ATTACHMENT A

3 | PROJECT APPROACH & WORK SCHEDULE

PROJECT DEVELOPMENT PHILOSOPHY

Drawing from TranSystems' successful track record on municipal projects and Union Pacific Railroad public projects, the Downtown Railroad Crossing Feasibility Study will identify and evaluate railroad crossing options most closely aligned with the Town of Truckee's goals for the project. The overarching goal is to determine the preferred solution that provides convenient and safe connectivity between the north and south areas of downtown, fits within the context and character of the community, can be built with minimal disruption to existing facilities, and offers a solution that UPRR and the California Public Utilities Commission (CPUC) would be willing to accept given safety, engineering, and constructability objectives.

In conducting the feasibility study, we will identify design and evaluation criteria, conceptualize and evaluate options, develop strategies to address challenges, work with the Town and its stakeholders to ensure the evaluation reflects local needs, and ultimately recommend a preferred concept. The Feasibility Study will define the project so that it is well positioned for subsequent stages of project development: final survey and geotechnical studies, public outreach, preliminary engineering, environmental clearance, securing of funding, final design, UPRR and CPUC formal reviews and approvals, permitting, and then construction. Feasibility Study deliverables will provide the Town with a well-organized and complete set of usable deliverables to successfully and efficiently carry the project forward.

We make the following commitments in project delivery of the Feasibility Study:

- **Fulfilling client needs** to deliver scope within timeframe and budget while fully complying with contract and technical requirements. The work will be conducted in compliance with funding requirements stipulated by the Town's Sustainable Communities competitive grant. As needed, we will support the Town by providing materials in the formats needed to facilitate the Town's Grant Administration obligations under Grant Task 01. *Our team will serve the Town of Truckee as if we were an extension to staff, providing all information and fostering collaboration.*
- **Engaging stakeholders** and prioritizing the Town's desires. TranSystems takes pride in being a motivated and reliable partner to our public project clients and is trusted by UPRR to understand their requirements and processes. We will engage key community stakeholders using clear verbal, written, and graphical communications. We know the many lenses that stakeholders use in viewing project materials, and we are accustomed to sharing information in ways customized to each stakeholder group's interests. The best interest of the Project and the Town will guide our evaluations and judgments. *In our stakeholder communications, we will prepare project information and exhibits that align with Project goals, presenting concepts accurately in a clear and easy-to-comprehend way, then documenting and incorporating key stakeholder input.*
- **Managing the team** and driving forward the completion of technical work using logical, methodical, and technologically advanced tools for cost-effectiveness. Internal staffing plans will ensure the availability of assigned staff when each team member is needed during the Project. Quality reviews will be provided as the work progresses. *The technical and management tools we use also allow us to adapt to change — in cases where external factors impact the Project — or to capitalize on cost-saving opportunities that deliver value to the Town.*

PROJECT UNDERSTANDING

The Downtown Railroad Pedestrian Crossing Feasibility Study will explore, identify, and evaluate conceptual design alternatives for a new crossing of the Union Pacific Railroad tracks to provide a third primary linkage between downtown areas on either side of the UPRR tracks that run through Town. The new railroad crossing will ideally be located about midway between the existing Bridge Street at-grade crossing and the existing roadway undercrossing that connects Donner Pass Road and West River Street on the west side of Town. The new track crossing will serve

pedestrians and bicycles, providing a third transportation path and enhancing community walkability, commercial linkages, and safety benefits. The Project will explore three types of railroad crossings:

- **Pedestrian and bicycle undercrossing:** This option is desirable because it requires a lower vertical clearance, thus allowing an easier grade transition from street level with less of a visual impact. *However, this option is less likely to be favored by UPRR and may pose constructability challenges.*
- **Pedestrian and bicycle overcrossing:** Achieving the necessary UPRR and CPUC horizontal and vertical clearances from the tracks entails significantly climbing up from street level using longer ramps or stairs/elevators. This requires more land area and becomes more challenging for the public to use and for the Town to maintain. *This option is expected to be favored by UPRR but might not be the Town's preference.*
- **New at-grade crossing for pedestrians and bicycles:** The lowest cost option is easiest for pedestrians and bicyclists to use, requires the least project footprint, and is least costly. *However, it offers fewer safety benefits than the grade separation options and is likely to be rejected by UPRR and CPUC. Both organizations have safety mandates that drive them toward eliminating at-grade crossings rather than adding new ones.*

PROJECT APPROACH

Our effort will begin by developing a detailed schedule of activities to establish the planned timing for project delivery that complies with the project's grant funding requirements. A kick-off meeting with the Town will initiate the project and will be our opportunity to listen to Town representatives communicate visions and needs for the project and inform us of any Town procedures that might govern project activities. The kick-off also allows TranSystems to introduce key team members, review the planned schedule and tasks, and learn the Town's preferred method for communication — whether that be regularly scheduled meetings, regular email updates, or a combination of both.

Following the six task approach outlined in the RFP, TranSystems proposes to complete the following:

Task 1: Existing Conditions, Data Collection, and Analysis

We will collect, review, and use all existing information that the Town can share to maximize efficiency. This information might include, but will not be limited to, parcel maps, boundary, topographic or other existing surveys, master plan/circulation plan documents, traffic studies, historical asset information, geotechnical information, as-built drawings, key stakeholder information, utility as-builts, infrastructure condition assessments, environmental reports, and similar information. In addition, TranSystems will obtain UPRR Val Maps and collect other pertinent publicly available documents such as GIS data and aerial and mapping data. UPRR would not typically provide any information on its leases with the various tenants on UPRR property, but sometimes that information, if needed, can be obtained from the UPRR tenants themselves. UPRR does not provide copies of its transverse or longitudinal utility agreements, but TranSystems can reach out to utility companies to request available utility information.

