FIRST AMENDMENT TO AGREEMENT

THIS FIRST AMENDMENT TO AGREEMENT (Amendment) made and entered into effect the 27th day of June 2019, between the CITY OF FRESNO, a California municipal corporation (City), and LSA Associates, Inc., a California corporation (Consultant).

RECITALS

WHEREAS, the City and the Consultant entered into an agreement on November 15, 2018, (Agreement) to provide professional environmental consulting services for the General Plan Environmental Impact Report Update (Project); and

WHEREAS, with entry into this Amendment, the Consultant agrees it has no claim, demand, or dispute against the City.

AGREEMENT

NOW, THEREFORE, the parties agree that the aforesaid Agreement be amended as follows:

1. The recitals to this Amendment are incorporated and made a part of this Amendment.

2. The services of Consultant as defined in **Exhibit A** – Scope of Services of the original agreement shall be amended to include the Additional Scope of Services in **Exhibit A-1**, both attached hereto and incorporated herein by reference.

3. Consultant's sole compensation for satisfactory performance of all services required or rendered pursuant to this Amendment shall be a total fee of $85,110.

4. In the event of any conflict between the body of this Amendment and any exhibit or attachment hereto, the terms and conditions of the body of this Amendment shall control and take precedence over the terms and conditions expressed within the exhibit or attachment. Furthermore, any terms or conditions contained within any exhibit or attachment hereto which purport to modify the allocation of risk between the Parties, provided for within the body of this Amendment, shall be null and void.

5. Except as otherwise provided herein, the Agreement entered into by the City and the Consultant on November 15, 2018, remains in full force and effect.

[Signatures follow on the next page.]

IN WITNESS WHEREOF, the Parties have executed this Amendment at Fresno, California, the day and year first above written.

CITY OF FRESNO,
A municipal corporation

By: _____
Jennifer K. Clark, Director of
Development and Resource
Management Department

APPROVED AS TO FORM:
DOUGLAS T. SLOAN
City Attorney

By: _____ 6/20/19
Brandon M. Collet Date
Senior Deputy City Attorney

ATTEST:
YVONNE SPENCE, CRM MMC
City Clerk

By: _____
Date
Deputy

LSA Associates, Inc.,
A California Corporation

By: _____

Name: Mike Trotta

Title: Chairman of the Board
(If corporation or LLC., Board Chair, Pres. or Vice Pres.)

By: _____

Name: Rosalena Evans

Title: CFO
(If corporation or LLC., CFO., Treasurer, Secretary or Assistant Secretary)

Addresses:
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EXHIBIT A

ORIGINAL SCOPE OF SERVICES

EXHIBIT A: SCOPE OF WORK AND SCHEDULE

The scope of work for preparation of the EIR is detailed below. An outline of the work program is presented in Table 1, the proposed schedule is included in Table 2 and the cost estimate is shown in Table 3.

TASK 1. PROJECT INITIATION

Task 1.1. Technical Advisory Committee

City staff and LSA will coordinate to establish a technical advisory committee (TAC) of key City staff to serve as subject matter experts throughout the duration of the project.

Task 1.2. Kick-off Meeting

LSA will meet with City staff and the TAC to discuss expectations regarding the tasks to be undertaken as part of the environmental documentation effort. During this meeting, LSA will:

- Will lead a discussion regarding overall project administration, communications, invoicing procedures, and general protocols.
- Confirm the proposed scope of work and expectations for use of any previously prepared technical materials or other background materials that may be available for the site;
- Discuss the significance criteria for each topic to be addressed in the EIR.
- Gather relevant information and data if there is information LSA has not yet received;
- Discuss the City's desired approach to involving the TAC during preparation of the EIR and review of the administrative and screencheck drafts; and
- Discuss the City's desired schedule for the review process. Project planning, coordination and schedule, including establishing target

Table 1: Work Program Outline

Task 1.	**Project Initiation**
1.1	Technical Advisory Committee Formation
1.2	Kick-Off Meeting
1.3	Data Collection/Document Review
1.4	Notice of Preparation
Task 2.	**Project Description**
Task 3.	**Administrative Draft EIR**
3.1	Aesthetics
3.2	Agriculture and Forestry Resources
3.3	Air Quality
3.4	Biological Resources
3.5	Cultural Resources
3.6	Geology and Soils
3.7	Greenhouse Gas Emissions
3.8	Hazards and Hazardous Materials
3.9	Hydrology and Water Quality
3.10	Land Use and Planning
3.11	Mineral Resources
3.12	Noise
3.13	Population and Housing
3.14	Public Services and Recreation
3.15	Transportation and Traffic
3.16	Tribal Cultural Resources
3.17	Utilities and Service Systems
3.18	Energy Conservation
3.19	Alternatives Analysis
3.20	CEQA-Required Assessment Conclusions
3.21	Other Chapters
Task 4.	**Greenhouse Gas Reduction Plan Update**
4.1	Provide an Evidence Based 2020 Reduction Target
4.2	SB 32 Alignment of the GHG Reduction Plan
4.3	Monitoring Tools Update
4.4	Draft GHG Reduction Plan Update
Task 5.	**Screencheck Draft EIR**
Task 6.	**Public Review Draft EIR**
Task 7.	**Administrative Final EIR/Response to Comments**
7.1	Administrative Final EIR/Response to Comments
7.2	Mitigation Monitoring and Reporting Program
Task 8.	**Screencheck Final EIR/Response to Comments**
Task 9.	**Final EIR/Response to Comments**
Task 10.	**CEQA Findings and Statement of Overriding Considerations**
Task 11.	**Project Management Meeting**

dates for issuance of the Notice of Preparation, Scoping Meeting and release of the Draft EIR. Scheduling of staff review periods through the duration of the process and determination of review format, i.e. track changes in word, google docs, separate memoranda, or other option.

Following the Kick-off Meeting, LSA will provide a summary memorandum to the City.

Deliverable:

- Kick-off Meeting Summary Memorandum, MS Word format and PDF format

Task 1.3. Data Collection/Document Review

LSA will review existing environmental documents, regulations and plans. These include, but are not limited to the documents that have been adopted since 2014. Following review of the relevant documents, LSA will provide a summary memorandum to the City.

Deliverable:

- Document Review Summary Memorandum, MS Word format and PDF format

Task 1.4. Notice of Preparation

LSA will prepare a Notice of Preparation (NOP) in accordance with the requirements of the California Environmental Quality Act (CEQA). LSA will participate in a public EIR scoping meeting. LSA will develop materials for these meetings, including handouts which may include an overview of the objectives of CEQA, the EIR process and schedule, and the topics to be addressed in the EIR. It is assumed that LSA will make a short presentation at the scoping meeting that outlines the project's environmental review requirements and process. Following the 30-day comment period on the NOP, LSA will review all comments, recommend any needed changes to the proposed scope of work, and ensure that all submitted concerns are adequately covered by the EIR. LSA will organize all comments received on the NOP into a comment matrix, and will provide responses to each comment.

Deliverables:

- Draft NOP, MS Word format and PDF format
- Final NOP, MS Word format, MS Word format and PDF format
- State Clearinghouse submittal: 15 printed copies
- Scoping Meeting PowerPoint Presentation, PowerPoint format
- Scoping Comments Matrix and Responses, MS Word format and PDF format

TASK 2. PROJECT DESCRIPTION

LSA will prepare a project description that details the purpose, phasing and physical elements of the proposed project. The project description will include a map showing the location and boundaries of the City and a general description of the project's technical and environmental characteristics. LSA will work closely with the City to ensure that the project description provides a level of detail appropriate for the Program EIR. As a part of the project description, LSA will work with the City to prepare a list of project objectives consistent with the City's goals for the project.

The project description will also include a statement briefly describing the intended uses of the EIR, including a list of agencies expected to use the EIR, a list of permits and other approvals required to implement the project and a list of related environmental review and consultation steps required by federal, State or local laws, regulations and policies. LSA will submit a draft of the project description to the City and TAC for review and acceptance before the LSA team begins conducting any impact analyses.

Deliverables:

- Draft Project Description, MS Word format and PDF format
- Final Project Description, MS Word format and PDF format

TASK 3. ADMINISTRATIVE DRAFT EIR

LSA will prepare an Administrative Draft EIR (ADEIR) that will cover the environmental topics described below. LSA will expect two rounds of review of the ADEIR. The setting section for each topic will describe the current conditions within the City, which form the baseline for the analysis. Each impact analysis will evaluate the potential environmental effects resulting from build out of the General Plan in combination with the recently-adopted plans and recent projects. A set of feasible mitigation measures (as well as the residual impacts or effects of each measure) will be identified. The program-level analysis will address buildout of the General Plan and would identify perspective mitigation measures to reduce impacts, where applicable.

