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

PERFORMANCE MEASURE

I. REDUCE GHG EMISSIONS IN AIR DISTRICT (NCUAQMD)

REGIONAL TARGET	METRIC	BASELINE DATA (year as noted)	Data Comments
Reduce on-road transportation-related fossil fuel consumption in Humboldt County.[1]	~ Transportation fuel sales (gasoline/diesel sales in gallons).	**Transportation Fuel Sales (Gasoline/diesel sales in gallons) for Humboldt County.** Baseline Data Year: 2022 **Survey Responses** are from fueling stations' retail sales reports of gasoline, diesel, and other transportation fuels (Petroleum Industry Information Reporting Act) **Estimated Totals** are obtained by matching California Department of Tax and Fee Administration gasoline sales totals and Energy Commission diesel sales determination	**Survey response totals will not reach 100 percent of estimated total consumption of gasoline from one year to the next due to various reasons.** ● A15 sales data represents nearly 86 percent of total gasoline consumed in California. ● Not all locations dispensing fuel to end-users are required to report sales to the CEC, estimated to be 5 to 8 percent of statewide totals. ● Not all retail locations respond to the survey, estimated 2 to 5 percent of statewide volume. (California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2025)

Year	Survey Responses (millions of gallons)	Estimated Totals (millions of gallons)
2020	51	56
2021	47	52
2022	41	45
2023	37	42

PERFORMANCE MEASURE

II. PERCENT MODE SHIFT

REGIONAL TARGET	METRIC	BASELINE DATA (Year as Noted)	Data Comments
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.	Will be collected after finalizing LTS Study.	
	~ % of all road miles that are connection nodes at Low Traffic Stress levels 1 or 2.	Will be collected after finalizing LTS Study.	
	~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis)	Will be collected after finalizing LTS Study.	
Double transit trips (including mobility on demand trips) by 2025, and again by 2030, and again by 2040	~ # of transit boardings	2022 Total Transit Boardings: 471,019 Baseline Data Year: 2022	*Need to collect Yurok Tribe Transit Service Ridership Data
	~ # of transit trips		
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)	In progress. Will be complete in 2025.	

PERFORMANCE MEASURE			
III. REDUCE VEHICLE MILES TRAVELLED (VMT) BY CAR			
REGIONAL TARGET	**METRIC**	**BASELINE DATA (Year as Noted)**	**Data Comments**
Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)	~ VMT/population	**Caltrans Highway Performance Monitoring System** Baseline Data Year: 2023 2023 Daily VMT of Travel Humboldt County per person: 6.32	
	~ VMT/ #households	2023 VMT/Humboldt County per household: 15.39	
	> Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.	Baseline Data Year: 2020 Light vehicles registered vs. number of licensed drivers: 1.26	

PERFORMANCE MEASURE			
IV. ZERO-EMISSION VEHICLE INFRASTRUCTURE			
REGIONAL TARGET	**METRIC**	**BASELINE DATA (Year as Noted)**	**Data Comments**
(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, first at community or TAZ/census block level, and second at neighborhood and station location level	(i) ~ Completion of charging-sites evaluation plan	Plan prepared by Redwood Coast Energy Authority (for California Energy Commission) March 2023: North Coast Plug-In Electric Vehicle Readiness Project URL: https://www.energy.ca.gov/publications/2023/north-coast-plug-electric-vehicle-readiness-project	
(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.	(ii): Mandatory Electric Vehicle (EV) Charger Building Standards - 8 out of 8 jurisdictions	
	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.	# Of jurisdictions requiring electric panel upgrades for residential alteration permits, and 200 A utility panel ratings for all new residential units - 8 out of 8 jurisdictions	
	~ Amount of funding dispensed to subsidize and incentives EVCS		
(iii) ZEV Fueling Infrastructure: · By 2025, install a total of 1,394 public chargers, including 42 DC Fast Chargers (DCFC). [3]	(iii) ~ Number of AC/DC chargers per household at the transportation analysis zone (TAZ) or census block level.	Baseline Data Year: 2025 AC chargers: 158 DC chargers: 50 Number of AC/DC chargers per census block population: .003 Approximately one charger per 330 people, on average of all census blocks in the county.	Potential for ZEV Charger Map using QGIS (Mapping Software) (Combining multiple data sets)

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 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	*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. ~ Coverage of hydrogen fueling infrastructure countywide.	Completed data collection, attached as appendix in SSTT Report.	Potential revision of Number of chargers per household without off-street parking metric. Difficult to collect data due to complexity of analysis over time.

