



JANUARY 10, 2025

Proposal for Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report/ Environmental Impact Statement

VENTURA COUNTY, CALIFORNIA

Ventura County Transportation Commission
Attn: Amanda Fagan
751 E. Daily Dr., Suite 420
Camarillo, CA 93010
afagan@goventura.org

AUTHORIZED INDIVIDUALS TO MAKE REPRESENTATIONS FOR THE PROPOSER:

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KARL FIELDING, AICP
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SUBCONSULTANTS

AimTD LLC (DBE)
Role: Traffic data collection
Contact: Olga Polunin, MBA, President; 751 S Weir Canyon Rd, Suite 157-158, Anaheim, CA 92808; 714-253-7888; Olga@aimtd.com

LIN Consulting, Inc. (DBE)
Role: Conceptual planning, conceptual design, and traffic services
Contact: William Sun, PE, TE, Vice President, Address: 21660 Copley Dr. Suite 270, Diamond Bar, CA 91765; 909-396-6850 x105; wsun@linconsulting.com

Mixtus Inc. dba Mustang Marketing
Role: Outreach, staffing meetings, translation services, and supplemental services
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Pacific Coast Land Design, Inc.
Role: Landscape design and stakeholder engagement services
Contact: Breanne Dunn, ASLA, Associate; 461 E. Main Street, Ventura, CA 93001; 805-715-4327; breanne@pc-ld.com

Rincon Consultants, Inc.
Role: Environmental analysis and stakeholder outreach services
Contact: Taylor Freeman, Senior Environmental Planner, 180 N Ashwood Avenue, Ventura, CA 93003; 760-517-9126; tfreeman@rinconconsultants.com

Zephyr UAS, Inc. dba Zephyr Rail (DBE)
Role: Aerial mapping and railroad coordination services
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2. Table of Contents

1. Cover Page	1
2. Table of Contents	2
3. Letter of Transmittal.....	3
4. Profile of the Proposer.....	4
5. Statement of Qualifications.....	5
6. Study Approach	9
7. Project Team.....	15
8. Innovative Approaches	25
9. Fee Structure.....	<i>Submitted Separately</i>
10. Disadvantaged Business Enterprise (DBE) Goal	26
Appendices	
A. Issues Maps.....	N/A
B. Exceptions to Sample Agreement Templates	N/A



This PDF is interactive for easy navigation. The WSP logo at the bottom of every page will return you to the table of contents, which is also interactive.

January 10, 2025

Amanda Fagan
Planning and Sustainability Director
Ventura County Transportation Commission
751 E. Daily Dr., Ste. 420
Camarillo, CA 93010
805-642-1591 Ext.103



Subject: Proposal for Santa Paula Branch Line Trail Master Plan Update and Environmental Impact Report/Environmental Impact Statement

Dear Ms. Fagan,

The Santa Paula Branch Line Trail (SPBL Trail) presents an incredible opportunity to link the communities of Ventura, Saticoy, Santa Paula, Fillmore, and Piru with an active transportation asset that will provide connectivity, recreation, and economic development benefits to all members of the community. For successful implementation, there are important concerns from the agricultural community and business interests that need to be addressed. In addition to stakeholder feedback, there are multiple grant objectives from the Southern California Association of Governments (SCAG) that must be met: preserve and improve the conditions and performance of highways, bridges, public roads, pedestrian and bicycle infrastructure, and transit capital projects; promote infill development that facilitates housing supply, choice, and affordability; affirmatively further fair housing; and reduce vehicle miles traveled. Working together with the Ventura County Transportation Commission (VCTC) and their partners to update the Master Plan and Environmental Impact Report/Environmental Impact Statement (EIR/EIS), the WSP USA Inc. (WSP) team will develop innovative technical solutions and mitigation strategies, vet them through a comprehensive outreach strategy, and deliver the project using a team of trusted advisors and national experts.

Innovative technical solutions and mitigation strategies: The WSP team of experienced experts is uniquely equipped to develop innovative and feasible solutions tailored for the SPBL Trail project. The WSP team will be led by Karl Fielding, AICP, as Project Manager. Karl has 16 years of experience in transportation planning including corridor studies, alternatives analyses, active transportation assessments, and environmental reviews. Acknowledging potential environmental and community concerns that may emerge during project implementation, we bring the necessary knowledge and acumen to devise effective mitigation strategies ensuring the project proceeds smoothly and sustainably, similar to our successful delivery of projects like the Rose Canyon Bike Path and Border to Bayshore Bikeway. We have experience managing a constrained schedule and navigating a complex permitting process for an active transportation project that meets the requirements of technical agencies and stakeholder needs.

Unmatched community and stakeholder trust: WSP brings a consultant team with a strong track record of successful work among a diverse range of stakeholders—including agencies, jurisdictions, and key groups within the Santa Clara River Valley and Ventura County. Our team of local partners have developed a comprehensive understanding of the region and corridor and deep relationships with the majority of the stakeholders listed in the Request for Proposals (RFP). We are committed to developing robust, proactive engagement efforts that incorporate relevant community and stakeholder feedback so the project aligns with their aspirations and expectations. WSP has provided similar work for the City of Ventura crisis communication situation, which included conducting a community outreach campaign, in both English and Spanish, to provide transparency, help clear up confusion, and regain control of the narrative. Our team will provide stakeholder relationships and communication processes to address the diverse engagement needs of this corridor.

Exceptional local experience and unique institutional knowledge: The WSP team knows Ventura County. Our past success delivering similar planning and environmental projects in Ventura County and beyond means we will help you realize the visions for this active transportation project. Our local partners, such as Pacific Coast Land Design, Inc. (PCLD) and Rincon Consultants, Inc. (Rincon), bring unique institutional knowledge of the SPBL Trail project gleaned from their involvement in its previous phases, which provides us with an unparalleled understanding of its nuances and intricacies, elevating our ability to ensure its success. We will hit the ground running and avoid the exploration of unfeasible options for efficient project implementation. We understand the historical significance of the SPBL rail corridor for both commerce and agriculture in the Santa Clara River Valley and the need to preserve that use moving forward. Balancing the multimodal and economic needs of the region will be key for the success of the project, and that is a challenge the WSP team is prepared and excited for.

The WSP team is ready to apply these key qualifications to deliver for VCTC the work necessary to plan for the build out of the SPBL Trail. We appreciate the opportunity to present our proposed method to accomplish work, the attached response to the RFP, along with brief resumes for our key staff. Our team is available and excited to partner with VCTC to plan and conceptually design implementable solutions for the SPBL Trail.

Sincerely,

WSP USA Inc.

A handwritten signature in blue ink that reads "Tara Lake".

Authorized Representative

Tara Lake, Southern California Planning Director
Wells Fargo Bank Building, 401 B St., Ste 1650, San Diego, CA 92101
619-849-5415 | tara.lake@wsp.com

A handwritten signature in blue ink that reads "Karl Fielding".

Project Manager

Karl Fielding, AICP, Project Manager
888 S. Figueroa St., Suite 1800, Los Angeles, CA 90017
213-896-5665 | karl.fielding@wsp.com

WSP stands as a global powerhouse in engineering and professional services, with a robust presence in California. Our team of 1,115 employees across 11 offices in Southern California is dedicated to delivering comprehensive engineering, architectural, planning, and construction management services. For over five decades, we have led the way in transportation planning, offering advanced solutions from preliminary concepts to final designs. We provide a comprehensive advanced-planning toolkit, guiding projects from preliminary concepts to final designs. We believe transportation is more than just moving from point A to point B; it's the backbone of a thriving, vibrant community.

Our extensive experience in multimodal, active transportation, and recreation projects spans Southern California. We have successfully partnered with agencies such as VCTC, Caltrans, County of Ventura, Cities of Ventura, Santa Paula, Fillmore, Santa Barbara, Encinitas, Los Angeles, Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), and San Diego Association of Governments (SANDAG). Our proven track record in managing multi-agency and multi-stakeholder environments ensures we meet the diverse needs of Ventura County.

Why WSP?



Experience working on rails-with-trails active transportation projects similar to the SPBL Trail, such as Rose Canyon Bike Path and Encinitas Coastal Rail Trail.



Proposed team has similar project expertise requiring active transportation design, master planning services, and environmental analysis.

- Project Manager Karl Fielding, AICP, has conducted and managed active transportation planning for multimodal corridors and stations throughout Southern California, bringing over 16 years of experience to the team.
- Principal In Charge Tara Lake has extensive experience overseeing, managing, and delivering multimodal plans for clients across California, bringing almost 25 years of experience to the team.
- Strategic Advisor Jennifer Pangborn is a recognized national expert in first-last mile, Vision Zero, active transportation, and mobility planning. She brings almost 20 years of experience to the team.
- Civil and Bikeway Design Lead Joe De La Garza is an accomplished traffic engineer with almost 30 years of experience that has led and been a part of multidisciplinary teams developing "Complete Street" concepts and plans that incorporate the balance of all traffic modes, from pedestrians and bicyclists to passenger and transit vehicles.



Vast resources, staffing flexibility and availability of a well-rounded mix of planning, landscape architecture, engineering, traffic, outreach, and environmental staff.

- WSP is an industry leader in best practice for bikeway and multiuse trail design, having delivered notable projects across the country including the Centennial Greenway in Olivette, Missouri, the Greenway on the Tracks in St. Louis, Missouri, the Selmon Greenway Master Plan in Tampa, Florida, and McHenry County Connection in McHenry County, Illinois.



Thorough understanding of community issues and experience with complex, multi-agency and multi-stakeholder project environment with substantial public involvement.



Financial strength. WSP has no bankruptcies, pending litigation, planned office closures or impending mergers that may impede our ability to complete the project. WSP USA Inc.'s average revenue over the past three years exceeds \$1 billion, with the expectation of continued growth. The firm's ultimate parent company, WSP Global Inc., is a publicly traded company on the Toronto Stock Exchange (TSX). The financial statements of the subsidiaries of WSP Global Inc., which include WSP USA Inc., are consolidated in the audited financial statements of WSP Global Inc. Current copies of these financial statements, as well as information regarding mergers and acquisitions, stock details, and dividends, are all available for download at <https://www.wsp.com/en-GL/investors/reports-and-filings#Annual>.

WSP AT A GLANCE



YEAR FOUNDED
1885



NO. OF GLOBAL EMPLOYEES
74,000

NO. OF U.S. EMPLOYEES
14,100



NO. OF SOUTHERN CALIFORNIA EMPLOYEES
1,115

NO. OF LOS ANGELES EMPLOYEES
244



NO. OF GLOBAL OFFICES
528

NO. OF U.S. OFFICES
311

NO. OF SOUTHERN CALIFORNIA OFFICES
11



HOME OFFICE
Los Angeles



WSP HAS WORKED ON ALMOST

20

RAILS-WITH-TRAILS PROJECTS IN CALIFORNIA

Source: Rails to Trails Conservancy, September 2024

WSP's team has the experience required to deliver the SPBL Trail Master Plan Update and EIR/EIS as envisioned by VCTC. We understand the benefit of advanced mobility strategies on the local environment, community connectivity, and quality of life. WSP is uniquely equipped to work quickly, holistically, and collaboratively by leveraging multiple technical experts to deliver the scope of work within the grant funding window. WSP is the "One-Stop-Shop" for VCTC, with a wealth of project experience in the active transportation space. Our comprehensive team includes local, discipline-specific teaming partners with extensive knowledge of the corridor that will help deliver the project on-time and within budget for VCTC.

Similar Projects and References

WSP has worked on almost 20 Rails with Trails projects in California from the September 2024 list published by the Rails to Trails Conservancy. The detailed projects on the following pages demonstrate our experience, best practices, and solutions that benefit in the long term. Our first three project descriptions contain reference information. We invite VCTC to contact these references to inquire about our performance, technical expertise, and ability to meet stringent requirements for schedule, budget, and quality.



The WSP team were excellent partners on the SANDAG team to design a 6.5-mile bikeway from the Mexico border to the Bayshore Bikeway. The project is in multiple jurisdictions and necessitated a great amount of coordination with rail crossings, the transit agency, and Caltrans. Not an easy project and WSP was always very responsive to meeting challenges and collaborating on solutions.

—Chris Kluth, Active Transportation Program Manager, SANDAG

Historic Fillmore Train Depot is a great destination to provide connectivity and economic development benefits to all members of the community, as described in Task 4 of the Study Approach.





Border to Bayshore Bikeway

Client: SANDAG | **Location:** San Diego, CA

Contracting Agency Project Manager: Andrew Camacho, Associate Engineer; SANDAG; 619-595-5372; 401 B Street, Suite 800, San Diego, CA 92101; Andrew.Camacho@sandag.org
Contract Amount: \$3M (PAED through PS&E) **Funding Source:** SANDAG TransNet, Caltrans ATP Grant, Other Funding Sources **Date of Contract:** March 2017 **Date of Completion:** DSDC: Ongoing; PAED: December 2018 Design: December 2021 **Staff:** Debby Reece (Project Manager), Joe De La Garza (Traffic Planning and Design), John Hong (Traffic Design), Alana Flaherty (Environmental Support)

SANDAG needed services including alignment planning, public outreach, Project Approval & Environmental Document (PAED), grant administration, 100% plans, specifications, and estimate (PS&E) design, permitting, bid support and Design Services During Construction (DSDC) for the Border to Bayshore Bikeway connecting Bayshore Bikeway in the city of Imperial Beach to the San Ysidro Land Port of Entry within the City of San Diego by ~7 miles of bicycle facilities including Class I, II, III, and IV bicycle facilities and a ~1.5-mile Class IV Two-Way Cycle Track adjacent to an active rail corridor.

