



*End of the Trail
Mooney Grove Park*

Policy
Element



*Pumpkin Hollow Bridge
Three Rivers-Circa 1922*

POLICY ELEMENT

The Policy Element identifies transportation goals, objectives, and policies that meet the needs of the region. Goals, objectives, and policies are established to determine specific courses of action to guide Tulare County toward implementation of the 2011 Regional Transportation Plan (RTP).

REGIONAL ISSUES

Tulare County's steady growth rate increases the demand on the transportation system. In some cases, traffic has exceeded roadway capacity and mitigation measures are needed to relieve capacity problems. The Financial Element identifies existing, new and innovative funding sources to improve the transportation system.

Considering the current trend of funding allocations identified in the State Transportation Improvement Program (STIP), Local Transportation Fund (LTF), State Transit Assistance Fund (STAF) and State and Federal gasoline tax revenues; there are insufficient funds to meet growing maintenance and capacity needs on the planned street and highway system.

Tulare County continues to increase efforts to expand alternative modes of transportation. In spite of these efforts, the automobile continues to be the primary mode of transportation in the County. As a result, it will be important to increase capacity at various existing roadways and new facilities to relieve congestion and improve air quality. Utilization of Transportation System Management (TSM), Transportation Demand Management (TDM) strategies, Intelligent Transportation Systems (ITS), Transportation Control Measures (TCM) and by encouraging development and

improvement of alternate modes of transportation, it is expected that Tulare County's circulation system will increase efficiency. Without such programs and improvements, urbanized areas will continue to experience congestion and contribute to pollution in the San Joaquin Valley. Time lags between planning and construction of new facilities will continue to increase due to federal and State regulations, insufficient funds, complex environmental procedures and cost increases in construction. Furthermore, the priority of projects in the STIP, as well as local projects, will be affected by the deliverability.

As development within Tulare County intensifies and impacts to the circulation system occur, appropriate mitigation measures become important considerations. Techniques used in TSM, TDM, and TCM programs include signal timing, staggered work hours, Reasonable Available Control Measures (RACMs), rideshare programs and transit system improvements. The result is a reduction in traffic congestion and pollution.

TCAG continues to integrate environmental justice into the transportation planning process. Environmental Justice is needed to comply with Title VI of the Civil Rights Act of 1964 and associated regulations and policies, Executive Order 12898 on Environmental Justice. In general, the laws and orders prohibit discrimination on the basis of race, income, age, or disability. In the transportation-planning context, TCAG seeks to assure that plan benefits and burdens are not inequitably distributed within the region.

TCAG plans to accomplish this goal through two main efforts: public outreach and review of project-related studies and programs to insure that

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environmental justice issues are addressed in the planning, programming and implementation process. The public outreach efforts are intended to insure that all members of the public have the opportunity to participate meaningfully in the planning process. The efforts include targeted outreach to minority, low-income, and Native American communities within the region to assure that the concerns are heard and addressed. TCAG's outreach included participation in the 2009 Tulare County Fair, the 100th Anniversary of Mooney Grove Park, completion of over

400 surveys with public comments, Environmental Advisory Committee, Rail Advisory Committee, Tulare County Planners Group and the Technical Advisory Committee. TCAG held three public workshops within the regions (North, Central, and South County) to facilitate convenient input from the public. In addition, TCAG staff conducted a formal consultation with the Tule River Indian Council and resource agencies to review the Draft RTP and EIR and to gather valuable input into the planning process.

GOALS, OBJECTIVES AND POLICIES

A "*goal*" is the end toward which effort is directed; it is general in application and not constrained by a specific point in time.

An "*objective*" provides clear, concise guidance to obtain the goal. Objectives are successive levels of achievement in movement toward the goal. They are results to be achieved by a stated point in time [e.g. short-range (10 years) and long-range (20 years)].

A "*policy*" is a specific statement that guides decision-making. It indicates a clear commitment and a course of action selected from alternatives.

REGIONAL

GOAL: PROVIDE AN EFFICIENT, INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS THAT ENHANCES THE PHYSICAL, ECONOMIC AND SOCIAL ENVIRONMENT.

