

TCAG Regional Active Transportation Plan Update Scope of Work

Introduction and Objectives

Located within the heart of the Central Valley, Tulare County is situated in a geographically diverse region with relatively flat topography making it a conducive location for livable streets and high-quality walking and biking infrastructure. The region also is consistently in the top three counties in the nation for agricultural production – an industry that heavily relies on transportation facilities to move goods to market. The county has a healthy tourism industry thanks to two National Parks (Sequoia National Park and Kings Canyon National Park), a National Monument (Sequoia National Monument), and other natural and recreational attractions.

The purpose of the project is to prepare an update to the [Regional Active Transportation Plan](#) (RATP) for the Tulare County Region, also known as Walk ‘n Bike Tulare County. We will require the consultant’s help to develop a robust vision that can help shape and influence how future roads, streets and highways in Tulare County could look like by incorporating safe systems approach eventually achieving zero traffic deaths and serious injuries.

The RATP has three main purposes. The plan was developed to:

1. Create a comprehensive regional vision for active transportation,
2. Support grant applications for new funding, and
3. Serve as critical building blocks to inform and shape the Action Element for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

This would be the first comprehensive update of the RATP, which was originally adopted in 2016. Since then, technical details to the project lists have been updated; however, it’s been eight years since a comprehensive regional vision for active transportation has been reviewed. Equity and safe systems will be major factors in the new update. Therefore, we are seeking consultants who have expertise in developing a multifaceted plan centered around disadvantaged communities (DACs) and directly speak to the short term and long-term needs of member agencies and their constituents.

Task 1 Kick-off meeting

TCAG staff will hold an online kick-off meeting between the consultants and staff. The purpose of the meeting is to:

1. discuss and confirm the project work, scope and budget;
2. discuss the roles and responsibilities of staff members and consultants involved in the project and establish lines of communication; and
3. discuss the available background data and materials needed to update the planning context, public health, and socioeconomic data sections of the RATP.

At this kick-off meeting, TCAG Staff and consultants will be assigned different roles and responsibilities to develop a comprehensive update to the RATP.

The consultants will focus on developing a comprehensive active transportation vision for the region, both verbally and visually (Tasks 3 and 4). They will also work on a layer analysis highlighting the intersection of disadvantaged communities (DACs), high collision areas and areas with high bike/foot activity (Task 5).

TCAG Staff will work on developing a list of active transportation projects by collecting project lists from each agency including past, present and future bicycle and pedestrian projects (Task 5). Staff will also be responsible for updating background sections of the RATP such as public health and socioeconomic data (Task 2).

See chart below for a clear delineation of tasks and responsibilities to be delivered by either TCAG Staff, Consultants and/or a combination of Staff and Consultant interaction.

Deliverables – To be performed by TCAG Staff - clear delegation of project tasks, assignments and responsibilities among TCAG Staff and Consultants

Estimated Budget: \$1K

Task 2 Background Sections Updates

The update of the background sections of the RATP refers specifically to the update of the following chapters and appendices:

- Chapter 1: Introduction
- Chapter 2: Benefits of Active Transportation
- Chapter 3: Planning Context
- Chapter 4: Public Health
- Chapter 5: Socioeconomics
- Appendix A: Public Health Data
- Appendix B: Socioeconomic Data
- Community Outreach Spotlights

This task will be performed by TCAG Staff in order to familiarize themselves with the project background, objectives, and data sources used in the production of the RATP. This will enable TCAG staff to determine the data needs and analysis required to update the background sections of the RATP.

Deliverables – To be performed by TCAG Staff - update the socioeconomic data in Chapters 1,2,3,4 and the appendices

Estimated Budget: \$0

Task 3 Goals, Objectives, Policy Actions and Performance Metrics

The 2016 RATP discussed the importance of active transportation in general, however it did not identify a list of goals, objectives and policy actions to help articulate a regional vision for Tulare County. Consultants will update the list of current policies, plans, guidelines and standards and provide other documentation on non-Tulare County (and city) standards that play a role in project selection and prioritization, such as the Caltran's Highway Design Manual (HDM) and the American Association of State Highways and Transportation Officials (AASHTO) bicycle facilities guidebook. This would include adopting a vision zero mission statement and determining goals, objectives, policies and performance metrics to help develop a Regional wide vision zero action plan. Therefore, creating a comprehensive vision statement with goals, objectives and policy actions will be critical components to this plan and the Action Element RTP/SCS. We will require the consultants to help engage various stakeholders to establish a framework that can guide and help prioritize active transportation planning in the region. Consultant will be instrumental in developing an overall vision to include goals, objectives and policy actions for Tulare County.

