

**AGREEMENT FOR CONSULTANT SERVICES BETWEEN
CITY OF TEMECULA AND FEHR & PEERS**

**LOCAL ROADWAY SAFETY PLAN UPDATE
PROJECT NO. PW25-03**

THIS AGREEMENT is made and effective as of **May 12, 2026**, between the **City of Temecula**, a municipal corporation (hereinafter referred to as "City"), and **Fehr & Peers**, a **Corporation** (hereinafter referred to as "Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on **May 12, 2026**, and shall remain and continue in effect until tasks described herein are completed, but in no event later than **June 30, 2027**, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

Consultant shall perform the services and tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. Consultant shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A.

3. PERFORMANCE

Consultant shall faithfully and competently exercise the ordinary skill and competence of members of their profession. Consultant shall employ all generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

4. PAYMENT

a. The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B, other than the payment rates and schedule of payment, are null and void. This amount shall not exceed **One Hundred Thirty-Four Thousand Five Hundred Eighty-Five Dollars and Zero Cents (\$134,585.00)** for the total term of this agreement unless additional payment is approved as provided in this Agreement.

b. Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

The City Manager may approve additional work up to ten percent (10%) of the amount of the Agreement as approved by City Council. Any additional work in excess of this amount shall be approved by the City Council.

c. Consultant will submit invoices monthly for actual services performed.

Invoices shall be submitted between the first and fifteenth business day of each month, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees, it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. For all reimbursements authorized by this Agreement, Consultant shall provide receipts on all reimbursable expenses in excess of Fifty Dollars (\$50) in such form as approved by the Director of Finance.

5. REGISTRATION WITH THE DEPARTMENT OF INDUSTRIAL RELATIONS

Registration with the Department of Industrial Relations (DIR) is mandatory as a condition for bidding, providing certain services, and working on a public works project as specified in Labor Code Section 1771.1(a). Consultant and any subcontractors must be registered with the Department of Industrial Relations to be qualified to bid, or provide a proposal and/or time and material quote or be listed in a bid, proposal or quote, subject to the requirements of Public Contract Code Section 4104; or engage in the performance of any contract that is subject to Labor Code Section 1720 et seq., unless currently registered and qualified to perform public work pursuant to Labor Code Section 1725.5. Consultant and subcontractors will be required to provide proof of registration with the DIR. For more information regarding registration with the Department of Industrial Relations, refer to <http://www.dir.ca.gov/Public-Works/PublicWorks.html>

6. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

a. The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

b. In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City, pursuant to Section entitled "PAYMENT" herein.

7. DEFAULT OF CONSULTANT

a. The Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Consultant. If such failure by the Consultant to make progress in the performance of work hereunder arises out of causes beyond the Consultant's control, and without fault or negligence of the Consultant, it shall not be considered a default.

b. If the City Manager or his delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, it shall serve the Consultant with written notice of the default. The Consultant shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate

this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. OWNERSHIP OF DOCUMENTS

a. Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its designees at reasonable times to such books and records, shall give City the right to examine and audit said books and records, shall permit City to make transcripts there from as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

b. Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files containing data generated for the work, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files containing data generated for the work, Consultant shall make available to the City, upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring and printing computer files.

9. INDEMNIFICATION

A. Indemnity for Professional Services. In connection with its professional services, Consultant shall hold harmless and indemnify City, Temecula Community Services District, Successor Agency to the Temecula Redevelopment Agency, their elected officials, officers, employees, and designated volunteers (collectively "Indemnitees"), with respect to any and all claims, demands, liabilities, losses, costs or expenses, including reimbursement of reasonable attorney fees and costs of defense (collectively "Claims"), including but not limited to Claims relating to death or injury to any person and injury to any property arising out of the negligence, recklessness, or willful misconduct of Consultant or any of its officers, employee, sub-consultants, or agents in the performance or their professional services under this Agreement.

B. Other Indemnities. In connection with any and all claims, demands, damages, liabilities, losses, costs or expenses, including reasonable attorneys' fees and costs of defense (collectively, "Damages" hereinafter) not covered by Paragraph 9.A. above, and arising out of Consultant's physical activities and operations in connection with its performance of this Agreement other than its performance of professional services, Consultant shall defend, hold harmless and indemnify the Indemnitees with respect to any and all Damages, including but not limited to, Damages relating to death or injury to any person and injury to any property, which arise out of, pertain to, or relate to acts or omissions of Consultant or any of its officers, employees, subcontractors, or agents in their physical activities and operations in the performance of this Agreement, except for such Damages arising from the negligence or willful misconduct of the City, as determined by final arbitration or court decision or by the agreement of the parties. Consultant shall defend Indemnitees in any action or actions filed in connection with any such Damages with counsel of City's choice, and shall pay all costs and expenses, including all reasonable attorneys' fees and experts' costs actually incurred in connection with such defense. Consultant's duty to defend pursuant to this Section 9.B. shall apply independent of any prior, concurrent or subsequent misconduct, negligent acts, errors or

omissions of Indemnitees.

10. **INSURANCE REQUIREMENTS**

Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons and/or damages to property, which may arise from or in connection with the performance of the work hereunder and the results of work by the Consultant, its agents, representatives, employees, or subcontractors.

a. **Minimum Scope of Insurance.** Coverage shall be at least as broad as:

1) Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operation, property damage, bodily injury, and personal & advertising with limits no less than One Million (\$1,000,000) per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: ISO Form Number CA 00 01 covering any auto (Code 1), or if Consultant has no owned autos, covering hired, (Code 8) and non-owned autos (Code 9), with limits no less than One Million (\$1,000,000) per accident for bodily injury, including death, of one or more persons, property damage and personal injury.

3) Workers' Compensation: as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than One million (\$1,000,000) per accident for bodily injury or disease. In accordance with the provisions of Labor Code Section 3700, every Consultant will be required to secure the payment of compensation to its employees. Pursuant to Labor Code Section 1861, Vendor must submit to City the following certification before beginning any work on the Improvements:

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

By executing this Agreement, Vendor is submitting the certification required above.

The policy must contain a waiver of subrogation in favor of the City of Temecula, the Temecula Community Services District, the Successor Agency to the Temecula Redevelopment Agency, their officers, officials, employees or volunteers.

4) Professional Liability (Errors and Omissions): One million (\$1,000,000) per occurrence and in aggregate. Professional Liability Insurance shall be written on a policy form providing professional liability for the Consultant's profession.

b. **Deductibles and Self-Insured Retentions.** Any deductibles or self-insured retentions must be declared and approved by the Risk Manager.

c. **Other Insurance Provisions.** The insurance policies are to contain, or be endorsed to contain, the following provisions:

1) The City of Temecula, the Temecula Community Services District, the Successor Agency to the Temecula Redevelopment Agency, their officers, officials, employees and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant's products and completed operations of the Consultant; premises owned, occupied or used by the Vendor.

General liability coverage can be provided in the form of an endorsement to the Consultant Insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used). The coverage shall contain no special limitations on the scope of protection afforded to the City of Temecula, the Temecula Community Services District, the Successor Agency to the Temecula Redevelopment Agency, their officers, officials, employees, or volunteers.

2) For any claims related to this project, the Consultant insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, the Temecula Community Services District, the Successor Agency to the Temecula Redevelopment Agency, their officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City of Temecula, Temecula Community Services District, and/or the Successor Agency to the Temecula Redevelopment Agency, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it. This also applies to any Excess or Umbrella liability policies.

3) The Consultant may use Umbrella or Excess Policies to provide the limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability Insurance.

4) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect the indemnification provided to the City of Temecula, the Temecula Community Services District, and/or the Successor Agency to the Temecula Redevelopment Agency, their officers, officials, employees, or volunteers.

5) The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

6) If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or higher limits maintained by the consultant.

7) If insurance coverage is canceled or, reduced in coverage or in limits the Consultant shall within two (2) business days of notice from insurer phone, fax, and/or notify the City via certified mail, return receipt requested of the changes to or cancellation of the policy.

8) Unless otherwise approved by City, if any part of the Services and Tasks is subcontracted, the Minimum Insurance Requirements must be provided by, or on behalf of, all subcontractors even if city has approved lesser insurance requirements for Consultant, and all subcontractors must agree in writing to be bound by the provisions of this section.

d. Acceptability of Insurers. Insurance required above, except for workers' compensation insurance, must be placed with insurers with a current A.M. Best rating of A-:VII or better, unless otherwise acceptable to the City. Self-insurance shall not be considered to comply with these insurance requirements.

e. Verification of Coverage. Consultant shall furnish the City with original certificates and amendatory endorsements, or copies of the applicable policy language affecting coverage required by this clause. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

f. Special Risks or Circumstances. The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

11. **INDEPENDENT CONTRACTOR**

a. Consultant is and shall at all times remain as to the City a wholly independent

contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officers, employees, agents, or volunteers shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees or agents are in any manner officers, employees or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation or liability whatever against City, or bind City in any manner.

b. No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

12. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of all local, State and Federal ordinances, laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such ordinances, laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this section.