WSP's scope of services covered full life cycle planning, design and construction support for a complex ~7-mile facility across two cities, one regional MPO, one regional transit agency, Caltrans, and the California Public Utilities Commission (CPUC) under tight Active Transportation Program (ATP) grant deadline requirements. This included complex stakeholder coordination with the CPUC and Caltrans through planning, PAED, design, and construction phases of the project due to the ~1.5-mile Class IV two-way cycle track along a roadway directly adjacent to the San Diego Metropolitan Transit System (MTS) trolley line and undercrossing of SR-905.

To meet strict ATP schedule deadlines, the WSP team developed a "plan-gineering" approach to alignment planning that included using various operational analyses at a planning level to evaluate the efficacy of different active transportation facilities, treatments and signal phasing concepts. This preliminary analysis then supported analyses that fed into traffic, parking and other technical studies as part of the CE/CE CEQA & NEPA clearance through PAED. Extensive stakeholder coordination and public outreach were conducted throughout the planning and PAED phases of the project to find innovative, implementable, "win-win" solutions synthesizing the needs of all stakeholders to ensure that project features could carry through all future design and construction phases of the project.

Project Relevance: Involved from start to finish; prepared CE/CE (CEQA/NEPA); included Class I, II, III, and IV bicycle facilities; conducted extensive public engagement; and coordinated with multiple jurisdictions, Caltrans, and CPUC.

MEETS CRITERIA

- ✓ **Environmental Review:** CE/CE
- ✓ **Completed in last 7 years:** December 2021



Monterey Bay Sanctuary Scenic Trail Network

Client: Santa Cruz Regional Transportation Commission/City and County of Santa Cruz | **Location:** Santa Cruz County, CA

Contracting Agency Project Manager: Nathan N. Nguyen, PE (RTS 8-9 City Project Manager), Public Works Assistant Director/City Engineer, City of Santa Cruz, 809 Center St., Rm. 201, Santa Cruz, CA 95060; 831-420-5188; nnguyen@cityofsantacruz.com; Rob Tidmore (RTS 10-11 County Project Manager), Park Planner IV, Santa Cruz County Parks, 979 17th Avenue, Santa Cruz, CA 95062; 831-454-7947; Robert.Tidmore@santacruzcountyca.gov **Contract Amount:** \$165,000 (MBSST Network Master Plan EIR); \$623,000 (North Coast Rail Trail EIR); \$209,400 (Segment 8/9 EIR); \$332,170 (Segment 10/11 EIR) **Funding Source:** Local, Federal **Date of Contract:** August 2011 (MBSST Network Master Plan EIR); July 2017 (North Coast Rail Trail EIR); June 2021 (Segment 8/9 EIR); June 2021 (Segment 10/11 EIR) **Date of Completion:** October 2013 (MBSST Network Master Plan EIR); June 2020 (North Coast Rail Trail EIR); March 2023 (Segment 8/9 EIR); Ongoing (Segment 10/11 EIR) **Staff:** Megan Jones (Principal-in-Charge), Taylor Freeman (Lead Analyst)

Rincon has provided environmental services for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network for 12 years, dating back to preparation of the original MBSST Network Master Plan EIR for the Santa Cruz County Regional Transportation Commission. The MBSST Network is a 50-mile bicycle and pedestrian pathway along the coast of Santa Cruz County, from the San Mateo County line in the north to the Monterey County line at Pajaro. The system's "spine" is within a 32-mile Santa Cruz Branch rail right-of-way, adjacent to the train tracks. Rincon conducted constraints analyses to inform the alignment, participated in extensive community involvement to inform the community about the benefits of the trail network, and completed the Program EIR.

Rincon also assisted in preparation of the North Coast Rail Trail EIR (MBSST Segment 5). The North Coast Rail Trail is a 7.5-mile Class 1 multi-use trail that extends from Wilder Ranch State Park on the south to Davenport on the north in unincorporated Santa Cruz County.

The Segment 8/9 Draft EIR was awarded the 2023 AEP Outstanding Environmental Analysis Document Merit Award for its innovative approach to presenting information within the EIR.

Project Relevance: Prepared original Master Plan Program EIR and North Coast Rail Trail EIR; conducted extensive public engagement; and coordinated with multiple agencies, local cities and regional agencies.

MEETS CRITERIA

- ✓ **Environmental Review:** EIR
- ✓ **Completed in last 7 years:** March 2023



Rose Canyon Bike Path (Mid-Coast Corridor Transit Project)

Client: SANDAG | **Location:** San Diego, CA

Contracting Agency Project Manager: Chip Finch; SANDAG; 619-595-5617, 401 B Street, Suite 800, San Diego, CA 92101; Chip.Finch@sandag.org **Contract Amount:** \$1M **Funding Source:** TransNET, FTA **Date of Contract:** September 2017 **Date of Completion:** July 2021 **Staff:** Debby Reece (Project Manager), Joe De La Garza (Traffic Design), John Hong (Design), Lawrence Spurgeon (Planning Manager)

The Rose Canyon Bike Path is a state-of-the-practice Class I bicycle path and pedestrian trail that provides a vital connection in the San Diego regional bike network. The ~1.1 mile path was a discrete component of the Mid-Coast Corridor Transit Project, which was a total of 11 miles of corridor improvements in relation to a new light rail extension for the San Diego Trolley. WSP provided civil, utilities, stormwater, and structural engineering, and designed the bicycle and pedestrian facilities adjacent to both the active BNSF rail right-of-way in Rose Canyon and the adjacent Caltrans right-of-way along the Interstate 5 corridor. The relocation and redesign of this bikeway was identified during the PAED process for the Mid-Coast Corridor Transit Project. The bikeway terminates at an existing Caltrans freeway interchange and required a unique bicycle diagonal crossing to connect to existing city bicycle facilities, providing for safe crossing movements for all users while maintaining operational needs for Caltrans. Bicycle path design was led by Joe De La Garza while also overseeing CPUC and Caltrans coordination, operational analyses, and design ensuring the signal operations complied with the already approved environmental document. Due to the active rail alignment, construction was coordinated with the design to accommodate staging construction with the least amount of disruption and impact. Also included in the designs were bikeway lighting and careful attention to safety due to the sight distance of the bike path within the constrained right-of-way. WSP maintained budget and schedule compliance throughout the entire Mid-Coast Corridor Transit Project from planning through construction.

Project Relevance: Involved from planning to construction; prepared EIR/EIS; included Class I bicycle path; designed a unique bicycle crossing at a Caltrans interchange; and coordinated with multiple jurisdictions, Caltrans, and CPUC.

MEETS CRITERIA

- ✓ **Environmental Review:** EIR/EIS
- ✓ **Completed in last 7 years:** July 2021

California High-Speed Rail Program

Client: California High-Speed Rail Authority (CAHSR)

Location: Statewide

Contract Amount: \$838M (total); \$15.9M (task value) **Funding Source:** Proposition 1A, Cap-and-Trade Funding, multiple federal grants **Date of Contract:** 2015 **Date of Completion:** 2024 **Staff:** Karl Fielding (Deputy Director), Alana Flaherty (Transportation Planner), Yosef Yip (Outreach Task Lead)

WSP managed the California high-speed rail planning program which included station area planning, site and access planning, active transportation planning, land use master planning, jurisdiction and agency coordination, policy development, EIR/EIS support, and grant support. Our team provided Preliminary Engineering and Design oversight throughout the state to help the Authority deliver conceptual site plans for all Phase 1 high-speed rail stations, locally-adopted station area plans in Fresno, Bakersfield, and Palmdale (including a regional connectivity study for Kings/Tulare), and integrated delivery concepts for the Central Valley stations in conjunction with local jurisdiction priorities. WSP oversaw first/last mile assessments for six Southern California high-speed stations, including conducting bicycle infrastructure gap analyses. WSP also completed applications for a 2021 USDOT RAISE grant for the Palmdale Station Implementation Master Plan and a 2021 Caltrans STP grant for the Gilroy Integrated Downtown Vision Scenarios.

Karl has over a decade of experience providing transportation planning services for the California High-Speed Rail Authority, culminating in a statewide role of Deputy Director of Planning and Sustainability. This work provided him with the ability to become intimately familiar with the technical and community issues facing communities throughout the state. Karl is a proficient technical planner and skilled manager in leading teams conducting concept development and alternatives analysis.

Project Relevance: Project management, master planning, EIR/EIS support, active transportation planning, alternatives analysis.



Connecting Canoga Park

Client: City of Los Angeles, Bureau of Engineering (LABOE) |

Location: Los Angeles, CA

Contract Amount: \$2.2M **Funding Source:** California Active Transportation ATP Funding **Date of Contract:** February 2023 **Date of Completion:** Ongoing **Staff:** Joe De La Garza (Project Manager), Vamshi Akkinapally (Traffic Engineer), Kristin Blackson (Environmental Manager), Theresa Dickerson (Environmental Task Lead), John Hong (Design), Karl Fielding (Urban Planner), Alana Flaherty (Deputy Environmental Task Lead), Jennifer Pangborn (Transportation Planner), Debby Reece (Discipline Lead), Yosef Yip (Community Engagement)

The City of Los Angeles Bureau of Street Services (StreetsLA) needs PAED services for the Connecting Canoga Park Project. Under an accelerated grant funding schedule, WSP is providing PAED services including project management; data collection, mapping, surveys and right-of-way assessment; public and stakeholder outreach; traffic analysis; value analysis; preliminary engineering; and CEQA/NEPA documentation. The project is ongoing and includes seven miles of pedestrian and cyclist improvements within the heart of the Canoga Park community of Los Angeles. Along the five corridors within the project area the multi-modal improvements include new Class IV Cycle Tracks, Class III bike facilities, pedestrian improvements, placemaking, traffic calming, mini-roundabouts, and urban cooling features added to the existing Orange Line Trail.

Project Relevance: Supported grant funding eligibility; designed Class III and IV bicycle facilities; prepared CE/CE (CEQA/NEPA); and conducted extensive public and stakeholder outreach.

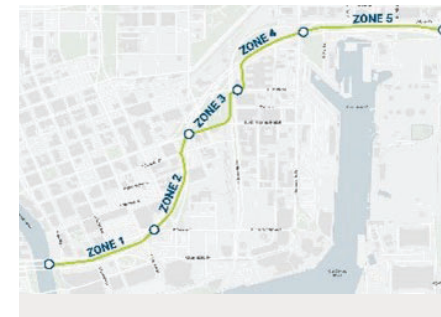


Selmon Greenway Master Plan

Client: Tampa Hillsborough Expressway Authority (THEA)

Location: Tampa, FL

Contract Amount: \$500,000 **Funding Source:** Reconnecting Communities Grants, Brownfield Reclamation and Partnership Funding **Date of Contract:** January 2021 **Date of Completion:** Ongoing **Staff:** Sam Jones (Landscape Architect), Bryan Robinson (Senior Urban Designer)



THEA's mission was to provide safe, economically sound, and innovative multimodal transportation solutions for the Tampa Bay community. The Selmon Greenway was an integral component of fulfilling this vision, creating a multimodal network

connecting the people of Tampa to their city, employment, parks, recreation, and all the amenities Tampa provided.

WSP prepared conceptual plans for a 1.9-mile alignment broken into five zones. These zones were defined by the context around the Selmon Greenway in those locations. Projects were defined within each zone and based on funding opportunities, partnerships, and surrounding construction. Four key strategies were developed to establish an approach for implementation. These strategies included diverse mobility and multimodal, environmentally sustainable, future-focused and innovative, and healthy communities.

The Selmon Greenway had 20 at-grade and above-grade trail and street crossings throughout downtown. A variety of modes of transportation were used on this greenway including bicycle, scooter, wheelchair, pedestrian, transit options and vehicle travel. Additionally, this area faced a series of environmental challenges including the broad effects of climate change (flooding, sea level rise, increasing intensity of storms), water quality issues from rapid urbanization and run-off, loss and fragmentation of native habitat and biodiversity, and air quality pollution — particularly from vehicle emissions. Safety was at the core of the trail experience which included a reduction of modal conflict, safe street crossings, and crime prevention.

Project Relevance: Prepared a Trail Master Plan; integrated safe street crossings; and strategized innovative approaches to complex issues.



REAP On-Call

Client: Southern California Association of Government (SCAG)

Location: Los Angeles, CA

Contract Amount: \$1.3M **Funding Source:** REAP 1.0 **Date of Contract:** June 2021 **Date of Completion:** December 2023 **Staff:** David Suls (Project Manager)

WSP provided on-call services for developing land use and housing policies, programs, and financing; supporting SCAG's incorporation of racial equity into regional planning work; and fostering resilient and sustainable communities using REAP funds. WSP supported the following task orders:

- **Burbank Media District Specific Plan:** WSP provided services to update the Media District Specific Plan to implement 6th Cycle Housing Element goals, enable transit-focused residential and commercial growth, prepare technical studies for the CEQA EIR, and bring the City of Burbank into compliance with recent housing legislation.
- **Rialto Specific Plan:** WSP provided services to merge and update the Central Area and Foothill Specific Plans to implement housing-friendly programs, policies, and resources to support more equitable growth around frequent and reliable transit. WSP is also providing preparing the Initial Study/Negative Declaration CEQA support document. This is a foundational step that will pave the way for new local housing production along transit corridors — helping to reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) at the same time.