Objective: Develop and maintain a multi-purpose circulation network that is convenient, safe, and efficient throughout the scope of the Regional Transportation Plan (20 year planning cycle).

Policies:

1. Support developments that identify and perform mitigation measures to maintain the existing transportation system.
2. Safety projects shall be given heightened consideration.
3. Each jurisdiction in Tulare County should consider energy conservation techniques (e.g. bicycle lanes, rideshare, van pools, public transit and rail) during development of general plan circulation elements.
4. Support improvements of critical segments along the State Highway System.
5. Support Intelligent Transportation Systems for the State Highway interchanges from rural to urban standards.

6. Support coordinated transportation planning and programming.
7. TCAG should provide for continued coordination and evaluation of the planned circulation system between cities within the County.
8. Frontage roads are encouraged along State Highways, where appropriate.
9. TCAG supports examination of alternative funding sources for streets, roads, State Highway, rail systems, transit and other transportation mode improvements.
10. Continue to evaluate intersections, rail grade crossings and transportation corridors for safety improvements through the annual monitoring program.
11. Develop funding strategies to fund safety projects in cooperation with Caltrans and member agencies.
12. Support the allocation of available funds to maintenance and deficiencies of the existing regional and local transportation systems.
13. Advocate and support planning studies and development of intermodal corridors.
14. Identify the opportunities for increased utilization of existing rail corridors.

REGIONAL CORRIDORS

GOAL: PRESERVE AND ENHANCE REGIONAL CORRIDORS.

Objective: Coordinate local planning to guide development that minimizes the impacts along regional corridors during the planning and programming phases in the Regional Transportation Improvement Program (RTIP 5-year programming cycle). A region-wide approach between the cities, County, TCAG, Caltrans and the public is necessary for corridor preservation of transportation facilities.

Policies:

1. Encourage restriction of direct access along regionally significant corridors by limiting the frequency of signalized intersections to 1/2-mile intervals and one-mile spacing between interchanges.
2. Encourage the connection and improvements of inter- and intra-county transportation routes for all modes of transportation.
3. Encourage the dedication of rights-of-way to facilitate the planned ultimate corridors of State Highways, including interchanges, as well as major local arterial and collector streets.
4. Continue a coordinated effort with adjacent counties to plan and implement a regional rail system.

TRANSIT

GOAL: PROVIDE A SAFE, SECURE, COORDINATED AND EFFICIENT PUBLIC TRANSIT SYSTEM THAT CAN REASONABLY MEET THE NEEDS OF THE CITIZENS.

Objective: Encourage and support the development of a safe, efficient, effective and economical public transit system through the update and implementation of local Transit Development Plans, General Plans, Short Range Transit Plans and Regional Transit Plans.

Policies:

1. TCAG shall encourage each transit agency to further citizen involvement processes, as well as participate in Social Services Transportation Advisory Committee (SSTAC) and Transit Forum meetings.
2. Encourage development of a transit system that interconnects and coordinates with other modes of transportation (i.e. passenger rail, intercity bus, multi-jurisdictional transit, bicycle facilities, pedestrian walkways, etc.).
3. Encourage the Cities of Visalia and Tulare to evaluate and consider implementation measures for transit-oriented land use along potential light rail corridors.
4. Require all Transit Development Plans and short range transit plans and security to include a section on transit safety and security. Encourage Transit Agencies to annually review transit safety procedures.
5. Update and adopt unmet transit needs definitions at least every five years, and seek increasing public participation in the transit unmet needs process.
6. Encourage transit agencies to make use of all available federal, state, and local funding (Measure R funds) in expanding and improving local transit services, and ensure the timely use of those funds in achieving transit goals and objectives.
7. TCAG will continue to work with local transit agencies to improve public outreach concerning the use of transit as an alternative to automobile travel.
8. Encourage transit agencies to consider improved extended service and weekend service to better serve the transit public.
9. TCAG shall consider, in conjunction with affected agencies, the development of a new Joint Powers Agreement (JPA) to manage light rail service along the Mooney Boulevard Corridor future years.

