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San Joaquin Valley
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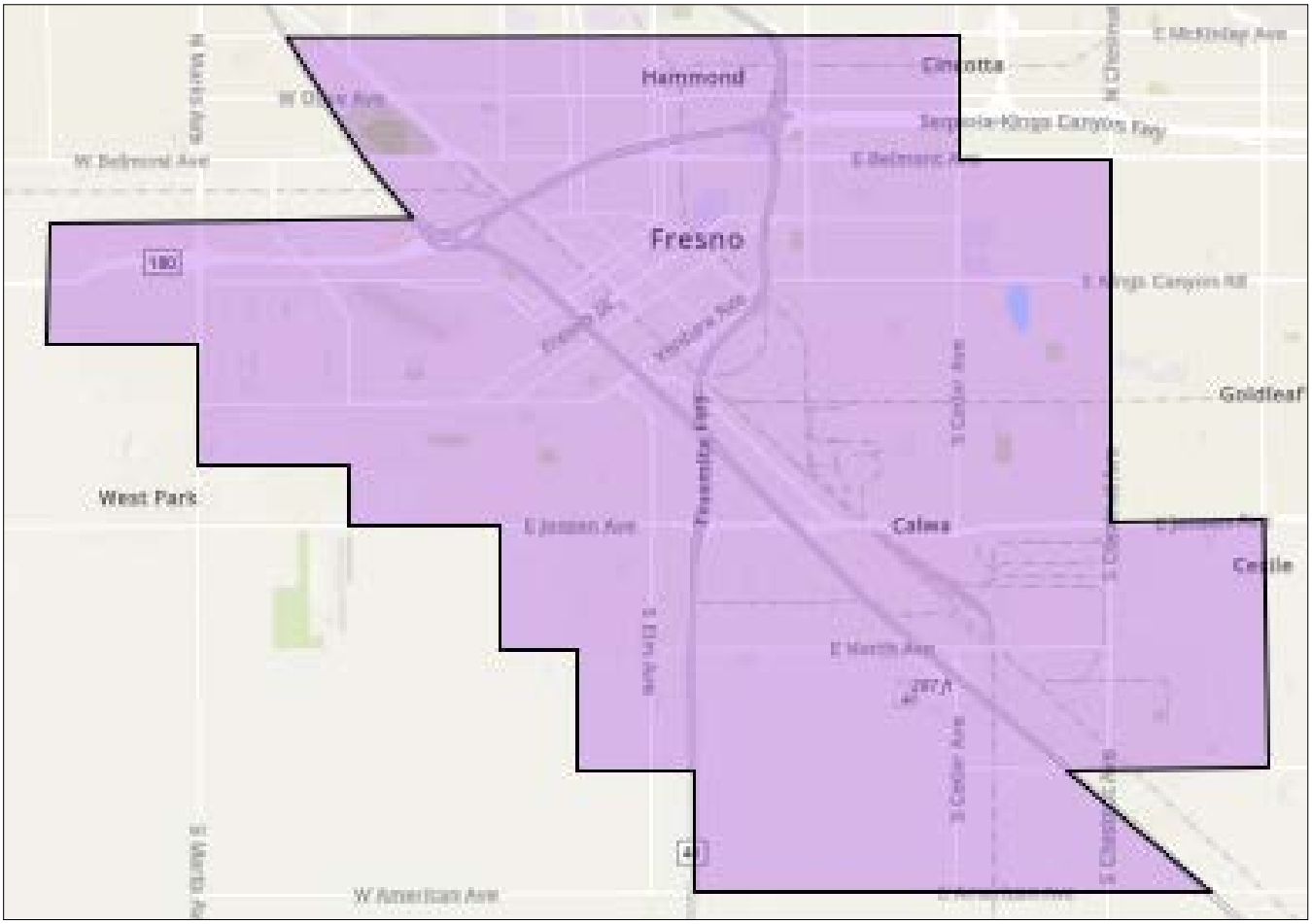
City of
FRESNO




# CITY OF FRESNO SOUTH CENTRAL FRESNO
# **COMMUNITY TRUCK REROUTE STUDY (AB617)**

Submitted to **City of Fresno**
By **IBI Group** with **Katherine Padilla & Associates, Inc.**

SEPTEMBER 1, 2021

# Project Understanding, Approach, and Scope of Services

The South Central Fresno community is located in the center of the San Joaquin Valley in the SJVAPCD and includes the communities of Calwa and Malaga. The community is approximately 29 square miles and has a population of approximately 97,000 people. The community is comprised of the downtown core and a mix of residential single-family homes. The industrial area is located in the southwest portion of the community and includes a fossil fuel electric power generation facility along with several other industrial sources. The community is also traversed by Highways 99, 41, and 180. The area is dominated by industrial uses due to the proximity to rail and highways. Primary businesses include manufacturing, recycling, and distribution.

The South Central Fresno community has a high cumulative air pollution exposure burden, a significant number of sensitive receptors (including but not limited to schools, daycares, and hospitals), and includes census tracts that have been designated as disadvantaged communities. The community has high asthma rates and cardiovascular disease impacts, along with high rates of poverty, unemployment, and linguistic isolation. The San Joaquin Valley has been the focus of numerous air quality studies which lay the necessary foundation for the development of an emissions reduction program in this urban community. The community was also prioritized by the San Joaquin Valley's AB 617 Environmental Justice Steering Committee.