U.S. DOT Grant Funding Support

Client: US Department of Transportation (DOT) | **Location:** Nationwide

Contract Amount: \$1.3M **Funding Source:** STBG **Date of Contract:** June 2021 **Date of Completion:** December 2023 **Staff:** Alfonso Hernandez (Project Manager)

Working with local agencies, WSP has extensive experience securing and implementing U.S. DOT formula and discretionary funds for transportation projects. These include STBG and other funding streams from Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA). WSP supported the following efforts:

- **Detroit Department of Transportation (DDOT), Planning On-Call Grants Support Task Order:** WSP provided day-to-day grants management and grant development services, securing and obligating over \$175 million in federal funding from discretionary and FTA formula sources. WSP supported DDOT in pursuing STBG/CMAQ/Carbon Reduction funding from their Metropolitan Planning Organization (MPO), including strategizing and evaluating projects that would preserve and improve the conditions and performance of transportation infrastructure.
- **Golden Gate Bridge Highway and Transportation District, On-Call Grant Writing and Administration:** WSP provided on-call grant writing, funding plan development, and grant management services for the District. WSP has completed over 25 task orders since 2018, securing \$400 million in FY22 BIP funds for the Golden Gate Seismic Retrofit Project. These funds are from Caltrans and were obligated through coordination with the Caltrans Local Assistance Division using E-76 authorizations.

Countywide Recreation Master Plan and Program EIR

Client: County of Santa Barbara | **Location:** Santa Barbara County, CA

Contract Amount: \$1,012,093 **Funding Source:** Coastal Commission **Date of Contract:** June 2019 **Date of Completion:** Ongoing **Staff:** Erika Leachman (Project Manager)



WSP is developing a Countywide Recreation Master Plan and Program EIR for the County Community Service Department, Parks Division. This project includes a comprehensive inventory of public recreation resources and assesses needs for new or expanded facilities. Extensive

public outreach is conducted in coordination with the County's eight cities and private nonprofits. The Master Plan integrates recreation and transportation planning to ensure accessible facilities for walking or biking. It focuses on improving recreation for disadvantaged communities and rural areas, including the Gaviota Coast and North County, and enhancing coastal access in North County. The Program EIR will streamline permitting for high-priority improvements and support grant applications. Completion is expected in 2025.

Project Relevance: Development of a Countywide Recreation Master Plan and Program EIR; Extensive public outreach; support for grant applications; integration of recreation and transportation planning.

National City Bicycle Master Plan Update

Client: City of National City | **Location:** National City, CA

Contract Amount: \$64,943 **Funding Source:** National City General Fund **Date of Contract:** May 2020 **Date of Completion:** July 2023 (Master Plan Update); Ongoing (Design) **Staff:** Joe De La Garza (Traffic Design)

WSP is developing a comprehensive update to the National City Bicycle Master Plan that includes the latest active transportation best practices to position the City for prime grant funding opportunities that will improve active transportation infrastructure throughout the City. This involved developing bicycle facilities that would reduce bikeway transportation deficiencies, decrease barriers facing bicycle commuters, increase community use of bicycle and pedestrian facilities, reduce overall vehicular emissions within the City and increase the frequency of bicycle commuting.

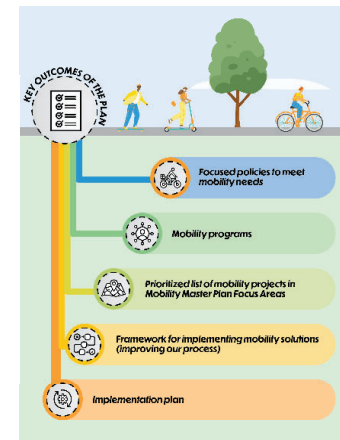
WSP was responsible for planning and technical development and evaluation of proposed facilities, cost estimation, as well as compiling best practices, educational programs and grant opportunities for use by the City and their residents.

Project Relevance: Prepared City-wide Bicycle Master Plan; established city-wide goals used to evaluate improvements; prepared cost estimates; conducted public outreach; and strategized grant funding opportunities.

Mobility Master Plan Phase I/II

Client: City of San Diego | **Location:** San Diego, CA

Contract Amount: \$431,647 **Funding Source:** General Fund **Date of Contract:** November 2022 **Date of Completion:** June 2023 **Staff:** Jennifer Pangborn (Project Manager), Tara Lake (Technical Advisor), David Suls (Urban Design)



WSP assisted City staff in identifying existing barriers, regulations, and desired outcomes to implementing mobility improvements city-wide that align with Climate Action Plan goals. This was achieved through a qualitative assessment with internal stakeholders and select external stakeholders to examine current technical conflicts and identify desired outcomes. Outreach included surveys and interviews with stakeholders representing the City Departments of Sustainability and Mobility, Transportation, Development Services, Planning, Engineering and Capital Projects, and Economic Development, the Mayor's Office, SANDAG, and MTS.

WSP created a comprehensive multi-modal mobility plan linking all mobility planning efforts together to create one hub for all potential projects identified by the City. This plan will create a robust prioritization framework that can evaluate all mobility projects and help the City assess which projects can achieve the greatest benefits and address the greatest needs. At its core, this Plan is an implementation tool to help projects be realized.

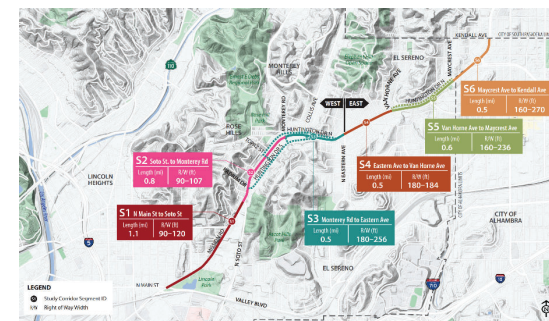
As demographics and the built environment continue to evolve, the Plan can accommodate new data and remain a valuable tool for decision making. Similarly, as new mobility projects are introduced through future planning efforts, they will be added to the master list and evaluated by the prioritization process established in this Plan. The Mobility Master Plan establishes a vision for mobility, outlines a comprehensive set of goals and objectives, and presents baseline information about existing conditions in San Diego.

Project Relevance: Prepared City-wide mobility Master Plan; conducted extensive public and stakeholder outreach; and established city-wide goals used to evaluate projects.

Huntington Drive Multimodal Improvements Phase II

Client: City of Los Angeles Bureau of Engineering | **Location:** Los Angeles, CA

Contract Amount: \$2.49 **Funding Source:** Los Angeles Metro 710 North Mobility Improvement Program Funding **Date of Contract:** Nov 2023 **Date of Completion:** Nov 2024 **Staff:** David Schumacher (Mobility Lead), Theresa Dickerson (Environmental), Kristin Blackson (Environmental), Vamshi Akkinipally (Traffic), Richard Marcus (Quality Manager)



This project involved studying the redesign of four miles of a highly utilized corridor in northeastern Los Angeles on Huntington Drive and Mission Road to improve safety, quality of life, economic activity, and transit reliability. A wide right-of-way and available roadways capacity offered opportunities to implement protected bicycle facilities, transit lanes, new or improved pedestrian crossings, and expanded areas for pedestrians and businesses while maintaining acceptable traffic thresholds and seeking a SB 922 exemption.

WSP led the Phase II study and supported the City of Los Angeles Bureau of Engineering in identifying a preferred alternative to advance into PAED. WSP worked with the City of Los Angeles to coordinate with stakeholder groups throughout the corridor, primarily consisting of neighborhood councils and advocacy groups. Protecting pedestrian and people on bicycles was a core focus of the project design. WSP ensured protected facilities were present through the entire project corridor, and worked with the City of Los Angeles engineering staff to balance municipal design requirements with active transportation and Complete Streets best practices.

Project Relevance: Navigated environmental process; guided public outreach; incorporated Complete Streets best practices while meeting city design requirements; completed concept development; and alternatives evaluation.

US 101 HOV Improvements PAED

Client: VCTC | **Location:** Ventura County, CA

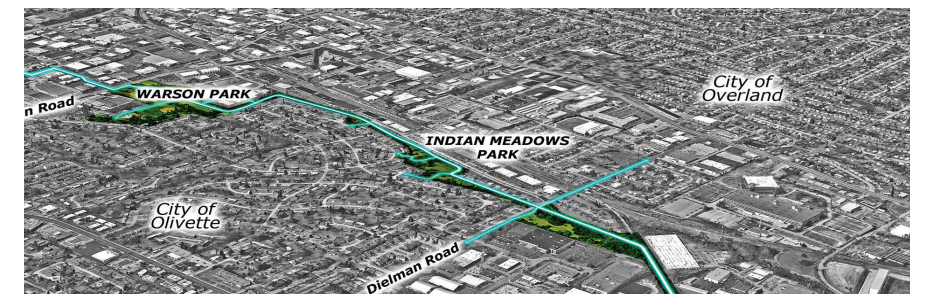
Contract Amount: \$15M **Funding Source:** Surface Transportation Program **Date of Contract:** June 2018 **Date of Completion:** Ongoing **Staff:** Melissa Brady (Project Manager), Vamshi Akkinipally (Traffic Analysis), Joe De La Garza (Cost Estimate/TMP), Theresa Dickerson (Environmental Task Manager and Reviewer), Alana Flaherty (Environmental Technical Support), John Hong (Staff Engineer), Richard Marcus (Quality Manager), Luke Yang (Traffic Task Manager)



The U.S. 101 Improvement PAED involves improving operations along 27 miles of U.S. 101, widening several undercrossings, and coordinating significant engagement with communities and corridor stakeholders. WSP is preparing the PAED and engineering and environmental technical studies. VCTC, Caltrans, the County of Ventura and four cities contribute to

the project development team (PDT). WSP's scope includes an alternatives evaluation phase, followed by development of the engineering and environmental technical studies for the final set of alternatives. This will be followed by preparation of the draft Project Report (PR) and draft ED, public outreach, and the final PR and ED. Challenges include approving design exceptions to avoid replacing overcrossings, minimizing impacts to frontage roads, accommodating Complete Streets elements where the local arterials are affected, mitigating residential noise impacts, minimizing grading in a corridor with varied topography, communicating with a politically active and knowledgeable citizenry, minimizing aesthetic impacts in a corridor with locations of high aesthetic value, and avoiding residential property acquisition.

Project Relevance: Prepared EIR/EIS; coordinated with multiple agencies, including Caltrans and VCTC; extensive public engagement; integrated Complete Streets elements.



Centennial Greenway Alignment Study

For the Centennial Greenway Alignment Study, WSP collaborated with Great Rivers Greenway, the City of Olivette, MO, and the community to extend the greenway from I-170 and Olive Boulevard to Warson Park. Over six months, the study engaged the public through meetings and surveys, focusing on Connectivity, Community, Safety, and Environment. Ten alignment options were evaluated, with the preferred route chosen based on public input.

Project Relevance: Extensive public and stakeholder engagement for Rails-with-Trails study; and created action-oriented project goals used to evaluate alternatives.

Project Understanding

The SPBL Trail presents an incredible opportunity to link together the communities of the Santa Clara River Valley. As a new multimodal transportation and recreation corridor, the trail would offer a sustainable solution balancing accessibility and rail operations. Although small portions of the trail exist today in urban areas, the majority of the corridor is similar to the way it was in 1995 when purchased by VCTC. The WSP team understands the significance of the opportunity to realize the vision in the original 1996 Master Plan and has assembled an unparalleled team that worked on the original 2000 EIR (Rincon) and the **2023 SCAG REAP 2.0 grant application** (LCI and PCLD) to bring institutional knowledge and modern thinking to this effort.

The project includes nearly 28 miles of improvements including:

- ✓ Approximately 23 ½ miles of Class I Multi-Use Path along the Santa Paula Branch Line from Saticoy to Piru through agricultural communities connecting to urban areas with existing trail infrastructure
- ✓ Approximately 4 ½ miles of improvements to existing Class I Multi-Use Paths in the cities of Santa Paula and Fillmore and the community of Piru
- ✓ New safer pedestrian and cycling crosswalks using new treatments such as HAWK signals, Rectangular Rapid Flashing Beacons (RRFBs) and potentially new bicycle signals
- ✓ Pedestrian and bicycle connections from the path to the neighborhoods of Saticoy, Santa Paula, Fillmore, and Piru and the Santa Clara River

WSP is aware that VCTC received \$1.6 million from SCAG's STBG Program to plan and study this corridor, in addition to funds allocated from the REAP 2.0 program. We have experience with SCAG's REAP Program and share its vision and aims, especially for the VCTC Santa Paula Branch Line Project:

1. Reduce VMT in the Santa Clara River Valley by shifting trips from Highway 126 (HWY 126) and other roadways to the trail
2. Accelerate infill development within ½-mile from Santa Paula Branch Line corridor
3. Reduce pedestrian and bicycle crashes along HWY 126 by 80%

In advance of the RFP and based on our comprehensive knowledge of the corridor, **the WSP team developed a preliminary challenges and opportunities assessment**. On the next page, **Exhibit 1** displays a scaled version of the SPBL Trail corridor highlighting some of the technical challenges and opportunities we have identified. An extended version can be found in **Appendix A** with a complete list of our strategy to finding opportunities for all 63 challenges identified. While our approach to the work will be described further in the proposal, our deep understanding of this corridor will allow our team to hit the ground running in support of the overall project objectives.