Each topical section will also include a discussion of cumulative impacts. The analysis of cumulative effects will address the potential impacts associated with the project in conjunction with other projects that are under-construction, approved, or reasonably foreseeable. The preferred methodology for conducting the cumulative impacts analysis will be developed and agreed upon during the early stages of the EIR preparation. The EIR will cover the topics identified in Table 1. The following identified environmental topics that will include detailed technical analysis:

Air Quality. The MEIR concluded that development associated with implementation of the proposed General Plan could increase pollutant concentrations in Fresno through increased vehicle trips and other activities associated with buildout of the General Plan. Utilizing data provided in the MEIR and following the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), LSA will provide an update to the existing air quality conditions and potential air quality impacts resulting from implementation of the General Plan. LSA will conduct the analysis based on the MEIR analysis and will incorporate the findings of the specific plans and plan amendments that have been approved.

Construction equipment exhaust would also be a source of air pollution. LSA will calculate the regional construction emissions using the California Emissions Estimator Model (CalEEMod) based on the previous analysis assumptions and will incorporate the findings from the previous environmental documentation from the specific plans and General Plan Amendments.

Implementation of the General Plan would generate new vehicular trips within the region. Criteria pollutant emissions associated with long-term operations from vehicle miles traveled (VMT) will be updated using a spreadsheet model specifically designed for the project that uses emission factors

established by the ARB. LSA will provide an updated analysis of the General Plan's consistency with adopted plans, including the SJVAPCD's Clean Air Plan, to determine if the General Plan is consistent with efforts to improve air quality with the San Joaquin Valley.

LSA will also provide an update to the stationary sources of emissions within the City previously identified in the MEIR. LSA will conduct a health risk assessment (HRA) for up to eight freeway segments within the City using the air dispersion model AERMOD. Based on the findings of the analysis, and incorporating health risk levels identified for freeways in the Downtown Neighborhoods Community Plan, LSA will create a pollutant exposure map that graphically identifies buffer zones around freeways and stationary pollutant sources of emissions. The purpose of this graphic will be to identify areas of the City where future analysis may be required if sensitive land uses are proposed within potential pollutant zones. LSA will also review and update (if necessary) the previously identified measures intended to reduce significant health risk impacts associated with industrial land uses within the City. LSA will provide updated recommendations for best practices in site design and pollutant reduction strategies associated with industrial development.

If necessary, LSA will identify practical mitigation measures or new General Plan policies to address any significant project or cumulative air quality impacts. Mitigation measures designed to reduce the future implementation project's short-term construction and long-term air quality impacts will be identified. Mitigation measures established by the SJVAPCD for dust suppression will also be identified to reduce construction impacts. Both an evaluation of the potential mitigation measures and a discussion of their effectiveness will be provided.

Biological Resources. LSA will prepare the biological resources section of the Program EIR. The section will be based primarily on the existing environmental setting and impact analysis reflected in the 2014 MEIR. Based on a review of the MEIR, LSA anticipates that the primary updates will be required for the environmental setting, and that field evaluations will not be necessary. LSA will review the general plan amendments and specific plans that have been approved since the adoption of the City's 2014 General Plan, as well as City-provided GIS layers and graphics relevant to biological resources (e.g., vegetation mapping), to identify areas where updated documentation or analysis is needed. As part of this task, LSA will also review the California Natural Diversity Database, California Native Plant Society Inventory of Rare and Endangered Plants, and U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) on-line database to obtain current information regarding biological resources within the City's planning area. LSA will prepare the biological resources section of the EIR. The MEIR will be the primary source of information used to establish the resource and regulatory settings, and LSA will update these sections to be consistent with the City's planning decisions subsequent to the 2014 MEIR and the current special-status species lists. LSA will also update the existing vegetation communities mapping to reflect any recent land use changes using the existing GIS data provided by the City. The impact analysis and proposed mitigation from the MEIR will be revised, as needed, based on the updated resource, regulatory, and land use changes.

Cultural Resources. LSA will review the existing General Plan and General Plan amendments, City-provided GIS layers and graphics, Specific Plans, and other planning and environmental documents to complete an analysis of existing conditions for cultural resources. As part of the background review, LSA will review the cultural resources sections of the 2014 Master EIR to identify areas of

non-compliance with CEQA, required information updates, and areas where new analysis or documentation is needed. The City will provide LSA with the findings of a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System to identify cultural resources within the General Plan area that have been identified and recorded since the May 2012 records search was conducted for purposes of the 2014 Master EIR. LSA will contact the Native American Heritage Commission (NAHC) in Sacramento to request a review of their Sacred Lands File (SLF) to determine if the General Plan area contains any cultural resources or areas of Native American concern that have been identified since 2012.

LSA will prepare the cultural resources and tribal cultural resources sections of the Program EIR based on the updated records search and NAHC SLF search. The impact analyses will describe potential impacts of the General Plan on cultural resources, and mitigation measures will be included, as needed, to avoid potential impacts or reduce impacts to less than significant. The mitigation measures adopted in the Specific Plans and General Plan amendments approved since 2014 will be included in the EIR.

Geology and Soils. LSA will prepare the Geology and Soils section of the EIR with the assistance of Krazan & Assocites. The Geology and Soils section will be developed from a review of available geologic literature and information from public databases, previous geologic and geotechnical investigations by others (if available), and professional experience. The EIR section will address the objectives described above and include: an evaluation of existing conditions will include a description of the existing topography and surface conditions within the City; identification of the subsurface conditions; information regarding the potential for soil erosion or other conditions of soil instability; identification of known major faults in the region and within the City; and identification of other potential geologic hazards including, but not limited, to flooding, seiches, tsunamis, and slope stability. In addition, a summary of applicable policies pertaining to grading, excavation, and related activities, including those set forth by the City of Fresno. Krazan & Associates will update the Geological Hazards Investigation to assist LSA with the impact analysis.

Greenhouse Gas Emissions. The Greenhouse Gas Emissions section of the EIR will discuss, from a multi-disciplinary perspective, the long-term use of resources associated with General Plan development, and will synthesize emission data from the environmental documentation of the City's Specific Plans and General Plan Amendments. According to Section 15183.5 of the State's CEQA Guidelines, a jurisdiction is allowed to analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level by adopting a plan for the reduction of greenhouse gas emissions. The GHG Plan meets the CEQA Guidelines' requirements for a Qualified Greenhouse Gas Reduction Strategy.

LSA will summarize up-to-date information related to global climate change, along with the climate/meteorological conditions in the project vicinity, and the State, regional, and local setting. LSA will provide an updated regulatory framework for global climate change which will identify applicable federal, State, and SJVAPCD policies, regulations, and programs related to the reduction of greenhouse gas emissions. Using data developed in the Greenhouse Gas Reduction Plan Update, LSA will provide a technical analysis evaluating the General Plan greenhouse gas impacts related energy consumption, water and wastewater generation, VMT, and other sources of greenhouse gas

emissions. LSA will identify, where necessary, practical GHG Reduction Policies or mitigation measures to address any significant project or cumulative impacts and to ensure consistency with the City's GHG Plan and State GHG reduction targets. Mitigation may be drafted as General Plan implementation policies and could include sustainable development practices and design measures such as transportation demand management measures, site disturbance reduction measures, energy conservation measures and renewable energy sources, solid waste reduction measures, sustainable solid waste management practices, and water conservation and efficiency measures.

Hazards and Hazardous Materials. Krazan & Associates will prepare the Hazards and Hazardous Materials section of the EIR. The analysis will include an evaluation of historical and existing conditions that includes the potential hazards associated with past and current uses in the City. A summary of the existing regulatory setting relating to hazards and hazardous materials will be included. The impact analysis will include an evaluation of the potential hazards and the potential use, storage, and disposal of hazardous materials associated with buildout of the General Plan.