PERFORMANCE MEASURE

V. PERCENTAGE OF ZERO-EMISSION SCHOOL BUSES & PUBLIC FLEET VEHICLES

REGIONAL TARGET	METRIC	BASELINE DATA (Year as Noted)	Data Comments
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.	(i) ~ Survey the fleet inventory of public transit vehicles and school buses.	(i) Fleet Inventory of Public Transit Vehicles Baseline Data Year: 2025 (pre-hydrogen bus acquirement) Collected Fleet Inventory of public transit vehicles Public Transit Vehicles: 57 Zero Emission Vehicles: 3 Zero Emission Percentage: 5% (i) Fleet Inventory of School Buses Baseline Data Year: 2023 Collected Fleet Inventory of Zero Emission School buses (California Energy Commission 2023 Medium and Heavy-Duty ZEV Dashboard) Number of Electric School Buses: 8	Potential revision of metric to be consistent with HTA's current fuel conversion plan, which extends into the 2030's

(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. · 30% of public fleet medium-duty and pick-up trucks are zero-emission by 2030.	(ii) ~ Survey the fleet inventory of each jurisdiction (local, regional, state, Native American governments).	Data pending, awaiting data from other jurisdictions Fortuna ZEV: 0 (When replacing qualifying vehicles they plan to buy electric vehicles) Hoopa Tribe ZEV: 0 Rio Dell ZEV: 0	Data request responses from jurisdictions have been slow. Additionally, outreach to local agencies indicates that fleet conversions are more likely following Advanced Clean Fleets regulatory requirements (conversion metrics based on % of ZEVs for new purchases)
(iii) 100% of public fleet work vehicles are zero emission by 2036 (with government incentives and technology available and subsidized	(iii) ~ Same as above	Same as above.	

PERFORMANCE MEASURE

VI. EFFICIENCY & PRACTICALITY IN LOCATING NEW HOUSING

REGIONAL TARGET	METRIC	BASELINE DATA (Year as Noted)	Data Comments
i) By 2021/22, start identifying top locations to survey/track for their access to essential destinations (i.e. study trip origin-destinations).	i) Presence of start-up/initial progress.	Started to identify top locations to track through metrics such as vehicle ownership, low-income areas, transit dependent census tracts.	
ii) By 2023 have baseline "connectivity scores" for 40% or more of cities' and county's buildable parcels, including infill development.	ii) Percentage of buildable parcels with baseline "connectivity scores." Track outcomes for underserved communities to gage success in investment equity.	Baseline Data: Jurisdictions Housing Element (2019-2027) Completed 40% baseline connectivity scores of cities' and county's buildable parcels	Appendix of completed connectivity scores is attached including the maps of these scores for each jurisdiction included in culminating Safe and Sustainable Transportation Targets Report
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	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.	Baseline Data Year: 2021 New Permitted Housing Units	

Jurisdiction	Total Permitted Units (2021)	Walkable	% walkable
Arcata	38	22	58%
Blue Lake	0	n/a	n/a
Eureka	31	23	74%
Ferndale	6	1	16%
Fortuna	45	9	20%
Rio Dell	0	n/a	n/a
Trinidad	0	n/a	n/a
County	90	2	2%

Jurisdiction	Total Permitted Units	Bikeable	% bikeable
Arcata	38	29	76%
Blue Lake	0	n/a	n/a
Eureka	31	24	77%
Ferndale	6	0	0%
Fortuna	45	6	13%
Rio Dell	0	n/a	n/a
Trinidad	0	n/a	n/a
County	90	6	7%

iv) Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars.	iv) Estimated VMT per capita from new housing.	In progress; data pending. Potential metric revision.	Difficult to capture data as many developments fall under the infill development exemption regarding the need to conduct VMT analysis Potential for metric revision.
v) By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in "highly connected" areas and for other climate-friendly housing-development.	v) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).	3 out of 8 jurisdictions.	