13. RELEASE OF INFORMATION

a. All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents or subcontractors, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

b. Consultant shall promptly notify City should Consultant, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, that provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by Notice. Notice shall be

effective upon delivery to the addresses specified below or on the third business day following deposit with the document delivery service or United States Mail as provided above.

Mailing Address: City of Temecula
Attn: City Manager
41000 Main Street
Temecula, CA 92590

To Consultant: Fehr & Peers
Attn: Katy Cole
555 W Beech St., Suite 302
San Diego, CA 92101

15. ASSIGNMENT; CONSULTANT WORK WITH ITS EMPLOYEES; SUBCONTRACTS

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Consultant shall perform all work under this agreement with its own employees unless City Manager approves in writing a subcontractor prior to start of subcontractor's work. Consultant shall not retain independent contractors to perform work for it under this Agreement. Upon termination of this Agreement, Consultant's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Consultant.

16. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. GOVERNING LAW

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Temecula. In the event such litigation is filed by one party against the other to enforce its rights under this Agreement, the prevailing party, as determined by the Court's judgment, shall be entitled to reasonable attorney fees and litigation expenses for the relief granted.

18. PROHIBITED INTEREST

No officer, or employee of the City of Temecula that has participated in the development of this agreement or its approval shall have any financial interest, direct or indirect, in this Agreement, the proceeds thereof, the Consultant, or Consultant's sub-contractors for this project, during his/her tenure or for one year thereafter. The Consultant hereby warrants and represents to the City that no officer or employee of the City of Temecula that has participated in the development of this agreement or its approval has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, the proceeds thereof, or in the business of the Consultant or Consultant's sub-contractors on this project. Consultant further agrees to notify the City in the event any such interest is discovered whether or not such interest is prohibited by law or this Agreement.

19. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

20. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he or she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder. The City Manager is authorized to enter into an amendment on behalf of the City to make the following non-substantive modifications to the agreement: (a) name changes; (b) extension of time; (c) non-monetary changes in scope of work; (d) agreement termination.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF TEMECULA

FEHR & PEERS

By: _____
Jessica Alexander, Mayor

DocuSigned by:
Lysa Wollard
By: _____
9E8768D6DC3A483...
Lysa Wollard, Chief Financial Officer

ATTEST:

By: _____
Randi Johl, City Clerk

DocuSigned by:
Christine Shields
By: _____
9DD5EAC3E8AD422...
Christine Shields, Secretary

APPROVED AS TO FORM:

Signed by:
Peter M. Thorson
By: _____
C343357EB2E34B5...
Peter M. Thorson, City Attorney

CONSULTANT

Fehr & Peers
Katy Cole, PE TE
555 W Beech St. Suite 302
San Diego, CA 92101
(619) 234-3190
K.Cole@fehrandpeers.com

Initial
NE

EXHIBIT A

Tasks to be Performed

All tasks to be performed are per the proposal provided by the Consultant attached hereto and incorporated herein as though set forth in full.

Proposal for the

February 11, 2026

City of Temecula

Local Roadway Safety Plan Update (LRSP)

Submitted By:

Fehr & Peers

Katy Cole, PE, TE
Principal
K.Cole@fehrandpeers.com
555 W Beech St, Suite 302
San Diego, CA 92101
(619) 234-3190



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Fehr & Peers

February 11, 2026

Ron Moreno, Director of Public Works
City of Temecula
41000 Main Street
Temecula, CA 92590

Subject: Proposal to Update the Local Roadway Safety Plan Project No. PW25-03

Dear Mr. Moreno:

Fehr & Peers has greatly enjoyed partnering with the City throughout the years on everything from Old Town parking management, developing complete streets policies, creating VMT guidelines, performing mobility analysis for infrastructure projects such as the Cherry Street extension, and currently working on the City's Circulation Element. We are excited for the opportunity to update your Local Roadway Safety Plan (LRSP) aligning it with the Comprehensive Safety Action Plan (CSAP) requirements. We will refresh the safety data, perform before/after crash analysis, identify new implementable safety projects, and provide safety countermeasures. Our intent is to provide a document that sets you up for state (HSIP) and federal grant funding programs. We have completed dozens of safety plans including those funded through Safe Streets and Roads for All (SS4A) and understand the required CSAP components and SS4A grant requirements.

Key elements of our approach are:

- **Focus on Implementation:** We understand that your desire is to identify safety-based infrastructure projects that are implementable and grant competitive. We want to set you up to be successful in obtaining HSIP grant funding, and will ensure that the LRSP meets all HSIP grant requirements. As a firm, Fehr & Peers has helped agencies win over 30 Caltrans HSIP grant funding pursuits totaling awards of over \$30 million. In addition, we will identify other funding sources that the City could consider for implementing safety infrastructure.
- **Provide a Simple Performance Monitoring Framework:** We will work with the City to develop a simple approach to monitoring safety performance. We expect that we will collaborate with the City on this, and the process will be similar to how we developed the complete streets checklist as part of the complete streets policy.
- **Leverage Efficiencies from Circulation Element Work:** As part of the Circulation Element Update, our team is already working with the City's latest roadway safety data to analyze historical crashes and develop a High Injury Network (HIN). This effort gives us a strong head start on the LRSP Update, as we will use the same data sources and timeframe to ensure consistency across both documents. We are also actively conducting outreach for the Circulation Element Update, which provides an efficient platform to support outreach efforts for the LRSP as well.

I will oversee the LRSP Update, as the Principal-in-Charge, leveraging my experience working with the City of Temecula and on safety projects such as the Encinitas CSAP and SANDAG Regional Vision Zero Action Plan. Angelica Rocha, who led the complete streets policy work for the City, will be the project manager. Nicole Matteson will assist Angelica and has been a lead safety analyst for several projects including the safety analysis for the Temecula Circulation Element. Two technical advisors, Diwu Zhou and Kendra Rowley, will provide guidance on HSIP, safety countermeasures, and the before/after analysis.

We hope this proposal conveys our interest in this project, our strong safety qualifications, and our commitment to identifying safety projects that improve mobility in Temecula.

Sincerely,

Katy & Cole **Katy Cole, PE, TE**
Principal
Fehr & Peers

Project Understanding

We will update the City's LRSP to align with the required elements of a Comprehensive Safety Action Plan (CSAP) setting the City up for both HSIP and federal funding opportunities.

The CSAP will reflect the principles of the Safe System Approach and align with the California Strategic Highway Safety Plan. The plan will evaluate systemic and location-specific safety issues, identify priority corridors and intersections, recommend countermeasures, and establish a framework for implementation and performance monitoring.

As part of our previous work with the City of Temecula, we helped the City identify where the current LRSP could be expanded to address the SS4A CSAP requirements:

- The plan should include a leadership commitment to safety and safety goal setting.
- The plan needs to be publicly available.
- The plan should expand upon the safety partners identified in the LRSP and should engage them during the plan development.
- Additional systemic safety analysis is needed including evaluating Collision Factor to Roadway Factors (# of lanes and posted speed limit).
- Additional geospatial identification of places with higher safety risks using collision analysis and development of a safety focus network.

We are currently working with the City on updating the Circulation Element of the General Plan. The CSAP will complement the Circulation Element, using consistent collision data and analysis, complementing and enhancing the safety related goals and policies, and offering a chance to coordinate with the outreach efforts of the General Plan to discuss transportation safety with the public. Additionally, we assisted the City with their Complete Streets Policy which will be incorporated into the CSAP.

Temecula has successfully implemented transportation safety improvements such as signal timing improvements, pedestrian crossing countdown heads



Why This Team?

DEEP LOCAL EXPERIENCE

10+ years of work in Riverside County (including writing the grant for this project), including safety assessments in Lake Elsinore and Westminster

NATIONAL SAFETY LEADERSHIP

Pioneers of the Safe System Approach with FHWA, Caltrans, and SS4A planning and implementation projects.