The Truck Reroute Study will identify, analyze, and evaluate potential strategies that freight impacted communities in the AB 617 area might take in cooperation with the City of Fresno to abate truck impacts. Such truck impacts include air pollution, noise, polluted runoff, traffic crashes, traffic congestion, active transportation conflicts, residential and school impacts, and excess wear for local pavements and bridges.

The Truck Reroute Study is envisioned to develop innovative, creative, and implementable mobility solutions and strategies to support South Central Fresno community. The IBI Group Team recognizes that this is a vital and important project that is intended to respond to the mobility challenges and opportunities of the study area, focusing on the critical role that truck traffic plays in the health, happiness, and well-being of its residents.

Based on our review of the RFP and the study goals and objectives, the team we have assembled is very excited to have the opportunity to submit this proposal to the City and District to complete this study effort. Our team is purpose-selected to bring unparalleled expertise and creativity to address the regional and local truck mobility challenges in order to update the 2005 Fresno Designated Truck Map. Our robust knowledge of the City and County of Fresno and all aspects of mobility—freight, active transportation, truck, vehicular—has prepared us to deliver a thorough and effective implementation plan.

## TECHNICAL APPROACH

Our technical approach begins with having the right people for the project. Each member of the IBI Team is purpose-selected to deliver on the stated objectives. They have their hands on the pulse of the ever-changing transportation climate specifically related to goods movement and truck traffic. This integration of resources is why we are in a unique position to provide innovative solutions to a space we are very familiar with.

IBI Group understands that there are two main focuses of this study. The first focus is not just in identifying the gaps that exist in the current regional transportation network and planning to address them but doing so in a way that incorporates the lessons of current and past planning efforts and emphasizes the local knowledge and expertise of the community, key stakeholders, and neighboring jurisdictions as they relate to truck-based impacts. The second focus is in creating prioritization, action and implementation plan that is at its core achievable and useful, but also responsive to the social equity issues that are often under-addressed or sidelined in planning studies. Over the course of the study, we will incorporate these considerations in the public engagement, needs and opportunities assessment, and the overall transportation-related recommendations.

Underpinning our knowledge of the study setting detailed above is a clear understanding of the challenges created by the COVID-19 pandemic and the uncertainty that it has injected into all planning processes. As a technology-oriented global firm with extensive experience with smart cities infrastructure, IBI Group was well-prepared to transition to a completely remote work environment and experienced no downtime at the onset of this crisis. Since that time, we have rapidly developed new digital engagement tools that have already proven successful for community outreach and will apply our lessons learned to this study. Finally, the experts included within our California practices are leading our firm's global COVID-19 recovery recommendations and strategy, including through the use of parametric planning and computational design to rapidly iterate reconfigurations of space in response to public health guidelines. Should these tools become potentially useful to City and District during the course of the study, we are ready to deploy them.

The project study area presents a complex mobility challenge for a variety of reasons. These include:

- The facilities in the study area are under the jurisdiction of multiple local and state municipalities. These include the City of Fresno, Fresno County and Caltrans and require coordination and cooperation to achieve mutual benefits and uniform policy.
- The study area is a gateway for global trade. Goods movement here significantly contributes to the economic health of the City and County of Fresno. However, increased truck activity in the community unfortunately comes with undesirable effects. These can extend past the transportation realm into social, economic, physical, safety, health, and environmental impacts.
- The study area demographics are diverse and complex, with residents from a variety of backgrounds and cultures, some who have lived in the City for multiple generations and some who are recent immigrants. This unique mix and diversity of culture, economics, and language requires a robust and relative community engagement approach that seeks out people and participation rather than forcing residents to find us, understanding that the specific community may have reservations in speaking their concerns due to citizenship status.

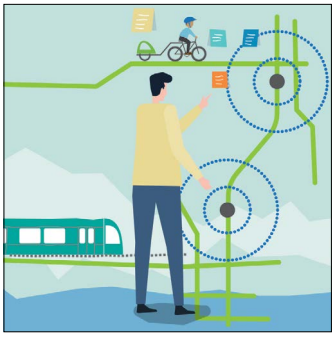
Within this context, our approach to the Truck Reroute Study is focused on three components:

## 1 Investigation

Review and understand the existing conditions within the project study area. A data-oriented approach to understanding the community and its needs will be augmented by a robust and participatory community engagement effort.

## 2 Innovation

Create a bold vision for truck movements in the area that is informed by the project team's expertise and that incorporates and updates best practices, past ideas and planning efforts. The community will also be engaged to craft this vision and contribute to the identification of solutions that meet their existing and future infrastructure needs.



## 3 Solutions

The result of this effort will be an implementation plan that is actionable and that contains a range of solutions, addressing needs for new or improved truck routes, policy considerations, levels of coordination needed, and estimated costs and funding opportunities.

The **INVESTIGATION** phase of work begins with the establishment of clear protocols and a project implementation plan to deliver the project in a remote work environment, with options to transition back to in-person meetings. It includes opportunities for input from the general public, as well as other key stakeholders, on existing conditions assessments and policy reviews, and an identification of priorities. Most importantly, investigation will be informed by a robust, inclusive, and expansive community engagement that gathers local knowledge and expertise.