Task 1: Project Management

SCHEDULE AS A MANAGEMENT TOOL

WSP will maintain a living project schedule, updated monthly, to manage delivery of the project in accordance with our overall project



Outreach Planning for Ventura Rail Trail

Beginning in 2022, PCLD is leading the public outreach for both the Caltrans ATP 6 grant application and design efforts for the City's new build of the western extents of the SPBL. The team has leveraged their local ties closely working with area councils, a special stakeholder group made of local community benefit organizations, and the public during virtual and in-person meetings. The team is also supporting the City with graphics and the creation/maintenance of ArcGIS story map to notice, share project information, and document the public process.

delivery process from Notice to Proceed (NTP) through EIR/EIS. These processes are detailed further in **Exhibit 2** and **Exhibit 3** included in Section 8 Innovative Approaches. Our project manager, Karl Fielding, and key staff will support the VCTC Project Manager in virtual bi-weekly project meetings, offering strategy for stakeholder consensus, identify and resolve schedule challenges, and guide monthly PDT meetings. As deputy project manager, Alana Flaherty will support Karl and VCTC in leading technical engineering and environmental staff through this planning study using the multidisciplinary planning-led approach discussed further in **Task 4**.

OPEN & FREQUENT LINES OF COMMUNICATION INCREASES QUALITY

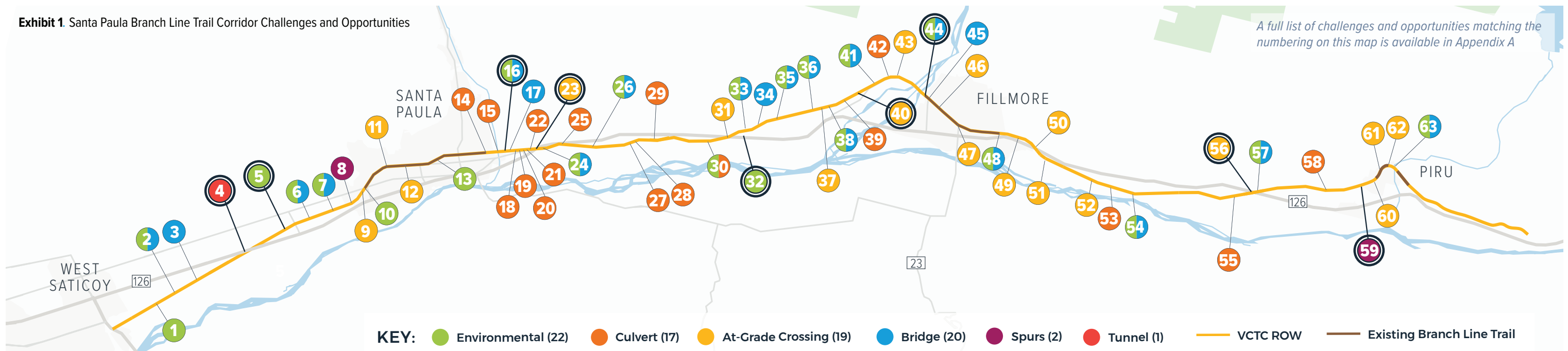
The bi-weekly check-in meetings with the core project management team—both project managers from WSP and VCTC—will ensure mutual understanding and identification of potential issues early. Keeping these “top two” in alignment allows the team to remain highly responsive to project needs at any time. **Karl will be available for as-needed “impromptu” meetings or check-ins throughout the duration of the project.** This will also keep the quality of our work products high by ensuring our quality assurance/quality control (QA/QC) process unearths any issues that need to be addressed early during our check-in meetings and using technical reviews to identify items like consistent naming conventions, spelling/grammar, formatting, and general accuracy revisions before submitting deliverables to VCTC.

Task 2: Existing Conditions

RECENT KNOWLEDGE OF CORRIDOR PROVIDES EFFICIENCY

Our experience with the 2000 EIR and the 2023 SCAG REAP 2.0 grant application, as well as our review of the 1996 Trail Master Plan and other relevant studies, gives us a deep understanding of current conditions and key issues. This enables us to devote more time to engaging stakeholders, defining and evaluating alternatives, developing the master plan, and conducting environmental analysis. The Mountain Fire demonstrated the need to fully appreciate and

Exhibit 1. Santa Paula Branch Line Trail Corridor Challenges and Opportunities



#	POTENTIAL CHALLENGES	SOLUTIONS	PROJECT EXAMPLES
4	<p>Train goes through box tunnel underneath HWY 126 at Todd Rd.</p> <ul style="list-style-type: none"> • Most likely, clearance in tunnel is only big enough for one train • CPUC approval would be challenging, need to figure out how to add a Class 1 bicycle facility 	<p>A potential solution is to turn north on Todd Rd. and go under HWY 126 and then negotiate an access easement heading east to meet back up with SPBL to avoid needing to use the tunnel for the trail.</p> <p>See Figure 4 to the right.</p>	<p>Border to Bayshore Bikeway</p>
5	<p>Direct and/or indirect impacts to:</p> <ul style="list-style-type: none"> • Agricultural contracts/agreements • Prime farming soils • Farming operations 	<p>WSP will engage with agricultural property owners to understand their concerns, follow the existing rail corridor to minimize impacts, mitigate farmland impacts per Program O of the Ventura County General Plan, and foster a mutually beneficial relationship between the trail and agricultural industry.</p>	<p>The Agricultural Enterprise Ordinance</p>
16	<p>Santa Paula Creek/Texas Ln. (two aerial crossings, two at-grade crossings, residential community)</p> <ul style="list-style-type: none"> • Existing structure would need to be reinforced to support bikes/peds, or a new structure added • Bridge alignment would need to consider clearance 	<p>We propose two solutions: diverting the trail down Dike Rd. to Telegraph Rd. and reconnecting at Hallock Dr. to avoid all structures, or utilizing the planned bridge structure at Santa Paula St. as part of the Harvest at Limoneira development.</p>	<p>Border to Bayshore Bikeway</p>
23	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> • Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species • General hydrology, floodplains, and water quality considerations 	<p>We suggest early coordination with relevant agencies, ensuring no net loss with habitat replacement, minimizing the project footprint, and coordinating design parameters for footings, spans, and structures, with potential structure widening or new construction as needed.</p>	<p>RCB South of LA Jolla Colony Dr. Culvert</p>
31	<p>HWY 126 at-grade crossing poses challenges with safety and trail user experience concerns</p>	<p>The at-grade crossing at HWY 126 presents significant safety and trail user experience concerns, which can be addressed by constructing a grade-separated structure over HWY 126.</p>	<p>LOSSAN Corridor over Douglass Rd Grade Separation</p>
32	<p>Multiple jurisdictions/cities results in a mixture of responsible agencies/stakeholders/interest groups</p>	<p>To address safety and trail user experience concerns at the HWY 126 at-grade crossing, we propose either constructing a grade-separated crossing or utilizing the existing undercrossing at Largo Ln., approximately 1,600 feet east of the current crossing.</p>	<p>McHenry County Connection; Border to Bayshore Bikeway</p>
40	<p>No pedestrian crossing</p>	<p>Ensure early coordination and propose establishing a Technical Advisory Committee and Working Groups, and implement a public outreach plan.</p>	<p>Huntington Drive Multi-Modal Transportation Improvements; Border to Bayshore Bikeway</p>
44	<p>Sespe Creek Bridge crossing (two bridges)</p> <ul style="list-style-type: none"> • Longest potential structure in corridor • Jurisdictional Waters • Connect to Fillmore Bike Path on east side 	<p>To address the lack of pedestrian crossing, we propose a potential relocation of warning system needed and crossing additions.</p>	<p>Border to Bayshore Bikeway</p>
59	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> • Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species • General hydrology, floodplains, and water quality considerations <p>Customer with spur and changes to double-track corridor</p>	<p>We propose using surface streets (Grand Ave. and Old Telegraph Rd. until C St.) to avoid a costly new structure. The SPBL Trail path on the north side of Old Telegraph Rd. bridge connects better to the trail corridor on the east side of Sespe Creek and the C St. entrance of Fillmore Bike Path. Alternatively, the SPBL Trail path on the south side connects better to the north-south Fillmore Bike Path along Sespe Creek. See Figure 44 to the right.</p>	<p>Rose Canyon Bike Path</p>
		<p>See Item 16.</p>	<p>Rose Creek Channel at SR 52; Pedestrian Bridge at Executive Drive</p>
		<p>To address this, potential crossing locations to be will be identified to stay to the north at spur, a warning system would be needed.</p>	



understand the risks present in the Santa Clara River Valley while providing for alternatives means of transportation and challenging circumstances. **We will analyze existing conditions that are most relevant for the alternatives analysis and environmental review, such as right-of-way (ROW) boundaries, agricultural operations, population and employment, topography, land use and housing, and other factors.** We will also examine how current and planned land use along the corridor supports the housing goals of the SCAG STBG/REAP grant and identify potential opportunity sites. Furthermore, we will assess land use and demographics, design conditions, and other aspects through corridor tours and data analysis.

GEOSPATIAL MAPPING DELIVERS EFFICIENT ANALYSIS RESULTS

The WSP team brings a high caliber geospatial analysis team to this effort, which will support all mapping and assessment activities for the project. These professionals will be integrated into the technical team and support mapping of existing bicycle and pedestrian facilities, equity data such as SB 535-defined disadvantaged communities and AB 1550-defined low-income communities as shown in CalEnviroScreen 4.0 as well as other related census or survey data such as federally-designated Historically Disadvantaged Community and Areas of Persistent Poverty. Underserved residents may include those who are low-income, in zero-car households, communities of color, or other characteristics. Our mapping and analysis work will be utilized for existing conditions, planning and environmental analysis purposes.

Task 3: Outreach and Engagement LOCAL AND NATIONAL OUTREACH EXPERTISE FOR TRAIL PROJECTS

Our team will engage the diverse stakeholders along the 28-mile corridor, from Old Town Saticoy to Main Street in Piru, in a focused and ongoing manner, while meeting environmental document requirements. We will collaborate with them to create a multi-use trail that will benefit various groups by improving connections, access, and opportunities for recreation, history, and tourism. WSP has extensive public outreach experience in trail, park, and Reconnecting Communities projects across the U.S. Our team is enhanced by the local expertise and relationships of our partners: Mustang, PCLD, and Rincon, all based in Ventura County. PCLD developed the engagement strategy for the SCAG REAP 2.0 grant application and the City of Ventura SPBL Rails with Trails Project. Together, we will develop a **universally accessible** comprehensive outreach and engagement plan that is informed by best practices, lessons learned, and a deep understanding of stakeholders. We will reach out to people where they are, using both in-person and virtual methods. WSP will coordinate with VCTC staff to identify events that will maximize our reach.

EXISTING RELATIONSHIPS LEAD TO EFFICIENT OUTCOMES

Yosef Yip will lead the outreach and engagement task. Supporting him will be a team of communications and engagement professionals with experience implementing strategic engagement plans, including shepherding projects through outreach requirements for active transportation projects and shepherding projects through outreach during the environmental review process.

Yosef and his local engagement staff will partner with Mustang



Caltrans ATPs for Districts 6 and 9

WSP has performed statewide active transportation planning for Caltrans. Under Deputy Project Manager Alana Flaherty, our plans analyzed existing conditions, identified gaps and barriers to active transportation, and recommended priority improvements among needed locations.

principal Dianne McKay and the PCLD team. These firms have strong relationships in the corridor and County through public relations, community outreach and civic engagement consulting work. Our team has formed relationships with agricultural property owners in the Valley adjacent to the corridor. These supporters are excited to bring other landowners and farmers to the table to move the project towards implementation.

Many on our team have walked almost every mile of this corridor. Particularly Dianne, who has been involved with the local community for decades. Of the 37 stakeholders called out in the RFP, our team has relationships with the majority of them such as the county Farm Bureau, Ventura County CoLAB, Ventura County Supervisors Matt LaVere and Kelly Long, Bike Ventura, the County Agricultural Commissioner, Saticoy Municipal Advisory Council, and more. In addition, we have identified other stakeholders to engage with including Limoneira Company, Central Coast Alliance for a Sustainable Economy (CAUSE), the non-profit House Farm Workers, Agricultural Museum of Ventura County, and Ventura County Chamber of Commerce. These relationships will enable our team to deliver the advisory committee and targeted one-on-one stakeholder meetings in an effective and efficient manner. The WSP team proposes conducting two in-person technical advisory and citizen advisory committee meetings with the rest to be held virtually. Up to three community workshops would be held in-person.

BEST PRACTICES AND LESSONS LEARNED TO GUIDE OUTREACH STRATEGY

Our team has performed a deep dive into the outreach conducted in the corridor during previous studies. We understand that top concerns center around property impacts, crossings, access, safety, and design. Positive feedback was centered around the public's enthusiasm for the project's potential to provide connections for local history, communities, workers, recreation, business and transit. While our team has a firm grasp on history, stakeholders and sentiments, we won't assume we know what the public wants or what it supports. Before we develop the outreach plan and strategy, we will take advantage of the work done capturing the stakeholders previously reached in the past and strive to learn more through the use of surveys and one-on-one interviews. We will engage previous and new stakeholders. In particular, we will double check that the identified disadvantaged and/or low-income communities

and hard-to-reach populations are engaged early and often. See Section 8 for a discussion on regional history that communities may wish to see reflected, based on previous studies such as the 1996 trail master plan.

Yosef has navigated a complex and diverse outreach program for several multimodal projects for the Los Angeles Bureau of Engineering (LA BOE), including executing community engagement plans and mediating stakeholder and community advisory discussions through the environmental planning phases. Engagement activities were strategically timed and input were folded into technical phases of the project. The LA BOE Huntington Drive Multimodal project succeeded in reaching disadvantaged and minority groups, balancing business interests, organizing three major public events, website creation, messaging and strategic communications planning.