AVIATION

GOAL: DEVELOP AND MAINTAIN A SYSTEM OF AIRPORTS THAT SATISFIES OR ADDRESSES AIR COMMERCE AND GENERAL AVIATION NEEDS OF THE COUNTY.

Objective: Promote growth and use of both public and private airports as identified in the Capital Improvement Program that is prepared every 3 years.

Policies:

1. Develop, operate and maintain public use airports consistent with forecasted aviation demand.
2. Encourage efforts to ensure that compatible land uses adjacent to airports are consistent with the Tulare County Comprehensive Airport Land Use Plan or the city's certified Airport Master Plan.
3. Increase efforts to promote the service provided and use of air travel for passengers and freight.

RAIL

GOAL: TO PROMOTE SAFE, ECONOMICAL, CONVENIENT RAIL SYSTEMS AND SCHEDULES THAT MEET THE NEEDS OF PASSENGER AND FREIGHT SERVICES.

Objective: Support the growth of rail passenger and freight usage by identifying available funding and programming in the Federal Transportation Improvement Program (4 year programming document).

Policies:

1. Support the extension of continuous rail passenger service, Cross Valley Rail, High Speed Rail and light rail along select corridors.
2. Encourage Amtrak to add passenger rail service to the Union Pacific track in Tulare County.
3. Support the High Speed Rail Commission in connecting the Bay Area and Southern California with high speed rail.
4. Support a High Speed Rail alignment that would accommodate a station stop in Tulare or Kings County.
5. Support the existing San Joaquin connector bus service operating between Tulare County and the Hanford Station as a temporary measure until such time as direct service is available within the County.
6. Review the feasibility of establishing a light rail system between the City of Visalia and Tulare every 10 years.
7. Support continued improvement of freight rail service and freight transfer points within Tulare County.
8. Coordinate with the Public Utilities Commission to notify Tulare County of any rail line abandonment proposals to evaluate possible impacts on the transportation system and consider alternative uses for such facilities.

GOODS MOVEMENT

GOAL: PROVIDE A TRANSPORTATION SYSTEM THAT EFFICIENTLY AND EFFECTIVELY TRANSPORTS GOODS WITHIN AND THROUGHOUT TULARE COUNTY.

Objective Increase the use of air and rail transportation and encourage an efficient truck transportation system within the Scope of the Regional Transportation Plan (20-year planning document).

Policies:

1. Encourage the interaction of truck, rail, and air freight transportation.
2. Restore and maintain freight rail service in Tulare County as a significant transportation mode, providing service to commerce and industry.
3. Special consideration should be given to transportation programs that improve the operational efficiency of goods movement and air quality.
4. Coordinate with other agencies to restore and enhance rail service to existing facilities in order to attract new industries to locate in Tulare County.
5. Work with Caltrans and neighboring regions in the development of intermodal corridors common to and between the regions.

NON-MOTORIZED TRANSPORTATION

GOAL: ESTABLISH SAFE AND CONVENIENT FACILITIES THAT PROMOTES THE USE OF NON-MOTORIZED TRANSPORTATION.

Objective: Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities as prepared in the Tulare County Regional Bike Plan (4 year planning document).

Policies:

1. Continually update a Regional Bicycle Plan to identify bicycle routes that are appropriate for commuter, recreational and student riders.
2. Designate regional bicycle routes that are designed for safe use by bicyclists and reduce conflicts with motor vehicles.
3. Enhance the coordinated information system for bicyclists and carpools.
4. Local agencies and Tulare County are encouraged to review needs of bicyclists within their jurisdictions.
5. Support implementation of bicycle support facilities such as bike racks, showers, locker rooms and other facilities during the project review process.
6. Support the bicycle as an alternate transportation mode and coordinate with other modes of transportation, particularly with transit.
7. Encourage employers to offer incentives (showers, locker rooms, prizes, rewards, and financial incentives) for bicyclists to reduce congestion and increase parking.
8. Support development of designated regional bicycle paths adjacent to or separate from commute corridors, connecting cities and communities.