The **INNOVATION** phase of work will connect the investigation with potential solutions, supported by spatial GIS modeling analysis, conceptual engineering, community impact analysis, and environmental analysis. Measures of social equity, truck GPS data, and other analysis of the built environment will be centered in the analysis and will be responsive to community feedback, visioning, and needs.

The **SOLUTIONS** identified by the study will include not just traditional infrastructure such geometric changes, but also the policy changes informed by our team's decades of experience in coordinating across multiple jurisdictions. The solutions will include concrete recommendations to reduce greenhouse gas emissions, reduce truck VMT, improve travel safety, increase accessibility, and provide for a more equitable and sustainable transportation network for the community.

We have found that organizing our approach to complex, multi-agency projects similar to this study around these three primary components helps to guide the project work plan, maintain the project schedule, and communicate these project goals, progress, and process effectively to stakeholders and the community. With this approach, project participants can understand how the study process will flow and progress and how their input and participation will be incorporated within the planning process. These project phases also help to tell the story of the project development process and study effort, forming the organization of the final plan and providing valuable and organized input that can be utilized for the development of grant applications, funding, and actions for project implementation.

# Scope of Services

## Task 1: Project Management

The project management effort will be led by Mike Arizabal, who will serve as the primary point of contact for project partners and will be responsible for the deliverables submitted under this contract. The project management effort will be ongoing throughout the duration of the project. This task includes oversight of the consultant team, and the administrative tasks required to support the overall project. Within this task, IBI Group will manage and oversee all administrative, contractual, and technical aspects, of the study to ensure timely and integrated production of tasks to achieve the study objectives.

### Kick-Off Meeting

Our first order of work after the Notice to Proceed (NTP) will be to schedule a project kick-off meeting with all project partners including at a minimum City of Fresno, the District, Fresno COG, and the County of Fresno. This meeting will have the purpose to introduce the team, review project objectives and requirements, and establish lines of communication and procedures/protocol, recurring project meeting frequency, progress reporting, scheduling and invoicing, and other relevant project information. IBI will have reviewed all previous and current planning efforts related to the AB 617 area and ensure work efforts are coordinated and that information is shared accordingly. The IBI Team shall be responsible for providing a summary of the meeting and identification of key action items.

### Work Plan

This proposal and associated deliverables within this proposal are the first steps in creating an effective work plan. The work plan is intended to serve as a quick reference to the project management team, task leads, and the City and District. The work plan will include procedures and protocol for managing resources, communications, budgeting and the project milestones and schedule. The work plan will also allow for clear monitoring, reporting, and quality assurance of each individual task status. The work plan will identify and foresee all potential issues and constraints and prepare for their effective resolution before they may potentially occur.

### Project Schedule

The project schedule will also be presented at the kick-off meeting. The schedule will be finalized as a Gantt chart and will include individualized and detailed work tasks, start dates, activity durations, product submittal dates, key project milestones, and relationships among work tasks, including critical path items. The project schedule will be no greater than 18 months from the start date as stated in the RFP. IBI Group understands that the submitted draft project schedule will be reviewed by the City Project Manager and key stakeholders throughout the study process. A final schedule will be included in the work plan.

### Project Management Calls/Meetings

IBI Group will conduct regular project status meetings with the City and District Project Managers on a bi-weekly basis throughout the duration of the project (up to 20 meetings). These meetings would be conducted via video conference call (Teams, Zoom, or Skype) and will be scheduled for an hour depending on project needs. We will establish a regular meeting schedule and time that works for all parties. The purpose of these meetings will be to discuss ongoing and upcoming project work efforts and to ensure that IBI and project partners are on the same page with regard to the project progress. A key element of these progress meetings will be to discuss work efforts in relation to the overall project schedule and budget. IBI's Project Manager, Mike Arizabal, will be available for impromptu "check-ins" via phone or email throughout the duration of the project.

KPA will participate in these project team meetings to provide community meeting and stakeholder meeting summaries, issues, and attitudes towards mitigation measures. KPA will also respond to phone calls and emails to maintain communication with the team through the duration of the project. For budget purposes, KPA is assuming 6 hours a month for every month of project communications. Well before each meeting, IBI Group will send out agendas for the Project Management Calls that will include the project status, updates on the project schedule, deliverables, and summaries of meetings with the advisory committee and stakeholders. These meetings will be complete with notes, minutes, and summaries that will be uploaded to a file sharing system soon after the conclusion of each project management meeting.

### Filing Sharing System

IBI Group will set up a file sharing system shortly after the conclusion of the initial Project Kick-off Meeting. The service platform that will serve as the file sharing system will be chosen in the Kick-off meeting. In past projects, IBI Group has used a secure and protected Microsoft SharePoint project folder that would be specifically created for this project. The file sharing system would be a site to exchange draft and final work products, schedule information, contact information, meeting info and minutes, and all necessary information required to complete the study. IBI also uses Microsoft Teams, Miro, and Google Drive as means to share files and collaborate if necessary.

### Project Invoicing and Quarterly Reports

In the management of this project, IBI Group will prepare invoice packages with the City to submit these to District staff for review and approval based on milestone completion. The invoices and progress reports will conform to City requirements. The invoicing will include the budgeted amount, percent complete, and the remaining balance for each task and subtask. The purpose of the monthly invoices and progress reports is to document the project progress against projected efforts and allow for timely payment of prime and sub-contractors consistent with efforts expended and progress achieved.