Vision setting would include developing a leadership commitment from TCAG member agencies to work towards a goal of eventually having zero roadway fatalities and serious injuries.

Materials developed from Task 3 will be used to help update the Chapter 3 “Planning Context” and other relevant chapters.

Deliverables – To be performed by consultants – Vision Zero & performance metrics

Estimated Budget: \$30K

Task 4 Artistic Renderings

We will require the consultant’s help to create a visual rendering of what a future road may look like that encompasses a safe systems paradigm.

The topography and geography of Tulare County comes with many advantages that can be conducive to the creation of livable streets. Some of these advantages include flat terrain and wide roads within urban areas. This graphic will be essential in articulating the vision (Task 3) using graphics and illustrations that would be easy for a variety of stakeholders to understand. This graphic will also be used in the 2026 RTP/SCS Plan. These pictures would be able to provide high-level design guidance with a brief description explaining where proposed countermeasures might be the most appropriate.

Deliverables – To be performed by consultants –Visual graphics that can be used by TCAG for future policy documents

Estimated Budget: \$20K

Task 5 List of all bikes, pedestrian and active transportation projects (past and future)

TCAG Staff will work directly with member agencies to obtain a thorough list of all past and future projects. Many of the past projects have already been collected and geocoded to an ArcGIS online map <https://arcg.is/0ammmD>, however a current list of future projects has yet to be collected. Starting and ending coordinates of future projects will be collected in a format that is easy for the consultant to use in the tasks following. This is an essential component of the Regional Active Transportation Plan as we want this plan to represent the current projects, challenges and opportunities for each of the following member agencies:

City of Visalia	City of Tulare	City of Dinuba	City of Exeter
City of Porterville	City of Lindsay	City of Farmersville	City of Woodlake
County of Tulare	Tule River Indian Tribe		

Estimated Budget: \$0K

Task 6 Existing Conditions and Layer Analysis

TCAG Staff, in coordination with member agencies, will develop an updated list of priority projects for inclusion in the RATP that specifies the starting and ending locations of each project, proposed treatments and rough cost estimates that accurately represent current construction costs and values. TCAG Staff will be responsible for creating a list of all completed and proposed projects which would then be used by the consultants to help quantify rough cost estimates. The list would include starting and ending locations, treatments constructed, and current amount of funds spent.

We would like consultants to consolidate data which is currently mapped on two different online sites the TCAG website

<https://www.arcgis.com/home/webmap/viewer.html?webmap=584052080c214a7b83ab33557770f578&extent=-119.577,36.2311,-119.0699,36.4598> and on ArcGIS online <https://arcg.is/0ammmD>. The first map was originally produced in 2016 showing proposed and existing bike routes. The second map was created in 2022 showing a list of all the projects listed in the RATP. We would like the consultants to merge the two, help create clear symbology and then make it easy for the public to understand where current and future bicycle and pedestrian projects will be located.

A second map we would like is to see, depending on consultant experience and resources, is to take the updated list of projects (Task 5) and be overlay this data with a variety of layers including disadvantaged status, intercity transit routes and other locations that experience a high bike/foot activity such as schools, libraries, shopping centers and offices. For context, a TCAG regional map is attached below showing the area’s incorporated and unincorporated communities. We would then like consultants to perform a spatial analysis highlighting areas showing an intersection between disadvantaged status, transit centers and other most frequented destinations. The final result of this map will show the existing conditions of the area highlighting locations that are frequently accessed by residents, visitors and the general public.

Materials developed in Task 6 would be used to help update Chapter 6 “Needs Assessment” of the RATP.