To start, we will leverage the findings from the Existing Conditions review (**Task 2**) to identify these equity-priority communities (EPC) accurately. Our outreach tactics will be specifically designed to target EPC audiences and geographic areas. This includes organizing pop-up events in equity-priority locations, ensuring language and cultural competency in all project materials, and partnering with community-based organizations (CBOs) that represent these communities. **We propose adding individuals or organizations such as the non-profit House Farm Workers and CAUSE to the Citizen Advisory Committee, to ensure their voices are heard.** By doing so, we aim to create an inclusive and effective engagement process that resonates with and addresses the unique needs of EPCs.

Task 4: Conceptual Planning

SETTING THE SCENE FOR ALTERNATIVES DEVELOPMENT

Drawing on the existing conditions analysis of **Task 2** and the input gathered during the engagement process of **Task 3**, our team will compile a list of the constraints and opportunities which guide the development of alternatives. The list is likely to reflect topics such as ROW, structural pinch points, business operational needs, potential alignments outside the rail corridor, activity centers to connect, and location of disadvantaged communities. Opportunities for staging areas and access points, which include elements such as parking access, shade, wayfinding, restrooms, picnic tables, bike racks, water fountains, and other amenities, will play a large role in understanding the potential project footprint. Likely candidates for staging areas include historic train depots, parks, and museums along the corridor.



SANDAG: Rose Canyon Bikeway

Joe De La Garza was the traffic design lead for this regional bikeway improvement. The bikeway terminates at an existing Caltrans freeway interchange and required a unique bicycle diagonal crossing to connect to existing city bicycle facilities.

EXPLORE TYPOLOGIES AND THEMES FOR INITIAL CONCEPTS

WSP's multi-disciplinary planning team's alternatives development process brings conceptual engineering into the planning process early, allowing planners to understand feasibility from the start.

The integrated team draws on planners, environmental analysts, engineers, and trail and streetscape experts to emerge with a set of realistic, workable solutions, which reduces the need for re-work in the future. This approach has been successful on the Border to Bayshore Bikeway, Monterey Bay Sanctuary Scenic Trail Network, Rose Canyon Bike Path, Huntington Drive and Connecting Canoga Park projects.

Working with our multi-disciplinary team, we will craft corridor typologies (urban trail, rural trail, path on road) that can be combined into multiple concepts which achieve the project goals. During concept development, we will explore themes to understand the pros and cons of different approaches before refining them for evaluation and environmental review. These themes could explore focusing on and maximizing a variety of desired elements such as cost savings, access, connected housing developments, trail separation from vehicular roadways, or ROW constraints and business impacts. Mode shift to walking and biking will be measured as part of the evaluation framework discussed in **Task 4**.

Potential themes for alternatives include the following:

- ✓ Rail Corridor Focus: Maximizes staying within rail ROW
- ✓ Trail + Roadways: Leverages existing roadways to avoid railroad ROW pinch points
- ✓ Housing Developments & Activity Centers: Align trail toward housing developments



Exhibit 4. Simulation of Santa Paula Branch Line Trail along Agricultural Land



Exhibit 5. Bridge with Trail Adjacent to Todd Road and Pinkerton Road Intersection



Exhibit 6. Railroad corridor with trail in confined ROW through Saticoy



Exhibit 7. Saticoy Depot Reactivation with Trail along Railroad Corridor

Exhibits 4, 5, 6, and 7 provide examples of different alternative configurations along the SPBL Trail corridor.

ALTERNATIVES EVALUATION TO ADVANCE CONCEPTS

Low-performing concepts will be screened out, and alternatives will be refined and advanced into environmental review based on input from VCTC and concerns and constructive feedback from stakeholders such as agricultural interests, businesses, farmworkers, and bicyclists. We anticipate high-performing alternatives to have a combination of many activity centers served, fewer business impacts, less impacts to agricultural operations, a suite of new low-stress safety features at crossings, and cost savings from occasionally utilizing the existing roadway network instead of costly new structures in key locations.

SIMPLIFY AND REPRESENT COSTS FOR COMPARISON

Our team will identify key pinch points and segment typologies to create concept-level cost estimates. Creating a typology for representative segments allows us to maximize accurate program-level cost estimate development without spending VCTC budget on estimating the entire corridor, while the estimates of key pinch points ensure unique design solutions and their costs are also captured.

Representative segment typologies include:

- ✓ Rail with trail in SPBL Trail corridor with agriculture on both sides
- ✓ Existing trail corridor through urban areas, such as the City of Santa Paula
- ✓ Trail on roadway, such as HWY 126 or Old Telegraph Rd.

IDENTIFY EIR/EIS ALTERNATIVES WITH INCLUSIVE METHODS

Leveraging ongoing client, stakeholder, and public engagement, our team will be nimble in identifying project goals and evaluation criteria. By applying the interests of VCTC, key stakeholders, and the public in the form of a robust goals-based evaluation framework, we will deliver defensible concepts using proven methods which satisfy the needs of the region. This framework will guide alternatives development, the Master Plan, and lead to the range of alternatives studied in the EIR/EIS. Our evaluation criteria will focus on data which most effectively tells the story of each alternative, focusing on topics such as ROW, safety, agricultural/business operations, housing and activity centers connected, cost, vehicular separation, and community support.

Project Manager Karl Fielding and Planning Lead David Schumacher have extensive experience narrowing plans that best reflect community needs on projects such as CAHSR, Metro C Line Extension to Torrance, OCTA Bristol Street Transit Corridor Study, OCTA Central Harbor Boulevard Transit Corridor Study, City of Los

Angeles Huntington Drive Corridor Phase II, San Ysidro Transit Center Improvements and others. Their experience will guide VCTC and stakeholders to a best outcome for evaluation in the EIS/EIR.

RISK REGISTER

In the early stages of the project, we will identify risks for each task in coordination with VCTC in the form of a risk register. The register will be updated quarterly. We have used this process successfully on projects to monitor risks and identify solutions before problems become significant enough to impact scope, schedule, or budget.

IDENTIFY FINANCIAL NEEDS

With cost estimates in hand, our team will explore funding opportunities which match the needs and scale of the project definition. Potential sources include the Caltrans Active Transportation Program, Caltrans Transportation Development Act, California Strategic Growth Council/Department of Conservation Transformative Climate Communities Program, CARB Sustainable Transportation Equity Program, and others.

CREATE AN IMPLEMENTATION PLAN

Our team will work with VCTC to identify the path for implementing the SPBL Trail, including phasing, funding, and any related construction or permit issues as needed. Phasing may be required due to issues such as varying permit processes, certain locations with costly structures, ROW acquisition, or utility relocation. The potential funding sources identified by our team will be reviewed based on the proposed elements of the trail and their benefits.

Task 5: Plan Production Approval

COMPILATION OF PREVIOUS WORK TO GENERATE MASTER PLAN

Instead of waiting until **Task 5** to create content for the Master Plan, our team will front load work in previous tasks and compile previously completed deliverables into the draft, draft final, and final versions of the master plan in **Task 5. This will gain efficiencies both for the WSP team and VCTC, while enabling us to begin preparing for the resolution and presentation to the VCTC Board well in advance.**

Task 6: Project Definition

PROVEN METHODS TO ENSURE EFFICIENT ENVIRONMENTAL PROCESS

The WSP team generates efficient and technically proficient environmental documentation. **In partnership with Rincon, who is a well-regarded Ventura-based specialist in this area, the WSP team will provide a detailed programmatic analysis of all relevant CEQA and NEPA issue areas in a joint Program EIR/EIS.** A Program EIR/EIS provides analysis and a mitigation framework that allows for all

future development, consistent with the Master Plan, to tier from the analysis in the Program EIR/EIS. The WSP team, in coordination with VCTC Staff, will draft the Project Description for inclusion in the Initial Study (IS), Notice of Preparation (NOP), and Notice of Completion (NOC). This documentation will support project scoping, including preparation of draft and final workshop materials and attendance at a scoping hearing to facilitate receipt of public comments on the scope of the EIR/EIS.

Task 7: Technical Studies

HUMAN, PHYSICAL, BIOLOGICAL, AND CLIMATE CHANGE TECHNICAL STUDIES

In support of the Draft EIR/EIS, WSP will identify the necessary technical studies, including those required for both CEQA and NEPA. The technical studies will use existing conditions established as part of alternative development and will meet all established guidelines for human, physical, and biological environment analysis. This work will also include an assessment of VMT and its relationship to GHG and climate change.

SECTION 4(F) AND 6(F) EVALUATIONS

The WSP team will identify Section 4(f) properties and the potential for 4(f) impacts within the project area. The team will prepare a Section 4(f) Evaluation that follows Caltrans guidelines as outlined in the Standard Environmental Reference Chapter 20, titled Section 4(f) Resources and Related Requirements, Chapter 38, titled NEPA Assignment, and the EIR/EIS Annotated Outline. The evaluation will identify the appropriate process as an individual evaluation, programmatic evaluation, or *de minimis* impact finding. The evaluation is assumed to result in a *de minimis* finding.

The WSP team has completed a database search of land and water conservation funded Section 6(f) properties in the project area. Review of this online mapping tool did not identify the Santa Clara River Watershed as a land and water conservation funded project, nor did it identify any other funded projects that might be affected by the project. Therefore, this scope and costing considerations assume the project would not require the use or acquisition of any Section 6(f) properties.

Task 8: Draft EIR/EIS

The WSP team will prepare a Draft EIR/EIS which will include mandatory analysis pursuant to CEQA and NEQA. These environmental analyses will be derived from the technical studies described above. **For a complete and defensible Program EIR/EIS, the documents will include an executive summary, introduction, project description, growth inducement, significant irreversible and unavoidable changes, effects found not to be significant, and a list of organizations and persons consulted.** This will include an Agriculture and Forestry Resources section that will analyze direct and indirect impacts on farmland including the potential loss of agricultural lands from buffers, potential loss of the ability to cross the Santa Paula Branch Line corridor, increased liability, vandalism, and littering. Each required resource areas will be included with adequate substantiation and correct references.

The WSP team will develop alternatives for inclusion into the Draft EIR/EIS based on the work in **Task 4**, keeping in mind the goal of selecting alternatives capable of reducing impacts associated with the project. The cumulative impact analysis will consider impacts associated with currently approved and reasonably anticipated projects within and surrounding the Project's corridor, along with a discussion of potential impacts and mitigation associated.

Task 9: Public Participation

PUBLIC OUTREACH AND PUBLIC REVIEW

In addition to conducting public engagement activities for the EIR/EIS, the WSP team will participate in the public outreach activities in **Task 3** to streamline the schedule while maximizing opportunities for public input. Separate public hearings will also be held as part of **Task 9. These efforts would be designed to satisfy the requirements of NEPA and CEQA for scoping, noticing, circulation, public comment, and agency responses.**

WSP will ensure an efficient public review process by developing a distribution list, preparing noticing materials, assisting with distribution/circulation, and filing tasks required for the Draft EIR/EIS and Final EIR/EIS under CEQA and NEPA.

RESPONDING TO COMMENTS

The WSP team will prepare responses to comments received during the public review period for incorporation into the Final EIR/EIS. Responses will be incorporated directly into the Final EIR/EIS assuming none of the comments warrant legal review or new analyses. Since we are unable to accurately predict how many comments will be received on the Draft EIR/EIS or the magnitude/substance of any individual comments, for the purposes of this scope and costing purposes, we have assumed VCTC will receive an estimated 100 comment letters that can be responded to without new analysis. Upon approval of the responses to comments by VCTC, the WSP team will revise the Draft EIR/EIS to incorporate comments, responses and document the circulation period, any coordination, if needed, and changes to the project or commitments that may have occurred.

Task 10: Final EIR/EIS

STREAMLINED DOCUMENT PRODUCTION FOR EFFICIENT FINAL PRODUCT

The WSP team will revise the EIR/EIS based on comments from the public and VCTC and produce the Final Program EIR/EIS and MMRP. Updates to technical studies will be made as necessary based on comments received.

Task 11: Regulatory Process

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

The WSP team will prepare applicable CEQA findings and provide edits based on one round of VCTC staff's comments. Information needed to support the Findings/Statement of Overriding Considerations will be developed with VCTC staff.

PERMIT STRATEGY FOR REGULATORY AGENCIES

Given the programmatic level of planning and environmental analysis that will occur with the project, our team proposes outlining a permitting strategy in conjunction with delivering the EIR/EIS as opposed to pursuing specific permit applications. This approach can be vetted with regulatory agencies in advance of starting the permitting process, getting VCTC and the agencies aligned on how best to pursue project implementation.

RECORD OF DECISION/NOTICE OF DETERMINATION

Once a decision is made on the Project, WSP will assist VCTC with preparation of a Record of Decision (ROD) and the Notice of Determination (NOD). WSP assumes VCTC will file all required notices at the Ventura County Clerk.

Project Team

Our project manager, Karl Fielding, will lead the WSP team and serve as the primary point of contact with VCTC. He will develop the overall approach to implementing the project and provide oversight so the project stays on schedule and within budget while maintaining quality. He will synthesize local stakeholder input into VCTC-acceptable requirements and communicate trade-offs, thus culminating in a defensible master plan and environmental document. Karl has spent the last three years successfully managing the planning and sustainability team for the California High-Speed Rail Project, earning a reputation for strong leadership and efficient project execution. He looks forward to applying this skillset to delivering the SPBL Trail project for VCTC.