Hydrology and Water Quality. Krazan & Associates will prepare the Hydrology and Water Quality section of the EIR. The Hydrology and Water Quality section will be based on information from public databases as well as any relevant technical reports or environmental applications that have already been prepared for the project, such as geotechnical/soils or drainage reports. The EIR section will include and evaluation of existing conditions, summary of the existing condition environmental setting with respect to climate/hydrology, runoff patterns, existing stormwater infrastructure, and surface water quality. In addition, a summary of the existing regulatory setting relating to hydrology and water quality will be included. The impact analysis will include:

- A summary of required/recommended project design features to mitigate any potential impacts (e.g., detention facilities, storm drain system upgrades, or other stormwater Best Management Practices [BMPs]).

- A summary of potential hydrology and water quality impacts, including how buildout of the General Plan would affect the quantity and quality of stormwater runoff; a description of any associated impacts on the local stormwater system with respect to flood control; and a discussion of any potential groundwater impacts.

Noise. The majority of data contained in the 2014 MEIR would be applicable to the updated EIR. To prepare the Noise section of the EIR, LSA will provide any applicable updates to the noise and vibration analysis to reflect the environmental analysis conducted for the specific plans and General Plan amendments. The analysis will include updated noise contours using the latest traffic data prepared for the EIR. LSA will evaluate noise impacts from project-related and cumulative vehicular trips, using the U.S. Federal Highway Traffic Noise Prediction Model (FHWA-RD-77-108). Model input data will include average daily traffic levels, day/night percentages of autos, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway widths. Projections of the future Day-Night Average Noise Level (Ldn) along selected roadway and highway segments by project phase will be provided in a table format to show the relationship between vehicle-related noise and distance from the roadway. As warranted, LSA will review the previously identified mitigation measures and General Plan policies to insure they address any significant project or cumulative

noise impacts. LSA will identify any additional measures designed to reduce interior and exterior noise levels to meet applicable standards if necessary. Measures may be designed as General Plan policies, if warranted. Any measures required to reduce the project's short-term construction and/or long-term noise impacts to acceptable levels will also be identified. Both an evaluation of the potential measures and a discussion of their effectiveness will be provided.

Transportation and Traffic. LSA Mobility staff will meet with the City and TAC to coordinate on key issues including, correlation of the Land Use and Circulation Elements; Goals, Policies and Implementation that may affect mobility system performance; state of traffic forecasting in the region, including sensitivity of VMT forecasts over the service population and region; level of service goals expressed in the Circulation Element and General Plan consistency CEQA analysis in the traffic study; and other study area and land use/trip generation items. LSA's goal is to create an analysis framework that respects the General Plan vision, provides flexibility for the City to implement that vision and produce a legally defensible document to protect the City into the future. Once consensus is established over the methodology, LSA will collect traffic counts, land use allocations, socioeconomic data, and capital projects in a data collection phase. During this phase, LSA will also engage the City to identify factors related to the Active Transportation Plan and other regional plans that may affect vehicle trip generation within the City and its sphere.

An existing setting will be established that describes the modal service in the study area. Vehicular travel will be documented based on traffic volume, level of service and VMT. Transit service may be described in terms of service saturation, headways and High Quality Transit nodes and routes. Active Transportation may be described in terms of cycling lane/system coverage, Census data on cycling activity, sidewalk coverage, and any analysis conducted as part of the Active Transportation Plan. Aviation may be addressed based on carriers and Million Annual Passenger (MAP) figures.

The City had previously utilized the Fresno Citywide Travel Demand Model prepared by Fehr & Peers for developing long range forecasts. The Fresno Council of Government's San Joaquin Valley Model Improvement Plan, Phase 2 (Fresno COG VMIP 2) travel demand model is the currently adopted model for the region and includes more up to date socio-economic data (SED) for the model base and future year scenarios. Since, the Fresno COG VMIP 2 is a much larger model covering the entire Fresno County, the traffic analysis zones (TAZs) are expected to be larger than the City's model. Therefore, LSA will use the TAZ structure in the City's model to disaggregate the TAZs in the Fresno COG VMIP 2 model for all TAZs within the City. Additionally, LSA will work with City staff to verify that existing land uses within the City are appropriately included in each of the TAZs in the base year model. The base year model will be utilized to develop VMT under existing setting. LSA will also verify whether the future year model includes all the General Plan amendments to land use and circulation elements since the 2014 General Plan was adopted. This includes the eight documents included in the RFP as well as any other capital improvement plans or development projects that have been recently included. This information will be utilized to update the TAZ socio-economic data for applicable TAZs within the City. LSA will run the updated base and future model year scenarios to develop LOS results for the City's circulation system. LSA will use the model outputs to disclose the future conditions of the current General Plan.

LSA will conduct a CEQA level analysis of system performance starting with the question of General Plan consistency. Given the size of the City and sphere and the robust vehicular circulation system and the constrained budget for the EIR, LSA recommends a roadway segment LOS analysis to document roadway

needs and necessary right of way reservations to implement the Circulation Element in light of the Land Use Element updates. The study area for this analysis will be discussed with the City staff and will be commensurate with the budgetary constraints of the overall work effort.

LSA will also document the changes in VMT per capita associated with the General Plan update. LSA will work with the City to define region – whether it be the entire County or possibly the San Joaquin Valley Air Basin. LSA will link the overall total VMT change to the change in population in the General Plan. LSA will work with the City to define a General Plan level threshold to determine impact significance. The OPR/Natural Resource Agency provides guidance on discrete residential, office and retail land uses, but is silent on General Plan level analyses. The identification of thresholds is strategic and LSA will have that strategic planning session with the City to achieve a flexible and defensible analysis.

LSA will use the City and region Capital Improvement Program and the RTP Constrained List to identify capital projects as mitigation measures. LSA will review the Goals, Policies and Objectives within the proposed General Plan and call out those activities that could offset any impacts from a programmatic level. LSA will conclude with a statement of finding regarding General Plan consistency, correlation between the Land Use and Circulation Elements and levels of significance after mitigation.

Utilities and Service Systems. MKN & Associates (MKN) will review the Fresno Metropolitan Water Resources Management Plan, the Urban Water Management Plan, the Wastewater Collection System Master Plan, the Wastewater Treatment Master Plan, the Recycled Water Master Plan and the Fresno Metropolitan Flood Control District (FMFCD) Services Plan.

MKN will review the land uses, analysis criteria, and assumptions used as the basis of the water demand estimates, sewer loads, recycled water demands and storm water runoff flows. The review will include the capacity and system/treatment improvements required to serve the projected land uses in the updated General Plan SOI. If new deficiencies are identified, MKN will determine additional improvements required to adequately serve the updated GP, and provide recommendations to the City's hydraulic modeling consultant to validate the identified improvements. If needed, MKN will meet with the City or outside agencies to review the additional system deficiencies identified and review the recommended additional improvements with the City for approval. After identification of necessary improvements MKN will prepare budgetary cost estimates for the proposed projects along with implementation timelines. The final utility infrastructure improvements required to serve the updated GP will be summarized in a stand-alone report that can be used by LSA for incorporation into the EIR or referenced as an attachment to the EIR. LSA will prepare the Utilities and Service Systems section of the EIR, and MKN will review the section for conformance with the technical reports.

Energy Conservation. Based upon energy consumption estimates provided in CalEEMod, LSA will predict natural gas, electrical demand, and fuels (gasoline and diesel) needed for buildout of the General Plan. LSA will include this information in the CEQA Guidelines Appendix F Energy Consumption Worksheet for use in the EIR analysis of energy for the proposed project. This section will summarize energy use, State measures that reduce energy consumption or increase renewable energy sources available to the proposed project, and project-initiated reduction measures related to energy efficiency or renewable energy that reduce energy consumption and/or reduce GHG

emissions associated with energy. The final energy analysis report will be provided as an appendix to the EIR substantiating the summaries within the energy conservation section of the EIR.

Alternatives Analysis. The LSA team will identify and evaluate up to three alternatives to the proposed project, one of which will be the CEQA-required No Project Alternative. According to the CEQA Guidelines, alternatives can be evaluated in less detail than the project, and the discussion for each issue topic will be of sufficient detail to evaluate the benefits and drawbacks of each alternative, and to provide some qualitative conclusions regarding the alternatives. A summary table will be included in this section that identifies the level of significance of each environmental topic for each alternative as compared to implementation of the proposed project. Based on this analysis, the Environmentally Superior Alternative will be identified (as required by CEQA).

CEQA-Required Assessment Conclusions. LSA will prepare the appropriate conclusions to fulfill CEQA requirements by providing an assessment of several mandatory impact categories, including: 1) Growth-inducing impacts; 2) Significant irreversible environmental changes; 3) Unavoidable significant environmental impacts; and 4) Effects found not to be significant.