Layers requested include equity analysis and areas with high pedestrian/bike activity using some of the following federal, state and local data sources:

Federal data sources:	State data sources:	Local data sources:
<ul style="list-style-type: none"> • Justice 40 • Equitable Transportation Community Explorer (ETC) • Climate and Economic Justice Screening Tool (CEJST) • Areas of Persistent Poverty • Environmental Justice (EJ) Screening tool • Places 	<ul style="list-style-type: none"> • Caltrans Equity Index (EQI) • Statewide Integrated Traffic Records System (SWITRS) • CalEnviroScreen • Healthy Places Index (HPI) • Household median income 	<ul style="list-style-type: none"> • Local road safety plans • Local active transportation plans • Police data from member agencies • Emergency room hospital data • Tulare County Public Health data • Local housing authority data • Local transit/bus data • Most frequented destinations • Streetlight subscription

Deliverables –To be performed by TCAG Staff and consultants - Preparing geo spatial databases of equity data, and locations of high pedestrian/bike activity to perform an intersection analysis potentially revealing patterns, hot spots and other relevant findings

Estimated Budget: \$10K

Task 7 Safety Analysis and High-Injury Network for Entire TCAG Region

Consultants will conduct a collision analysis from up to 5 years of fatality, injury, property damage and other metrics that can help establish baseline year and metrics to measure future success. The analysis would include locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (e.g., motorists, pedestrians, transit users). Analysis would include areas for the entire TCAG region that includes the cities of: Visalia, Tulare, Farmersville, Exeter, Lindsay, Porterville, Woodlake, Dinuba, all unincorporated communities in Tulare County and the Tule River Reservation.

We hope the intersection between collision data and bike/foot activity, for example, could potentially indicate areas in need of active transportation improvements. This in turn could be used to help validate and confirm each agency's bike and pedestrian priorities.

Analysis performed would be acceptable per the Safe Routes For All (SS4A) Action Plan Requirements and other grant opportunities requiring a systemic safety analysis.

Materials developed in Task 7 would be used to help update Chapter 7 "Priority Projects" of the RATP.

Layers requested include collision/and or crash data

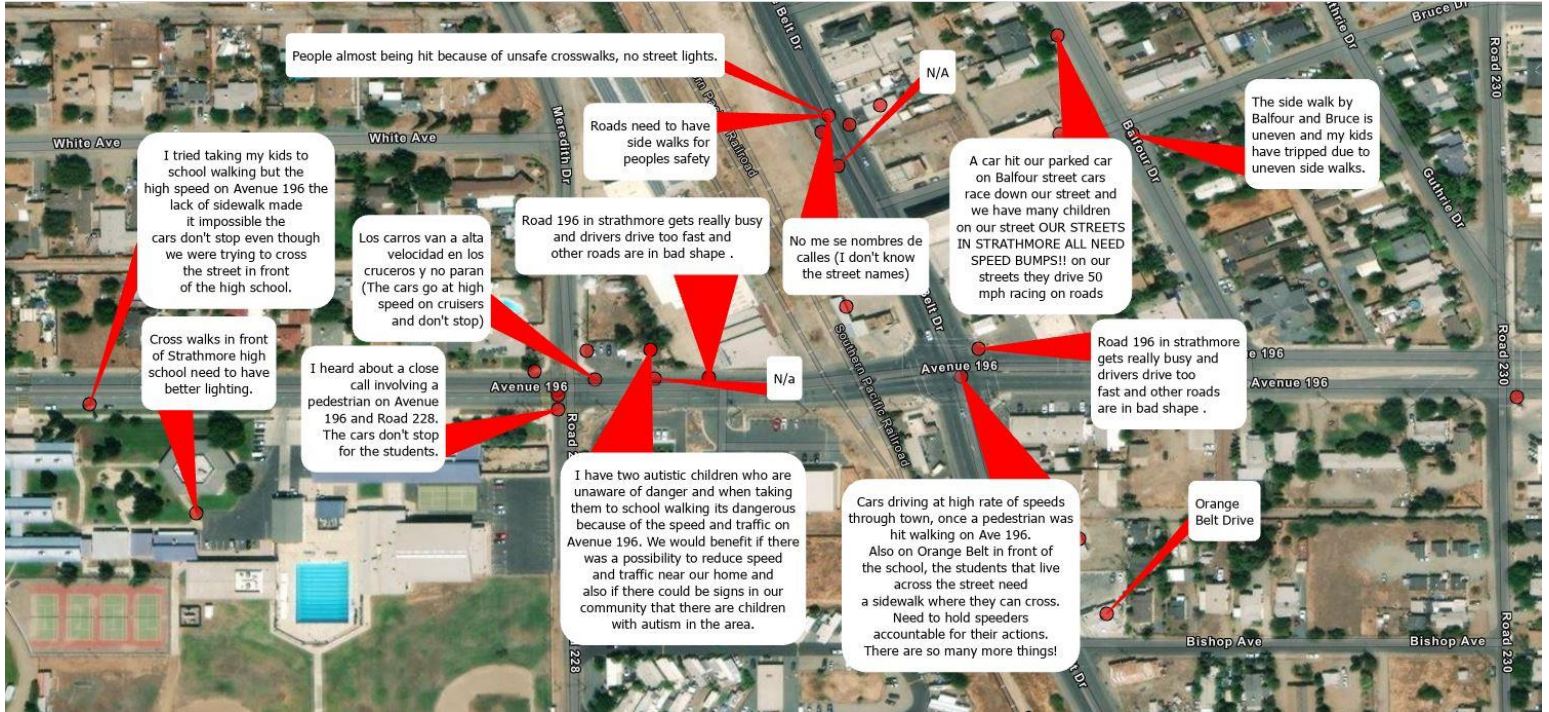
**Deliverables –To be performed by consultants –a high-injury network and a color gradient map highlighting areas of high need based on Task 7's analysis of most frequented destinations
Estimated Budget: \$44K**