Karl will be assisted by the following Task Leads in coordinating and overseeing delivery, as well as monitoring production of high-quality deliverables throughout the project:

- + **David Schumacher, AICP** – Conceptual Planning Lead
- + **Melissa Brady, PE** – Conceptual Design Lead
- + **Kristin Blackson** – Environmental Analysis Lead
- + **Yosef Yip** – Outreach and Engagement Lead

The Task Leads will report directly to Karl to ensure clear direction. They will be supported by a team of Key Team Members and technical staff—the planning team, engineering team, environmental team, engagement team, and supporting staff—who will be charged with the responsibility of completing each assigned activity in the scope of work. These individuals consist of both national and local specialists who have demonstrated the ability to complete a quality project within the proposed schedule and budget.

Our experience has shown that when a project is staffed by highly qualified individuals, resources are effectively utilized, and deliverables meet the quality, schedule and budget expectations. As shown in the organization chart **Exhibit 8** on the following page, the specialty subconsultants will report to the task leads depending on the task they are supporting. The WSP team’s key staff are shown in **Table 1**.

The QA/QC Manager will report to Karl and will be responsible for fully implementing the QA/QC Plan along with ensuring that deliverables follow these requirements. The Strategic Advisors will also report to Karl and will be responsible for providing decisive insight and input to the management and technical team to support project delivery. Finally, Principal-in-Charge Tara Lake will maintain proactive communication with our project manager to monitor the WSP team’s performance and facilitate client satisfaction.



PROJECT MANAGER

Karl Fielding, AICP

at the Fillmore Historical Museum

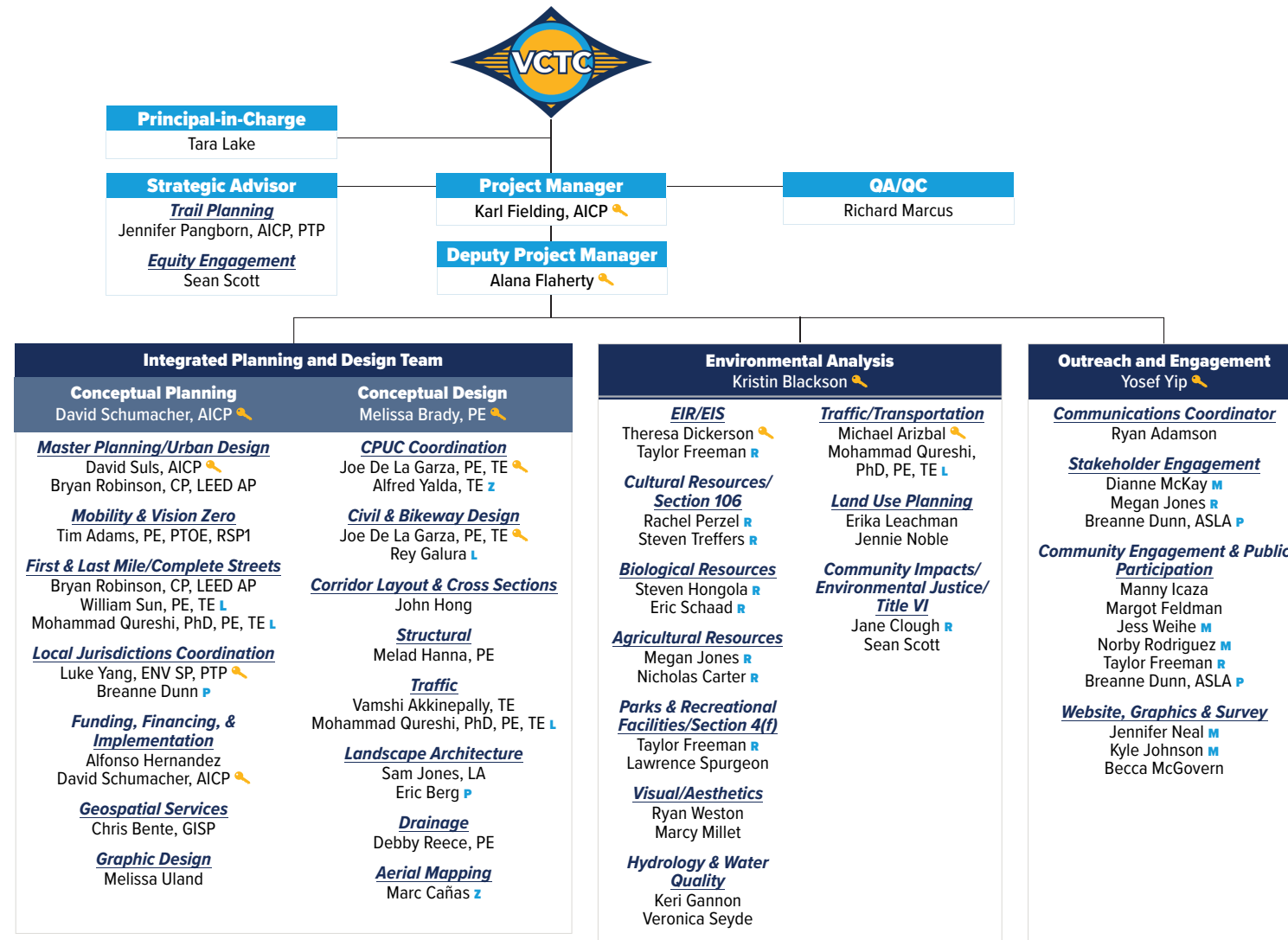


Organizational Chart

The organizational chart depicts our team’s chain of command with lines to identify reporting relationships of major work functions required to manage planning, engineering, environmental, and outreach tasks. Our structure is formulated to ensure effective teamwork and clear lines of authority and responsibility with open channels of communication with all key members.

Each functional group within the team—Conceptual Planning & Visioning, Conceptual Design, Environmental Analysis, and Outreach and Public Engagement—provides a blend of personnel with technical expertise and local knowledge, including those that worked on the grant application for this project and the City of Ventura Rails with Trails project along this corridor, as well as similar projects for Southern California Rails with Trails.

Exhibit 8. Organizational Chart

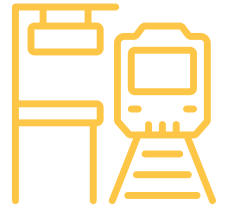


SUBCONSULTANTS

- L** LIN Consulting (DBE)
Traffic/Conceptual Planning & Design
- M** Mustang Marketing
Outreach
- P** PCLD
Landscape Architecture
- R** Rincon
Environmental
- Z** Zephyr Rail (DBE)
Aerial Mapping & CPUC

Key Personnel

All personnel are WSP employees, unless stated otherwise



Karl led the development of active transportation analysis for **six high-speed rail stations** in Southern California and local community-based projects in-between those stations.

Table 1. WSP Team Roles and Responsibility

TEAM MEMBER & ROLE	RESPONSIBILITIES	AVAILABILITY
KEY STAFF		
Karl Fielding, AICP Project Manager	<ul style="list-style-type: none"> Primary point of contact Overall management and execution of tasks Contract administration and project controls, including schedule and budget control Oversight of compliance, quality, safety and client communication 	60%
Alana Flaherty Deputy Project Manager	<ul style="list-style-type: none"> Daily project and team coordination Support budget and contract management Facilitate quality process 	60%
David Schumacher, AICP Conceptual Planning Lead	<ul style="list-style-type: none"> Oversee and lead planning work Manage technical staff and deliverables Integrate with conceptual design team via routine coordination and collaboration 	40%
Melissa Brady, PE Conceptual Design Lead	<ul style="list-style-type: none"> Oversee and lead conceptual design work Manage technical staff and deliverables Integrate with conceptual planning team via routine coordination and collaboration 	30%
Kristin Blackson Environmental Analysis Lead	<ul style="list-style-type: none"> Oversee and lead environmental work Manage technical staff and deliverables Integrate with planning and design teams via routine coordination and collaboration 	50%
Yosef Yip Outreach and Engagement Lead	<ul style="list-style-type: none"> Oversee and lead outreach and engagement work Manage local technical staff, sub-consultants, and deliverables Carry out public participation requirements associated with Draft EIR/EIS circulation and comment management 	40%
David Suls, AICP Master Planning/Urban Design	<ul style="list-style-type: none"> Manage the development and delivery of the Master Plan update Oversee urban design work 	40%
Luke Yang, ENV SP, PTP Local Jurisdictions Coordination	<ul style="list-style-type: none"> Manage the interface and technical coordination with local jurisdictions Coordinate with outreach and engagement team 	30%
Mike Arizabal Traffic/Transportation Lead	<ul style="list-style-type: none"> Oversee and lead traffic and transportation work Manage subconsultants and the development and delivery of technical work 	40%
Joe De La Garza, PE, TE Civil & Bikeway Design CPUC Coordination	<ul style="list-style-type: none"> Manage and lead civil and bikeway conceptual design Coordinate with planning and environmental disciplines on project definition Manage subconsultants and the development and delivery of technical work 	30%
Theresa Dickerson EIR/EIS	<ul style="list-style-type: none"> Manage and lead delivery of the Draft and Final EIR/EIS 	40%



Karl Fielding, AICP

Project Manager

Karl is a project manager and transportation planner with over 16 years of experience conducting and managing active transportation projects for Southern California ranging from corridor planning, station site planning, multimodal station access planning, TOD planning, alternatives analysis, policy development, environmental planning, stakeholder engagement, agency coordination, and pursuing state and federal grant funding.

HIGHLIGHTS

- ✓ Proven project manager with active transportation planning and multi-disciplinary approach to integrate teams and deliver complex projects
- ✓ 16 years experience in collaborating with engineers to overcome design challenges
- ✓ Experience in multimodal planning and environmental planning along a rail alignment
- ✓ CEQA/NEPA, rail planning, and active transportation planning experience
- ✓ Multidisciplinary professional to lead a team of this caliber
- ✓ Experience working with agricultural and urban communities

YEARS OF EXPERIENCE:

16

EDUCATION:

MPL, University of Southern California
 BA, Environmental Studies, University of Southern California

PROFESSIONAL REGISTRATIONS:

American Institute of Certified Planners (29469)

RELEVANT PROJECT EXPERIENCE

CHSRA, Rail Delivery Partner (RDP), Los Angeles and Sacramento, CA.

Karl has been engaged in four different roles for this railroad multimodal and environmental corridor planning projects in both agricultural and urban environments along the rail alignment in both the Central Valley and Southern California. He led the development of active transportation analysis for six high-speed rail stations in Southern California and local community-based projects in-between those stations, covering corridor access needs as well as closing first/last mile gaps.

- **Deputy Director of Planning and Sustainability.** Karl oversaw the work of RDP staff and subconsultants on the project, reporting on budget, schedule, and risk, advancing statewide client initiatives, and collaborating within and across departments to solve problems and advance project objectives.
- **Interim Director of Projects.** Karl oversaw preliminary engineering and environmental documents. He supported the coordination with the City of Palmdale with strategizing the development on a station implementation master plan. His responsibilities included overseeing and managing the work of RDP staff and regional consultant teams, implementing the CHSRA's project delivery requirements, reporting on schedule and risk, and coordinating across departments to solve problems and advance project objectives.
- **Southern California Planning Manager.** Karl managed station planning, multimodal access planning, jurisdiction and agency coordination, and stakeholder engagement. He oversaw six alternatives analyses for Southern California project sections.
- **Environmental Planner.** Karl assisted with environmental compliance and corridor planning activities for the project in the Central Valley and Southern California. **He was part of the team that achieved the first Record of Decision for the project (Merced to Fresno project section) and developed and launched the Authority's Environmental Mitigation Management and Assessment system.**

SANDAG, San Ysidro Transit Center (SYTC) Improvements Project, San Diego, CA. Karl was the project manager for identifying and developing solutions for improving the SYTC and preparing the site for future reconfiguration and upgrades as part of a SANDAG study. The San Ysidro Port of Entry is the busiest land border crossing in the western hemisphere, with nearly 30,000 pedestrians crossing and approximately 14,500 passengers boarding at SYTC. Karl's responsibilities include analyzing existing conditions, managing program of requirements and concept development, developing analysis methodology and evaluation criteria, conducting alternatives analysis, client engagement, budget management, invoicing, team coordination, interfacing with project partners, managing deliverables, and performing QA/QC.

OCTA, Bristol Street Transit Corridor Study, Orange County, CA. Karl was the deputy project manager for a critical north-south "opportunity corridor" with the OCTA. The 10-mile corridor linked residents, businesses, schools, and key destinations in Santa Ana, Costa Mesa, Newport Beach, and Irvine. The study developed enhanced bus, bus rapid transit, and streetcar alternatives to improve public transit service along the Bristol Street corridor from West 17th Street in Santa Ana to Sunflower Avenue. The study addressed improving frequency service, reliability, and connections with key crosstown routes and the planned OC Streetcar project, supporting first/last mile connections, and enhancing the customer service experience and convenience of public transportation. Karl's responsibilities included overseeing and providing QC on the alternatives definition, alignment drawings, alternatives evaluation, and final report.



Karl is an excellent project manager and skilled transportation planner who does an outstanding job maintaining order amid a complex, dynamic project. His attention to detail helps to keep the project aligned and focused on our key goals.

—Margaret Cederoth, AICP, ENV SP, Director of Planning and Sustainability, CHSRA



Alana Flaherty

Deputy Project Manager

Alana is a deputy project manager and planner for complex and diverse environmental and transportation planning projects. The foundation of her career in NEPA/CEQA analyses for transit and infrastructure projects has bolstered her into management roles involving maintain project schedules, monitoring monthly progress, coordinating across multiple teams and firms, and ensuring punctual and budget-compliant delivery of high-quality work.