Surveys & Geotechnical Work on UPRR Property & UPRR Right of Entry Agreement

We do not advise pursuing a UPRR Right of Entry agreement for on-site access and exploration due to the cost and timeframes required. Presently, UPRR Real Estate is unable to process its vast number of Right of Entry (ROE) agreement applications. Thus, UPRR processing time can be unpredictable and lengthy, currently running at least six (6) months and, in some recent instances, up to 18 months. The grant schedule for completing the work does not warrant the marginal benefit from waiting for legal UPRR ROE. In addition to the schedule challenges, UPRR has instituted new, significant agreement fees. Being a signatory to a UPRR ROE agreement entails the purchase of a project-specific Railroad Protective Liability Policy. These aggregated costs — with the addition of on-site flagging — could easily approach $75,000 a project expenditure that is not warranted given the total project budget.

As suitable and appropriate mitigation, the conceptual design base sheet will be developed using a geo-referenced high-resolution aerial photo, supplemented by existing boundary, survey, and utility information obtained in Task

3 | PROJECT APPROACH & WORK SCHEDULE

1. Approximate property boundaries will be developed from GIS, assessor information, Val Maps, and title reports. This base information will be sufficient to inform the conceptual design and allow TranSystems to provide surface modeling using OpenRail and OpenRoads Designer Connect Edition (ORD) and compliance with UPRR design and CAD standards.

Geotechnical field investigations would not be done, and the subsurface considerations relating to the design concepts would be based on characteristic local conditions and any existing and adjacent geotechnical data. Even if geotechnical borings were done at this early stage, UPRR would require additional borings at a future stage to ensure that the boring locations are precisely at the location of the proposed structure, risking costly re-work in the future. *Given the significant and costly UPRR ROE processing time, TranSystems recommends a mitigated approach to survey and geotechnical work, with a full survey and final geotechnical engineering report to be completed in the future as part of the Town's first 30% UPRR Structures Submittal.*

INNOVATION IN TECHNOLOGY

The TranSystems team utilizes OpenRail and OpenRoads Designer Connect Edition (ORD) for Track, Civil, Road, and Bridge Design. This software provides for referencing other disciplines' designs and tying the geometry and infrastructure elements together. As one is altered, the others automatically update and will produce warnings when designs fall outside the specified design criteria so the engineers can review and coordinate needed changes. Drainage and utilities are also fully designed in 3D so the software can run automatic conflict detection between the track designs and both existing and proposed infrastructure.

Task 2: Public Outreach / Project Advisory Group

In collaboration with the Town, TranSystems will develop an outreach and engagement plan and help establish a Project Advisory Group (PAG). This group, consisting of a selected set of community members and interested persons/businesses, will play a crucial role in the conceptual design development and evaluation, making their contribution integral to the Project's success.

Outreach is anticipated to utilize a variety of media and use existing outlets as much as feasible. This will enable project funding and resources to cover as broad an audience as the Town desires. At the beginning of the Project, TranSystems will formulate a Community Engagement Plan with the Town Engineer and the Town's Diversity, Equity, and Inclusion (DEI) official that outlines the goals, schedule, target audiences, and anticipated approaches to communicate project information. A single stakeholder workshop is anticipated once conceptual design options and a comparison of alternatives are available. This will enable broader input before the preparation of the final report.

POTENTIAL IDENTIFIED KEY STAKEHOLDERS

- Tahoe Forest Hospital
- Tahoe Truckee Unified School District
- Family Resource Center
- Truckee Trails Foundation
- Nevada County Transportation Commission
- Fire District

We envision the PAG to meet at key project intervals during conceptual design development. Before broader publication, PAG input should focus on project scoping, alternatives, and the draft report. Since the project alternatives are so highly dependent on the ability to gain UPRR and CPUC approval, we will ensure that the PAG has clear expectations and an understanding of constraints to avoid the risk of building expectations and preferences that might immediately be determined not-approvable by UPRR or CPUC. The PAG input should focus on the goals of the Project, which all alternatives should accomplish, albeit to differing degrees or at varying costs and impacts.

Task 3: Develop Grade Crossing Conceptual Designs

TranSystems will summarize key Basis of Design information to assure concurrence with the Town on criteria that will guide the Project and to definitively document that information for the Town's knowledge and future use.

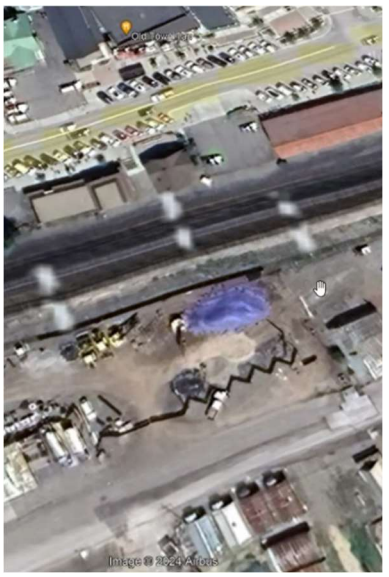
3 | PROJECT APPROACH & WORK SCHEDULE

TranSystems will review the possible location for the new planned crossing in exploring alternatives. With the objective of the new crossing being central between the two existing crossings, several candidate locations are possible. We understand the Town may have narrowed down the focus to a particular area, but for thoroughness, TranSystems will vet the other potential locations initially to at least a cursory level, rule out fatal flaws, and provide documentation of this part of the evaluation since the rationale for the new crossing's location may need to be explained to stakeholders.