BALANCED MULTIMODAL TRANSPORTATION SYSTEMS

We understand the importance of creating a balanced, multimodal transportation system that safely accommodates all users including pedestrians, cyclists, transit, private vehicalse, shared mobility, and freight.

at signalized intersections, and other signal improvements through HSIP funding. The plan will evaluate collision data for before and after conditions of these improvements to understand efficacy. This analysis will support the development of a safety countermeasure toolkit.

Ultimately, the plan will provide detailed collision analysis, countermeasure/project identification, project prioritization, safety based goals, polices and performance measures, will engage police, fire, and other city departments, and conduct outreach to the public (focusing on underserved/vulnerable communities with high collision trends) with the ultimate outcome of understanding the safety landscape in Temecula and being competitive for safety-based grant opportunities.

Staffing, Qualifications, and Experience

Firm Description

Fehr & Peers is a leader in transportation planning and engineering, with a focus on innovation and improving communities.

We are a transportation planning and engineering firm with 24 offices including local offices in San Diego and Orange County and over 400 staff nationwide. Since 1985, we've partnered with public and private clients to design safer, more effective ways for people and goods to move—creating spaces where everyone can thrive, today and for generations to come.

Bringing together data, technology, and the lived experiences of the communities we serve, we help clients make confident, well-informed decisions. Along the way, we've earned national recognition for raising the bar on how transportation projects are planned, designed, and delivered. Many of our first clients still trust us with their transportation needs after decades of collaboration—a testament to the strong partnerships we build and the innovative mindset we bring to every project.

We don't just follow trends—we help clients anticipate what's next. With a blend of multimodal expertise, national perspective, and local insight fueled by our strong and longstanding relationships, we tailor solutions across a wide range of services to meet each community's unique needs.

Organization Structure

CA Corporation



Recent Similar Projects

- SANDAG Vision Zero Action Plan - Prime Consultant
- City of Carlsbad Safe Routes to School - Prime Consultant
- City of Westminster Local Roadway Safety Plan - Prime Consultant
- City of Irvine Local Roadway Safety Plan - Prime Consultant
- City of Oxnard Local Roadway Safety Plan - Prime Consultant
- City of Encinitas Comprehensive Safety Action Plan - Prime Consultant
- City of Riverside Pedestrian Safety Assessment - Prime Consultant
- City of Oceanside Complete Streets Safety Assessment - Prime Consultant

Project Team



Katy Cole, PE #19078, TE
PRINCIPAL-IN-CHARGE / CONTRACT MANAGER

Katy Cole will oversee the LRSP update, as the Principal-in-Charge, leveraging my experience working with the City of Temecula and on safety projects such as the Encinitas CSAP and SANDAG Vision Zero Action Plan.



Angelica Rocha, AICP # 407370
PROJECT MANAGER

Angelica Rocha, who led the complete streets policy work for the City, will be the project manager. Angelica has worked on safety plans throughout California including for Encinitas, SANDAG, and Caltrans.



Nicole Matteson
DEPUTY PROJECT MANAGER

Nicole Matteson will assist Angelica and has been a lead safety analyst for several projects including the safety analysis for the Temecula Circulation Element.

TECHNICAL ADVISORS



Diwu Zhou, PE #89029, RSP, #635

TECHNICAL ADVISOR

Diwu will provide safety and HSIP guidance. He is the Vice-Chair of the Transportation Safety Council, Institute of Transportation Engineers (ITE) International and has worked on LRSPs throughout Southern California that have included HSIP grant applications.



Kendra Rowley, PE #C83376

TECHNICAL ADVISOR

Kendra will provide guidance on countermeasures and the before/after analysis. She leads our complete streets engineering companywide practice and has authored several articles on complete streets before/after studies and safety efficacy for bicycle and pedestrian treatments.



Katy Cole, PE, TE

Principal-in-Charge

About

Katy is a principal with 22 years of experience effectively managing transportation projects. She is dedicated to providing excellent client service and one of her favorite aspects of her career is working with clients, stakeholders, decision makers, and the public to reach consensus. She loves teaching people about transportation engineering and planning and can explain complex transportation concepts to a wide variety of audiences. Her professional experience includes managing hundreds of projects and she has expertise in travel demand management plans/quantification, multimodal corridor studies, traffic microsimulation analysis, transportation master planning, parking studies, access and circulation studies, traffic operations analyses, and transportation impact studies.

Education

Bachelor of Science, Civil Engineering, University of California, Davis

Registrations

Licensed Civil Engineer, Nevada (19078)

Licensed Civil Engineer, Hawaii (17490)

Licensed Traffic Engineer

Affiliations

American Planning Association (APA)

Institute of Transportation Engineers (ITE), Transportation and Mobility Task Force Chair, San Diego Chapter

Women's Transportation Seminar (WTS)

Expertise

Transportation/Master Planning Travel Demand Management Parking/Circulation Studies

Traffic Impact Analysis for EIR/EIS/EA Documents

Site Access/Circulation

Bicycle and Pedestrian Planning Climate Planning

Relevant Project Experience

City of Temecula Various Projects: Mobility Discovery Project (Temecula, CA)
Role: Principal-in-Charge

City of Temecula Old Town Parking Management (Temecula, CA)
Role: Principal-in-Charge

City of Temecula Complete Streets Policy (Temecula, CA)
Role: Principal-in-Charge

City of Temecula VMT Guidelines (Temecula, CA)
Role: Principal-in-Charge

City of Temecula SB 734 Implementation (Temecula, CA)
Role: Principal-in-Charge

City of San Diego Mobility Modeling Tool (San Diego, CA)
Role: Principal-in-Charge

City of San Diego, Citywide SB 743 and Updated Transportation Impact Analysis Guidelines and VMT Reduction Ordinance (San Diego, CA)
Role: Principal-in-Charge

City of Carlsbad SB 743 Implementation (Carlsbad, CA)
Role: Principal-in-Charge

City of Escondido SB 743 Implementation (Escondido, CA)
Role: Principal-in-Charge

SANDAG Vision Zero Action Plan (San Diego, CA)
Role: Principal-in-Charge

Fehr & Peers



Angelica Rocha, AICP

Project Manager

About

Angelica Rocha is a transportation planner and visual communications specialist with 9 years of planning experience. Born and raised in North County San Diego, she brings a deep understanding of the San Diego region and a strong personal connection to the communities she serves. As both an active transportation and public transit user, her user-experience approach helps agencies shape community visions that center people and prioritize safety, equity, livability, and implementation. She excels at project storytelling, translating community voices and complex data into clear, compelling narratives that resonate with decision-makers and the public alike.

Relevant Project Experience

Oceanside Safe Routes to School (Oceanside, CA)
Role: Outreach Lead; Project Manager (completed work with previous firm)

SANDAG Regional Vision Zero Action Plan (San Diego, CA)
Role: Project Manager

SANDAG 2025 Regional Plan Bike Network Development (San Diego, CA)
Role: Lead Planner and Deputy Project Manager

City of Encinitas Comprehensive Safety Action Plan (Encinitas, CA)
Role: Project Manager

Vista Traffic Calming Workshops
Role: Project Manager

City of San Diego Bicycle Master Plan Update (San Diego, CA)
Role: Project Manager

Carlsbad Sustainable Mobility Plan (Carlsbad, CA)
Role: Lead Planner, Project Concepts and Graphics

Burlingame Vision Zero Action Plan (Burlingame, CA)
Role: Lead Planner and Deputy Project Manager

Foster City Bicycle Pedestrian Master Plan (Foster City, CA)
Role: Project Manager

Sonoma County Transportation Authority Vision Zero Supplemental Planning (Sonoma, CA)
Role: Project Manager

South Bay Council of Governments Local Travel Network (Torrance, CA)
Role: Lead Planner; Wayfinding and Best Practices

Education

Master of Regenerative Studies, College of Environmental Design, California Polytechnic State University Pomona, 2019

Bachelor of Science, Recreation Parks and Tourism, San Francisco State University, 2015

Years of Experience

Total: 9 years

With Fehr & Peers: 4 years

Affiliations

American Institute of Certified Planners (AICP) (407370)

Association of Pedestrian and Bicycle Professionals (APBP), Policy Committee; E-Bikes and Vision Zero Subcommittee

Presentations and Papers

ITE Quick Bites: Considerations for E-Bikes in Policy, Planning, and Design (2025)

"Accommodating E-Bikes in Roadway and Trail Design" Institute of Transportation Engineers International Annual Meeting (2025)

"Understanding How Women Travel: Discussion on Women's Mobility," Association of Pedestrian & Bicycle Professionals 2020 Webinar Series (2020)

"Lights on Women—Women's Perception of Safety When Walking at Night," Transportation Research Board Women's Issues in Transportation (2019)

Fehr & Peers



Nicole Matteson

Deputy Project Manager

About

Nicole is a transportation planner at Fehr & Peers whose work centers on safety, equity, data-driven decision-making, visual storytelling, and policy development. Her portfolio includes extensive crash analysis and safety planning—most notably serving as lead analyst for the SANDAG Regional Vision Zero Action Plan and the Encinitas Comprehensive Safety Action Plan—as well as trail master planning, transportation impact analysis, and advanced geospatial analysis using Python, ArcGIS Pro, and ESRI web applications and tools.

