jurisdictions with building codes that require electrical panel upgrades for residential alteration permits, and 200A utility panel ratings for all new residential units. ~ Amount of funding dispensed to subsidize and incentives EVCS.	(ii) > Agencies' adopted policies, building codes. > Agencies' annual budgets.	(ii) Annually
	(iii) ZEV Fueling Infrastructure: • By 2025, install a total of 1, 394 public chargers, including 42 DC Fast Chargers (DCFC). [3] • By 2030, install a total of 3,560 EVCS of which 127 are DCFC. • 100% of households without off-street parking have access to public fast-chargers within ¼ mile of their home by 2035. • Equity performance measure: EVCS are equitably installed in MF residential areas and higher density/lower income areas. • For employee parking lots and MF residential parking of spaces* (or more), 25% of spaces have electric vehicle charging stations by 2025, 35% by 2035, and 50% by 2050. • In Humboldt County, by 2024 hydrogen fuel is available for public	(iii) ~ Number of AC/DC chargers per household at the transportation analysis zone (TAZ) or census block level. *Related metrics as possible*: ~ Number of chargers per household without off-street parking ~ Public AC chargers/population (or per registered vehicles) ~ Public DC chargers/population (or per registered vehicles) at (TAZ) or census block level. ~ Coverage of fast chargers located in (1) high density areas and (2) adjacent to corridors with high traffic volumes (e.g., coverage of chargers per acre or linear ½-mile). ~ Counts by jurisdiction: # of electric vehicle charging stations at qualifying work sites and MF residences. *For parking lots with excess capacity, use average utilization of spaces.	(iii) > Building permits > Alternative Fueling Station Locator (by National Renewable Energy Laboratory) – public and private non-residential alternative fueling stations. https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/ https://afdc.energy.gov/stations/#/find/nearest > Plugshare.com app. (Count the number of stations) ~ Manual counts; surveys.	(iii) 4 or 5 years

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	transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible. • In Humboldt County, by 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs.	~ Coverage of hydrogen fueling infrastructure countywide.		
Percentage of Zero-Emission School Buses & Public Fleet Vehicles	i) • 100% of public buses and school buses are zero-emission by 2030. *Note:* Innovative Clean Transit Regulation:[4] > By 2026, 25% of new transit vehicle procurement must be ZEBs; > By 2029 "nearly all," and after 2040 100%, of the new bus procurement must be ZEBs. (ii) Each governmental agency starts converting fleet vehicles to zero-emission by 2022, with interim targets to meet the State's year-2035 goals: • 25% of public fleet passenger cars, SUVs, and forklifts are zero-emission by 2025, and 50% by 2030.	(i) ~ Survey the fleet inventory of public transit vehicles and school buses. (ii, iii) ~ Survey the fleet inventory of each jurisdiction (local, regional, state, Native American governments).	~ Develop a baseline of vehicle fleets in local area. > Follow reporting from transit agencies to State. > Transit Development Plan	Every 2 to 4 years, and target years.

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	• 30% of public fleet medium-duty and pick-up trucks are zero-emission by 2030. (iii) 100% of public fleet work vehicles are zero emission by 2036 (with government incentives and technology available and subsidized).			
Efficiency & Practicality in Locating New Housing	i) By 2021/22, start identifying top locations to survey/track for their access to essential destinations (i.e. study trip origin-destinations). ii) By 2023 have baseline "connectivity scores" for 40%_or more of cities' and county's buildable parcels, including infill development. iii) Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit. iv) Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars. v) By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in "highly connected" areas and for other climate-friendly housing-development.	i) Presence of start-up/initial progress. ii) Percentage of buildable parcels with baseline "connectivity scores." Track outcomes for underserved communities to gage success in investment equity. iii) Walkscore, Bikescore, and transit score within ¼ or ½ mile radius of new housing. Track outcomes for underserved communities to gage success in investment equity. iv) Estimated VMT per capita from new housing. v) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).	i) ~ Survey/report from HCAOG ii) > Travel time API (application programming interface), combined with General Plan Housing Elements. > Apps such as "15-Minute Neighborhood[5] (if needed, overlay maps with data from apps that score local roads for non-driver safety (e.g. Walkscore, Bikescore). *(Open-source apps and data will only increase from now to 2035.)* iii) Same as above (ii). iv) ~ Survey local jurisdictions' housing permits: VMT analyses from CEQA assessments, Climate Action Plans, VMT models, and other sources. v) ~ Survey of adopted plans, codes.	Every 2 to 4 years
Convenient Access to Destinations	i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/	• Within urbanized clusters, the range of essential destinations that people can get to, in 25 minutes or less, by biking, walking, or	> Travel time API (application programming interface)	Every 5-years