Downtown Crossing Area

With location alternatives first considered and evaluated, TranSystems will use of the Task 1 base sheet and Task 3 Basis of Design criteria to develop conceptual design options for the three concepts that will be explored under this contract.

- **New at-grade crossing option:** This option will provide clear lines of sight for safety compliance with UPRR's latest pedestrian access details and approaches. Concepts will communicate track profile, roadway profile and crossing width, concrete crossing panels, at-grade crossing signalization positioning, gates and other safety features, and related design elements.
- **New undercrossing option:** This option will reflect the width and vertical clearance identified in the Basis of Design, an accessible approach layout, profiles, and other structural attributes sufficient to support UPRR Cooper E80 loading. This option has the advantages of lower overhead clearance, a smaller impact footprint than an overcrossing, and easier maintenance in the winter. However, UPRR is less open to new crossings that underlie UPRR mainline tracks and is reluctant to take on the necessary maintenance responsibility- even though that would be at the cost to the Town.
- **New overcrossing option:** This option illustrates the larger footprint this structure would require to accommodate accessible ramps. Variations could be considered using elevators and stairs in lieu of long or spiral ramps, but this requires greater future maintenance by the Town, especially in the winter months. Decisions about these attributes and whether an overcrossing would be open air or a covered structure could be early decisions that the Town makes when the Basis of Design is developed.



Town-Identified Potential Location

All options will show dimensioned layouts, indicate property limits, and show structure configurations in plan, cross-section, and elevation views. Illustrative exhibits will indicate project impacts, such as required demolition, utility relocations, drainage impacts, known environmental impacts, and access modifications, to paint a full picture of the intended option.

Designs will be provided using UPRR CAD standards and as colored PDFs for succinct communication and clarity for review by all parties. This will provide the best starting point for any of the designs toward subsequent project development.

Task 4: Alternative Comparison & Selection of Preferred Alternative

Providing that the Town-UPRR engineering agreement is in place, TranSystems will work with the Town to organize a Diagnostic meeting to get feedback from UPRR and CPUC. This will provide input that is essential to informing a feasibility decision. Typically, the Diagnostic meeting presents the proposed alternative. In this case, the Town may prefer to approach UPRR and CPUC with the idea of evaluating more than one alternative. An advanced strategy could be discussed as to which alternatives to present at the Diagnostic meeting:

- Diagnostic Meeting to review with all three (3) options
- Diagnostic to discuss only the lowest cost option
- Diagnostic to discuss the two (2) grade separated options only
- Diagnostic to discuss the Town's favored grade separation option only

TranSystems would prepare the Diagnostic meeting advance information packet, coordinate the meeting's scheduling by UPRR, develop the meeting agenda, and provide follow-up notes for comment and finalization by the Diagnostic Team. As applicable, based on input from the meeting, the conceptual design of alternatives would then be further refined, and/or supplementary review will be completed.

Evaluation Considerations

Please refer to the **Key Considerations Map** in ***Section 5 – Additional Information*** for a summary of eight (8) potential considerations that are anticipated to drive our evaluation of alternatives. If the Town suggests additional considerations, those will also be included as well in our evaluation.

1. **LOCATION** Evaluating alternative locations for a crossing to provide an important pedestrian and bicycle connection between Downtown Truckee's north and south sides while respecting historic assets.
2. **CONTEXT** Designing a crossing that fits Downtown Truckee's historical character, charm, context, and historic architecture.
3. **UPRR ACCEPTABILITY** Recognizing a primary driver in feasibility assessment is the potential for ultimately obtaining UPRR approval of the selected alternative.
4. **CONSTRUCTABILITY** Carefully consider the constructability constraints of each alternative location and design option (overcrossing, undercrossing, at-grade).
5. **STAKEHOLDER COORDINATION** Balancing local stakeholder input and preferences in evaluating viable alternatives and design options.
6. **ROW CONSIDERATIONS** Evaluating each alternative location and design regarding potential impacts to UPRR ROW, tenant occupancies in ROW, and business/commercial land uses and parking.
7. **SAFETY** Designing a crossing that maximizes public safety for pedestrians and bicycles enjoying the amenities of Downtown Truckee.
8. **MAINTENANCE** Considering the long-term maintenance responsibilities and cost of each design option.

CCJPA AT-GRADE CROSSING SAFETY PROGRAM

In an effort similar to this project, working for CCJPA, TranSystems supported CCJPA's 2023 Board-directed $750,000 self-funded program to improve at-grade crossing safety at the over 100 crossings in over 22 jurisdictions along CCJPA's operating corridor. After the Board conceptualized the program, TranSystems and CCJPA worked together to define the program's specifics, how it would be used, and how it would be publicized to provide free services to all interested local municipalities between Santa Clara and Auburn. Through the program, TranSystems provides design and consulting services for local agencies to help them advance their priority at-grade crossing improvement, new grade-separated overcrossing projects, new grade-separated undercrossing projects, and/or crossing elimination projects. Through the CCJPA, TranSystems provides bi-weekly updates to UPRR and periodic status updates to CPUC to keep them informed of the agencies' safety improvement plans.

Task 5: Feasibility & Design Report

The draft Feasibility and Design Report will be developed as the first four tasks are completed, and the report will be finalized after the first four tasks are complete. The draft report will be presented at a meeting with key stakeholders,

as discussed in **Task 2** above. Input gained at this stage will inform the preparation of the final report and recommendations for a selected alternative and the next project phasing. The final report will compile all of the information and data from each task, explain the process and methodology followed, illustrate the options explored along with their assessments and evaluations, and provide conclusions and a roadmap of the next steps to bring the Project to fruition.