Other Chapters. In addition to the sections described above, the EIR would include an introduction chapter, an Executive Summary, a detailed project Description, a list of persons and organizations contacted, a bibliography, and technical appendices.

LSA will submit one digital version (in MS Word and PDF formats) of the Administrative EIR for City review.

Deliverables:

- First Administrative Draft EIR, MS Word format and PDF format
- Second Administrative Draft EIR, MS Word format and PDF format

TASK 4. GREENHOUSE GAS REDUCTION PLAN UPDATE

As part of the General Plan EIR update, LSA will update the City of Fresno Greenhouse Gas (GHG) Reduction Plan to comply with current State regulations including Senate Bill 32 (SB 32), which has a Statewide goal of reducing emissions 40 percent below 1990 levels by 2030.

Background

The 2035 General Plan Update included a GHG Reduction Plan. The GHG Reduction Plan is considered a "Qualified Plan," using the criteria found in CEQA Guidelines §15183.5 that describe plan requirements that will mitigate cumulative levels of GHG emissions within the City to a less than significant levels of impacts and allow development project tiering from the GHG Reduction Plan. The design of the GHG Reduction Plan is to be self-mitigating. Reduction targets and a set of reduction measures designed to achieve the reduction target is the central focus of how the GHG Reduction Plan mitigated GHG emissions within the City to a less than significant level of impacts. The GHG Reduction Plan has a reduction target to reduce GHG emissions Citywide by 21.7 percent below 2020 business as usual (BAU), levels of emissions and includes a suite of reduction measures designed to achieve the reduction target. In addition, the GHG Reduction Plan has a monitoring

program designed to monitor progress by annually documenting 19 key indicators and Citywide vehicle miles traveled (VMT) every three years.

Since adoption of the GHG Reduction Plan in December of 2014, several events within the California Legislature and a decision of the California Supreme Court have taken place that affects the GHG Reduction Plan. These events include the California Supreme Court's published decision on the Newhall Ranch Specific Plan, Governor Brown signing into law SB 32, and the California adoption of the 2017 Climate Change Scoping.

On November 30, 2015 the California Supreme Court published its decision on the Newhall Ranch Specific Plan invalidating the Environmental Impact Report (EIR) for a variety of reasons including the use of 29 percent below BAU as a threshold level of GHG emissions. In this case the Court found that the EIR did not contain any evidence supporting the threshold. This Court decision has implications on the GHG Reduction Plan because it uses a BAU reduction target without providing any supporting evidence that 21.7 percent below 2020 BAU would result in less than significant levels of emissions within the City of Fresno.

On September 28, 2016 Governor Brown signed SB 32 into law. SB 32 sets a statewide goal of reducing GHG emissions 40 percent below 1990 levels by 2030. The California Air Resources Board (ARB) was directed to develop a climate change scoping plan update that would provide the regulations and policies to achieve the 2030 reduction target. On December 14, 2017 the ARB finalized "California's 2017 Climate Change Scoping Plan," providing quantitative summaries of the regulation needed to achieve the 2030 reduction target. LSA can use this information to update the City of Fresno GHG Reduction Plan with a 2030 reduction target and 2030 forecasts of GHG reductions within the City resulting from State regulations.

GHG Reduction Plan Update

This scope of work is designed to update the GHG Reduction Plan in a business friendly way that encourages economic growth and keeps the City economically competitive while achieving GHG reductions and maintaining the "CEQA Qualified Plan" status. The following outlines the tasks involved in providing these services:

Task 4.1. Provide an Evidence Based 2020 Reduction Target

To address the mandates of the California Supreme Court in its decision regarding the use of BAU reduction targets and thresholds, LSA will review the evidence available to support the current reduction target of 21.7 percent below per capita 2020 BAU levels of GHG emissions. LSA will also provide a mass emission and per capita efficiency reduction targets that have withstood legal challenge. Finally, LSA will make recommendations on providing evidence and/or updates in order to have a defensible 2020 reduction target within the GHG Reduction Plan update.

Deliverable:

- GHG Reduction Target Memorandum, MS Word format and PDF Format

Task 4.2. SB 32 Alignment of the GHG Reduction Plan

LSA will provide updates to the GHG Reduction Plan that align with SB 32 and utilize information within the 2017 Climate Change Scoping Plan in the development of reductions anticipated from State regulations and an SB 32 aligned reduction target. This task is divided into thefour sub-tasks needed to achieve these goals as follows:

Task 4.2.1. Greenhouse Gas Emissions 2030 Forecasts

The GHG Reduction Plan currently has forecasts for years 2020, 2035, 2050, and 2057. LSA will use these existing forecasts to provide a 2030 forecast of emissions. This will be done through interpolation of the 2020 and 2035 forecasts. LSA will then calculate 2030 reductions achieved through State regulations as outlined in the 2017 Climate Change Scoping Plan.

Task 4.2.2. Greenhouse Gas Emissions 2030 Reduction Targets

LSA will provide recommended 2030 reduction targets that align with SB 32 based upon the findings in Task 4.1 and recommendations found in the 2017 Climate Change Scoping Plan. LSA will then provide a gap analysis between the reduced 2030 GHG emissions forecasts associated with State regulations and the 2030 Reduction Target. Candidate strategies will focus on "filling the gap."

Task 4.2.3. Identify Reduction Strategies

In order to develop comprehensive and effective updates and refinements to the GHG reduction strategies for 2030, LSA will conduct a detailed policy analysis. LSA will compile all relevant existing actions including reduction measures needed to achieve the 2020 reduction target, General Plan policies and local programs. LSA will identify barriers to sustainable development within General Plan and municipal building and zoning codes. Such barriers may include General Plan requirements (e.g., land use densities), zoning, solar panel installation, and building codes. For each existing action, we will also include a brief timeline for implementation. Using this information LSA will develop reduction strategies for consideration. The final gap analysis and update and refinement of the reduction strategies will be presented in a memorandum.

Deliverable:

- GHG Reduction Strategies Memorandum, MS Word format and PDF Format

Task 4.2.4. Final Reduction Strategies Update

Based upon City staff comments, the updated reduction strategies will be finalized and quantified for inclusion into the Updated GHG Reduction Plan.

Task 4.3. Monitoring Tools Update

Currently, the GHG Reduction Plan shows 19 key indicator metrics in Table 14 that must be monitored and reported on an annual basis. In addition, Table 14 also requires that Citywide vehicle miles traveled (VMT) must be calculated every three years and compared with the VMT reductions anticipated in the GHG Reduction Plan. The amount of data that needs to be gathered for the current monitoring strategy is complex and cumbersome. To streamline this process LSA proposes

to prepare a monitoring checklist tool and an annual report template in MS Word format that the City can use to fulfill the annual monitoring and reporting commitments of the GHG Reduction Plan.

LSA will develop a monitoring checklist tool in MS Excel format that will simply the data gathering and ensure monitoring of progress of the GHG Reduction Plan. LSA will also provide an annual reporting template in MS Word format. LSA will provide the monitoring checklist tool and annual reporting template for review and comment by City staff. Based upon City staff comments, LSA will revise and provide the final monitoring checklist tool and annual reporting template for use by City staff.

Task 4.4. Draft GHG Reduction Plan Update

LSA will update the GHG Reduction Plan using the information obtained in Tasks 4.1 through 4.3. The GHG Reduction Plan update will follow the same format as the current GHG Reduction Plan as follows:

Chapter 1: Introduction will provide the purpose and goals of the plan, relationship with the General Plan, and organization of the plan, reduction targets and CEQA streamlining using the plan.

Chapter 2: Background, will summarize the City of Fresno demographics and economic forecasts, climate change, the effects of climate change in Fresno, and regional, State, and federal actions addressing climate change.

Chapter 3: Emissions Inventory and BAU Forecasts will summarize the inventory and forecasts, including the 2030 forecasts.

Chapter 4: Reductions from State Regulations will summarize the reduced 2020 and 2030 emission forecasts resulting from State regulations as outline in the 2017 Climate Change Scoping Plan.

Chapter 5: City of Fresno GHG Reduction Strategy will summarize the reduction measures including the updates and refinements developed in Task 4.2.2 and Task 4.2.3 needed to achieve the reduction targets.

Chapter 6: Development Project Requirements will outline the development review process used to ensure that development projects are consistent with the GHG Reduction Plan Update.