HIGHLIGHTS

- ✓ Proven deputy project manager with environmental and transportation planning experience
- ✓ Proven project manager with active transportation planning and multi-disciplinary fashion to integrate teams and deliver complex projects
- ✓ Experience in multimodal planning and environmental planning along a rail alignment
- ✓ CEQA/NEPA, rail planning, and active transportation planning experience
- ✓ Multidisciplinary professional to support a team of this caliber
- ✓ Experience working with agricultural and urban communities

YEARS OF EXPERIENCE:

6

EDUCATION:

BA, Environmental Business,
GIS Spatial Studies,
University of Redlands

RELEVANT PROJECT EXPERIENCE

LA BOE, Connecting Canoga Park, Los Angeles, CA. The Connecting Canoga Park Project would improve seven miles of streets in the west San Fernando Valley area of Los Angeles, California. The proposed Project would implement pedestrian and bicyclist improvements along five streets. Alana was the Deputy Environmental Task lead for the project and led the preparation of the Preliminary Environment Study, coordinated technical reports, and lead the completion of the environmental documents. Alana also supported environmental task management by managing the project schedule and budget.

CHSRA, CHSR Program, Los Angeles and Sacramento, CA. As part of the Central Valley station area planning team, Alana helped develop a site plan concept that focuses on multimodal access to HSR stations. She conducted pedestrian access analyses and provided recommendations for pedestrian access to the station. She assisted in creating configuration management maps documents for various station layout designs. Alana also assisted presentation and workshop materials for stakeholder engagement.

SANDAG, Border to Bayshore, San Diego, CA. As planning support, Alana developed the Visual Impact Memorandum, Coastal Act Consistency Analysis, and Parking Analysis. The proposed project joins the existing Bayshore Bikeway (Silver Strand Bikeway) near the Otay River which will provide safe biking connection between Imperial Beach, the San Ysidro community, and the world's busiest land border crossing at the San Ysidro Port of Entry.

Caltrans District 9, Active Transportation Plan, Inyo, Mono, and Eastern Kern County CA. The Plan advances the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with walking and bicycling needs in each Caltrans district across California. Alana was responsible for providing language and assisting in developing the Active Transportation Plan for Caltrans District 9.

VCTC, US 101 HOV Improvements PA&ED, Ventura County, CA. As environmental technical support, Alana assisted with technical writing and analysis and development of the visual impact assessment. The project will construct an HOV lane in each direction from Moorpark Rd. in Thousand Oaks to SR 33 in Ventura, with limited design exceptions and auxiliary lanes where operationally beneficial.

County of Riverside, Six Timber Bridge Replacement, Riverside CA. The County of Riverside, in cooperation with Caltrans, proposes to replace six existing structurally deficient timber bridges along Railroad Avenue and Chuckwalla Valley Road in Riverside County, California. The bridges were split into two projects by location. Each project proposed to replace the existing two-lane timber bridges with new two-lane bridges at the same locations. Alana served as the Deputy Project Manager for the project and assisted in developing the EIR/EA, IS/CE, Preliminary Environmental Studies, Visual Impact Studies, and Section 4(f) Evaluations. She supported a variety of project management tasks including updating project schedules, providing monthly progress reports, and tracking project budgets.

City of Pittsburg Data Center Project, Pittsburg, CA. Avaio Digital Partners, in coordination with the City of Pittsburg, proposed a Specific Plan for the development of a technology park employment area in three phases. Alana served as the Deputy Program Manager for the complex, multi-jurisdictional project. Alana lead the preparation of the Specific Plan Programmatic Environmental Impact Report and is supporting the Specific Plan document. Alana effectively coordinated with seven sub-consultants from varying backgrounds including the design and environmental technical teams. Alana also supported client meetings, progress updates, sub-contract execution, monthly invoicing, and budget management.



David Schumacher, AICP

Conceptual Planning

David is a senior transportation planner adept at providing planning services for large complex transportation and transit initiatives, preparing feasibility studies, alternatives analyses, and coordinating projects through the environmental review phase.

RELEVANT PROJECT EXPERIENCE

City of Los Angeles, Huntington Drive Multi-Modal Transportation Improvement Phase II, Los Angeles, CA. This project involved studying the redesign of four miles of a highly utilized corridor in northeastern Los Angeles on Huntington Dr. and Mission Rd. to improve safety, quality of life, economic activity, and transit reliability. The WSP team led the Phase II study and supported LA BOE in identifying a preferred alternative to advance into PAED. David worked with the City of LA to coordinate with stakeholder groups throughout the corridor, primarily consisting of neighborhood councils and advocacy groups. He developed the alternatives evaluation framework and guided the project team in providing consistent data across design plans, cost estimates, and evaluation criteria. The framework David developed served as a guide to tell the story of how each alternative performed while setting up a clear and defensible position for LA BOE to identify a preferred alternative. WSP ensured protected facilities were present through the entire project corridor, and worked with the City of LA engineering staff to balance municipal design requirements with active transportation and Complete Streets best practices.

Los Angeles County Metropolitan Transportation Authority (LA Metro), C Line Extension to Torrance Environmental Review and Advanced Conceptual Engineering, CA. David provided planning services for the proposed extension of the C Line light rail, a 4.5 mile extension from Redondo Beach to Torrance which includes a proposed multi-use trail adjacent to the tracks in an active freight corridor. David's responsibilities included analyzing rail operations, demographic and transportation data, geospatial analysis, managing materials for outreach, and preparing the alternatives analysis.

LA Metro, West Santa Ana Southeast Gateway Line, Los Angeles, CA. As deputy project manager, David provides project management and transportation planning services to add a new light rail line in southeast LA County. David manages subcontracts, budget, project meetings, and QA/QC to deliver the EIS/EIR. David also leads the downtown LA study refinements and is involved with the first/last mile planning efforts throughout the corridor, which includes gathering existing and planned bicycle and pedestrian facilities, walk audits with technical and community team members, and coordinating across jurisdictions.

City of Los Angeles, Taylor Yard Community and Wildlife Access Project Grant Application, Los Angeles, CA. As mobility subject matter expert, David guided a high-scoring Reconnecting Communities Pilot Program grant application for how multi-use paths and streetscape improvements could improve pedestrian/bicycle connectivity across barriers in Northeast Los Angeles such as the LOSSAN Corridor tracks, the Los Angeles River, and nearby major roadways.

LA Metro, Rio Hondo Confluence Station Feasibility Study, Los Angeles, CA. As planner, David performed operations and planning services to determine the feasibility of adding an infill station along the planned West Santa Ana Branch transit corridor. Responsibilities included identifying construction and operations impacts of adding a new station to an operational light rail line, such as effects on rail operations, bus operations, roadway network, safety, emergency services, and other issues in coordination with proposed station designs and paths of access.

HIGHLIGHTS

- ✓ Alternatives analysis and feasibility study expert
- ✓ Successful interdisciplinary leadership
- ✓ History of transit-with-trails projects

YEARS OF EXPERIENCE:

9

EDUCATION:

MPL, University of Southern California
BA, International Studies, Colby College

PROFESSIONAL REGISTRATIONS:

American Institute of Certified Planners (305064)



Melissa Brady, PE

Conceptual Design

Melissa brings experience working on transportation projects including highways, urban freeways, and roadways. She also has a unique skill

set incorporating hydraulic analysis, construction oversight, and third-party coordination with various stakeholders including city and department of transportation utilities and railroads. Additionally, she has managed engineers and contractors while being responsible for work planning, schedule and cost of projects.

RELEVANT PROJECT EXPERIENCE

CHSRA, California High-Speed Rail, Construction Package 2-3, Design-Build, Central Valley, CA. Melissa managed the preparation of geometric plans and profiles; prepared project reports; and developed design improvements to provide efficiencies and cost savings for project, including identifying a \$10 million cost savings on the project.

VCTC, US 101 HOV Improvements PAED, Ventura County, CA.

As deputy project manager/segment lead, Melissa was responsible for the alternatives analysis and engineering development of two alternatives along 27-miles of U.S. 101. The project alternatives include adding one or two managed lanes, standard and non-standard typical sections and other operational improvements. Challenges include minimizing land use impacts, maintaining highway design standards to the greatest extent possible, addressing operational deficiencies, balancing the needs of four cities and the county, preparing and evaluating the traffic forecasts, and minimizing impacts to water crossings and the floodplain.

RCTC, I-15 Smart Freeways Design and Implementation Pilot Project, Riverside County, CA.

As project manager, Melissa is responsible for leading the PAED and PS&E process, construction support and operational oversight for the two year pilot project of the first southern California smart freeways solution. WSP is providing engineering services to RCTC for smart freeways design and implementation. The project will demonstrate the effectiveness of the smart freeways (also known as managed freeways) concept to control traffic flows and alleviate recurrent chronic congestion. This project included an aggressive schedule, including obtaining environmental clearance, preparation of the project approval document and design of civil improvements and ITS elements in under a year.

Caltrans District 12, SR 91 Multi-Asset, Orange County, CA. As Project Manager, Melissa is overseeing the expedited schedule and completion of the preliminary design and project report for the PAED phase (which was completed in four months). WSP, as a subconsultant, is providing on-call design engineering services for the multiphase project in Orange County for Caltrans District 12.

Mid County Parkway, Post-Project Approval/Environmental Document PAED, Riverside County, CA.

Melissa is the project manager overseeing the design team of the 16-mile corridor and all the interchanges in post-PAED support. She coordinated with the client, public agencies and land developers in developing and refining various geometric and environmental requirements. This project is a \$1.3 billion 16-mile east-west corridor study of a four-to-six-lane segment from the I-215 Freeway in Perris to SR-79 in San Jacinto. The project involved developing an optimum corridor alignment that can meet developer needs while addressing environmental issues and concerns. The project included the design of two new system interchanges at the I-215 and SR 79 freeways, as well as 11 local street interchanges.

HIGHLIGHTS

- ✓ Unique skill set incorporates various elements of design
- ✓ Strong knowledge of project approval processes
- ✓ Ability to manage multidisciplinary teams for large projects
- ✓ Creatively works through innovative design challenges
- ✓ Proven ability to deliver client cost savings

YEARS OF EXPERIENCE:

21

EDUCATION:

BSCE, University of Utah

PROFESSIONAL REGISTRATIONS:

Professional Engineer: CA (88518)



Kristin Blackson

Environmental Analysis

Kristin, an environmental planner with over 25 years of experience in both public and private sectors, has expertise in coordinating

multidisciplinary teams, ensuring compliance with CEQA, and managing CEQA and NEPA documents for various projects, including water master plans, transportation communities, ordinances, permits, and subdivision maps. She has also taught CEQA courses for the University of California, San Diego Extension and local jurisdictions.

RELEVANT PROJECT EXPERIENCE

City of Los Angeles, Huntington Drive Multi-Modal Transportation Improvements Project - Phase II, Los Angeles, CA.

Environmental Director. The LA BOE proposes improvements to Huntington Dr. that aim to reinvent the corridor as a high-quality regional mobility corridor connecting Northeast side communities to Downtown Los Angeles and beyond. The project proposes to transform a heavily trafficked corridor to a multi-modal focused corridor. The project will promote all modes of transportation including vehicle, bus, bicycle, and pedestrian by enhancing access to businesses, residential areas, educational and healthcare facilities, recreation centers and industrial properties. Kristin guided the environmental efforts during this phase of the project, which is focused on screening potential variations to the main corridor concept. These efforts include informing design development, fatal flaw analysis, policy consistency, applicability of potential exemptions, and screening criteria development.

LA Metro Crenshaw K-line Northern Extension Project EIR, Los Angeles, CA. Kristin is guiding the EIR preparation, which includes performing supporting technical analysis and communications with LA Metro and the public. The draft EIR analyzes three alignment alternatives to extend subway service. WSP is assisting with the environmental impacts and benefits of the project alternatives based on the feasibility alternatives analysis study considered in the environmental impact report draft.

University of California, Long Range Development Plan Program, San Diego, CA. Kristin was the project manager and prepared an environmental impact report addressing the proposed plan and provided a detailed analysis of the five project phases. She worked with the technical team and staff to address the comments received during the public review, and once the responses were approved, she finalized the environmental impact report for certification. The environmental impact report was certified in November 2019. She continued to work with the university to organize subsequent projects from the certified report, as envisioned by the program.

City of Fresno, CEQA Training Program, Fresno, CA. As project director, Kristin created and provided a regulatory training program centered on CEQA and processing projects through the CEQA process. She delivered the CEQA Training Program to staff from various City departments which included planning, public works, utilities, airports and the City attorney office. Over a six-day period, Kristin trained staff on applying CEQA beginning with the initial screening process, through drafting defensible EIRs and CEQA Finding of Fact. Kristin was there to answer questions and provide expert feedback on some of the City's most pressing environmental planning issues.

City of Fresno, Planning Department Environmental Planning Services, Fresno, CA. As project director, Kristin managed, reviewed, and facilitated the environmental review process and provided expert environmental planning services. Additionally, she provided CEQA advisory services and documentation for several projects.

HIGHLIGHTS

- ✓ Environmental planning, policy, and instruction in public sector experience

YEARS OF EXPERIENCE:

25

EDUCATION:

MS, Environmental Sciences, University of San Francisco
BS, Environmental Studies, University of California, Santa Barbara



Yosef Yip

Outreach and Engagement

Yosef has over 13 years of experience in stakeholder and community engagement in Southern California, Statewide and nationally. He has led strategic outreach plans, implemented tailored engagement activities, built community trust through equity-focused and Community-Based Organization partnerships, and increased public understanding of technical projects. Yosef is dedicated to supporting clients in committing to equitable decision-making, which will ultimately prepare communities for a resilient future.