Education

Master of Urban and Regional Planning, University of California, Los Angeles, 2023

Certificate, Leaders in Sustainability (LIS) University of California, Los Angeles 2023

Bachelor of Arts, Environmental Studies & Sustainability Studies Minor, University of California, Santa Cruz, 2020

Years of Experience

Total: 3 years

With Fehr & Peers: 2 years

Affiliations

American Planning Association (APA), San Diego Chapter and Sustainable Communities & Hazard Mitigation & Disaster Recovery Planning Divisions

Women's Transportation Seminar (WTS), San Diego Chapter

Relevant Project Experience – Safety & Multimodal

City of Temecula General Plan Update (Temecula, CA)
Project Role: Task Lead

Murrieta Trails Master Plan (Murrieta, CA)
Project Role: Lead Analyst

City of Encinitas Comprehensive Safety Action Plan (Encinitas, CA)
Project Role: Lead Analyst

SANDAG Regional Vision Zero Action Plan (San Diego, CA)
Project Role: Lead Analyst

San Diego State University Transportation Demand Management Plan (San Diego, CA)
Project Role: Lead Analyst

City of San Diego Bike Master Plan Update – Phase 2 (San Diego, CA)
Project Role: Deputy Project Manager

Escondido Comprehensive Active Transportation Strategy and Mobility Element Update (Escondido, CA)
Project Role: Lead Analyst

Lahaina Royal Complex Masterplan (Lahaina, HI)
Project Role: Project Manager

San Diego Emergency Evacuation Study and Policy (San Diego, CA)
Project Role: Lead Analyst

Vista Traffic Calming Workshops
Role: Lead Planner

Vista Townsite Phase II
Role: Lead Analyst and Graphics



Kendra Rowley, PE

Technical Advisor

About

Kendra Rowley has fourteen years of transportation planning and engineering experience in the state of California. Kendra manages a diverse range of projects from the design of multi-modal safety improvements along complex corridors to the preparation of signal design plans for development projects. Specializing in complete streets planning and design, Kendra leads Fehr & Peers' Complete Streets Design companywide practice area. She recently led the firm's efforts to research the safety efficacy of the innovative bicycle design tools in many of the national design manuals and guidebooks, including the NACTO Bicycle Design Guide. Biking and walking in her everyday life fuels her passion for bicycle and pedestrian planning and engineering, which she translates into effective improvements for her clients.

Education

Bachelor of Science in Civil Engineering, California Polytechnic State University at San Luis Obispo, 2010

Registrations

Licensed Civil Engineer: California #C83376

Affiliations

Association of Pedestrian and Bicycle Professionals (APBP), Steering Committee of San Diego Chapter
Institute of Transportation Engineers (ITE)

Presentations

Evaluating Success: Complete Streets Before and After – ITE Journal (2019)

Safety Efficacy Confidence Levels for Pedestrian & Bicycle Treatments – ITE Western District Conference (2017)

Awards

Wayne T. and Patricia V. Award for Best ITE Journal Technical Paper, "Evaluating Success: Complete Streets Before and After 2020"

Bancroft Bikeway: America's Best New Bikeway of 2017 (ranked #9), People for Bikes. <http://peopleforbikes.org/blog/americas-10-best-new-bikeways-of-2017/>

Willits Main Street Corridor Plan, APA Northern Section Award, 2017

Relevant Project Experience

Oceanside Complete Streets Safety Assessment (Oceanside, CA)
Role: Project Manager

City of Vista Local Roadway Safety Plan (Vista, CA)
Role: Project Manager

Carlsbad Sustainable Mobility Plan (Carlsbad, CA)
Role: Project Manager

Townsite Complete Streets Phase II
Role: Lead Engineer

San Diego State University Mission Valley Campus Planning and Design (San Diego, CA)
Role: Project Manager

San Jacinto Local Roadway Safety Plan (San Jacinto, CA)
Role: Project Manager

El Camino Real Safe and Healthy Corridor Communities (Palo Alto and Redwood City, CA)
Role: Project Manager

Oahu Pedestrian Plan (City and County of Honolulu, HI)
Role: Project Manager

Napa Countywide Pedestrian Plan (Napa County, CA)
Role: Project Manager

Fountain Avenue Protected Bikeway Feasibility Study (West Hollywood, CA)
Role: Lead Engineer

West Glendale Sustainable Transportation Concept Design (West Glendale, CA)



Diwu Zhou, P.E., RSP

Technical Advisor

About

Diwu is a transportation engineer who specializes in safety planning, big data, and traffic operations analysis. Diwu is passionate about balancing the often-conflicting needs of mobility and safety, and is well suited to provide clients with advice and recommendations backed by research, data, and analysis through his intimate knowledge of safety best practices, traffic operations and design, and big data.

Diwu is the current Vice-Chair of ITE International's Transportation Safety Council and was the primary author of the ITE Technical Brief that provides guidance to public agencies on how to apply Big Data in Safety Analysis. In the last three years, Diwu has helped agencies secure over 15 million dollars in funding through the Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A).

Relevant Project Experience

Canyon Lake LRSP & HSIP Grant (Canyon Lake, CA)

Fehr & Peers developed a LRSP for the City of Canyon Lake focused on the Railroad Canyon Road corridor – the only public roadway in the City. The systemic safety identification process was focused on similarities between intersections and roadway segments within the corridor. Diwu prepared an HSIP grant application for and secured over \$1.2 million dollars in funding. Diwu was the PM.

Lake Elsinore LRSP, HSIP Grant & Grant Administration (Lake Elsinore, CA)

Fehr & Peers developed a LRSP for the City of Lake Elsinore. In addition to a data driven safety analysis, the updated plan included community engagement, equity considerations and evaluation of underserved communities, and the establishment of a vision zero-like goal. Development of the LRSP incorporated input from a multi-disciplinary stakeholder group facilitated by Fehr & Peers and from street-based outreach efforts which included discussions with local business owners and unhousehold community members. Diwu prepared two HSIP grant applications and secured over \$4.7 million dollars in funding.

Westminster LRSP & SS4A Grant (Westminster, CA)

Fehr & Peers developed a LRSP for the City of Westminster. Diwu prepared a SS4A supplemental planning and demonstration grant and secured \$1.2 million dollars in funding to conduct extensive community outreach, analyze the impacts of a road diet, and evaluate new pedestrian safety technology using near-miss technology along Bolsa Avenue within the center of Little Saigon – the largest Vietnamese community in the United States. Diwu was the PM.

County of Orange CSAP, HSIP, and SS4A Grants (Orange County, CA)

Fehr & Peers helped the County of Orange secure over \$800K to develop a LRSP. The LRSP focused on county-maintained roadway within unincorporated Orange County. Key components of the project included a systemic data analysis, over twenty community outreach events across the thirty unincorporated "islands", and the identification and prioritization of safety projects. Diwu prepared two HSIP grant applications and secured \$2.8 million dollars in funding.

Education

MS Transportation Engineering, University of California, Berkeley, 2016

BS Civil Engineering, The University of Texas at Austin, 2015

Registrations

Professional Engineer – Civil (CA No. 89029)

Road Safety Professional 1 (No. 635)

Affiliations

Vice-Chair of the Transportation Safety Council, Institute of Transportation Engineers (ITE) International

Presentations

Instructor: "Safe Systems Certification", ITE (Ongoing)

Author: "Applications of Big Data in Safety Analysis", ITE (2023)

Instructor: "Synchro and SimTraffic", University of California, Berkeley, Institute of Transportation Studies (Ongoing)

Example Projects

CITY OF ENCINITAS COMPREHENSIVE SAFETY ACTION PLAN

As an update to the previous Local Roadway Safety Plan, Fehr & Peers supported the City of Encinitas in preparing a Comprehensive Safety Action Plan (CSAP) that builds on prior efforts and leverages our experience from the SANDAG Regional Vision Zero Action Plan to create a community-specific safety strategy.