IBI Group is aware that the City and District will be submitting quarterly reports to the AB 617 Community Steering Committee (CSC) and City Council members providing a summary of project performance and funding expenditures. IBI Group will coordinate with the City and District on these reports.

### Task 1 Deliverables

- *Kick-off Meeting Materials and Summary Notes*
- *Project Work Plan and Schedule*
- *Bi-Weekly Project Call Meeting Notes and Summaries*
- *Project File Sharing System, Invoicing Template and Quarterly Reports*

# Task 2: Outreach and Engagement

The IBI Group Team understands that the public and agency outreach effort is an important component of the project and has teamed with Katherine Padilla & Associates to deliver a public outreach approach that will integrate the input of stakeholders within the South Central Fresno community, while providing the best possible solutions. The IBI Team recognizes the importance of developing a robust and dynamic public outreach approach to engage as many community members and stakeholders as possible and to expand the reach of the project to a diverse audience.

IBI understands the challenges related to outreach, especially in disadvantaged communities. Traditionally, outreach to disadvantaged communities can be a challenge as residents are apprehensive to engage with public officials and staff due to immigration status or distrust of the traditional planning process. The IBI Team has a long history of implementing public outreach strategies that are truly innovative and engaging across California. As a part of our recent work efforts on the Metro Transit Supportive Planning Toolkit, we helped to identify a variety of public outreach tools and strategies for local agencies to use to communicate their projects. The toolkit outlines specific public outreach tools for engaging a wide variety of community members and to keep them engaged. Some of these tools and strategies that would be applied for the South Central Fresno community include:

- **Multiple Modes of Communication –** Using multiple modes of communication can extend project reach and ensure multiple groups feel heard. Aside from the conventional in-person community meetings, other engagement tools such as live streaming or web streaming of meetings should be made available to those who are unable to attend.
- **Make Engagement Interactive –** Using action-oriented, interactive, and in-the-field outreach strategies makes it easier for people to digest projects and to submit input to revise, test, and fix ideas. Interactive engagement also casts a wider net of measurable responses because citizens are encouraged to participate, not just listen to potential solutions.
- **Use Visual Tools to Engage –** Visual tools such as 3D models or renderings should be incorporated into community outreach efforts to illustrate how projects can be tailored to fit and remain consistent with existing community characteristics.

### Stakeholder and Public Engagement Plan

At the kick-off meeting, or shortly thereafter, KPA proposes holding a Stakeholder Analysis Session with City and District staff to discuss key stakeholders, such as community-based organizations, key trucking companies and their representatives, and representatives from affected neighborhoods, in order to match outreach tactics with the stakeholders' communication needs and the appropriate level of engagement. KPA will present a preliminary list of CBOs, businesses, transportation groups, government entities, and other stakeholders for discussion purposes.

After the stakeholders analysis session, KPA will produce a Stakeholder and Public Engagement Plan which will include social media and traditional media strategies, development of press releases, and describe how we will tap into the city's channels of information and those of other key organizations to maximize the exposure of project information and input opportunities. Engagement strategies may include briefings, interviews with stakeholders, focus groups, announcements and presentations to CBOs, or emails and invitations, social media and press releases.

As part of the Stakeholder and Public Engagement Plan, KPA will also develop Key Messages ("talking points") that describe the project, its goals and objectives, the schedule, and opportunities for community input and feedback, especially to seek the opinions to traditionally disenfranchised communities. The Key Messages serve as a foundation for communication about the project. Additionally, KPA will produce a "process diagram" which will graphically illustrate in a community-friendly manner all strategies, community input opportunities, and how they are aligned with decision points leading to Study milestones. It is understood that KPA will work closely with the City and District to finalize and execute the Stakeholder and Engagement Plan.

The Plan will include the methodology for soliciting, responding to, and documenting stakeholder input and will also describe the role of stakeholders in the decision-making process and will detail how study progress will be disseminated. The Plan will include a section outlining and identifying procedures for integrating and accommodating diverse and conflicting priorities among stakeholders.

The Plan will include a full methodology describing the specific outreach strategies used to accommodate participation for those who speak various languages, with a focus on Spanish and Hmong speakers as over 44% of residents in the affected region are of either of Hispanic or Hmong origin and about a quarter of residents in the same region speak English less than "very well". In this task, outreach will be provided in other languages as deemed beneficial to reach as many members of the public as possible. Not only will the Spanish and Hmong languages be full represented in all community outreach events, but IBI Group will ensure an equal opportunity for all community members to participate. Importantly, community input will provide the foundation for guiding principles, evaluation criteria for mitigation measures, and recommendations, which shall also be informed by technical analysis and best practices presented by the Project Team.

### Project Database

Over the course of this study, IBI Group and KPA will foster a deep knowledge and understanding of stakeholders and their issues, concerns, and recommendations. For this study, we recommend strategically targeting our engagement efforts and developing a project database to facilitate on-going communication with key property owners, residents, local businesses (especially the affected industrial complexes), local schools, Chambers of Commerce, major employers, City offices, elected officials, civic groups, transportation and transit agencies, sensitive receptors, emergency responders, private entities, community organizations, and other identified local stakeholders to be determined. IBI Group and KPA will build upon existing lists provided by the City/ District and original research. The contact list will be updated on a regular basis and/or as needed.