Chapter 7: Monitoring and Reporting will outline the key monitoring indicators, the monitoring checklist tool and the annual reporting template used to report progress of the GHG Reduction Plan.

Chapter 8: Glossary of Terms

Chapter 9: References

LSA will provide the Administrative Draft GHG Reduction Plan Update to City staff in Microsoft Word format for review and comments.

LSA will review the City comments on the Administrative Draft GHG Reduction Plan. A meeting and/or conference call may be held with City staff to go over the comments and edits needed for publication of the Draft GHG Reduction Plan Update.

Deliverables:

- Administrative Draft GHG Reduction Plan, MS Word format and PDF format
- Draft GHG Reduction Plan, MS Word format and PDF format (for inclusion as attachment to Public Review Draft EIR)

TASK 5. SCREENCHECK DRAFT EIR

Based on the comments received from City staff and the TAC, LSA will amend the second ADEIR and prepare a Screencheck Draft to be reviewed two times by City staff. One digital version (Word and PDF formats) of the Screencheck Draft will be provided. A PDF compare version in underline and strikeout will also be provided for review by the City to verify that all requested changes have been made and all appendix materials, references, and final graphics are acceptable. LSA will also provide one printed copy of each Screencheck Draft EIR to the City to review.

Deliverables:

- First Screencheck Draft EIR, MS Word format and PDF format
- Second Screencheck Draft EIR, MS Word and PDF Format, one (1) printed copy

TASK 6.PUBLIC REVIEW DRAFT EIR

LSA will amend the Screencheck Draft EIR. LSA will produce a total of 40 copies of the Public Review Draft EIR. Digital versions will also be prepared in PDF formats and will be distributed to the City for website posting. All appendix materials will be provided on a compact disk (CD) to be attached to the inside back cover of the bound Draft EIR copies.

LSA will prepare the notices required for distribution of the Public Review Draft EIR. Prior to publication of the Public Review Draft EIR, LSA will prepare the Notice of Availability (NOA) and Notice of Completion (NOC). LSA will be responsible for publishing the Draft EIR with the State Clearinghouse with the NOC, and distribution of the NOA for publication in a local newspaper. LSA will be responsible for publishing the NOA is a local newspaper following coordination with the City.

Deliverables:

- Public Review Draft EIR, MS Word format and PDF format, forty (40) printed copies (technical appendices to be included on CD attached to inside back cover of each printed copy)
- State Clearinghouse submittal: fifteen (15) printed copies of executive summary and fifteen (15) CDs of entire document
- Notice of Completion, PDF Format
- Draft Notice of Availability, MS Word format and PDF format
- Final Notice of Availability, MS Word format PDF format

TASK 7. ADMINISTRATIVE FINAL EIR/RESPONSE TO COMMENTS

Task 7.1. Administrative Final EIR/Response to Comments

The LSA team will formulate responses to written comments on the Draft EIR, including review period comments received from the public and agencies. The Administrative Draft Response to Comment Document will include: 1) a list of persons, organizations, and public agencies commenting on the Draft EIR; 2) copies of written comments received; 3) responses to environmental comments raised in the review process; and 4) any necessary text, table or figure changes as an Errata to the Draft EIR. LSA will discuss the best approach to the responses document with the City following the close of the comment period. LSA will attend at least two in-person all-day working sessions with City staff to address response to comments.

Our budget estimate shows the level of professional effort assumed for this task (see Task 7 in Table 3). Should an unexpectedly large volume of comments be submitted (e.g., an organized letter-writing campaign by project opponents or a substantial package of comments by a law firm representing labor union interests), an adjustment in the budget (and/or use of contingency funds) to cover work beyond the assumed level would be needed. LSA will submit one digital version (in MS Word and PDF formats) of the Administrative Final EIR for City review.

Deliverables:

- First Administrative Final EIR/Response to Comments, MS Word format and PDF format
- Second Administrative Final EIR/Response to Comments, MS Word format and PDF format

Task 7.2. Mitigation Monitoring and Reporting Program

LSA will also prepare a Mitigation Monitoring and Reporting Program (MMRP) which will identify responsibility for implementing and monitoring each mitigation measure, along with monitoring triggers and reporting frequency, subject to approval by City staff. Monitoring will be dovetailed with existing processes of project development and review.

Deliverables:

- Administrative Draft MMRP, MS Word Format and PDF format
- Final MMRP, MS Word format and PDF format

TASK 8. SCREENCHECK FINAL EIR/RESPONSE TO COMMENTS

After review by City staff and transmittal of suggested revisions, LSA will amend the Administrative Final EIR and prepare a Screencheck version for final review by City staff. One digital version (Word and PDF formats) of the Screencheck Draft will be provided. A PDF compare version in underline and strikeout will also be provided for review by the City to verify that all requested changes have been made. LSA will also provide one printed copy of each Screencheck Draft Final EIR to the City to review.

Deliverables:

- First Screencheck Final EIR/Response to Comments, MS Word format and PDF format

- Second Screencheck Final EIR/Response to Comments, MS Word format and PDF format, one (1) printed copy

TASK 9. FINAL EIR/RESPONSE TO COMMENTS

Upon completion of the Final EIR, LSA will distribute to the public and commenting agencies a minimum of 10 days prior to any public hearings on the Final EIR. LSA will also provide any additional reference materials in PDF format and update the Administrative Record as needed. Upon project approval and certification of the Final EIR, LSA will prepare a Notice of Determination (NOD) for filing and distribution by the City. LSA will produce a total of 40 copies of the Final EIR. Digital versions will also be prepared in PDF formats and will be distributed to the City for website posting. All appendix materials will be provided on a compact disk (CD) to be attached to the inside back cover of the bound Final EIR copies.

Deliverables:

- Final EIR/Response to Comments, MS Word format and PDF format, forty (40) printed copies
- Notice of Determination, MS Word format and PDF format

TASK 10. CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

LSA will prepare the CEQA Findings of Fact and Statement of Overriding Considerations (SOC), if required. The draft Findings and SOC will be finalized by City Counsel.

Deliverables:

- Draft CEQA Findings of Fact and Statement of Overriding Considerations, MS Word format

TASK 11. PROJECT MANAGEMENT AND MEETINGS

Ashley Davis and Kyle Simpson will undertake a variety of general project management tasks throughout the process of preparing the EIR and presenting it to decision-makers. Ms. Davis will provide input on scope, budget, and scheduling of the project, and quality assurance for all work products. She will review all subconsultant submittals and in-house prepared text, tables, and graphics before these materials are presented to the City as administrative review documents. She will be available for consultation on CEQA procedural matters as well as application of the CEQA Guidelines to this project.

Mr. Simpson will be in charge of day-to-day activities associated with the project. Project management tasks include regular client contact; oversight of subconsultants and team members; schedule coordination; contract negotiation and management; and development of products. As Project Manager, Mr. Simpson will attend all meetings and maintain a project schedule. He will monitor the project budget in light of progress in the project schedule and will communicate any potential deviations with the City in a timely manner. He will also provide direction to all team members that will ensure an internally-consistent, coherent document.

Ms. Davis, Mr. Simpson, and LSA staff, as appropriate, will be available to meet with the project team to gather information, review progress, discuss project alternatives, review preliminary

findings, discuss staff comments, and offer input into any discussions on project modifications. The proposed cost estimate includes attendance by both Ms. Davis and Mr. Simpson at the project start-up meeting and the NOP scoping meeting(s) as detailed under Task 1. In addition, LSA has budgeted (under this task) for attendance at up to four in-person or teleconference team meetings, the agendas and issues to be determined. In addition, Ms. Davis and/or Mr. Simpson will attend one Planning Commission Hearing, and two City Council Hearings. Additional meetings can be added to the scope as additional services, and an estimated cost for attendance is included, and the cost to attend each meeting is include in Table 3, Cost Estimate.

SCHEDULE

The work schedule for preparation and completion of the EIR is attached as Table 2. LSA expects that this schedule could be adjusted to meet the environmental review objectives of the City.

COST ESTIMATE

For completion of the proposed scope of services set forth in this scope of work, LSA has provided a cost estimate in the form of a spreadsheet that details tasks by assigned personnel (see Table 3 attached). LSA has also included a contingency amount of $15,800, which would not be used without written authorization from the City. The estimated cost of the LSA team's labor and direct expenses, including the contingency, is $499,844.

