

Draft. For discussion.
Regional Transportation Plan (RTP) Update

VROOM Update: RTP Performance Measures and Targets

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
Percent Mode Shift	<ul style="list-style-type: none"> • 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. 	<p>~ # of miles of protected bikeways and sidewalks, & % of good intersections on arterials and collectors, and spacing/gaps between those intersections.</p> <p>~ % of all road miles that are Low Traffic Stress?</p> <p>~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis)</p>	<p>> Potential data source: www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic</p> <p>~ Conduct an LTS Network Analysis</p> <p>> Bikeable App (on Google Play)</p> <p>> Data from People for Bikes</p>	Every 4 years
	<ul style="list-style-type: none"> • Double transit trips by 2025, and again by 2030, and again by 2040. 	~ # of transit boardings	> Transit operators' ridership data	Annually
	<ul style="list-style-type: none"> • Complete a network 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 Analysis	Every 4 years
Reduce Vehicle Miles Travelled (VMT) by Car¹	<ul style="list-style-type: none"> • Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes EV trips) 	<p>VMT/population</p> <p>VMT/ #households</p>	<p>> State DOT data, e.g. California Public Road Data (PRD), derive statistical information from Caltrans' Highway Performance Monitoring System (HPMS).²</p> <p>~ Apply a correction factor for Humboldt County (TBD).</p>	

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	Reduce transportation-related fossil fuel consumption in Humboldt County.	~ Transportation fuel sales gasoline/diesel sales in gallons).	> CA Energy Commission, CA Annual Retail Fuel Outlet Report Results (CEC-A15: by county).	4 years
Number of Electric Vehicle Charging Stations (EVCS)	<p>(i) EV Charging Infrastructure:</p> <ul style="list-style-type: none"> • Electric vehicle charging stations serving, by 2025, at least 25% of public, and commercial, industrial, and multi-family residential private parking spaces that accommodate parking for more than 4 hours, and by 2050 serving 50% of such parking spaces. (*Adjustments to be calculated for oversized parking lots/excess parking.) • Increase number of chargers per population. • 100% of households without off-street parking have access to public fast-chargers within ¼ mile of their home by 2035. • Equity PM: 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. 	<p>~ Number of AC/DC chargers per household. <i>Related metrics as possible:</i></p> <ul style="list-style-type: none"> ~ 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) ~ Coverage of fast chargers located in (i) high density areas and (ii) 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. 	<p>(i) > Building permits</p> <p>> Plugshare.com (count the number of stations)</p> <p>~ Manual counts; surveys.</p> <p>~ Manual counts; surveys.</p>	<p>(i) 5 years</p> <p>4 or 5 years</p> <p>4 or 5 years</p>

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	<p>(ii) Policies:</p> <ul style="list-style-type: none"> • 80% of jurisdictions adopt pro-EVCS policies and codes by 2022, and 100% by 2025. 	<p>(ii) ~ Number of jurisdictions with building codes that require installing “EV-ready” electrical wiring or EVCS in new development and major remodels.</p> <p>~ Amount of funding dispensed to subsidize and incentives EVCS.</p>	<p>(ii) > Agencies’ adopted policies, building codes. > Agencies’ annual budgets.</p>	<p>(ii) Annually</p>
	<p>(iii) Sites Plan:</p> <ul style="list-style-type: none"> • By 2025 evaluate optimal public charging spaces throughout region. 	<p>(iii) ~ Completion of EVCS sites evaluation plan.</p>	<p>(iii) Presence/absence of completed plan.</p>	<p>(iii) Target year</p>
<p>Percentage of Electric School Buses & Public Fleet Vehicles</p>	<p>(i) • Electrify 100% of public buses and school buses by 2030.</p> <p><i>Note: Innovative Clean Transit Regulation:</i>³</p> <ul style="list-style-type: none"> > In 2023, 25% of new buses purchased by transit agencies in California must be electric; > by 2026, 50% of new bus procurement must be ZEBs; > by 2029 “nearly all,” and after 2040 100%, of the new bus procurement must be ZEBs. <p>(ii) Each governmental agency starts converting fleet vehicles to electric by 2022, with interim targets to meet the State’s year-2035 goals:</p> <ul style="list-style-type: none"> • Electrify 25% of public fleet passenger cars, SUVs, and forklifts by 2025, and 50% by 2030. • Electrify 30% of public fleet medium-duty and pick-up trucks by 2030. 	<p>(i) ~ Survey the fleet inventory of public buses and school buses.</p> <p>(ii, iii) ~ Survey the fleet inventory of each jurisdiction (local, regional, state, Native American governments).</p>	<p>~ Develop a baseline of vehicle fleets in local area.</p> <p>> Follow reporting from transit agencies to State.</p> <p>> Transit Development Plan</p>	<p>Every 2 to 4 years, and target years.</p>