9. Encourage the use of abandoned railroad right-of-ways and waterway right of ways for multi-use trails.
10. Encourage and support maintenance of existing bicycle and pedestrian facilities.

Objective: Encourage safe pedestrian walkways within commercial office, industrial, residential and recreational developments within the FTIP (4 year programming document).

Policies:

1. Encourage removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of people with disabilities and ADA compliance.
2. Encourage cities to consider needs of pedestrians and people with disabilities during the project review process.

AIR QUALITY

GOAL: PROMOTE THE IMPROVEMENT OF AIR QUALITY AND CONGESTION MANAGEMENT THROUGH IMPLEMENTATION OF LAND USE AND TRANSPORTATION ALTERNATIVES AND INCENTIVES THAT REDUCE VEHICLE MILES TRAVELED.

Objective: Encourage coordinated development and research to achieve a jobs-housing balance accompanied by alternate modes of transportation that would reduce the increase in vehicle miles traveled by coordinating with local agencies' general plans (20 year planning documents) and through other planning processes.

Policies:

1. Encourage mixed-use developments in urbanized areas.
2. Encourage further development of the bicycle and pedestrian circulation system.
3. Support the rideshare program and the implementation of TSM, TDM, TCMs and renewable energy.
4. Support the implementation of ozone and particulate matter reduction measures in order to reduce emissions in the San Joaquin Valley Air Basin.
5. Support the implementation of alternative fuels, CNG vehicles, and other renewable energy sources.
6. Achieve United States Environmental Protection Agency standards for 8-hour ozone and PM_{2.5} by the current attainment date, or earlier if practicable.

TULARE COUNTY REGIONAL BLUEPRINT

GOAL: IMPROVE QUALITY OF LIFE BY ALLOWING TULARE COUNTY RESIDENTS TO ENJOY CLEAN AIR

Objective: Improve transportation mobility, goods movement, and public transportation.

Policies:

1. Implement small, incremental, project-level improvements in air quality that will add to substantial improvements in air quality.
2. Promote adoption of clean, renewable energy technologies to ensure a reliable supply, enhance the region's economy, and improve air quality.
3. Promote the placement of compatible land uses in close proximity to each other and design them to provide for a high quality environment where residents can walk or bicycle for many of their trips and reduce the distance they drive to work.
4. Educate the public to have a better understanding of air quality issues and their solutions.
5. Expand awareness of the need to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
6. Integrate the development of land use and transportation, recognizing their dependence.
7. Provide an adequate supply of housing for our region's workforce and adequate sites to accommodate business expansion and retention to minimize interregional trips and long-distance commuting.
8. Promote the use of biomass for fuel and energy production.
9. Support a 25% increase in overall density beyond the Blueprint Status Quo Scenario.
10. Support urban separators around cities.
11. Focus growth in urban areas.

GOAL: PROVIDE A FLEXIBLE, EFFICIENT, SUSTAINABLE, AND WELL-INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS THAT ENHANCES THE PHYSICAL, ECONOMIC, AND SOCIAL ENVIRONMENT.

Objective: Improve, enhance, and expand the region's bicycle and pedestrian system and improve the connectivity of different transportation modes where it will result in better overall mobility.

Policies:

1. Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.
2. Develop a network of fast, convenient, high quality transit services that are competitive with the cost and time to drive alone during peak periods.

3. Establish connected, multi-purpose trail and bikeway systems that facilitate walking and bicycling as a viable mode of transportation and recreation.
4. Develop collaborative partnerships with irrigation districts, rail companies, and other agencies to utilize canals, waterways, abandoned right of ways, and other lands as biking and pedestrian trails.
5. Support light rail between cities.
6. Support expanded transit throughout Tulare County.

GOAL: IMPROVE GOODS MOVEMENT WITHIN THE REGION TO INCREASE ECONOMIC VITALITY, MEET THE GROWING NEEDS OF FREIGHT AND PASSENGER SERVICES, AND IMPROVE TRAFFIC SAFETY, AIR QUALITY, AND OVERALL MOBILITY.