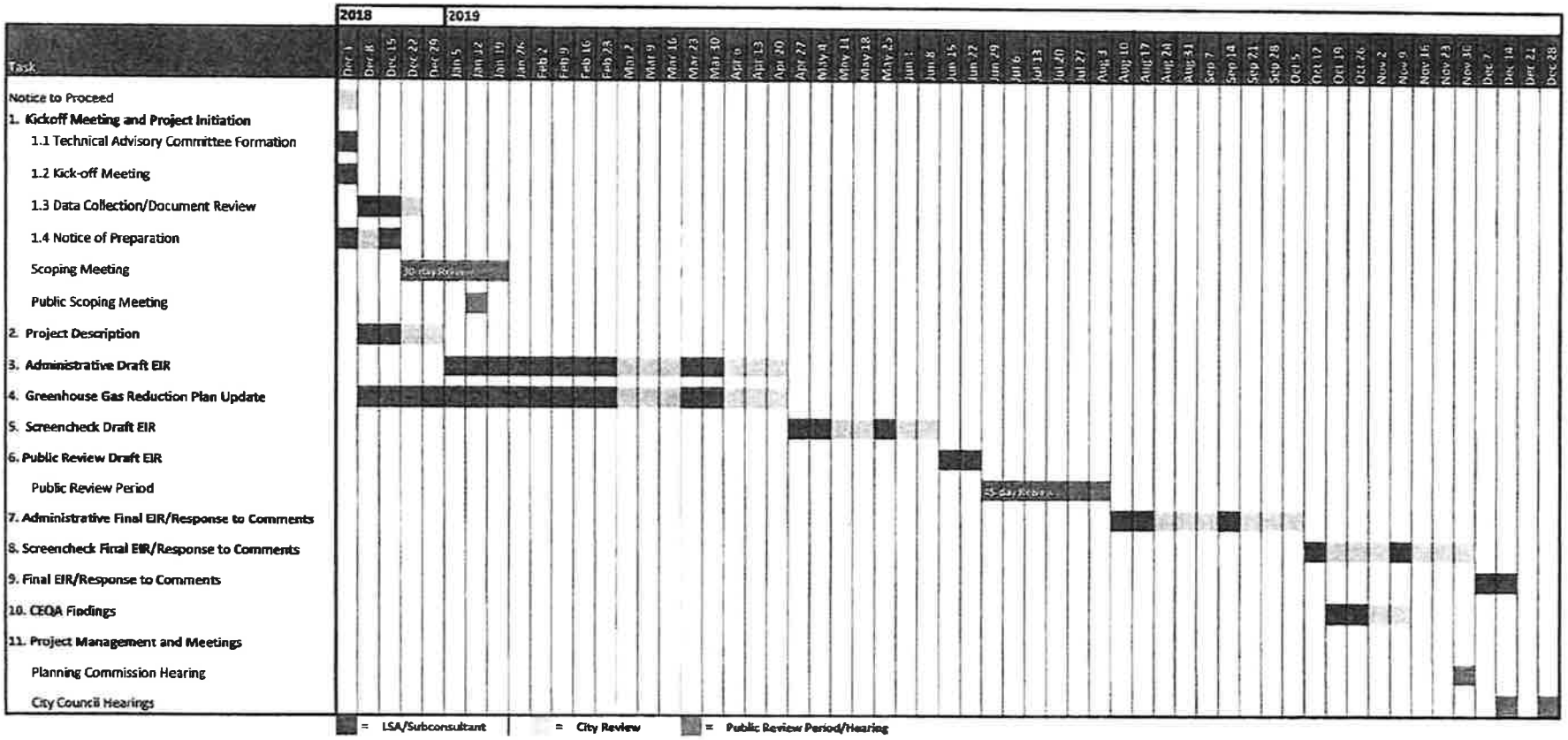
DELIVERABLES

The following is a complete list of deliverables that will be prepared and submitted to the City thorough the duration of the project.

- Kick-off Meeting Summary Memorandum, MS Word format and PDF format
- Document Review Summary Memorandum, MS Word format and PDF format
- Draft NOP, MS Word format and PDF format
- Final NOP, MS Word format, MS Word format and PDF format
- State Clearinghouse submittal: 15 printed copies
- Scoping Meeting PowerPoint Presentation, PowerPoint format
- Scoping Comments Matrix and Responses, MS Word format and PDF format
- Draft Project Description, MS Word format and PDF format
- Final Project Description, MS Word format and PDF format
- First Administrative Draft EIR, MS Word format and PDF format
- Second Administrative Draft EIR, MS Word format and PDF format
- GHG Reduction Target Memorandum, MS Word format and PDF Format
- GHG Reduction Strategies Memorandum, MS Word format and PDF Format
- Administrative Draft GHG Reduction Plan, MS Word format and PDF format

- Draft GHG Reduction Plan, MS Word format and PDF format (for inclusion as attachment to Public Review Draft EIR)
- First Screencheck Draft EIR, MS Word format and PDF format
- Second Screencheck Draft EIR, MS Word and PDF Format, one (1) printed copy
- Public Review Draft EIR, MS Word format and PDF format, forty (40) printed copies (technical appendices to be included on CD attached to inside back cover of each printed copy)
- State Clearinghouse submittal: fifteen (15) printed copies of executive summary and fifteen (15) CD of entire document
- Notice of Completion, PDF Format
- Draft Notice of Availability, MS Word format and PDF format
- Final Notice of Availability, MS Word format PDF format
- First Administrative Final EIR/Response to Comments, MS Word format and PDF format
- Second Administrative Final EIR/Response to Comments, MS Word format and PDF format
- Administrative Draft MMRP, MS Word Format and PDF format
- Final MMRP, MS Word format and PDF format
- First Screencheck Final EIR/Response to Comments, MS Word format and PDF format
- Second Screencheck Final EIR/Response to Comments, MS Word format and PDF format, one (1) printed copy
- Final EIR/Response to Comments, MS Word format and PDF format, forty (40) printed copies
- Notice of Determination, MS Word format and PDF format
- Draft CEQA Findings of Fact and Statement of Overriding Considerations, MS Word format