The goal of this project was to develop a multimodal Safety Action Plan aligned with the Safe System Approach and meeting the implementation grant requirements of the Safe Streets and Roads for All (SS4A) program. The effort included performing a benchmark assessment of existing safety initiatives, detailed data analysis of five years of collision records, and development of a High-Injury Network to identify areas of greatest safety concern. Through equity and systemic analyses, the team identified key contributing factors and roadway characteristics most affected by crashes.

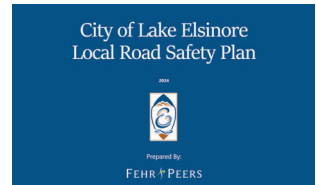


AGENCY
City of Encinitas

CONTACT
Nick Buck
760-633-2760

LAKE ELSINORE LOCAL LONG RANGE SAFETY PLAN (LRSP)

Fehr & Peers developed a Long Range Safety Plan (LRSP) for the City of Lake Elsinore that included a data driven safety analysis, community engagement, equity considerations and evaluation of underserved communities, and the establishment of a vision zero-like goal. Crucial to the development of the LRSP, the project team facilitated and incorporated input from a multi-disciplinary stakeholder group and from street-based outreach efforts including discussions with local business owners and unhoused community members. The project team prepared two HSIP grant applications and secured over \$4.7 million dollars in funding. As part of ensuring the City would be able to administer the project, we also prepared Request for Authorization (RFA) forms and Request for Proposals (RFP) to manage State and Federal grant funds.



AGENCY
City of Lake Elsinore

CONTACT
Yu Tagai
951-674-3124

WESTMINSTER LOCAL ROADWAYS SAFETY PLAN (LRSP) AND SS4A GRANT

Fehr & Peers developed a Local Roadway Safety Plan (LRSP) for the City of Westminster, which included preparation of a SS4A supplemental planning and demonstration grant.

The grant successfully secured \$1.2 million dollars in funding to conduct extensive community outreach, analyze the impacts of a road diet, and evaluate new pedestrian safety technology using near-miss technology along Bolsa Avenue within the center of Little Saigon – the largest Vietnamese community in the United States.



AGENCY
City of Westminster

CONTACT
Bill Pham
714-548-3457

SANDAG VISION ZERO ACTION PLAN

Fehr & Peers led SANDAG's Regional Vision Zero Action Plan (VZAP) and oversaw development of Comprehensive Safety Action Plans (CSAP) for two jurisdictions in the San Diego region, City of Vista and La Jolla Band of Luiseño Indians. All three Vision Zero Action Plans (i.e., the regional, local, and tribal) received federal funding through the Safe Streets and Roads for All (SS4A) grant program established by the Bipartisan Infrastructure Law.

Specific tasks that Fehr & Peers led included:

- Development of data-driven prioritization approach quantifying greatest safety needs for each agency in the region
- Development of safety evaluation and monitoring program recommendations
- In-person and digital community outreach and engagement
- Community-based organization (CBO) coordination and capacity building
- Facilitation of subregional working group meetings with local jurisdictions and agency partners in the region
- Development of technical resources for local jurisdictions and agency partners



AGENCY
SANDAG

CONTACT
Samual Sanford
619-595-5607

Scope of Work and Approach

Proposed Understanding and Approach to the Scope of Work

Our team has developed our approach based on an understanding of the City's priorities, constraints, and vision for a safer Temecula. As your trusted partner, we have grounded our recommendations in the realities of the current local, regional, and federal funding landscape, and the momentum of the City's General Plan Update. We will accomplish this effort together through the following approach.

Gain Efficiencies Through Parallel Work: Our ongoing work on Temecula's Circulation Element Update allows us to streamline safety data analysis by building on previously processed crash data and the completed HIN, and coordinate community outreach and engagement between the two efforts. These efficiencies allow us to focus more effort on developing data-driven, community-vetted projects and countermeasures.

Prepare City for Effective, Timely Implementation: We recognize Temecula's focus on taking action and advancing projects that deliver real, on-the-ground safety improvements. We also understand that meaningful implementation does not always require major investment; many safety challenges can be addressed through cost-effective, near-term solutions. Our approach is designed to position the City for swift and effective implementation by identifying actionable projects and a clear implementation framework that supports competitiveness for state and federal grant funding.

Ensure Alignment with Safe System and Caltrans HSIP Funding Priorities: We have developed our approach to fill the missing components of the 2022 LRSP to ensure that it meets all CSAP requirements. Though not required for CSAP's, our before-and-after study of Temecula's previously installed HSIP projects will support future endeavors.

Our proposed scope of services is presented below and is consistent with the scope of work identified in the RFP. Building on previous work, we can be more



efficient with key project tasks with less start up time. **Highlighted items indicate cost efficiencies.**

Task 1. Project Management and Meetings (87 Hours)

Fehr & Peers will provide overall project management and coordination throughout the study to solidify common understanding and expectations for tasks, deliverables, and schedule. We will lead a project kick-off meeting with City staff to confirm project goals, review adherence to the SS4A CSAP requirements, establish project milestones and schedule, and define communication protocols. Our added value to project management is that we will **establish a project SharePoint** site as a centralized repository for meeting materials, draft and final deliverables, and seamless review and collaboration. In addition to the requested meeting agendas, summaries, and action items, **we will create an Action Item tracking tool** that is a living spreadsheet with all action items, assigned responsibilities, and clear timelines for completion. We have also budgeted for attendance at up to three (3) public hearings to support the City in presenting and adopting the CSAP.

Task 1 Deliverables:

- One (1) kick-off meeting including agenda preparation, facilitation, and meeting summary
- Regular check-in meetings, including agenda preparation, facilitation, and meeting summary
- Draft and Final Public hearing material, assuming one (1) round of City reviews
- SharePoint site shared with City project team

We will note the City's assessed level of implementation (e.g., not a current practice, occasional/ partial practice, institutionalized practice), opportunities to build upon, and challenges. We propose utilizing one (1) of our regular project team meetings to act as an interactive virtual session to ask the City:

- Is the assessed level for each benchmark correct?
- Are there other opportunities/successes we did not see in the plan review?
- Are there other challenges not uncovered in the plan review?
- Is this benchmark a priority to continue building upon/identify a solution?
- "If Temecula could just do something about (x), we would make further progress to reduce severe crashes." What is the (x)?

Task 2. Benchmark Assessment and Data Collection (17 Hours)

Our team will utilize our comprehensive review of City documents completed during the existing conditions analysis of the Circulation Element Update process to thoughtfully evaluate the City's existing safety efforts. We will provide a table and final technical memorandum that documents our evaluation of existing policies and procedures against the following six (6) SS4A benchmarking assessment categories:

- Leadership and Commitment
- Safety Culture
- Data Collection and Analysis
- Planning and Policy
- Project Delivery
- Safe System Framework

Task 2 Deliverables

- Draft Benchmark Assessment in tabular format
- Final Benchmark Assessment technical memorandum

CSAP Elements	SS4A	HSIP
Public commitment and target of eventual Vision Zero goal by a specific date	<input checked="" type="checkbox"/>	
Committee or Task Force Engaged in Plan and Ongoing Implementation	<input checked="" type="checkbox"/>	
Analysis of existing conditions, descriptive crash statistics, systemic safety needs, GIS identification of higher risk locations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Engagement with public and relevant stakeholders, incorporation of input, inter and intra-governmental cooperation and collaboration	<input checked="" type="checkbox"/>	
Inclusive and representative process, equity analysis in collaboration with partners, identifying underserved communities	<input checked="" type="checkbox"/>	
Assessment of policies, plans, guidelines and recommendations to improve	<input checked="" type="checkbox"/>	
Identify comprehensive projects and strategies	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Plan posted publicly and includes how progress to be tracked	<input checked="" type="checkbox"/>	
Completed within last five years	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

SS4A & HSIP Eligibility

All these elements must be included in the CSAP for SS4A Implementation grant eligibility.

Bold elements are required for HSIP funding eligibility.