Objective: Coordinate with regional transportation systems across county borders to ensure an efficient flow of people and goods along key trade and interregional commuting corridors.

Policies:

1. Improve safety and capacity of vital east-west corridors.
2. Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals.
3. Define regional infrastructure and develop a process for monitoring the performance and adequacy of the infrastructure and developing future needs.
4. Support the extension of State Route 65 north to Fresno County.

TSM STRATEGIES, TDM MEASURES, TCM, ITS PROGRAMS

GOAL: IMPROVE TRANSPORTATION MOBILITY AND OPERATIONS BY IMPROVING AND UTILIZING TSM STRATEGIES, TDM, TCM, AND ITS PROGRAMS.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

(TSM strategies coordinate travel modes through operating, regulating and service policies to achieve maximum efficiency and productivity for the whole circulation system.)

Objective: Improve vehicular flow and efficiency of the region's circulation system by programming operational improvement projects in the RTIP (5-year scope).

Policies:

1. Encourage signal timing or coordination programs in urbanized areas.
2. Support implementation of separated bus turnouts for bus stops.
3. Encourage removal of on-street parking in heavily congested areas.
4. Recommend that traffic is channeled and access is controlled (Arterial and Major Collectors).

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5. Support installation of adequate left and right turning pockets to allow increased storage, as necessary.
6. Encourage improvements in design of signalized intersections to improve turning for large vehicles and circulation flow.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

(TDM consists of managing human behavior regarding how, when and where people travel.)

Objective: Encourage uses of alternate transportation modes, flex hours and mixed land uses resulting in a balance between jobs and housing by commenting and providing input on General Plan updates and land use development policies (20-year planning document).

Policies:

1. Support rideshare outreach and public information programs.
2. Encourage employers to utilize flex hours, vanpools, and telecommuting.
3. Support mixed land use developments that encourage a balance of jobs and housing.
4. Support efforts to designate bikeways and pedestrian facilities within urbanized areas.
5. Support outreach programs that encourage carpooling, transit use, bicycling, walking, flex hours, vanpools and telecommuting as an alternative to the single occupant vehicle.
6. Support Regional Blueprint activities and planning efforts.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

(Intelligent Transportation Systems are a range of technologies including processing, control, communication and electronics, that are applied to a transportation system. It also includes an advanced approach to traffic management.)

Objective: Encourage the use of Intelligent Transportation Systems (ITS) technology by participating in the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan.

Policies:

1. Support and adopt the San Joaquin Valley ITS Strategic Deployment Plan.
2. Start the maintenance of effort required for the San Joaquin Valley ITS Strategic Deployment Plan.
3. Coordinate with all San Joaquin Valley Councils of Governments.

TRANSPORTATION CONTROL MEASURES (TCM)

(TCM reduces vehicle trips, vehicle miles traveled, vehicles idling, or traffic congestion to reduce motor vehicle emissions.)

Objective: Encourage the reduction of automotive emissions, impacts, and fuel consumption associated with urban travel by monitoring and modeling capacity increasing projects in the Federal Transportation Improvement Program (4-year programming document).

Policies:

1. Continue to encourage ridesharing throughout the County.
2. Support development of Transportation Management Associations (TMA) to coordinate small business rideshare programs.
3. Encourage employers to support rideshare programs within the County.
4. Encourage telecommuting.
5. Support attractive alternatives to the use of private automobiles (e.g. transit).

PERFORMANCE MEASURES

Goal: DEVELOP AN EFFICIENT, MAINTAINED, AND SAFE CIRCULATION NETWORK THAT MAXIMIZES VALUE, LONGEVITY AND FISCAL RESPONSIBILITY THAT ALSO MINIMIZES ENVIRONMENTAL IMPACTS AND MEETS PUBLIC EXPECTATIONS.

Objective: Develop an efficient regional road and circulation system that allows *mobility* and *accessibility* for vehicles, bicycles, pedestrians, and mass transportation in the Scope of this RTP (20-year plan).