Table 2: EIR Work Schedule



LSA

Table 2: Cost Estimate

LABOR COSTS	LSA Associates	MIG & Associates	Kimley-Horn & Associates	Team Total
Task 1. Project Initiation				
1.1 Technical Advisory Committee	$550	$0	$0	$550
1.2 Kick-off Meeting	$3,600	$0	$0	$3,600
1.3 Data Collection/Document Review	$3,520	$0	$0	$3,520
1.4 Notice of Preparation	$7,360	$0	$0	$7,360
Subtotal for Task 1	$15,030	$0	$0	$15,030
Task 2. Project Description				
Subtotal for Task 2	$5,780	$0	$0	$5,780
Task 3. Administrative Draft EIR				
3.1 Aesthetics	$3,870	$0	$0	$3,870
3.2 Agriculture and Forestry Resources	$3,210	$0	$0	$3,210
3.3 Air Quality	$17,460	$0	$0	$17,460
3.4 Biological Resources	$19,260	$0	$0	$19,260
3.5 Cultural Resources	$12,690	$0	$0	$12,690
3.6 Geology and Soils	$3,420	$0	$29,600	$33,020
3.7 Greenhouse Gas Emissions	$17,580	$0	$0	$17,580
3.8 Hazards and Hazardous Materials	$2,790	$0	$14,885	$17,685
3.9 Hydrology and Water Quality	$2,790	$0	$14,895	$17,685
3.10 Land Use and Planning	$5,990	$0	$0	$5,990
3.11 Mineral Resources	$3,190	$0	$0	$3,190
3.12 Noise	$5,930	$0	$0	$5,930
3.13 Population and Housing	$2,770	$0	$0	$2,770
3.14 Public Services and Recreation	$2,990	$0	$0	$2,990
3.15 Transportation and Traffic	$79,970	$0	$0	$79,970
3.16 Tribal Cultural Resources	$1,620	$0	$0	$1,620
3.17 Utilities and Service Systems	$3,740	$36,324	$0	$40,064
3.18 Energy Conservation	$8,240	$0	$0	$8,240
3.19 Alternatives Analysis	$4,520	$0	$0	$4,520
3.20 CEQA-Required Assessment Conclusions	$2,450	$0	$0	$2,450
3.21 Other Chapters	$5,000	$0	$0	$5,000
Subtotal for Task 3	$210,280	$36,324	$59,390	$305,994
Task 4. Greenhouse Gas Reduction Plan Update				
4.1 Provide an Evidence Based 2020 Reduction Target	$4,410	$0	$0	$4,410
4.2 SB 32 Alignment of the GHG Reduction Plan	$28,040	$0	$0	$28,040
4.2.1 Greenhouse Gas Emissions 2030 Forecasts	$6,000	$0	$0	$6,000
4.2.2 Greenhouse Gas Emissions 2030 Reduction Targets	$2,320	$0	$0	$2,320
4.2.3 Identify Reduction Strategies	$13,390	$0	$0	$13,390
4.2.4 Final Reduction Strategies Update	$6,330	$0	$0	$6,330
4.3 Monitoring Tools Update	$7,350	$0	$0	$7,350
4.4 Draft GHG Reduction Plan Update	$11,550	$0	$0	$11,550
Subtotal for Task 4	$51,350	$0	$0	$51,350
Task 5. Screencheck Draft EIR				
Subtotal for Task 5	$14,340	$0	$0	$14,340
Task 6. Public Review Draft EIR				
Subtotal for Task 6	$7,080	$0	$0	$7,080
Task 7. Administrative Final EIR/Response to Comments				
7.1 Administrative Final EIR/Response to Comments	$17,880	$3,140	$2,460	$23,480
7.2 Mitigation Monitoring and Reporting Program	$2,160	$0	$0	$2,160
Subtotal for Task 7	$20,040	$3,140	2460	$25,640
Task 8. Screencheck Final EIR/Response to Comments				
Subtotal for Task 8	$9,130	$0	$0	$9,130
Task 9. Final EIR/Response to Comments				
Subtotal for Task 9	$6,120	$0	$0	$6,120
Task 10. CEQA Findings and Statement of Overridding Considerations				
Subtotal for Task 10	$5,840	$0	$0	$5,840
Task 11. Project Management and Meetings				
Subtotal for Task 11	$17,690	$0	$0	$17,690
TOTAL LABOR	$382,880	$39,464	$61,850	$484,194
DIRECT COSTS				
1. Travel, Deliveries, Communication	$650			$650
2. Maps; Plans; Reports; Database Searches, Traffic Counts	$500			$500
3. Traffic Counts	$8,000			$8,000
4. Printing and Graphic Reproduction	$7,500			$7,500
5. Cyber Liability Insurance	$3,200			$3,200
TOTAL DIRECT COSTS	$19,850	$0	$0	$19,850
TOTAL LSA TEAM BUDGET				
TOTAL LSA TEAM BUDGET	$382,730	$39,464	$61,850	$484,044
CONTINGENCY FUNDS				
CONTINGENCY BUDGET				$15,800
TOTAL LSA TEAM BUDGET WITH CONTINGENCY				
TOTAL LSA TEAM BUDGET (WITH CONTINGENCY)				$499,844

EXHIBIT A-1

ADDITIONAL SCOPE OF SERVICES

LSA

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

June 10, 2019

Sophia Pagoulatos
Manager of Long Range Planning
City of Fresno
2600 Fresno Street
Fresno, CA 93721

Subject: Professional Services Proposal: Fresno VMT Threshold Development

Dear Ms. Pagoulatos:

LSA is underway with the California Environmental Quality Act (CEQA) level analysis of the City of Fresno General Plan update. The Environmental Impact Report (EIR) traffic analysis will disclose the potential impacts associated with change in daily traffic along major arterials and regional highways in the Fresno area from existing (2019) conditions to build out of the General Plan. In addition and in response to changing regulation, the EIR traffic analysis will include an evaluation of the changes in vehicle miles traveled (VMT) associated with the General Plan project. This will be a disclosure of the amount of VMT forecast for the General Plan in comparison to a regional average. There will be no judgement of this comparison or determination of exceedance of a CEQA threshold.

The City of Fresno (City) has also expressed interest in developing VMT thresholds for discrete development projects consistent with Senate Bill (SB) 743 and the recent CEQA Guidelines update, comprising the establishment of land use and location-specific criteria that indicate the potential for individual and specific land use development to result in a significant CEQA impact. The Office of Planning and Research (OPR) has offered some guidance in the creation of land use development thresholds for a limited set of land use types.

This proposal describes the tasks necessary to develop these thresholds and provide the City with a tool to use during the CEQA process for land development projects.

START-UP AND COORDINATION

The LSA Team will schedule and host a project kickoff meeting upon receiving the Notice to Proceed. The LSA Team already has a working knowledge of all the SB 743 foundational documents as members of the ITE SB 743 Working Group. We are knowledgeable on most of the reference documents and will bring that knowledge and a review of any other related documents to the kickoff meeting. LSA has a working knowledge of both the City and Fresno Council of Governments (COG) traffic forecasting platforms. We are currently using the COG model and integrating City data into its files to use in the EIR analysis.

The purpose of the kickoff meeting will be to review and to confirm the work plan and the schedule, to confirm the chain of communication and reporting with the staff, and to establish the next steps within the first quarter of project activity. LSA will circulate proposed agendas and will record

actions in subsequent minutes. Action items will be carried forward in an ongoing matrix of activity to chart and monitor project development and delivery. The matrix will be updated and submitted to the City for review.

LSA will make contacts using telephone, email, and any other acceptable communication medium on a regular basis. The objective is to have a seamless process linked by regular communication that advances toward an expected conclusion. The LSA Team will use the action time matrix to follow all project progress and monitor deliverables and team-member responsibilities through the duration of the project.

POLICY AND PLANNING MATTERS

Prior to initiating the analytics, numerous policy and planning issues need to be identified and resolved. This includes an acknowledgment from the City and its leadership to follow the OPR Technical Advisory thresholds for residential, office, and retail land use, guidance on allowable VMT changes for other nonspecified land uses, treatment of mixed use and redevelopment, special permissible development zones in the City (e.g., transit hubs, high-quality transit corridors).

In addition, key elements such as trip generation rates, trip length frequency statistics, determination of the "region", inter-Fresno County (County) commute patterns, external or pass-through trips and more need to be identified and addressed.

LSA will create a policy and planning matrix and facilitate two sessions with key City staff to address each issue. For purposes of this scope of work, all issues can be resolved at the staff level. If the City believes any of these issues should be placed on the agenda for City Council consideration, LSA will prepare an additional services work plan to assist in drafting staff reports and prepare for hearings.

EXISTING CONDITIONS/SOCIOECONOMIC DATA BASELINE

SB 743 and the revised CEQA guidelines address land use projects and transportation capital projects. Land use projects are generally analyzed as discrete units of land use development (e.g., single-family residential units, square footage of a shopping center, or light industrial use). The traffic models are different, socioeconomic data (SED) (population, housing and employment) are substitutes for land use units. Therefore, from the start, there is an inherent abstraction in the process.

Nevertheless, the data set used to describe existing conditions must reflect the most recent existing setting (2019). This would apply at least to the city area and most preferably the entire modeling region. LSA will transmit the traffic analysis zone structure and SED from the Fresno COG model (a 2014 existing condition data set) and will review the response from the City updating the data set to 2019 conditions. LSA and the City are currently engaged in this effort for purposes of the EIR analysis. This task will become more important to the determination of the "regional average" for the threshold comparison.

DETERMINATION OF REGIONAL AVERAGE AS THE BASELINE COMPARATIVE

The selection of a region is a vital part of the VMT calculation, particularly for change in total VMT. The region should be large enough to accommodate the range of trip lengths that occur for the project while keeping the scope of the project at a reasonable scale. It is noted that basing regions on political boundaries may truncate trip lengths; however, complete and specific data are pertinent to calculating accurate VMT.

Based on the Technical Advisory and any policy direction for the City, LSA will identify a geographical area that may be considered the region. This may include the entire County, the air quality management basin, a combination of community areas, or some rational apportionment of geographical areas. LSA will run the existing 2019 model, and will extract the VMT data for the geographic area identified as the region.

This would be conducted for residential use, linked to resident population, conducted for office use, and tied to service population. It would also be conducted for other uses (at least retail) and linked to populations for the necessary efficiency rate. LSA would work with staff to arrive at the population definitions and increments necessary for these calculations.

PREPARE MODEL RUN PROCEDURES FOR DISCRETE LAND USE PROPOSALS

VMT is simply the product of the number of trips and those trips' length of travel. Although this is a simple calculation, there are multiple approaches to quantify the trips and trip lengths. Methods vary from application to application. Greenhouse gas emissions, air quality assessments, and other technical studies calculate VMT in manners appropriate for that specific use.