Task 3. Safety Data Analysis (104 Hours)

Fehr & Peers will conduct a comprehensive safety data analysis leveraging collision data previously processed by the Fehr & Peers team as part of the City's Circulation Element Update, allowing for an efficient and seamless workflow. By building on our ongoing work for the City, we can streamline the SS4A-required safety analyses and redirect project resources towards the performance monitoring program discussed in Task 6. The analysis will include the following components required under the SS4A program:

- Collision Analysis:** Fehr & Peers will leverage pre-processed collision data to analyze collision trends and typologies and compare results with findings from the 2022 LRSP. Building on the HIN developed through the Circulation Element, we will identify priority locations and hotspots for vehicle, pedestrian- and cyclist-involved collisions. To support efficient City review, we will develop a web map displaying the HIN, pedestrian and cyclist collision hotspots, and equity priority areas (described below), allowing City staff to easily review and interpret key analysis components.
- Equity Analysis:** We incorporated several contextual factors pertaining to vulnerable roadway users while developing the HIN for the Circulation Element, including assigning higher "weights" for collisions involving youth (ages 17 and under), older adults (ages 65 and over), and proximity to schools, transit stops, and parks/ community centers. We will provide added value by expanding this analysis to **evaluate vulnerable roadway users spatially** in comparison with the HIN. We will do this by developing age-based and transportation-based equity priority zones using the Caltrans Transportation Equity Index (EOI) and U.S. Census data. Age-based equity priority zones will consist of census tracts in the top 25 percent for youth (ages 17 and under) and older adults (ages 65 and over). Transportation-based equity priority zones will be informed by Transportation-Based Priority Populations identified through the Caltrans EOI. These equity priority areas will be overlaid with the and pedestrian and bicycle collision hotspots to assess their prevalence along the HIN and better understand the disproportionate burden of traffic-related crashes experienced by these communities.
- Systemic Analysis:** Systemic analysis is

a proactive, data-driven approach that evaluates roadway networks using defined risk factors to identify high-risk roadway characteristics, beyond locations with high crash concentrations. Building on the systemic analysis completed for the 2022 LRSP, Fehr & Peers will assess changes in crash trends and evaluate relationships between collision outcomes and roadway characteristics to meet SS4A requirements. The analysis will include a cross-tabulation of key collision and roadway attributes, such as location type (intersection or segment), roadway classification, number of lanes, posted speed limit, proximity to schools and transit stops, adjacent land uses, driver movements, and time of day. Based on this analysis, Fehr & Peers will define up to five (5) systemic safety profiles to extrapolate crash risk across similar roadway contexts and inform proactive, network-wide safety strategies.

Task 3 Deliverables:

- Web map of citywide collisions including High Injury Network and pedestrian and bicyclist collision hot spots
- Draft and Final Systemic Safety Analysis Matrix.
- Vulnerable Road Users Memorandum with analysis, narrative, and graphics

Task 4. Community Engagement (110 Hours)

Because crash data reflects only reported incidents, incorporating community members' lived experiences is essential for identifying safety concerns, near-miss locations, and community-vetted priorities that may not appear in traditional data sources. Our team will gain efficiencies in this task by working in unison with the General Plan Update's community engagement tasks. We will integrate transportation safety discussions into the planned mobility-focused community meeting, coordinate with the General Plan Update team to include safety-related questions in future online surveys, and provide outreach materials for General Plan Update pop-up events to share CSAP information (i.e., maps of the HIN, systemic analysis findings, or crash typologies). Through these efficiencies, we can allocate budget towards developing a Technical Advisory Group (TAG) comprised of safety officials (police, fire, and others) and one (1) targeted community workshop in a high-crash area.

The TAG will solidify Temecula's leadership and

Systemic Analysis

Systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at collision history on an aggregate basis to identify high-risk roadway characteristics in addition to looking at high-collision concentration locations. By merging roadway and intersection features with collision data, relationships can be uncovered between contextual factors and the risk of frequent and severe collisions.

Collision data was paired with geographic roadway and other contextual data to develop collision types. Outputs from this analysis were used to populate a set of matrices that allow us to look at cross-tab (collision data in rows and geographic data in columns) for collisions across the entire roadway network. The matrices allowed for identification of the combinations of factors that contributed to a high number of all collisions, and combinations that led to a high number of fatal and severe collisions. This table provides a snapshot of that analysis. Complete matrices can be found in the appendix. The collision profiles selected for further examination from this process are explored in the following chapter.

Roadway Factors

Collision Factors	2-3 lanes		4-5 lanes		6+ lanes		Signal		Unsignalized	
	25-30 mph	30-35 mph	40+ mph	30-35 mph	40+ mph	40+ mph	Signal	Non-Local	Local	Local
Driving Under Influence	12	1	6	20	50	64	85	38	4	
Unsafe Speed	46	0	6	56	156	303	263	141	14	
Improper Turning	39	1	4	25	58	57	69	49	14	
Vehicle Right of Way Violation	46	3	17	76	174	250	153	285	43	
Traffic Signals and Signs	8	4	2	32	89	93	185	33	7	
Head-On	12	0	3	10	35	35	40	27	6	
Slidewipe	28	0	6	25	55	72	77	52	11	
Rear End	41	0	6	66	180	351	319	152	8	
Broadside	60	9	21	124	290	374	402	318	50	
Hit Object	23	1	4	13	27	31	33	27	8	
Mid-3 am	9	0	2	12	31	26	44	18	2	
3 am - 6 am	7	0	1	6	18	33	32	18	2	
6 am - 9 am	36	3	4	43	85	115	138	95	11	
9 am - noon	30	2	4	36	95	154	157	98	13	
noon - 3 pm	35	0	10	54	115	199	188	129	24	
3 pm - 6 pm	38	1	8	60	157	236	209	172	22	
6 pm - 9 pm	35	2	8	44	97	124	146	81	16	
9 pm - mid	18	4	4	24	57	81	106	42	9	
Driver At Fault: Proceeding Straight	94	7	15	119	290	455	507	234	45	
Driver At Fault: Making Right Turn	12	1	2	25	44	59	84	38	7	
Driver At Fault: Making Left Turn	27	2	16	68	157	208	160	225	28	
Age Under 19	35	1	7	37	90	106	112	92	17	
Age 60+	49	6	7	74	153	206	242	142	28	

Example systemic analysis from the Westminster CSAP report

commitment to reaching zero deaths and serious injuries and fostering a culture of safety in the City. We will conduct field visits at high crash/risk locations identified in Task 3 and 4 with the TAG to observe and discuss countermeasure opportunities. Our preliminary analysis shows a higher concentration of fatal and serious injury (KSI) crashes in northeast Temecula compared to other parts of the city. We will host a workshop at an accessible location in this area and focus on gathering community input on safety concerns, priority locations, and potential countermeasures to support equitable, data-driven safety investments.

Task 4 Deliverables:

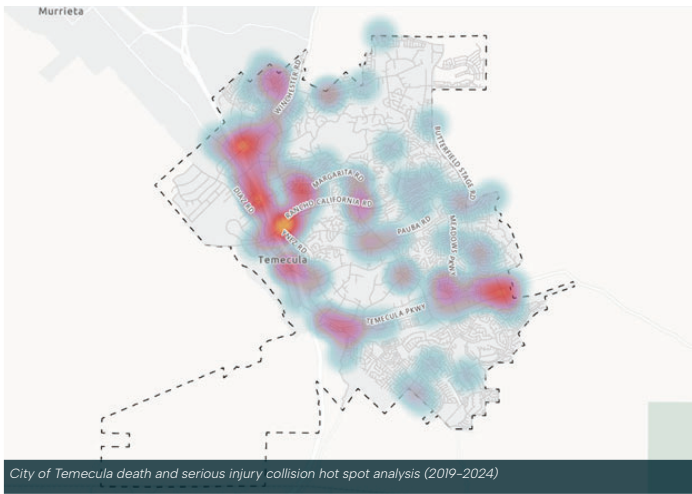
- Community Engagement Plan
- Outreach material for mobility-focused GPU community meeting
- Draft and final list of safety-related questions to include in GPU online survey
- Outreach material for five (5) GPU pop-up events
- Facilitation of one (1) CSAP-focused community workshop in identified high-crash or equity focus community
- Formation of the TAG, one (1) half day field visit to high crash/risk locations, and two one-hour virtual meetings (one to get feedback on safety concerns/present collision analysis and one to present the draft CSAP)

Task 5. Develop Prioritized Projects and Strategies (194 Hours)

Building on previous tasks, Fehr & Peers will work with the City to develop a list of safety countermeasures and identify up to five (5) priority safety projects. The list will form the basis of an Implementation Plan focused on addressing the City's most critical safety needs. The Implementation Plan will emphasize proven, evidence-based countermeasures consistent with the Caltrans Local Roadway Safety Manual to support eligibility for HSIP funding. Strategies will be organized by Safe System principles and will identify responsible departments, implementation timelines, potential funding sources, and measure of effectiveness. Each priority project will include location-specific recommendations, incorporating both low-cost, near-term measures and longer-term capital improvements.