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	apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. "Safe, comfortable and convenient travel" means people are able to travel: ▪ from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car; ▪ from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.	transit. Track outcomes for underserved communities to gage success in investment equity. • Availability of transit trips within 150% of driving time. Track outcomes for underserved communities to gage success in investment equity. *{❖ Note: Meeting these targets may require meeting higher targets under Percent Mode Shift (e.g., public transit trip frequency and coverage).TBD.}*		
Vision Zero	i) Maintain zero traffic fatalities per year, or decrease the number of traffic fatalities in the cities and unincorporated county by 50% each year until achieved. ii) Maintain zero bicyclist fatalities per year, or decrease the number of bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved. iii) Decrease by 25% each year the number of people seriously injured in traffic collisions in the cities and unincorporated county.	i, ii) Number of traffic-related deaths, and number of people walking or bicycling who are killed in collisions. Track outcomes for underserved communities to gage success in investment equity. iii) Total number of people seriously injured in traffic collisions, and number of people walking or bicycling who are seriously injured in collisions. Track outcomes for underserved communities to gage success in investment equity.	> Statewide Integrated Traffic Records System (SWITRS) > Transportation Injury Mapping System (TIMS) > StreetStory	Annually

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		*Map crash, injury, fatality hotspots—priority safety spots; include intersections/facilities with designs that are hotspot-prone. Careful with noise in data.		
Active Transportation Education	i) Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025. ii) Increase the number of programs that actively promote and incentivize multi-modal travel, targeted to employers with over 20 employees, and government agencies. Expand the reach of such programs each year. iii) Increase active-transportation marketing and education campaigns for the general public. Reach at least two new communities biannually.	i) Percentage of classrooms receiving multi-modal transportation safety education. (Later data may indicate number of lessons, hours, or days.)✶ ii) Number of entities engaged.✶ iii) Number of communities engaged.✶ ✶Track outcomes for underserved communities to gage success in investment equity.	~ School surveys (and/or data from grant reporting)	(i)Target years. (ii) Bi-annual (iii) Bi-annual
Invest in Complete Streets	i) Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation. ii) Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.	i) Percentage of regional discretionary funding. Track outcomes for underserved communities to gage success in investment equity. ii) Presence/absence of grant awards or new funding mechanisms (e.g. bonds, transportation sales tax, user fees, mitigation funds).	> HCAOG funding budget > Survey of regional and local jurisdictions	Bi-annual

[1]Consistent with RCEA's *Repower Humboldt* goals:

- "Work with other local public entities to reduce vehicle miles traveled in Humboldt County by at least 25% by 2030."
- "By 2030 reduce GHG emissions from transportation by over 65% through reductions in VMT, improved vehicle efficiency, the adoption of electric vehicles, and, where determined to be an effective emissions-reduction strategy, the use of biofuels as a bridge to a full transition to zero-emissions vehicles."
- "Accelerate the adoption of electric vehicles, with a target of over 6,000 electric vehicles on the road in Humboldt County by 2025 and 22,000 vehicles by 2030."
- "Develop public, workplace, and residential EV charging infrastructure necessary to support these county-wide electric vehicle targets."