In its Technical Advisory, the OPR suggests three methods of calculating VMT: trip-based, tour-based, and change in total VMT. Trip-based VMT focuses on the trips and trip lengths directly to and from a project. Tour-based VMT provides a holistic view of a household's daily VMT, taking into account trips beyond a resident's home or an employee's workplace. The last method calculates the change in overall VMT, in which a project's effect on travel behavior (beyond simply adding a trip to and from the project) is taken into account. For example, the addition of a grocery store in a neighborhood without fresh produce will reduce household VMT by redirecting existing paths to fresh produce to the new grocery store.

LSA will create scripts to run the model for establishing land use specific VMT per capita. The purpose of the scripts will be to establish VMT categories by three land use types (Residential, Retail, and Office). Additionally, the scripts will also identify areas within the city having high, medium or low VMT. The current COG model has project tracker/select zone capability, which can be used to track and isolate project-related VMT. These select zone runs will be prepared for the three land use types present in the three zones to develop VMT per capita for each individual zone type. The COG model's Traffic Analysis Zone structure will be classified for each of the three zones, which will enable identification of whether a project will fall within a high, medium, or low VMT zone. It is anticipated that a maximum of nine select zone runs would be prepared to develop this database.

DEVELOP VMT MITIGATION STRATEGIES

The City of Fresno desires to include a series of mitigation strategies that have the potential to offset direct and specific project CEQA VMT impacts. As has been discussed with City staff, the current thinking on VMT impacts in regions like the Central Valley is identified impacts may not be fully mitigated by individual mitigation measures. The incremental change in VMT to offset an impact is greater than the increment of VMT improvement current strategies render. Regional solutions are being explored and may be recommended to all agencies by the State and the larger MPOs as part of other contacted work.

However, the City should have some strategies acknowledged for CEQA impacts so that mitigation can be explored and all reasonable efforts can be made at offsetting impacts. These strategies will also be context specific and assist in the City in forwarding the greater policy objectives of VMT and GHG reductions, infill development and multimodal transportation alternatives. These are co-benefits in addition to project specific VMT reduction.

LSA will ground the mitigation analysis in the best available literature on the impact to VMT from various policies, strategies, and land use characteristics. We will start by canvassing strategies, sorted by, for example, whether they apply to household, commercial/office, or industrial development.

We will identify no more than five strategies to carry forward in our VMT Mitigation Analysis. As an example, strategies may be grouped into (1) pricing, (2) land use, (3) telecommuting, (4) other travel change, and (5) system efficiencies. This is only illustrative, and Fresno's context will require consultation and careful refinement of the strategies to fit its location and needs.

Only to illustrate, here are a few possible mitigation strategies: residential development could mitigate VMT via car-sharing or bike-sharing programs, either on site (as part of the development) or targeted to off-site locations. Parking supply and pricing is a possible mitigation for employment generating land uses. Land use strategies are often discussed, and will be carefully examined, but we will take care to incorporate the context of the Fresno experience and vision included in the General Plan. The land use strategies list would be longer and could include telecommuting, carpooling incentives, promotion of alternative fuel vehicles or non-auto modes, and pricing tools.

Much has been offered in the way of regional fee programs as mitigation for VMT impacts. The most recent SCAG/SACOG meetings have focused on regional solutions to project specific impacts. LSA is familiar with the entirety of the materials related to this topic including overarching issues or nexus and rough proportionality. LSA believes that regional solutions to VMT growth (e.g., enhanced transit, active transportation networks, regional Transportation Management Association, pooled parking, etc.), will provide the necessary reduction targets for the City of Fresno and the region. These regional strategies are best left to discussions within the COG and amongst the member agencies.

DEVELOP MODEL OUTPUT INTERFACE

LSA would then create an interface where new development applications could be entered into the map/forecasting tool and identified as being located in below, at, or over threshold parts of the city. This would be the primary test to determine CEQA impacts.

LSA will develop this interface using the approved rates and trip lengths that will be used to enter project data and arrive at project-specific VMT for those uses included in the OPR Technical Advisory. This will look like a standard trip generation table (for ease of interpretation) and will include internal trip capture for mixed uses and trip length statistics based on the recognized tools (e.g., the California Emissions Estimator Model).

LSA will also address exemptions to thresholds for these analyses. For example, the Technical Advisory suggests that developments of smaller sizes could be deemed insignificant generators of VMT and not subject to the threshold analysis requirements. Land use projects within 0.5 mile of transit hubs and/or high-quality transit corridors may be considered less than significant according to the OPR guidance documents.

Furthermore, the Governor has acknowledged the value of port and goods movement to the economic prosperity of the State and has indicated an exemption of VMT analyses for heavy truck movements within California. Small projects, warehousing projects with heavy trucks, and other land use and mobility strategies that may provide a secondary benefit to Fresno will be identified and discussed as possible exemptions within the thresholds.

Following the lead from the OPR in the Technical Advisory of the guidelines, LSA will also suggest screening and minimum values for VMT thresholds. These screening thresholds will be developed based on OPR guidance, as modified by the stakeholders with a critique and comparison against CEQA requirements for threshold determination.

CREATE A USER MANUAL AND TRAINING

LSA will prepare a draft technical guidance that will explain in detail how to conduct VMT analysis for projects in Fresno. The technical guidance will provide the tools needed to calculate VMT, including potential data sources, step-by-step instructions, and thresholds. LSA will include a summary of how the calculation and thresholds were chosen to strengthen the document.

LSA proposes to provide a 1-day training session that will complement the technical guidance and tools provided for the VMT analysis. LSA will provide electronic copies of the tools to City staff along with step-by-step instructions on using the tools. During the training session, LSA will answer questions from City staff. This training session will ensure that City staff planning to use the tools will have a full understanding of the data, processes, and parameters. This interactive training session will include detailed instructions on the use of the tools, along with interactive examples and exercises to help reinforce the material. Upon completion of the training session, participants will be able to successfully use the tools and technical guidance to conduct VMT threshold analyses for City's development proposals.

BUDGET ESTIMATE

Based on this scope of work, a budget of $85,000 will be required. This amount will be billed on an hourly basis consistent with our current contractual agreement with the City. LSA will not exceed this amount without your prior authorization.

Thank you for the opportunity to continue to serve the City of Fresno. We look forward to a successful completion of this work effort.

Sincerely,

LSA Associates, Inc.

Anthony Petros
Principal

Fresno Vehicle Miles Traveled (VMT) Thresholds Determination Budget Estimate

		Person –>	T. Petros	A. Black	A. Mukherjee	Analyst	Graphics & Support	Reimbursable	LSA
		Hourly Rate –>	$250	$175	$195	$125	$145	Expense	TOTAL
Task 1	Start Up and Coordination		48	2	2		10	$1,000	$15,190
Task 2	Policy and Planning Matters		20	20	10		8		$11,610
Task 3	Existing Conditions/SED Baseline		2	2	2	2			$1,490
Task 4	Regional Average Determination		8	8	16	20	8		$10,180
Task 5	Model Run Procedures		4		20	40	8	$500	$11,560
Task 6	Mitigation Strategies		24	12	20		8	$500	$13,660
Task7	Model Output Interface		4		16	40		$500	$9,620
Task 8	User Manual and Training		4	4	20	30	10	$1,000	$11,800
TOTAL		**HOURS**	**114**	**48**	**106**	**132**	**52**		
		FEES	**$28,500**	**$8,400**	**$20,670**	**$16,500**	**$7,540**	**$3,500**	**$85,110**

Fresno VMT Threshold Development Schedule

Task No.	Task Description	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10	Week 11	Week 12	Week 13	Week 14	Week 15	Week 16	Week 17	Week 18	Week 19	Week 20	Week 21	Week 22	Week 23	Week 24	Week 25	Week 26
1	Start-Up And Coordination*	★																									
2	Policy And Planning Matters																										
3	Existing Conditions/Socioeconomic Data Baseline																										
4	Determination Of Regional Average As The Baseline Comparative																										
5	Prepare Model Run Procedures For Discrete Land Use Proposals																										
6	Develop VMT Mitigation Strategies																										
7	Develop Model Output Interface																										
8	Create A User Manual And Training																										★

* Project initiation assumes receipt of all data requested by LSA.

★ Kick-Off Meeting

★ 1 Day Training for City Staff