Task 6: Council Review/Approval

Accompanying the draft feasibility and design report, an executive summary and brief illustrative presentation will be prepared as a companion document to the Task 5 report. This is envisioned to capture a broad overview of the effort, findings, and recommendations suitable for a Town Council presentation, providing sufficient background and information to support Council Approval and formal direction for the project's next steps.

WORK SCHEDULE

Meeting the Town's Sustainable Communities Competitive grant schedule outlined in the RFP, TranSystems will complete the work prior to April 2026. TranSystems proposes a sequence of work tasks that will queue up the Project for future development steps toward making the new crossing a reality as efficiently as possible. This includes defining the Project's next steps after Feasibility Study completion to queue the Project up for funding application/selection, procurement of environmental clearance, final design, permits and formal approvals, bidding, and construction.

Task #	Task Title	FY 2024/2025												FY 2025/2026											
		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1	Existing Conditions, Data Collection and Analysis																								
2	Public Outreach / Project Advisory Group																								
3	Develop Grade Separation Conceptual Designs																								
4	Alternative Comparison & Selection of Preferred Alternative																								
5	Feasibility and Design Report																								
6	Council Review/Approval																								

4 | IDENTIFICATION OF SUBCONTRACTORS

For the proposed scope of work, TranSystems is proud to have the support of two subcontractors, **ENGEO** and **Cinquini & Passarino**, with whom we have built long-standing relationships on numerous successful railroad projects throughout northern California. Their expertise and commitment to excellence make them ideal partners for the feasibility study and associated conceptual designs. To match the needs of the feasibility study and associated conceptual designs, survey and geotechnical workscopes will be relatively narrowly focused as described in ***Section 3 - Project Approach***.

ENGEO and TranSystems have worked together since 2007 on projects such as the Sacramento Valley Intermodal Facility and numerous San Joaquin Regional Rail Commission (SJRRC) rail and railroad structures projects. **ENGEO** is an award-winning geotechnical and environmental engineering firm with rail, intermodal, road, and bridge projects for clients, including Altamont Commuter Express (ACE), California High-Speed Rail, BART, Santa Clara VTA, and KiwiRail.

Similarly, **Cinquini & Passarino** and TranSystems have collaborated on numerous railroad projects for Capitol Corridor Joint Powers Authority (CCJPA) and SJRRC. A regional survey expert on track surveying and topographic and utility surveys on railroad corridors, Cinquini & Passarino also excels in tracking railroad property titles and records.

ENGEO — Geotechnical

- **Services and Deliverables**: Geotechnical consulting services.
- **Percentage of Overall Scope**: 2.75% (consultation as needed).

Cinquini & Passarino — Survey

- **Services and Deliverables**: Survey and boundary consulting services.
- **Percentage of Overall Scope**: 2.75% (consultation as needed).

CONTRACT TERMS

We hereby acknowledge our willingness to accept the sample contract terms as outlined in Attachment A without any exceptions.

Furthermore, we confirm our acceptance of all provisions stipulated in the Restricted Grant Agreement (#74A1471) between the State of California and the Town of Truckee, as detailed in Attachment B. We are fully committed to adhering to all pertinent local, State, and Federal laws and regulations as required by the Sustainable Communities Grant funding this project.

5 | ADDITIONAL INFORMATION

To further supplement our proposal and provide a comprehensive overview of our capabilities, we have included the following key pieces of information in this section:

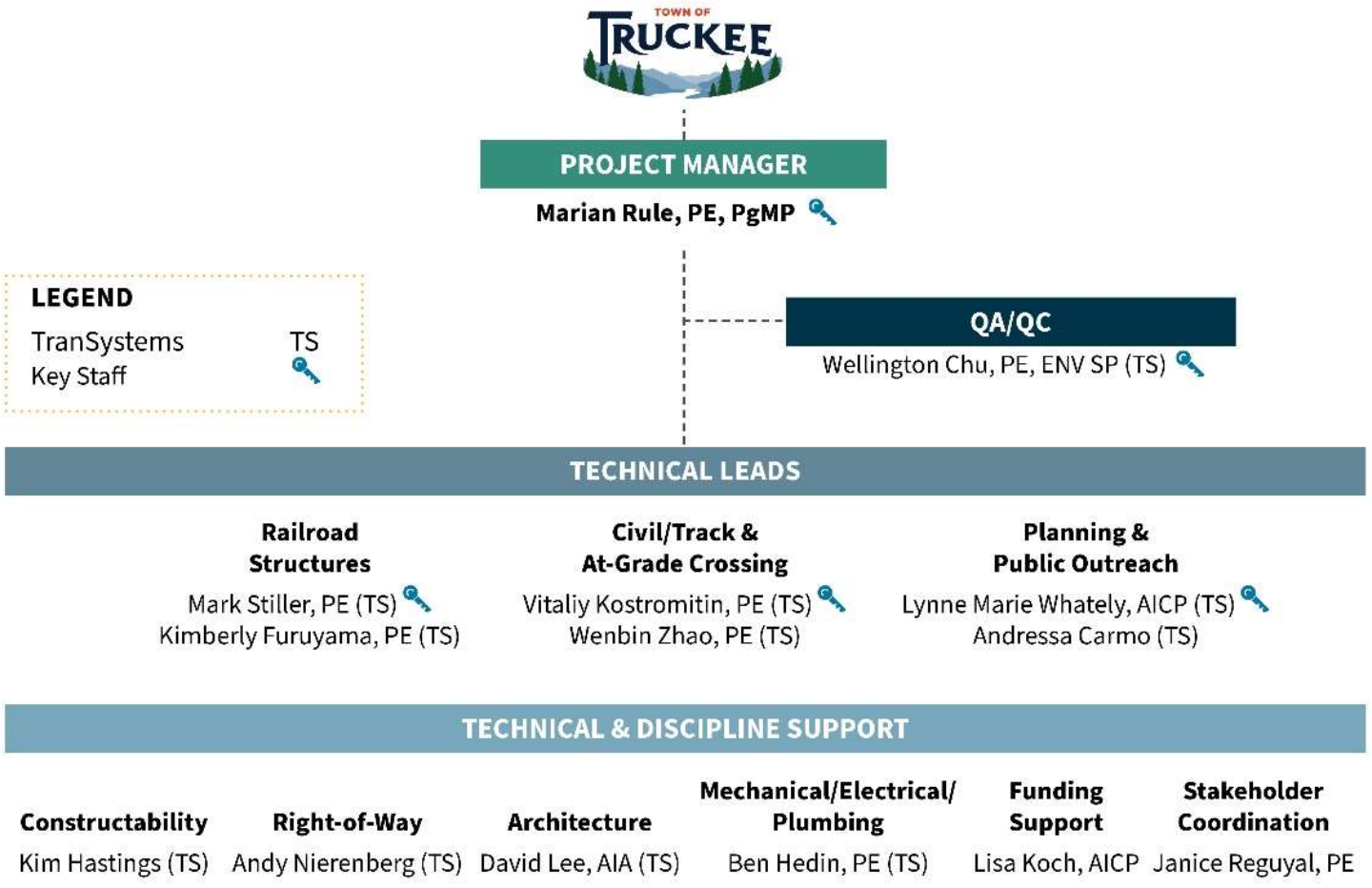
ORGANIZATIONAL CHART
This chart clearly demonstrates the proposed team structure and highlights key staff members.