PERFORMANCE MEASURE

VII. CONVENIENT ACCESS TO DESTINATIONS

REGIONAL TARGET	METRIC	BASELINE DATA (Year as Noted)	Data Comments
i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/ 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.	● Within urbanized clusters, the range of essential destinations that people can get to, in 25 minutes or less, by biking, walking, or 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.}*	Completed urbanized clusters metric. Attached as a map in the Safe and Sustainable Transportation Targets Report. Transit trips within 150% of driving time in progress; data pending.	Finalizing collection of transit trips within 150% of driving time. Current barrier is TravelTime API upgraded version request due to large data set. Working with HTA on this metric

PERFORMANCE MEASURE

VIII. VISION ZERO

REGIONAL TARGET	METRIC	BASELINE DATA (Year as Noted)	Data Comments
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.	i) 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	**Humboldt County 2022 Traffic Collision Data (SWITRS)** i.) Number of traffic related deaths: 25 (2022) 2020: 21 2021:15 2023:27 (*2023-2024 data is provisional and subject to change) 2024: 26	
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.	ii) Same as above	Pedestrian deaths: 8 Bicyclist deaths: 3	

iii) Decrease by 25% each year the number of people seriously injured in traffic collisions in the cities and unincorporated county.	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. *Map crash, injury, fatality hotspots—priority safety spots; include intersections/facilities with designs that are hotspot-prone. Careful with noise in data.	iii): Number of people seriously injured: 123 - Pedestrian Serious Injuries: 18 - Bicyclist Serious Injuries: 9 Mapped crash hotspots for Humboldt using SWITRS crash data. Map attached as appendix in SSTT Report.	

PERFORMANCE MEASURE			
IX. ACTIVE TRANSPORTATION EDUCATION			
REGIONAL TARGET	**METRIC**	**BASELINE DATA (Year as Noted)**	**Data Comments**
i) Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025	i) Percentage of classrooms receiving multi-modal transportation safety education. (Later data may indicate number of lessons, hours, or days.)*	Baseline Data Year: 2022 Multi-modal transportation presentations: 4	Data from RCAA and DHHS (Physical Activity and Nutrition Program) Revision of metric language suggested
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.	ii) Number of entities engaged.*	Data collection complete.	Possible revision of metric to target specific companies/agencies to best support tracking efforts over time. Difficult to establish baseline due to challenge finding reliable up to date data on programs
iii) Increase active-transportation marketing and education campaigns for the general public. Reach at least two new communities biannually.	iii) Number of communities engaged.* *Track outcomes for underserved communities to gage success in investment equity.	Data collection complete.	

PERFORMANCE MEASURE			
X. INVEST IN COMPLETE STREETS			
REGIONAL TARGET	**METRIC**	**BASELINE DATA (Year as Noted)**	**Data Comments**
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.	i) Percentage of regional discretionary funding. Track outcomes for underserved communities to gage success in investment equity.	Fluctuates based on the amount of federal funding HCAOG gets.	Potential revision of metric suggested by staff
ii) Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.	ii) Presence/absence of grant awards or new funding mechanisms (e.g. bonds, transportation sales tax, user fees, mitigation funds).	Data collection complete.	Grant awards/new funding mechanisms attached as appendix in Safe and Sustainable Transportation Targets Report

[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."
- ✦ "Maintain a trajectory of emissions reduction to eliminate the use of fossil fuels by 2050." (Redwood Coast Energy Authority, December 2019. Link: RePower Humboldt/CAPE 2019 Plan Update, https://redwoodenergy.org/wp-content/uploads/2020/06/RePower-2019-Update-FINAL-.pdf.

[2]HPMS Data: Contracts collect local traffic (traffic counts) data triennially, statewide. The data are collected on different locations to reflect characteristics of the road segments. Caltrans estimates/ projects traffic volumes on all road segments based on past and newly collected data. Data includes traffic volumes on State Highways; some locations are permanent and continuous.

[3]California Energy Commission, Electric Vehicle Charging Infrastructure Assessment (July 2021) https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127

[4]California Air Resources Board Innovative Clean Transit Regulation (https://www.arb.ca.gov/regact/2018/ict2018/ict2018.htm) [Dec. 2018]

[5]Mapping your "15-Minute Neighborhood" on your web browser. https://app.developer.here.com/15-min-city-map/