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	(iii) Electrify 100% of public fleet work vehicles by 2036.			
Efficiency & Practicality in Locating New Housing	<p>i) By 2021/22, start identifying top locations to survey/track for their access to essential destinations (i.e. study trip origin-destinations).</p> <p>ii) By 2023 have baseline “connectivity scores” for 40%_or more of cities’ and county’s buildable parcels, including infill development.</p> <p>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.</p> <p>iv) Starting by 2022, no new housing contributes to a net increase in countywide VMT per capita from cars.</p> <p>v) By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in “highly connected” areas and for other climate-friendly housing-development.</p>	<p>i) Presence of start-up/initial progress.</p> <p>ii) Percentage of buildable parcels with baseline “connectivity scores.” Track outcomes for underserved communities to gage success in investment equity.</p> <p>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.</p> <p>iv) Estimated VMT per capita from new housing.</p> <p>v) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).</p>	<p>i) ~ Survey/report from HCAOG</p> <p>ii) > Travel time API (application programming interface), combined with General Plan Housing Elements. > Apps such as “15-Minute Neighborhood”⁴ (if needed, overlay maps with data from apps that score local roads for non-driver safety (e.g. Walkscore, Bikescore). <i>(Open-source apps and data will only increase from now to 2035.)</i>)</p> <p>iii) Same as above (ii).</p> <p>iv) ~ Survey local jurisdictions’ housing permits: VMT analyses from CEQA assessments, Climate Action Plans, VMT models, and other sources.</p> <p>v) ~ Survey of adopted plans, codes.</p>	Every 2 to 4 years

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<p>Convenient Access to Destinations</p>	<p>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, and 80% do by 2050. “Safe, comfortable and convenient travel” means people are able to travel from home to:</p> <ul style="list-style-type: none"> ▪ work within 20 minutes in urbanized areas, without riding in a private car; ▪ essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas, without riding in a private car; and ▪ work in a carpool for commute trips outside the urbanized areas. 	<ul style="list-style-type: none"> • 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. 	<p>> Travel time API (application programming interface)</p>	<p>Every 5-8 years</p>
<p>Vision Zero</p>	<p>i) Maintain zero pedestrian fatalities per year, or decrease the number of pedestrian and bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved.</p> <p>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.</p>	<p>i, ii) Number of people walking or bicycling who are killed in collisions. Track outcomes for underserved communities to gage success in investment equity.</p> <p>iii) Number of people walking or bicycling who are seriously injured in collisions. Track outcomes for underserved communities to gage success in investment equity.</p>	<p>> Statewide Integrated Traffic Records System (SWITRS)</p> <p>> Transportation Injury Mapping System (TIMS)</p> <p>> StreetStory</p>	<p>Annually</p>

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	iii) Decrease by 25% each year the number of people seriously injured in bicycle and pedestrian collisions in the cities and unincorporated county.	*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 large employers (100+) 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 regional discretionary funding set aside for 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.”
 - ✦ “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.](#))

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 Air Resources Board [Innovative Clean Transit Regulation](#) [Dec. 2018]

⁴ Mapping your “15-Minute Neighborhood” on your web browser. <https://app.developer.here.com/15-min-city-map/> *Right:* Example from City of Melbourne, Australia.