KEY STAFF RESUMES
One-page resumes for key staff, showcasing their relevant experience, with many having contributed to the Work Examples provided in the qualifications section.

KEY CONSIDERATIONS
A detailed map that identifies those areas of the project that will be the focus in our development and evaluation of options..

These elements collectively underscore our preparedness, expertise, and strategic approach to successfully delivering this project.

ORGANIZATIONAL CHART



Marian Rule, PE, PgMP

PROJECT MANAGER

Marian is skilled in managing significant and complex passenger and freight rail projects requiring close coordination of multi-disciplinary teams and detailed monitoring of schedule and budget. Her experience ranges from preliminary engineering and obtaining CEQA/NEPA clearances to final engineering design and construction management for heavy rail and passenger rail projects. Marian has a solid understanding of the processes for public project approvals, consistent with UPRR and AREMA technical standards for trackwork, drainage, utility crossings, and maintenance access, railroad bridges, pedestrian overcrossings and undercrossings and improvements to at-grade public and private crossings. Having worked her entire career in Northern California, she has an excellent knowledge of local issues and has strong working relationships with all stakeholders whose support is needed to build consensus for project approvals and permitting.

EDUCATION
B.S., Civil Engineering, University of California, Davis

REGISTRATIONS
Professional Engineer (Civil): AK, CA, MA, NV, OR, TN

CERTIFICATIONS
E-Railsafe System
Program Mgmt. Professional

YEARS OF EXPERIENCE
44

PROJECT EXPERIENCE

UNION PACIFIC RAILROAD (UPRR) MASTER AGREEMENT, SYSTEMWIDE. Project Manager for over 100 UPRR of railroad projects since 1992. UPRR has relied on Marian's knowledge of UP standards and expectations in completing over railyard, siding and intermodal projects in Lathrop, Tracy, Oakland, Milpitas, Los Angeles, Montebello, Commerce, Seattle, Portland, Reno, Long Beach, and Salt Lake City; over 30 industrial development and rail master planning projects, and over 40 grade crossing, bridge and grade separation projects. Projects have included all services from conceptual and preliminary design through final design, permitting, bidding, construction and close-out.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA) ON-CALL SERVICES. Project Manager. Supporting CCJPA toward increased service frequency and improved railroad crossing safety improvements in UPRR's corridor, Marian has managed CCJPA's Sacramento to Roseville Third Track- Phase 1 project including modifications to 2 overcrossing, and improvements to 3 complex at-grade crossings associated with the 5 mile third track project. Also for CCJPA, she has managed CCJPA ROW acquisition/ tenant relocation for UPRR in Sacramento and Placer Counties, manages federal grant applications for CCJPA infrastructure and safety projects, and manages CCJPA's new At-Grade Crossing Safety Program that provides support to over 20 local agencies along the CCJPA operating corridor to define and develop at-grade safety projects and grade separations. Services include feasibility studies, conceptual designs, grant application support, and cost estimating.

SAN JOAQUIN REGIONAL RAIL COMMISSION(SJRRC) ON-CALL SERVICES. Project Manager. Supporting SJRRC in project development, preliminary and final design services to complete proposed rail projects associated with the expansion of the San Joaquins and ACE service to Stanislaus, Merced, and Sacramento Counties. Marian has managed SJRRC's Del Paso Siding Project that includes 3 railroad structures and coordination with UPRR, CPUC, the USCOE and two flood control districts. Marian serves as SJRRC's contract manager for the SJRRC's Lodi Station which explored both UPRR undercrossing and overcrossing solutions and for SJRRC's Pollock Siding.