Task 5 Deliverables:

- Draft and Final Implementation Plan
- Identification of five (5) priority projects
- Location-based countermeasures including near-term and long-term recommendations



Task 6. Performance Monitoring (70 Hours)

Fehr & Peers will work collaboratively with City staff to develop a performance monitoring framework to support implementation of the recommended safety countermeasures, track progress toward safety outcomes, comply with SS4A Progress and Transparency requirements, and set the City up for future project funding. The framework will identify performance measures, monitoring tools and data sources, agency roles and responsibilities, potential funding opportunities, and anticipated implementation timelines. We will also develop a performance monitoring template which will allow the City to seamlessly update key performance metrics on an annual or bi-annual basis.

In addition, Fehr & Peers will conduct before-and-after safety evaluations for four (4) previously constructed HSIP-funded projects identified in the RFP to assess their effectiveness in reducing crashes and improving safety outcomes. This analysis will rely on project installation

dates, project limits and spatial data, and pre-processed collision data for at least three years prior to project implementation, to be provided by the City.

Task 6 Deliverables:

- Draft and Final performance monitoring framework memorandum
- Performance monitoring template.
- HSIP before/after study for four (4) projects including slide-deck summarizing the project, pre- and post-project crash statistics, and key changes in crash trends



Example location-specific countermeasure cut-sheet identified for priority projects in the Westminister CSAP report.

Task 7. Report Documentation (73 Hours)

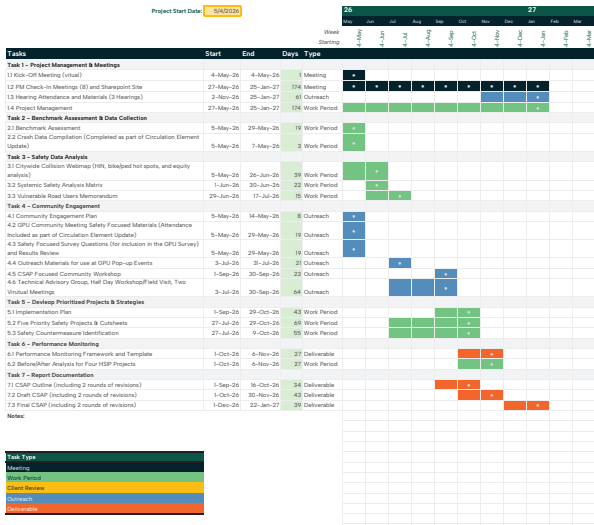
We will leverage our in-house design expertise to produce a clear, graphically rich document that includes components from all previous tasks to meet SS4A requirements. We will work closely with the City to develop a draft and final outline that reflects the City's aesthetic preferences and priorities.

The document will include the plan and a checklist that identifies the page number where each required CSAP element is addressed. Report content will be delivered in Word format for review, with up to two (2) rounds of consolidated City comments incorporated prior to layout and design. Following graphic production, we have budgeted for up to two (2) additional rounds of consolidated revisions to finalize the CSAP document.

Task 7 Deliverables

- Draft and Final CSAP graphic report outline
- Draft and Final report content in Word format
- Draft and Final CSAP

Schedule of Work



Grant Procedures

Fehr & Peers is experienced with helping clients manage their successful grants. For SS4A, we will assist the City with the quarterly reporting requirements.

- Quarterly performance progress reports (PPR) – This report requires a summary of completed items, outstanding issues, and deviations from the grant agreement.
- Quarterly financial status reports (FFR) – This is the form that will be used to reimburse the City for the SS4A activities.

To assist with these requirements, Fehr & Peers will produce monthly progress reports and invoices. We will work together with the City to compile this information into the quarterly reports. These reports are typically due before the 20th day of the first month of the next quarter for the previous quarter; however, we can work with the City to confirm the grant agreement terms. The following presentation provides a summary overview of the reporting requirements for SS4A: SS4A Quarterly Reporting Webinar.



Hourly Rates

- See attached for our hourly rates

CITY OF TEMECULA
 Request for Proposals (RFP) No. 307
 Local Roadway Safety Plan Update
 Project No. PW25-03

SUBCONTRACTORS LIST

The General Contractor submitting a proposal will hereinafter state the subcontractor who will be the subcontractor on the job for each particular trade or subdivision of the work. If a General Contractor fails to specify a subcontractor, or if he specifies more than one subcontractor for the same portion of work to be performed under the Agreement, he agrees that he is fully qualified to perform that portion himself and that he shall perform that portion himself.

DIVISION OF WORK OR TRADE	NAME & DIR NO. OF FIRM OR CONTRACTOR	LOCATION (CITY)
N/A - No Subcontractors		

Dated: 2/11/2026

By: *Katy Cole*
 Signature of Contractor

Katy Cole
 Print Name and Title

DIR Registration

1000011330 - FEHR & PEERS

Customer Account Lookup

<p>PWCR</p> <p>1000011330</p> <p>Contractor Status</p> <p>DIR Approved</p> <p>CSLB</p> <p>1000011330</p> <p>Business Phone</p> <p>9259773200</p> <p>Ext</p> <p>Registration Start Date</p> <p>2025-07-01</p> <p>Crafts</p>	<p>Legal Entity Name</p> <p>FEHR & PEERS</p> <p>Doing Business As (DBA)</p> <p>Fehr & Peers</p> <p>Business Structure</p> <p>Corporation</p> <p>President</p> <p>Chris Mitchell</p> <p>Email</p> <p>Legal@fehrandpeers.com</p> <p>Registration End Date</p> <p>2027-06-30</p>
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Address

<p>Mailing Address</p> <p>100 PRINGLE AVENUE, Suite 600</p> <p>Mailing Address - City</p> <p>WALNUT CREEK</p> <p>Mailing Address - State</p> <p>California</p> <p>Mailing Address - Zip</p> <p>94596</p> <p>Mailing Address - Country</p> <p>United States of America</p>	<p>Physical Address</p> <p>100 PRINGLE AVENUE, Suite 600</p> <p>Physical Address - City</p> <p>WALNUT CREEK</p> <p>Physical Address - State</p> <p>California</p> <p>Physical Address - Zip</p> <p>94596</p> <p>Physical Address - Country</p> <p>United States of America</p>
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Related Lists

[Registration Dates](#)

Comments on Standard Agreement

Requested Changes:

1. INDEMNIFICATION. Section 10

Changes Requested: The Consultant agrees to defend, indemnify, ~~protect~~ and hold harmless the City of Temecula, Temecula Community Services District, and/or the Successor Agency to the Temecula Redevelopment Agency, its officers, officials, ~~and employees and volunteers~~ from and against any and all claims, demands, losses, defense costs or expenses, including ~~reasonable~~ attorney fees and expert witness fees, or liability of any kind or nature which the City of Temecula, Temecula Community Services District, and/or the Successor Agency to the Temecula Redevelopment Agency, its officers, ~~agents~~, or employees ~~or volunteers~~ may sustain or incur or which may be imposed upon them for injury to or death of persons, or damage to property ~~arising out of to the extent caused by~~ Consultant's negligent or intentionally wrongful acts or omissions ~~arising out of or in any way related to~~ the performance or non-performance of this Agreement, excepting only liability arising out of the negligence of the City of Temecula, Temecula Community Services District, and/or the Successor Agency to the Temecula Redevelopment Agency. ~~In no event shall the cost to defend charged to Consultant exceed Consultant's proportionate percentage of fault.~~

Reason for Changes: This indemnity provision can be triggered by either negligent or wrongful acts, which means that the Consultant would be agreeing to pay the full cost of any lawsuits against the City that arise from its wrongful acts, whether or not the acts rise to the level of negligence. Perhaps by wrongful act, the City means an intentionally wrongful act, which is certainly above the level of negligence and not below.

Business Safety Record

Fehr & Peers maintains a strong commitment to workplace safety and regulatory compliance through its Injury, Illness, and Workplace Violence Prevention Program and a consistent record of safe operations. In 2025, the firm recorded three minor OSHA-recordable injuries resulting in a total of three days away from work across nearly 800,000 hours worked. Fehr & Peers complies with all applicable federal, State of California, and Cal/OSHA laws, regulations, and requirements.

Litigation Record

Fehr & Peers is not a party to any active litigation matters at this time. In the past five years, Fehr & Peers has been a party in three litigation matters, but has not had any judgments against it and has prevailed or been dismissed in the following three litigation matters:

Graham v. City of Saratoga, et al., Santa Clara County Superior Court, State of California, Case No. 115CV282466; Court of Appeal of the State of California, Sixth Appellate District, Case No. H046067 (Fehr & Peers named on May 24, 2016).