Task 8 Public Engagement and Needs Assessment

Upon collection of the data from Task 3, TCAG Staff and consultants will be ready to engage with the Active Transportation Planning Advisory (ATAC) committee by presenting their findings at one of the meetings. Public engagement will also be delivered allowing for robust discussions with the public, private sector and community groups. From these conversations, specific projects may arise which would help in developing a project list. Below is a visual graphic representing some of the safety issues faced by residents of an unincorporated community called Strathmore. Many of these complaints and sentiment are similar to what is experienced across other communities.

This task would involve the help of consultants to produce these maps that can be used during public engagement meetings to be led by TCAG Staff and close partnership from member agencies.

**Deliverables – To be performed by TCAG Staff and Consultants – preparation of print outs, community mapping activities and other material that can be easy for the public to understand and comment on
Estimated Budget: \$10K**



Task 9 NEW chapter 9 on maintenance challenges and solutions

On a high-level, this chapter would document the nuisances of maintaining new and old bicycle and pedestrian infrastructure. It would consider topics such as how long will the green paint last and where could we purchase a street sweeper that could fit in a bike lane. This chapter would involve conversations with our member agencies to understand, document and suggest some high-level solution that could help maintain high-quality, safe and accessible facilities.

Deliverables – To be performed by Consultants – interview with member agencies to understand maintenance challenges and suggest potential high-level solutions

Estimated Budget: \$10K

Task 10 Final Document Preparation

Task 10 entails bringing all the updated sections, network analysis and community feedback together into a comprehensive RATP document. Upon final review and approval by TCAG management, the document will be presented to the TCAG Board for final approval at a regularly scheduled TCAG Board meeting. We would like to be able to see both an online and printed copy of the final plan.

Deliverables – To be performed by Consultants – bring all the pieces together into one cohesive document

Estimated Budget: \$15K

Task #	Deliverable	Proposed Consultant Fees
1	Kick off Meeting – TCAG Staff	\$1K
2	Background Section Updates – TCAG Staff	\$0
3	Goals, objectives and policy actions – TCAG Staff & Consultants	\$30K
4	Artistic Renderings – Consultants	\$20K
5	List of all bike, pedestrian and active transportation related projects (past and future) – TCAG Staff	\$0K
6	Existing Conditions and Layer Analysis – TCAG Staff & Consultants	\$10K
7	Safety Analysis and High-Injury Network–TCAG Staff & Consultants	\$33K
8	Public Engagement and Needs Assessment-TCAG & Consultants	\$10K
9	NEW chapter 9 on maintenance challenges and solutions	\$10K
10	Final Document Preparation - Consultants	\$15K
Total Amount		\$130,000

While the overall budget will remain at \$130,000, consultants have leeway to bid on different rates for each of the individual tasks according to their capacity and availability. The number of deliverables can be adjusted to suit the consultant’s capacity and availability. For example, if the consultant needs more funds to deliver Task 9, Final Document Preparation, then funds from other Tasks could be reduced to ensure a quality product can be developed.