### Technical Steering Group and Community Advisory Group

In coordination with the Project Team and the City, the IBI Group and KPA will assist with the formation of a Technical Steering Group (TSG) and Community Advisory Group (CAG) comprised of representatives of key stakeholder groups to serve as a sounding board. These groups would offer input to the project team about our methodology, assumptions, project milestones, and key deliverables, including outreach strategies, Guiding Principles, evaluative criteria for mitigation strategies, and draft recommendations. IBI Group Team will work with the City and District to schedule TSG and CAG meetings to solicit feedback

about the overall project, as well as on specific deliverables, including the Project Guiding Principles.

KPA will establish the CAG and TSG in coordination with the City and District. KPA will provide a draft email-letter to send to invitees that describes the project background, objectives, expected number of meetings, committee role and responsibilities. KPA will support TSG and CAG meetings by conducting the following tasks: coordinate the logistics of meetings, notifications, attend the meetings, and provide action-oriented minutes with 48 hours of the meetings. It is understood that Technical Team members will provide the content and agenda for the meetings. KPA shall attend up to six (6) TSG meetings as needed and shall convene and facilitate six (6) CAG meetings and provide summary notes.

IBI Group will prepare a schedule for each TSG and CAG meeting that will show project objectives and deliverables. Coordination activities include securing meeting venues, notification, agendas, exhibits and presentation materials. Meetings may be in-person, via videoconference or teleconference.

### Stakeholder Interviews (up to 16)

In collaboration with the Project Team, KPA shall interview two groups of 6-8 key stakeholders to be selected by the City and District to identify key concerns and opportunities for mitigation options. Group 1 shall consist of businesses and Group 2 to be composed of residents. KPA shall work with the team to develop the interview guide to explore key questions and shall write a report summarizing key issues and opportunities.

### Task 2 Deliverables

- *Engagement Strategy, Final Version*
- *Stakeholder Coordination and Public Engagement Plan*
- *Outreach and Engagement Summaries, Materials, and Attendance Lists*
- *Project Guiding Principles, Draft Version*
- *Establish TSG and CAG, with preparation and attendance at up to six (6) meetings per group (12 total), along with meeting materials, agendas, and minutes*
- *Up to 16 interviews with stakeholder groups, with interview guides and written summaries*

# Task 3: Existing Conditions Report

Creating a foundation of data of existing conditions is crucial for the accurate assessment of the study area. The existing conditions will serve as the baseline for all recommended improvements related to truck rerouting. The Existing Conditions Report will include an introduction (background and purpose), study area description (location, regional significance, transportation facilities), demographic conditions (population and employment), land use (existing land use, key destinations/activity centers/employment centers), relevant planning documents and data (transportation/mobility, general plans, specific plans, regional plans, climate plans, etc.), truck mobility conditions (volumes, VMT, OD, collisions), policy review (local transportation policies, regional and state policies and guidelines), and equity analysis (disadvantaged communities, public health metrics/ conditions and demographic conditions. Highlights of the Existing Conditions report include:

### Literature Review and Data Synthesis

IBI Group has already began the literature review process of relevant previous studies, plans, and other documents for the South Central Fresno area, for developing a meaningful and thoughtful project understanding. The extended review will include City, County, and Caltrans truck permitting processes, National Freight Network, current truck routes, and local agency plans such as truck restriction ordinances and routing plans. IBI Group will synthesis and summarize all the pertinent studies, policies, plans, and other documents with the goal of identifying gaps and/or areas that need updating. This information will be crucial in identifying alternative truck routes and what level of coordination is needed.

### Existing Data Sources

IBI Group will review and obtain all existing data related to truck trip origin-destination, traffic volumes on current and proposed truck routes, truck GPS data. Understanding who the major truck trip generators are and where they originate and where they are destined to is paramount to this study. IBI Group will obtain outputs from the Regional Travel Demand Model (Fresno Council of Governments (COG) Activity Based Model (ABM)) related to travel patterns, VMT, and volumes. IBI Group will work with

the City, County, Caltrans and District to identify and obtain all sources of existing traffic count and classification data. Recent and/or current planning studies in the area will also be reviewed to identify additional sources of traffic data.

### Data Collection Plan

While synthesizing data that currently exists is only one aspect of the data collection process, IBI Group recognizes that much of the necessary traffic data is not readily available through existing avenues. Because of this, a strategy will be implemented outlining best practices to acquire all necessary traffic data required to accurately present existing conditions. It is assumed that the City of Fresno will collect and provide classified count data along all existing and proposed truck routes for the South Central Fresno Community, as shown on the September 2005 Truck Route Map. Additional classified count data will be provided by the City of Fresno along potential routes proposed through the community engagement process or as requested by the AB 617 subcommittee on Truck Re-Route Study. However, IBI will develop an existing data collection plan based on any gaps identified in the existing literature and data source review. New data collection can include, but not be limited to, traffic counts, vehicle classification counts, OD studies, license plate surveys, street geometries/signage, active transportation data, rail volumes and train frequencies.

