



Fehr & Peers Scope of Work

Fehr & Peers will prepare a transportation impact report suitable for inclusion in the general plan EIR. The key technical elements of this work are outlined below. Our services will be performed in accordance with a standard of care based on state of the practice performance.

TASK 1: MOBILITY ANALYSIS - Establish base year transportation conditions for the study area transportation network, which will include the City of Culver City and surrounding portions of adjacent jurisdictions. This task will include the following:

- Review of Existing Documents – A review will be conducted of all relevant documents including the current General Plan Circulation Element, recent CEQA documents, regional planning documents (such as the SCAG Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS], Los Angeles County Congestion Management Program [CMP], etc.), and recent transportation planning activities undertaken by the City of Culver City (e.g., Culver City Bike and Pedestrian Action Plan update including Vision Zero, Transit Oriented Development [TOD] Visioning Study, Culver CityBus Line-by-Line and Comprehensive Analysis), and other planning documents that would provide additional information relevant to the General Plan update effort. The purpose of this review is to identify existing data needs and prepare data collection and mapping efforts that can be employed in this analysis and upcoming work tasks.
- Data Collection – The primary focus of our data collection efforts will be to collect street segment and intersection traffic count data and to identify relevant descriptive data regarding existing and planned bicycle, pedestrian, and transit facilities. For budgeting purposes, Fehr & Peers estimates up to 30 intersections would need to be analyzed in the General Plan update process, based on a review of the roadway network within the City. The list of analysis locations will be verified in discussions with City staff prior to commencing work on the EIR portion of the study. Part of the budget estimate for the transportation work includes the cost to collect intersection turning movement count data; it is assumed that street segment count data will be available from the separate TDFM development process.
- Existing Conditions Analysis – Fehr & Peers will develop and document the existing transportation and circulation system for the City of Culver City and will include the following information:
 - Up to 30 intersection locations using the intersection capacity utilization (ICU) level of service (LOS) methodology preferred by the City (the precise intersections to be analyzed will be determined in consultation with City staff)
 - An existing VMT summary, utilizing VMT estimates prepared as part of the separate TDFM process
 - Existing circulation maps for roadways, transit services, and bicycle facilities in the City **(The maps will be provided by the City)**
 - Transit ridership information **(The information/maps will be provided by the City)**
 - Accident History **(The information/maps will be provided by the City)**

Data will be presented in both tabular and map formats, as appropriate.

- General Plan Land Use Support – Fehr & Peers will support the City/General Plan team regarding the selection of the preferred land use for the General Plan. This task involves running the travel model for up to three land use and network scenarios. The land use information will be provided to Fehr & Peers (by the City/General Plan team) in TAZ format along with the changes to the transportation network. The travel model will be run for each scenario and VMT estimates will be provided to the City/General Plan team. No LOS analysis will be undertaken for the scenarios.

TASK 2: TRANSPORTATION ANALYSIS REPORT FOR THE ENVIRONMENTAL IMPACT REPORT

EIR Transportation Impact Analysis – Fehr & Peers will prepare the transportation impact analysis for the general plan update draft EIR covering the roadway, transit, bicycle, pedestrian, and truck components of the transportation system. Intersection impacts will be evaluated at the 30 study intersections to be identified in the existing conditions task. VMT impacts will be evaluated utilizing the SB 743 VMT metrics and thresholds to be developed as part of the separate TDFM study. The approach to transit, bicycle, pedestrian, and truck impact evaluation will be qualitative and generally rely on potential disruptions to these system components that could be caused or exacerbated by the proposed project. For all modes, the analysis will include information about how disruptive trends could influence future travel demand.

We anticipate that the EIR will include three scenarios: baseline, cumulative no project, and cumulative plus project. Note that a baseline plus project scenario is not included because adding the general plan's 20-year forecast of population and employment growth along with the circulation element network changes to baseline or 'existing' conditions without also incorporating similar changes in the surrounding region would not create a meaningful scenario that would realistically occur. Travel forecasts will be prepared for each scenario using the TDFM being developed separately.

Potential significant impacts will be measured based on changes to baseline conditions that occur under the cumulative plus project scenario consistent with CEQA Guidelines Section 15125(a) and considering the City's transportation impact significance thresholds. If possible, we recommend that thresholds for the general plan EIR be developed/confirmed prior to starting the environmental impact analysis and be adopted according to CEQA Guidelines Section 15064.7. If the project schedule does not allow for this approach, then we typically default to the same thresholds consistently used in previous EIRs.

We will also address CEQA Guidelines Section 15125(d) requiring an analysis that examines inconsistencies between the currently adopted general plan and the proposed plan by comparing transportation network performance differences between the cumulative no project and cumulative plus project scenarios. These differences do not constitute CEQA impacts, as impacts will be determined as described above, but the information is required to be disclosed for CEQA purposes.

Fehr & Peers will summarize the results of the analysis above in a technical Transportation Report, which will be submitted in draft form for review. The report will be updated after receipt of one round of comments from the City. It is anticipated that the environmental consultant would prepare the Traffic Section of the EIR using data in the Transportation Report. Up to 16 hours of professional time is also budgeted to respond to public comments on the draft EIR.

ALTERNATIVES

In addition to the aforementioned analysis Fehr & Peers will also analyze three (3) General Plan alternatives. VMT impacts will be evaluated utilizing the SB 743 VMT metrics and thresholds to be developed as part of the separate TDFM study. The results of this analysis will be documented in the technical Transportation Report. No LOS analysis will be undertaken for the alternatives.

MEETINGS

Fehr & Peers will attend up to four (4) meetings with City staff. The scope of work and fee do not include any attendance at GPAC meetings, community meetings/events, CEQA scoping meetings, and Planning Commission or City Council meetings/hearings. Additional meeting attendance can be provided as an optional task.