FEDERAL RAILROAD ADMINISTRATION (FRA) MONITORING AND TECHNICAL ASSISTANCE ON-CALL CONTRACT (MTAC). Program Manager. Marian has served as Program Manager since 2010 for all engineering and environmental oversight of FRA's grant-funded projects. In FRA's Western U.S. Region, the program provides grant oversight for over 450 FRA grant funded projects including grade separations, track projects, station facilities, bridges, i

Wellington Chu, PE, ENV SP

QA/QC

Wellington is a structural design engineer with extensive experience, specifically with conventionally reinforced pre-stressed and pre-cast concrete applications in the design of highway and railroad bridges and retaining walls. He is knowledgeable in Caltrans load and resistance factor design (LRFD) and load factor design (LFD) procedures and drafting techniques and railroad and light-rail bridge design using American Railway Engineering and Maintenance-of-Way Association (AREMA), Southern California Regional Rail Authority (SCRRA)/Metrolink, Burlington Northern and Santa Fe Railway Company (BNSF)/Union Pacific Railroad (UP), North County Transit District (NCTD), and Los Angeles County Metropolitan Transportation Authority (Metro) design guidelines and procedures. He is experienced in all aspects of project delivery, including preliminary engineering project approval/environmental document (PA/ED), final design plans, specifications, and estimates (PS&E), and construction phase support. He performs design analysis, plan preparation, cost estimating, specification writing, and program and project management. Wellington is adept at managing multiple and concurrent tasks and using resources and tools to effectively plan and manage teams and workloads for successful project delivery.

EDUCATION
M.S., Structural Engineering, University of California, San Diego

B.S., Structural Engineering, University of California, San Diego

REGISTRATIONS
Professional Engineer (Civil): CA

YEARS OF EXPERIENCE
22

PROJECT EXPERIENCE

CALTRAIN PMC ON-CALL, SAN CARLOS, CA. Senior Bridge Engineer. As part of Caltrains ongoing effort to maintaining its State of Good Repair for its existing rail infrastructure, the existing **Prevost Street Underpass** is proposed to be rehabilitated and widened to meet future operation needs along the corridor. The existing bridge is a single span steel rolled beam superstructure which will be widened with 3 additional girders. In addition, a new precast beam superstructure will be installed to replace the existing timber stringer deck in the median to provide future maintenance access. Wellington is providing the 60% design independent review for the proposed improvement project which includes structural design calculation and plan oversight.

ROSECRANS/MARQUARDT GRADE SEPARATION INDEPENDENT CHECK, LA METRO, LOS ANGELES, CA. Task Order Manager. Wellington led the independent check design effort as part of LA Metro's Quality Management Plan. The Rosecrans/Marquardt Grade Separation is a $156 million project that aims to eliminate an existing at-grade rail crossing at the intersection of Marquardt Avenue and Rosecrans Avenue in Santa Fe Springs. The project will construct a new bridge to safely carry car traffic over existing Burlington Northern & Santa Fe Railway (BNSF) railroad tracks, also used by Metrolink and Amtrak. The grade-separation project calls for a spliced precast girder bridge superstructure roughly 580 ft in length to be constructed to allow Rosecrans Avenue to pass over the rail line.

SUPPLEMENTAL ENGINEERING SERVICES (SES) ON-CALL, LA METRO, LOS ANGELES, CA. Structural Task Leader. Wellington's responsibilities included managing and executing various task orders, including the A Line Live Load Analysis and Rosecrans/Marquardt Grade Separation Independent Check. In addition, Wellington provided professional design services and structure expertise in support of other task orders, including updates to the Metro Rail Design Criteria (MRDC) and Baseline Specifications. The LA Metro Project Engineering Group is critical in supporting Metro's capital and maintenance projects by providing engineering services when additional technical resources or specialized expertise are required. The on-call contract team provided Metro with the depth and capability needed by providing responsive local partners to meet the delivery challenges of expanding and maintaining the County's transit system.

Mark Stiller, PE

RAILROAD STRUCTURES

Mark has 18 years of diversified engineering experience planning, serving as technical lead, managing, and designing various challenging transportation projects. He has dealt with all aspects of project delivery, from the development of sophisticated structural design solutions to utility coordination, right-of-way agreement negotiations, roadway design, staging and traffic, public outreach, environmental permitting and compliance, drainage, geotechnical, and more. Mark has experience contracting and delivering projects for a wide range of owners in California, including various cities, counties, MPOs, and the State, and is renowned for his proactive management approach with stakeholders. His track record of repeatedly delivering innovative and practical solutions has been instrumental in successful conventional and alternate delivery methods. Mark has worked through all stages of project development from initiation through construction and has earned a reputation for being a capable, knowledgeable, responsive, and delivery-oriented resource for his clients and industry peers.

EDUCATION
B.S., Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS
Professional Engineer (Civil): CA

YEARS OF EXPERIENCE
18

PROJECT EXPERIENCE

CITY OF MONTCLAIR MONTE VISTA AVENUE GRADE SEPARATION, CITY OF MONTCLAIR, CA. Project Engineer. The City of Montclair and the San Bernardino County Transportation Authority (SBCTA), in coordination with the California Department of Transportation (Caltrans), proposed to grade separate the existing Monte Vista Avenue/Union Pacific Railroad (UPRR) at-grade railroad crossing. The grade separation elevated Monte Vista Avenue over the railroads tracks and State Street. Mark was responsible for managing all aspects of the project development and maintaining coordination with the City, SBCTA, Caltrans, utility companies, UPRR and local property owners. He also designed the precast pre-tensioned/post-tensioned grade separation structure, approach retaining walls, and miscellaneous retaining, drainage and private property structures.