Fehr & Peers allegedly provided a feasibility study and a conceptual plan for a bike path that runs along a state route through the City of Saratoga. Subsequent improvements were made by others to an intersection along the route. Plaintiff bicyclist alleges that he was severely injured when he collided with an automobile turning left at the intersection. Plaintiff brought suit against the city and the State. After a year of litigation, plaintiff added as defendants the engineering firm allegedly involved in the improvement of the state route, and also Fehr & Peers.

Outcome: Superior Court granted Fehr & Peers' motion for summary judgement, which was affirmed on appeal in February 2022.

Alok Jain, et al. v. City of Milpitas, et al., Santa Clara County Superior Court, State of California, Case No. 18CV325365 (Fehr & Peers named on March 8, 2019).

Plaintiffs were deceased's children who allege that their mother was killed while crossing South Main Street in the City of Milpitas on a mid-block crossing. Plaintiffs allege that the mid-block crossing and the surrounding areas constitute a dangerous and defective condition. Fehr & Peers was allegedly a subconsultant in providing traffic engineering services in several intersections surrounding the mid-block crossing. It denies any involvement in the design of the mid-block crossing on which the deceased was killed. Nevertheless, it was sued with myriad others, including the alleged prime consultant for Fehr & Peers' work, the City, and a general contractor.

Outcome: In March 2022, the Superior Court entered judgment in favor of Fehr & Peers after Fehr & Peers brought an unopposed motion for summary judgment.

City of San Clemente, et al. v. Foothill/Eastern Transportation Corridor Agency, et al., Riverside County Superior Court, State of California, Case No. RIC 1800232 (Fehr & Peers named on March 14, 2019).

Plaintiffs filed a petition for peremptory writ of mandate and a complaint for declaratory and injunctive relief to have declared void certain contracts between the Foothill/Eastern Transportation Corridor Agency (TCA), Fehr & Peers and others, and to enjoin Fehr & Peers and others from providing further professional services under those contracts. Plaintiffs allege that the TCA exceeded its authority in entering into these contracts but did not allege any wrongdoing on the part of Fehr & Peers.

Outcome: Superior Court sustained Fehr & Peers' demurrer but granted Plaintiffs leave to amend the Complaint. Subsequently, Plaintiffs stipulated that Fehr & Peers is not a defendant, but a real party in interest, and dismissed Fehr & Peers in April 2021.

EXHIBIT B

Payment Rates and Schedule

Cost for services shall be as per Consultant's proposal attached hereto and incorporated herein as though set forth in full but in no event shall the total cost of services exceed \$134,585.00 for the total term of the Agreement unless additional payment is approved as provided in the Payment section of this Agreement.

Fehr & Peers

2025-2026

(July 2025 through June 2026)

Hourly Billing Rates

Classification	Hourly Rate
Principal	\$280.00 - \$460.00
Senior Associate	\$240.00 - \$335.00
Associate	\$215.00 - \$290.00
Senior Engineer/Planner	\$165.00 - \$240.00
Engineer/Planner	\$140.00 - \$200.00
Senior Engineering Technician	\$160.00 - \$255.00
Senior Project Accountant	\$125.00 - \$190.00
Senior Project Coordinator	\$135.00 - \$225.00
Project Coordinator	\$120.00 - \$190.00
Technician	\$155.00 - \$195.00
Intern	\$100.00 - \$160.00

- *Other Direct Costs / Reimbursable Expenses are invoiced at cost plus 10% for handling.*
- *Personal auto mileage is reimbursed at the current IRS approved rate (70 cents per mile as of Jan 2025).*
- *Technology & Security Fee (software licensing, hardware upgrades, secure data storage, etc.) are invoiced and calculated as a percentage of monthly project labor.*

Fehr & Peers reserves the right to change these rates at any time with or without advance notice.



Fee Proposal for Temecula LRSP Project No. PW25-03

Tasks	Fehr & Peers							Labor Hours	Direct Labor Costs	Direct Costs	Subtotal
	Principal-in-Charge	Project Manager	Deputy Project Manager	Safety Technical Advisory	Engineering Technical Advisor	Planner/Engineer	Project Coordinator				
	Katy Cole	Angelica Rocha	Nicole Matteson	Diwu Zhou	Kendra Rowley	Lydia Rowen					
Task 1 – Project Management & Meetings	\$340.00	\$240.00	\$180.00	\$260.00	\$275.00	\$170.00	\$165.00				
1.1 Kick-Off Meeting (virtual)	1	1	2	0	0	0	0	4	\$940	\$50	\$990
1.2 PM Check-In Meetings (8) and Sharepoint Site	4	8	8	0	0	2	2	24	\$5,390	\$270	\$5,660
1.3 Hearing Attendance and Materials (3 Hearings)	6	24	8	0	0	8	4	50	\$11,260	\$1,060	\$12,320
1.4 Project Management	0	0	8	0	0	0	1	9	\$1,605	\$80	\$1,685
Task 2 – Benchmark Assessment & Data Collection											
2.1 Benchmark Assessment	0	2	12	0	0	0	1	15	\$2,805	\$140	\$2,945
2.2 Crash Data Compilation (Completed as part of Circulation Element Update)	0	0	2	0	0	0	0	2	\$360	\$20	\$380
Task 3 – Safety Data Analysis											
3.1 Citywide Collision Webmap (HIN, bike/ped hot spots, and equity analysis)	1	2	20	1	0	20	4	48	\$8,740	\$440	\$9,180
3.2 Systemic Safety Analysis Matrix	1	2	8	2	0	16	2	31	\$5,830	\$290	\$6,120
3.3 Vulnerable Road Users Memorandum	1	2	8	0	0	12	2	25	\$4,630	\$230	\$4,860
Task 4 – Community Engagement											
4.1 Community Engagement Plan	1	1	4	0	0	0	1	7	\$1,465	\$70	\$1,535
4.2 GPU Community Meeting Safety Focused Materials (Attendance Included as part of Circulation Element Update)	0	2	6	0	0	4	1	13	\$2,405	\$370	\$2,775
4.3 Safety Focused Survey Questions (for inclusion in the GPU Survey) and Results Review	0	1	4	0	0	6	1	12	\$2,145	\$110	\$2,255
4.4 Outreach Materials for use at GPU Pop-up Events	0	2	6	0	0	8	1	17	\$3,085	\$150	\$3,235
4.5 CSAP Focused Community Workshop	4	0	8	0	0	12	2	26	\$5,170	\$460	\$5,630
4.6 Technical Advisory Group, Half Day Workshop/Field Visit, Two Virtual Meetings	8	0	16	0	0	8	3	35	\$7,455	\$570	\$8,025
Task 5 – Develop Prioritized Projects & Strategies											
5.1 Implementation Plan	4	8	24	2	2	32	6	78	\$15,100	\$760	\$15,860
5.2 Five Priority Safety Projects & Cutsheets	1	4	24	2	8	40	7	86	\$16,295	\$810	\$17,105
5.3 Safety Countermeasure Identification	1	2	8	0	1	16	2	30	\$5,585	\$280	\$5,865
Task 6 – Performance Monitoring											
6.1 Performance Monitoring Framework and Template	1	2	8	1	1	14	2	29	\$5,505	\$280	\$5,785
6.2 Before/After Analysis for Four HSIP Projects	1	1	12	0	0	24	3	41	\$7,315	\$370	\$7,685
Task 7 – Report Documentation											
7.1 CSAP Outline	0	1	8	0	0	0	1	10	\$1,845	\$90	\$1,935



Tasks	Fehr & Peers						Labor Hours	Direct Labor Costs	Direct Costs	Subtotal	
	Principal-in-Charge	Project Manager	Deputy Project Manager	Safety Technical Advisory	Engineering Technical Advisor	Planner/Engineer					Project Coordinator
	Katy Cole	Angelica Rocha	Nicole Matteson	Diwu Zhou	Kendra Rowley	Lydia Rowen					
7.2 Draft CSAP	2	4	24	0	0	8	3	41	\$7,815	\$390	\$8,205
7.3 Final CSAP	2	2	12	0	0	4	2	22	\$4,330	\$220	\$4,550
Total for all Tasks	39	71	240	8	12	234	51	655	\$127,075	\$7,510	\$134,585

Notes:
 Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.
 Mileage is billed at the IRS rate plus 10% handling fee.
 All other direct and subconsultant expenses are billed with 10% handling fee.
 Other direct costs such as computer, communications, and reproduction charges are billed as a percentage of labor.
 Rates and staff are subject to change at any time, without notice, and within the total budget shown