Policies:

1. Maintain and improve the highway, streets, and roads in Tulare County with federal, state, and local available funding
2. Support the development of bicycle and pedestrian plans and projects that contribute to the increased usage of bicycles and pedestrians on the regional road and circulation system.
3. Develop cohesion and cooperation among transit operators that provide efficient and accessible transit service between and within communities.
4. Maintain a Level of Service C or better on rural roads and Level of Service D or better on Urban roads.

Objective: Develop a *reliable and practical* regional road system for the scope of the RTP (20-year plan)

Policies:

1. Monitor road conditions using the Highway Pavement Management System (HPMS) and traffic counters to determine circulation and road conditions on the regional road system.
2. Identify future regional road and circulation needs during the RTP development.
3. Program regional road and circulation system improvements and maintenance projects using federal, state, and local funding.
4. Monitor regional road and circulation system based on the Highway Capacity Manuel.

Objective: Develop *cost-effective* transportation improvements, which utilize public funds that benefit the regional road and circulation system in the scope of this RTP (20-year plan).

Policies:

1. Rank and score transportation projects using federal and state funding, based on regional significance, safety, cost effectiveness and project need based on adopted guidelines.
2. Coordinate local funding on regionally significant projects.
3. Develop alternate transportation improvements to reduce vehicles miles traveled and emissions.

Objective: Develop a durable regional road and circulation system that promotes *sustainability* and value in the scope of this RTP (20-year plan).

Policies:

1. Develop projects that are valuable to the regional road and circulation system that reduce vehicle miles traveled, reduce level of service and create safe travel corridors within the region.
2. Promote alternative transportation usage and develop support of facilities to encourage growth.
3. Develop a minimum level response time for transit Dial-a-Ride service, minimum delays for fixed routes service and expanded service areas for transit carriers.
4. Utilize highway, streets, and road shoulders for bicycle use and pedestrian access.

Objective: Advocate agency fiscal responsibility (*economic well being*) of public transportation funding in developing the regional road and circulation system in the scope of this RTP (20-year plan).

Policies:

1. Complete performances audit every three years on TCAG and its member agencies (that encompasses transit, state, and federal funding on projects and their development and completion).
2. Complete a fiscal audit of TCAG and agencies every year as required by California State law for public agencies.

Objective: Coordinate transportation and circulation with land use development, which minimizes *environmental* impacts and encourages the coexistence of nature and human circulation needs in the scope of this RTP (20-year plan).

Policies:

1. Complete and adopt a program Environmental Impact Report (EIR) for the RTP.
2. Complete and adopt a full individual EIR on all major capacity increasing highway, street, and road projects on the regional road and circulation system.

Objective: Support circulation projects, which improve and create *safe and secure* highways, streets, and roads on the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Develop Project Study Reports (PSR) on major capacity increasing projects on the regional road and circulation system.
2. Identify projects in the RTP that improve circulation and lower accident rates on the regional road and circulation system

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Objective: Promote fair and *equitable* transportation improvements throughout the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Develop a project ranking system to be used on all major capacity increasing projects to identify the level of need, equitability, safety and project benefits for the region as a whole.
2. Develop a Regional Transportation Improvement Program (RTIP) every two years.
3. Program any federal or state funding using the RTIP project ranking, otherwise what is specified by specific funding requirements of each program (e.g. Congestion Mitigation and Air Quality Program (CMAQ))

Objective: Perform public outreach to insure public *satisfaction* on the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Encourage public participation through each of the steps in regional project development.
2. Publish public notices and hearings to allow the public to comment on regional road and circulation projects.
3. Provide a time for public comment at the TCAG Board at each meeting.
4. Encourage public participation through the public outreach campaign during the development of the RTP.

ENVIRONMENTAL JUSTICE

Goal: ENSURE THAT TRANSPORTATION INVESTMENTS DO NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, NATIONAL ORIGIN, SEX, AGE OR DISABILITY.

Objective: Encourage regional transportation planning that is consistent with Title VI and Environmental Justice Federal Requirements in the scope of this RTP (20-year plan).

Policies:

1. All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.
2. Direct jurisdictions to ensure that public funds are not spent in a way that encourages, subsidizes or results in discrimination.