LA METRO UNION STATION/PATSAOURAS PLAZA BUS STATION DESIGN-BUILD, LOS ANGELES, CA. Project Engineer, Structures Lead. **This $50.3 million design-build project received ENR's best California Regional Airport/Transit Project Award.** The project consisted of supplemental PSR/PR, final design, and construction. This required the widening of the Los Angeles River Busway Bridge and Overhead to construct a bus station in the median of the busway bridge. Mark developed PS&E packages and provided construction support for widening the busway bridge, a new pedestrian bridge, a canopy structure, an elevator tower, and specialty walls. The project includes relocation of the Busway patron boarding island to a new station platform, widening of the existing Caltrans Los Angeles River Busway Bridge and Overhead, new vertical and horizontal pedestrian circulation elements, walkway, Pedestrian Overcrossing, elevators and stairs, and closure of all vehicular traffic access between the El Monte Busway and Union Station at Patsaouras Plaza.

COUNTY OF KERN STANDARD STREET ALTERNATIVE ACCESS GRADE SEPARATION PROJECT, KERN COUNTY, CA. Structures Lead. This project extends Atlas Street across the San Joaquin Valley Railroad tracks to a new extension of Landco Drive near the City of Bakersfield. The project was designed to allow for the single span, 65'-6" railroad bridge to be erected within a 72-hour rail shutdown. Extensive use of precast concrete elements facilitate this expedited construction schedule. Top-down construction will be utilized to allow construction of the bridge and re-opening of the railroad prior to constructing the roadway below. The roadway cut will be facilitated with tie-back soldier pile walls. Mark is responsible for the bridge and retaining wall design and PS&E, and County and Railroad coordination.

Vitaliy Kostromitin, PE

CIVIL/TRACK & AT-GRADE CROSSING

Vitaliy has experience in public and private projects, specializing in railroad and track design, for clients throughout California. Experienced in both Microstation and AutoCAD, Vitaliy is adept at using 2-D and 3-D software tools to facilitate design work, check designs and quantities. He has provided in-house training of other engineers and designers. Vitaliy has served as a project engineer for railroad facility, aviation, and site development projects. His experience includes freight railroad intermodal sites, industrial business parks, warehousing and distribution centers, airport industrial design of ramps and taxiways, and other transportation-related projects.

EDUCATION
B.S., Civil Engineering, Oregon State University

REGISTRATIONS
Professional Engineer (Civil): CA

YEARS OF EXPERIENCE
12

PROJECT EXPERIENCE

CCJPA SACRAMENTO TO ROSEVILLE THIRD TRACK PROJECT, SACRAMENTO TO ROSEVILLE, CA. Project Engineer for a new eight-mile long third track to the existing corridor. Vitaliy prepared construction documents including site layout, rail alignment in conformance with existing alignments, road crossing design, new maintenance access road, grading, drainage, and earthwork engineering. The work included extensive coordination, relocation, protection of existing utilities, and design of utility infrastructure. Leading Diagnostic meetings and final design for complex at-grade crossing and signal improvements for three at-grade crossings (Atkinson/JR. Davis; Tiger Way; Yosemite Street) and for structural modifications for two grade separated crossings (Foothills and Antelope Overcrossings) was included.

SJRRC STOCKTON REGIONAL RAIL MAINTENANCE FACILITY EXPANSION, STOCKTON, CA. Project Engineer. Vitaliy provided all track and civil design engineering for SJRRC's Stockton Regional Rail Maintenance Facility (RMF) Expansion. The RMF expansion project is needed to accommodate new Siemens equipment being procured by SJRRC. The project includes planning, environmental clearance, design, bid phase, and construction phase services for a 9600 s.f. expansion to the existing maintenance building, a new 17,400 s.f. Parts Storage Building and a six-track storage layover yard with wayside power and compressed air systems; and site, parking, landscaping, and utility improvements. Vitaliy prepared site layout, track design, development of the basis of design and programming, site investigation, coordination with survey and geotechnical work, grading, drainage, engeineringand constructin support.

SJRRC LATHROP/MANTECA STATION MODIFICATIONS, LATHROP, CA. Project Engineer. providing engineering design and production coordination for station modifications to the SJRRC Lathrop/Manteca ACE Station. The work includes modifications to a major arterial for the City of Lathrop, new shuttle stop, access improvements to the station, electrical/lighting improvements, drainage and utility modifications, and parking lot reconfiguration to increase on-site parking capacity. The project will remedy parking lot congestion and facilitate intermodal connections at the station. The project included coordination with survey work to obtain new land-use easements, coordination with local bus service providers, environmental clearance, and permit coordination.

SJRRC LODI STATION, LODI, CA. Project Engineer. For the development of SJRRC's new Lodi Station and Siding track, Vitaliy has supported the rail team in development of Diagnostic Meeting materials for UPRR, CPUC, Caltrans, County and SJRRC concurrence for improvements to 6 at-grade crossings along the corridor where the siding track will be build. Work at the Lodi Station included all site development for the new station parking lot, new station platforms, conceptual designs of both passenger undercrossing and overcrossing options.

Lynne Marie Whately, AICP

PLANNING & PUBLIC OUTREACH

With over 20 years of experience in planning, environmental (NEPA/CEQA), passenger rail and transit projects, roadway and bridge studies, community impacts, training and public participation, , Lynne Marie is a dynamic leader onTranSystems' project delivery teams. She is well-versed in the nuances of urban planning, public outreach and commiunity engagement, CEQA/NEPA andpermitting, and preparing projects for final design and construction. Her experience with rail and transit projects, especially in Northern/Central California, allow her to tackle challenging projects that traverse communities, affect sensitive historic or cultural resources, or are highly controversial/visible to the public and communities. Regarded for her public and stakeholder engagement skills, Lynne Marie has developed close working relationships with state and federal agency partners, railroad agencies (Union Pacific) and effectively obtains project approvals.