### Existing Physical Characteristics and Community Impacts

IBI Group will provide a comprehensive summary of all existing physical characteristics of the study area, along with an identification of community impacts related to truck movements. IBI will conduct a search of the Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS) to review collision reports for the most recent five-year period in the area and research air quality issues through the California Air Resources Board (CARB) Community Air Monitoring Plan for the South Central Fresno community. IBI will also utilize GIS along with the California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen to develop indicators related to exposure, environmental effects, sensitive population, and socioeconomic factors to score the South Central Fresno Community. This task will also inventory roadway characteristics and pavement condition, noise issues, VMT impacts (from the model), operational impacts (localized intersection, freeway, and roadway segment level of service and capacity analysis), and the interface between high volume truck routes and school, pedestrian, and bicycle facilities.

### Conceptual Design

IBI's Civil and Traffic Engineers will develop conceptual plans and truck turning templates (AutoTurn) along all identified new truck routes, with samples at up to ten (10) locations. Conceptual drawings will be planning-level with the purpose of showing sample cross-sections and improvements within available right-of-way.

#### Task 3 Deliverables

- *Truck Routing Study Existing Conditions Report, Final Version*

## Task 4: Report National Best Practices for Accommodating Trucks

IBI Group has an existing data base of national best practices related to minimizing truck impacts in and around neighborhood communities. This data base was created for IBI's work on the Wilmington Freight Mitigation Study and will be utilized for this study. This includes literature from Federal Highway Administration (FHWA), various Departments of Transportations across the United States, and various NCHRP reports that discuss truck parking, truck demand management (alternative delivery schedules), and neighborhood intrusion.

#### Task 4 Deliverables

- *Truck Management Approaches Report*

# Task 5: Recommended Truck Routes, Community Strategies, and Implementation Plan

The culmination of all work in the previous tasks will be presented in the Truck Routing and Implementation Plan. The elements from Tasks 2 through 4 will culminate in a "state of the system" chapter of the Implementation Plan. This will include socioeconomic data, transportation policies, major truck origin/destination patterns, roadway conditions, and regulatory framework. The IBI Group team will use the data from the existing conditions analysis, previous planning efforts and public outreach feedback to design and map the proposed new truck routes. Connectivity to existing and planned facilities in adjacent cities will be considered to develop a complete and detailed list of future projects that will be prioritized for implementation. Each project will include a brief project description, including project-specific information and potential constraints, such as right-of-way acquisition and grades.

Prioritization directly supports future grant applications since most grants require evidence that prioritization was considered when ranking potential projects. The IBI team will work with City and District staff to create a framework and metrics for prioritizing and ranking projects based on the data and input collected during previous tasks, giving special emphasis to values and priorities expressed by the public. Criteria may be weighted to reflect relative importance for achieving project objectives and goals. The criteria may be presented to the TSG and CAG, or publicly via community engagement events, for feedback to verify the prioritization approach.

The prioritization process will also consider community needs; regional, county, physical and social barriers, safety, and statewide policy and funding frameworks; and the timeframe for implementation, including TSG, CAG, City, County, and District staff input.

The IBI Group Team has extensive experience developing prioritization frameworks that reflect local values and consider both the strategic and implementation criteria needed to inform decision making. Strategic criteria are used to inform program design, reflecting core values and longer-term ambitions, whereas implementation criteria include elements such as readiness and partner support.

The outreach and engagement effort, coupled with the existing context and challenges for the future of the transportation system will inform the potential truck routing solutions that will be developed. The IBI Group team will focus on recommendations that address equity, safety, and community concerns, while maintaining the efficient movement of goods.

The IBI Group Team collectively brings a deep and diverse understanding of local, state, and federal funding sources and programs. Additionally, our team's extensive work with regional planning agencies allows us to provide the City and district with the benefit of our experience in evaluating how available funding should be allocated as part of a regional plan to ensure equitable access to funding opportunities. As part of this element of the Implementation Plan, we will prepare a funding matrix that identifies sources, pursuit requirements, potential uses of funding, timelines, and eligible projects and programs.