EDUCATION
M.S., Urban Planning, Florida State University

B.S., Urban Planning/Public Administration, University of Southern California

REGISTRATIONS
American Institute of Certified Planners, AICP

YEARS OF EXPERIENCE
29

PROJECT EXPERIENCE

SJRRC STOCKTON REGIONAL RAIL MAINTENANCE FACILITY EXPANSION PS&E, STOCKTON, CA. Project Manager / Sr. Planner for the existing ACE RMF building expansion and construction of auxiliary infrastructure on RMF property. Oversaw development of supporting environmental documents and prepared applications for city and municipal permits. Oversaw preliminary engineering through final design and preparation of bid documents.

FEDERAL RAILROAD ADMINISTRATION (FRA) MTAC CONTRACT - SOUTHWEST PORTFOLIO MONITORING, CA. Task Order Manager/ Sr. Planner providing oversight and monitoring of FRA grantees and TIGER recipient's PE/NEPA and Final Design/Construction projects – including such projects as double tracking along the LOSSAN Corridor; new rail sidings in Central and Southern California; service development for new passenger rail service from Los Angeles to the Coachella Valley; and grade separations in Southern California. These MTAC duties included programmatic monitoring of grantees (expenditure, cost-to-complete, schedules, and scope); technical review of engineering and environmental deliverables on behalf of FRA; technical assistance; and risk management.

BART MULTIMODAL TRANSIT FACILITY, CITY OF PITTSBURG, CA. Senior Planner. Lynne Marie, under contract to the City of Pittsburg, California, was responsible for a project to develop a short-term parking lot, pick-up and drop off, bus transfer, bike parking, and pedestrian circulation for a new BART station opening in downtown Pittsburg at Railroad Avenue. The project included design of an approximately 0.25 mile-long multiuse path along the state highway right-of-way that directly connects a Pittsburg residential neighborhood to the transit facility. The project also included completion of the Caltrans Categorical Exclusion (CE) document to support NEPA clearance, including air quality analysis, species surveys, and regulatory agency approvals.

SJRRC LATHROP/MANTECA STATION SHUTTLE PULLOUT PA&ED AND PS&E, MANTECA, CA. Project Manager/Sr. Planner for the new shuttle pullout along West Yosemite Avenue for Manteca Transit and MAX Transit access to the ACE Station without entering the existing parking lot. Reconfigured a portion of the ACE Station parking lot to reduce traffic congestion, provided additional parking capacity, and develoepd the pedestrian walkways connecting the new bus pullout to the existing station. Oversaw the planning, environmental permitting, preliminary engineering and final design as well as managed the epermit approval process.

SJRRC ON-CALL TRANSPORTATION GRANT WRITING SERVICES, CA. Project Manager. for multiple task orders related to the preparation of competitive grant proposals for rail and transportation capital and operating projects. Responsibilities include regular communication providing input to the US Department of Transportation and its modal administrations, e.g., Federal Transit Administration (FTA), and the Federal Railroad Administration (FRA), and the California Department of Transportation (Caltrans) on proposed updates, guidance and/or policy change and initiation affecting transportation-related grants.

STATEWIDE PUBLIC INVOLVEMENT TRAINING, FLORIDA DOT CENTRAL ENVIRONMENTAL MANAGEMENT OFFICE, FL. Project Manager/Senior Planner. Ms. Whately worked with the FDOT to develop and deliver a statewide public involvement training course. The purpose of the course is to train FDOT staff, MPO staff and consultants on best practices in public involvement; legal requirements and laws related to outreach; and tools and techniques for effective outreach and engagement (invitations, newsletters press releases, responses to comments reporting). The course, which was taught 2-3 times per year, includes modules on public involvement process, defining the "community", context, tools and techniques, and documentation. Lynne Marie lead the development of all training material and co-instructed the training course.

TIDEWATER USE AREA AT MARTIN LUTHER KING, JR. REGIONAL SHORELINE PARK, EAST BAY REGIONAL PARK DISTRICT, OAKLAND, CA. Program Manager. The Design and Construction Department of the East Bay Regional Park District ("District") intends to develop public access improvements on the property consistent with the 1977 LUDP with the addition of parking and restrooms. The property is adjacent to the District's Tidewater Center (Center), which includes a parking area, restrooms, picnic area, a connection to the Bay Trail, and a new boat launching dock for non-motorized boats such as kayaks. The Center includes three buildings. Current circulation patterns through the existing parking lot become congested during drop off and pickup times for the Oakland Strokes. The project involves renovating the eight-acre parcel previously leased to Flexi-Van to include tree massing, a picnic area, meadow areas, parking, and restrooms. The design will use the conceptual District masterplan as a guide, and improvements will be designed to comply with District standard details and specifications.

5 | ADDITIONAL INFORMATION — KEY CONSIDERATIONS MAP

KEY CONSIDERATIONS

1 — Location Evaluating alternative locations for a crossing to provide an important pedestrian and bicycle connection between Downtown Truckee's north and south sides while respecting historic assets.

2 — Context Designing a crossing that fits the historic character, charm, and context of Downtown Truckee and its historic architecture.

3 — UPRR Acceptability Recognizing a primary driver in feasibility assessment is the potential for ultimately obtaining UPRR approval of the selected alternative.

4 — Constructability Carefully consider the constructability constraints of each alternative location and design option (overcrossing, undercrossing, at-grade).

5 — Stakeholder Coordination Balancing local stakeholder input and preferences in evaluating viable alternatives and design options.

6 — ROW Considerations Evaluating each alternative location and design regarding potential impacts to UPRR ROW, tenant occupancies in ROW, and business/commercial land uses and parking.

7 — Safety Designing a crossing that maximizes public safety for pedestrians and bicycles enjoying the amenities of Downtown Truckee.

8 — Maintenance Considering the long-term maintenance responsibilities and cost of each design option.