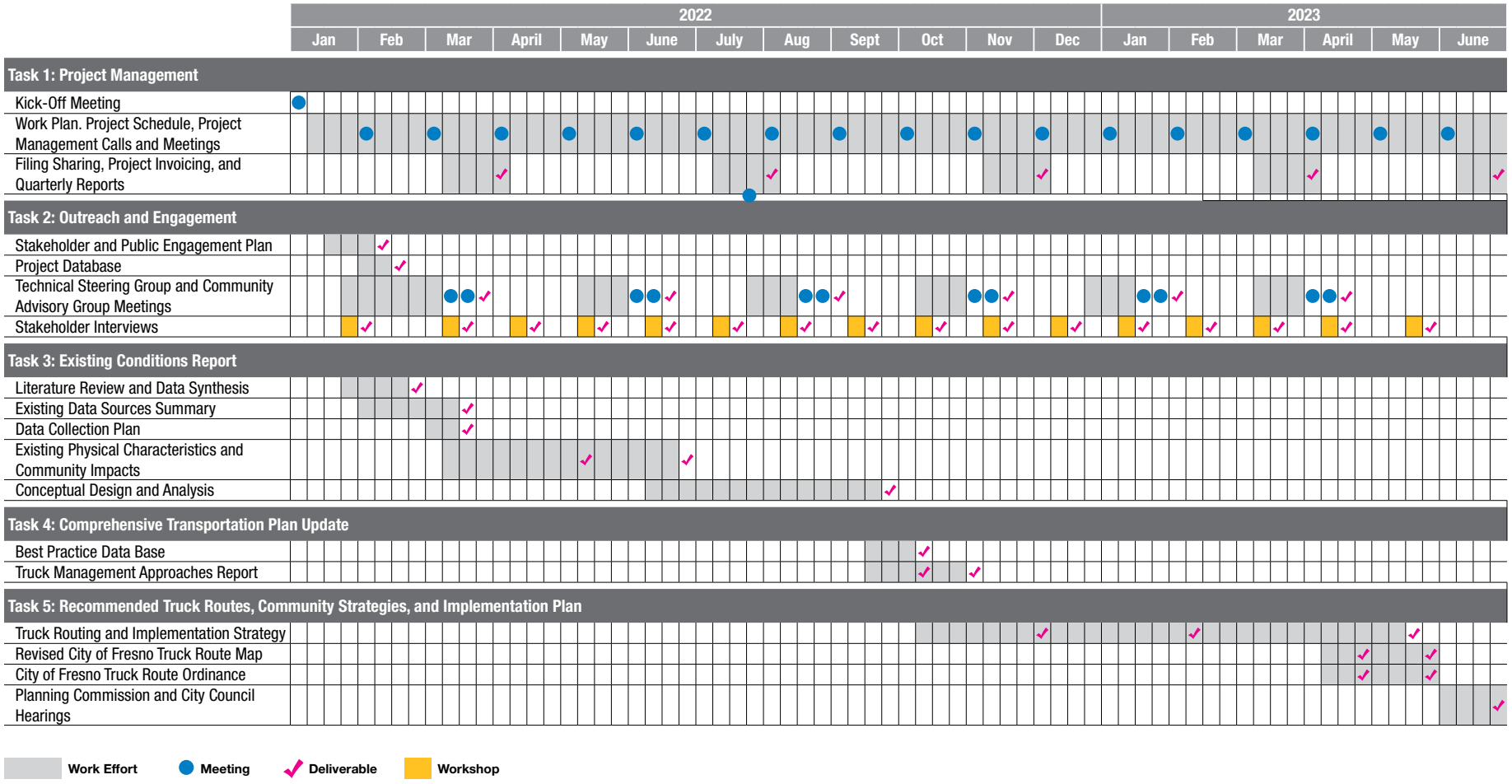
IBI Group will provide a complete, clear, and concise report that documents all the work efforts from Tasks 2 through 4, including tables, maps, and/ or other graphics. One of the maps will be the proposed updated to the 2005 City of Fresno Truck Route Map. IBI will also provide the City and District with a section that describes any modifications to the City's Truck Route Ordinance. The report format and structure will lean towards one that is easily digestible by the public or others that may wish to utilize the document for guidance on future planning efforts and grants in the South Central Fresno community area.

IBI assumes up to two (2) rounds of review of the Draft Implementation Plan by the City and District and one (1) round of public review. IBI will provide one (1) set of consolidated and reconciled comments on all draft documents to the City and District. IBI Group has also allocated time for up to one (1) Planning Commission Hearing and two (2) City Council Hearings.

### Task 5 Deliverables

- *Truck Routing and Implementation Strategy*
- *Revised City of Fresno Truck Route Map*
- *City of Fresno Truck Route Ordinance*

# Schedule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Task 1: Project Management
Kick-Off Meeting
Work Plan. Project Schedule, Project Management Calls and Meetings
Filing Sharing, Project Invoicing, and Quarterly Reports
Task 2: Outreach and Engagement
Stakeholder and Public Engagement Plan
Project Database
Technical Steering Group and Community Advisory Group Meetings
Stakeholder Interviews
Task 3: Existing Conditions Report
Literature Review and Data Synthesis
Existing Data Sources Summary
Data Collection Plan
Existing Physical Characteristics and Community Impacts
Conceptual Design and Analysis
Task 4: Comprehensive Transportation Plan Update
Best Practice Data Base
Truck Management Approaches Report
Task 5: Recommended Truck Routes, Community Strategies, and Implementation Plan
Truck Routing and Implementation Strategy
Revised City of Fresno Truck Route Map
City of Fresno Truck Route Ordinance
Planning Commission and City Council Hearings
Work Effort
Meeting
Deliverable
Workshop

# Cost

| | IBI Group (Prime) | | | | | | | | | Katherine Padilla & Associates (Subconsultant) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Title** | Principal-in-Charge | Project Manager | Deputy PM/Traffic Engineer | Community Impacts/ GIS Lead | Engineering Lead/Civil Engineer | Planning Support | Engineering Support | Graphic Design | IBI | Principal | Senior Associate | Senior Outreach Specialist | Outreach Specialist | KPA | Project Totals | |
| **Staff** | B. Delo | Mike Arizabal | Lydia LaPoint, PE | Cristina Martinez | Karen Sujata, PE | Brooke Acosta | Vivian Hang, EIT | Staff | | Katherine Padilla | Jessica Padilla | Thelma Herrera | J.A Rosel | | | |
| **Billing Rate** | $260.00 | $155.00 | $175.00 | $105.00 | $115.00 | $80.00 | $85.00 | $95.00 | | $210.00 | $180.00 | $175.00 | $85.00 | | Hours | Fees |
| **Task 1: Project Management** | | | | | | | | | | | | | | | | |
| Kick-Off Meeting | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 12 | 24 | 0 | 24 | 0 | 48 | 60 | $11,005 |
| Work Plan. Project Schedule, Project Management Calls and Meetings | 4 | 40 | 40 | 4 | 0 | 0 | 0 | 0 | 88 | | | | | 0 | 88 | $14,660 |
| Filing Sharing, Project Invoicing, and Quarterly Reports | 2 | 32 | 24 | 2 | 2 | 0 | 0 | 0 | 62 | | | | | 0 | 62 | $10,120 |
| **SUBTOTAL** | **8** | **74** | **66** | **8** | **3** | **1** | **1** | **1** | **162** | **24** | **0** | **24** | **0** | **48** | **210** | **$35,785** |
| **Task 2: Outreach and Engagement** | | | | | | | | | | | | | | | | |
| Stakeholder and Public Engagement Plan | 2 | 16 | 4 | 0 | 0 | 0 | 0 | 4 | 26 | 4 | 4 | 18 | 12 | 38 | 64 | $9,810 |
| Project Database | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 20 | 24 | 28 | $3,060 |
| Technical Steering Group and Community Advisory Group Meetings | 2 | 16 | 16 | 0 | 0 | 0 | 0 | 24 | 58 | 60 | 48 | 84 | 32 | 224 | 282 | $46,740 |
| Stakeholder Interviews | 2 | 8 | 8 | 0 | 0 | 0 | 0 | 24 | 42 | 36 | 0 | 36 | 16 | 88 | 130 | $20,660 |
| **SUBTOTAL** | **6** | **42** | **30** | **0** | **0** | **0** | **0** | **52** | **130** | **100** | **52** | **142** | **80** | **374** | **504** | **$80,270** |
| **Task 3: Existing Conditions Report** | | | | | | | | | | | | | | | | |
| Literature Review and Data Synthesis | 1 | 4 | 2 | 4 | 4 | 20 | 20 | 0 | 55 | | | | | 0 | 55 | $5,410 |
| Existing Data Sources Summary | 0 | 2 | 2 | 2 | 2 | 24 | 24 | 0 | 56 | | | | | 0 | 56 | $5,060 |
| Data Collection Plan | 2 | 4 | 2 | 2 | 2 | 36 | 36 | 0 | 84 | | | | | 0 | 84 | $7,870 |
| Existing Physical Characteristics and Community Impacts | 4 | 8 | 12 | 24 | 16 | 24 | 32 | 0 | 120 | | | | | 0 | 120 | $13,380 |
| Conceptual Design and Analysis | 2 | 2 | 16 | 0 | 48 | 0 | 60 | 32 | 160 | | | | | 0 | 160 | $17,290 |
| **SUBTOTAL** | **9** | **20** | **34** | **32** | **72** | **104** | **172** | **32** | **475** | **0** | **0** | **0** | **0** | **0** | **475** | **$49,010** |
| **Task 4: Report National Best Practices for Accommodating Trucks** | | | | | | | | | | | | | | | | |
| Best Practice Data Base | 1 | 2 | 0 | 4 | 2 | 0 | 2 | 0 | 11 | | | | | 0 | 11 | $1,390 |
| Truck Management Approaches Report | 2 | 10 | 8 | 4 | 24 | 8 | 32 | 8 | 96 | | | | | 0 | 96 | $10,770 |
| **SUBTOTAL** | **3** | **12** | **8** | **8** | **26** | **8** | **34** | **8** | **107** | **0** | **0** | **0** | **0** | **0** | **107** | **$12,160** |
| **Task 5: Recommended Truck Routes, Community Strategies, and Implementation Plan** | | | | | | | | | | | | | | | | |
| Truck Routing and Implementation Strategy | 6 | 32 | 24 | 36 | 40 | 80 | 80 | 24 | 322 | | | | | 0 | 322 | $34,580 |
| Revised City of Fresno Truck Route Map | 2 | 2 | 2 | 2 | 16 | 4 | 16 | 8 | 52 | | | | | 0 | 52 | $5,670 |
| City of Fresno Truck Route Ordinance | 2 | 2 | 2 | 12 | 2 | 16 | 12 | 0 | 48 | | | | | 0 | 48 | $4,970 |
| Planning Commission and City Council Hearings | 0 | 12 | 16 | 4 | 4 | 0 | 0 | 12 | 48 | | | | | 0 | 48 | $6,680 |
| **SUBTOTAL** | **10** | **48** | **44** | **54** | **62** | **100** | **108** | **44** | **470** | **0** | **0** | **0** | **0** | **0** | **470** | **$51,900** |
| **Total Project Person Hours** | **36** | **196** | **182** | **102** | **163** | **213** | **315** | **137** | **1344** | **124** | **52** | **166** | **80** | **422** | **1,766** | |
| **Total Project Fees** | $9,360 | $30,380 | $31,850 | $10,710 | $18,745 | $17,040 | $26,775 | $13,015 | $157,875 | $26,040 | $9,360 | $29,050 | $6,800 | $71,250 | | $229,125 |

| **DIRECT COSTS** | |
|---|---|
| Travel and Mileage | $850 |
| Traffic Counts | $15,000 |
| Meeting and Outreach Materials | $5,000 |

| **TOTAL PROJECT COST** | **$249,975** |
|---|---|