RELEVANT PROJECT EXPERIENCE

City of Los Angeles, Huntington Drive Multi-Modal Transportation Improvements Project, Los Angeles, CA. This project aims to enhance mobility, accessibility, connectivity, and safety for corridor users. As engagement lead, Yosef led the engagement team throughout the project life, including targeted stakeholder discussions, Community Advisory Committee meetings, and a series of public workshops. Engagement activities were strategically timed, and input were folded into technical phases.

LA BOE, Connecting Canoga Park Project, Los Angeles, CA. The project is to design a multi-modal safe and urban cooling project, with over 7-miles of improvements. To garner project awareness and facilitate public input, Yosef managed and implemented the stakeholder and public engagement plan. As a result, the team successfully launched a project website, facilitated in-person tabling events, led workshop discussions, and hosted virtual and in-person open houses. All engagement tactics and materials were vetted for Spanish translation and cultural competencies.

Napa Valley Transportation Authority (NVRTA), Napa Valley Forward – SR 29 Intersection Improvements, Napa, CA. NVRTA partnered with the Metropolitan Transportation Commission (MTC) on multi-modal safety and operational improvements on SR 29. The proposed improvements include a roundabout in Oakville and signalization in Rutherford. Yosef's role was to manage and facilitate the stakeholder and public engagement activities during the environmental (NEPA/CEQA) to the final design phases, including virtual and in-person open houses, informational boards and fact sheets, online survey, project video, e-newsletter, and notifications.

Alameda County Transportation Commission, Communications & Public Relations, Oakland, CA. As project manager, Yosef is leading the communications, public relations and outreach services to support the agency's public affairs team. As an extension to the agency, Yosef managed scope of work related to publications, website maintenance, strategic communications, media relations, campaign management, event planning and community outreach, translation and interpretation services, video and photography, and Title VI monitoring. Yosef managed contracting, subcontract agreements, project budgets, deliverable production and vendor coordination.

Inyo National Forest, Coyote Flat Off-Highway Vehicle Recreation Enhancement Project, Inyo County, CA. Yosef supported the engagement activities during Inyo National Forest's release of the Draft Environmental Assessment (EA). Yosef managed project team expectations (deliverables, timeline, budget, and review process) through an engagement work plan, facilitated the open house, and developed meeting materials.

HIGHLIGHTS

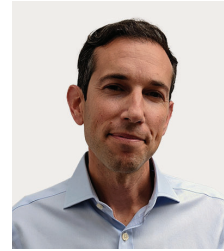
- Implement and execute engagement plans, with the goal of garnering strong community partnerships and engagement, harnessing equitable decision-making and increasing public project understanding
- Lead engagement activities and tactics to meet critical environmental document processes
- Design and create project messaging into accessible collateral during technical project phases

YEARS OF EXPERIENCE:

13

EDUCATION:

MUP, Urban Design, City College of New York
BE, Urban Planning, University of Waterloo



David Suls, AICP

Master Planning/Urban Design

David is a certified urban planner with 20 years of experience in land use policy, transportation planning, economic development, and capital project management. His experience gives him familiarity with federal, state agencies and local jurisdictions in Southern California, as well as other federal, state, and local permitting, and regulatory agencies. He has worked extensively on projects that are physically, financially, and politically complex, and places a strong emphasis on cross-sector coordination, stakeholder outreach, and public engagement.

RELEVANT PROJECT EXPERIENCE

SCAG, On-Call Services REAP 1.0, Burbank Media District Specific Plan Burbank, CA. As project manager, David is leading an update of the Media District Specific Plan to implement Housing Element goals, address updates to the zoning code, and bring the City into compliance with recent housing legislation.

SCAG, On-Call Services REAP 1.0, Rialto Foothill Central Specific Plan, Rialto, CA. As project manager, David is leading a consolidation and update to the City's Foothill Blvd and Central Area Specific Plans. The Specific Plan is providing significant land use changes and guidance, strategies, and action plans for the City's two key transit corridors.

SCAG, On-Call Services REAP 1.0, South El Monte Municipal Code Update South El Monte, CA. As project manager, David is leading a full reorganization of the City's zoning code and updates to accelerate housing and address changes to state housing regulations.

City of San Diego, Mobility Master Plan, San Diego, CA. As project manager, David led the development of a cross-departmental long-range mobility plan for the City, setting actionable steps for identifying and implementing mobility projects, programs, and policies that support the City's Climate Action Plan for reducing VMT, increasing non-auto mode share, and prioritizing investments in under-resourced communities.

Western Riverside Council of Governments, On-Call Planning Services, Riverside, CA. WSP is providing on-call planning services.

- Hemet Municipal Code Update, Riverside, CA.** Project manager that led an extensive review and update of the city's municipal code to bring the code into compliance with state housing regulations from 2017-2022 to reflect programs set forth in the city's sixth cycle housing element.
- Temecula Municipal Code Update, Riverside, CA.** Project manager that led an extensive review and update of the City's municipal code to bring the code into compliance with state housing regulations from 2017-2022 and to reflect programs set forth in the city's sixth cycle housing element.

HIGHLIGHTS

- Proven leader in urban planning and policy
- Detailed knowledge of current State housing legislation and local applicability
- Proven track record in planning, design, and implementation of mobility projects

YEARS OF EXPERIENCE:

20

EDUCATION:

MS, Built Environment: Urban Design, Bartlett School of Architecture, University College London
BS, Economics, University of Wisconsin- Madison

PROFESSIONAL REGISTRATIONS:

American Institute of Certified Planners (190984)



Luke Yang, ENV SP, PTP

Local Jurisdictions Coordination

Luke is a director for Transportation and Environmental Planning with more than 18 years of experience in the infrastructure planning and engineering field. He brings diverse project experience to teams, from policy development, feasibility analyses, technical analyses, and grant writing, to collaboration with engineering design and implementation. Luke's interests in improving regional mobility drives him to be involved in a wide array of projects, bringing his extensive experience in multimodal integration during the planning, programming, and delivery stages.

RELEVANT PROJECT EXPERIENCE

VCTC, US 101 High Occupancy Vehicle (HOV) Lanes, Ventura County, CA, Los Angeles, CA. VCTC, in coordination with Caltrans, is studying options to reduce congestion along a 27-mile stretch of highway between SR 23 in Thousand Oaks to SR 33 in Ventura. Luke oversees a team of planners, modelers, and engineers in the development of the traffic analysis and Traffic Operations Analysis Report (TOAR) for the purpose of the PAED.

City of Anaheim, Anaheim Bicycle Plan Update, Anaheim, CA. Luke coordinated data collection efforts and all technical analyses, including conducting existing bicycle and pedestrian facility inventory, conducting bicycle ridership forecasts; analyzed bicycle ridership and its effects on motorized vehicle traffic; performed roadway capacity analyses; identified and evaluated bicycle facility improvements; evaluated right of way and street cross-sections to determine feasibility of proposed bicycle facilities; prepared cost estimations; prepared environmental report; coordinated public and stakeholder meetings; and attended various PDT and client conference calls and meetings.

LA Metro, On-call Grant Assistance, Los Angeles, CA. As grant application team project manager, Luke is responsible for overseeing the team responsible for the development and submission of grant applications for programs funded under the Road Repair and Accountability Act of 2017 (SB 1, Chapter 5, Statutes of 2017), as well as federal programs. These competitive programs include Transit and Intercity Rail Capital Program (TIRCP), Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), Active Transportation Program (ATP), Better Utilizing Investments to Leverage Development (BUILD), and Infrastructure For Rebuilding America (INFRA). Luke works closely with the LA Metro grants and project management staff to coordinate team staffing for the development, refinement, and submission of competitive grant applications. The team has developed project narratives, benefit-cost analyses, disadvantaged and low-income communities analyses, greenhouse gas emissions calculations, geographic information systems maps, and graphics for application packages. During the most recent round of SB 1, the team was successful in obtaining more than \$500M in funding under the Solutions for Congested Corridors Program, TCEP, LPP, ATP, and INFRA programs for LA Metro's capital improvement projects.

HIGHLIGHTS

- Familiarity and experience with Ventura County and local stakeholders
- Experience with integration of land use and transportation

YEARS OF EXPERIENCE:

18

EDUCATION:

MS, Planning, Transportation and Land Use, University of Southern California
BA, Environmental Analysis and Design, University of California, Irvine

PROFESSIONAL REGISTRATIONS:

Envision Sustainability Professional (19234),
Professional Transportation Planner (312)



Michael Arizabal

CPUC Coordination and Traffic/Transportation

Mike's experience lies at the intersection of transportation planning and traffic engineering. He is considered a subject matter expert

on all traffic analysis software and tools and has a broad background managing and delivering projects related to site access/circulation studies, multimodal transportation planning, corridor studies, traffic impact analysis/mobility studies, VMT reduction studies, freight mitigation plans, and transportation technical reports in support of CEQA and NEPA documentation (AA, PA/ED, EIR/EIS, MND). Mike brings proven expertise synthesizing project features into winning solutions for stakeholder jurisdictions, including the CPUC.

RELEVANT PROJECT EXPERIENCE

LA Metro, Eastside Extension EIR/EIS, Los Angeles, CA. Mike assisted the environmental team by preparing the traffic and circulation impact analysis for the DEIR/DEIS. The traffic impact analysis evaluated intersection, highway, and roadway conditions for existing and future scenarios (with and without the LRT project), and any potential impacts to parking, bicycle/pedestrian facilities, freight, and transit. Utilized LA Metro's Policy for Grade Crossing Safety for Light Rail Transit to determine feasibility and minimum traffic controls for at-grade crossings and to identify locations where grade separation was required. Mitigation measures to reduce or eliminate any impacts were recommended.

OCTA, OC Active Transportation Plan, Orange County, CA.

The consultant team developed the first countywide Active Transportation Plan for Orange County in collaboration with OCTA. Mike oversaw the technical tasks related to developing a regional plan and corresponding implementation strategies for bike and pedestrian improvements.

SCAG, Wilmington Freight Mitigation Study, Wilmington, CA.

Mike was the project manager for a study to assess the impacts of increased truck travel due to a closure of an at-grade rail crossing by the CPUC on an AB 617 identified disadvantaged community in the Wilmington Area of Los Angeles County. The project recommended both traffic and general land use mitigations to improve the quality of life for residents in the community. Main components of the analysis included an assessment of existing and forecast traffic conditions and the use of traffic modeling to understand gaps and deficiencies, development and comparative evaluation of potential mitigation packages, and development of design treatments to accommodate goods movement within the built environment while also providing multimodal, complete, and safe streets.

OCTA, Study, San Clemente, CA. Mike served as the project manager to develop and analyze a series of potential arterial-roadway based alternatives to the proposed extension of the SR 241 Toll Road in South Orange County. Project alternatives focused on identifying candidate improvements to arterial roadways in the study area, as well as potential improvements to the I-5 corridor. Mike worked extensively with OCTA staff to model the 2040 traffic forecasts for each alternative. Based on the travel demand model forecasts, IBI Group key travel metrics were analyzed and compared for different scenarios, examining forecast changes in VMT, VHD, and daily traffic volumes along key freeway and roadway corridors.

HIGHLIGHTS

- ✓ Transportation and mobility planning expert
- ✓ Rail and grade crossing-focused agencies coordination
- ✓ Integrates active transportation facilities into signal timing for comprehensive traffic operational studies
- ✓ 21 years of experience in Transportation System Accessibility and Equity, Access and Circulation Plans, Multimodal Traffic Impact Analysis, Freight Mitigation Plans, Corridor Studies, and Active Transportation Plans

YEARS OF EXPERIENCE:

21

EDUCATION:

BS, Civil Engineering, University of California, Irvine

PROFESSIONAL REGISTRATIONS:

Traffic Engineer: CA (2821); Professional Engineer: NV (29432)



Joe De La Garza, PE, TE

Civil & Bikeway Design

Joe brings over 29 years of experience in complex projects that plan, design and implement multimodal solutions in Southern

California. Joe has led multi-disciplinary teams developing Complete Street concepts and plans that incorporate the balance of all traffic modes, from pedestrians and bicyclists to passenger and transit vehicles. His recent comprehensive planning and design work on the Border to Bayshore Bikeway project highlighted all aspects of his expertise to successfully deliver that project from planning through PAED, and design into construction.

RELEVANT PROJECT EXPERIENCE

SANDAG, Border to Bayshore Bikeway, San Diego, CA.

Joe managed the traffic planning and design of the Border to Bayshore Bikeway, an approximately 8.5-mile proposed route that will provide safe biking connections within and between Imperial Beach, the San Ysidro community of San Diego, and the world's busiest land border crossing at San Ysidro. Traffic analysis evaluated the efficacy of different traffic calming techniques including roundabouts, road diets, and pop-outs as well as concept plans were developed. A Traffic Impact Study report for CEQA and NEPA environmental clearance was produced. Final design plans were prepared including signing, striping, lighting, traffic signals, and traffic control plans.

SANDAG, Rose Canyon Bike Path, Los Angeles, CA.

Joe managed the traffic design work including upgrades to bicycle and pedestrian facilities adjacent to the rail right-of-way in Rose Canyon, a planned bikeway in the regional bike plan. The bikeway was identified during the PAED process for the Mid-Coast Corridor Transit Project. The project corridor featured a Class I bicycle path and necessitated a unique bicycle diagonal crossing and a Caltrans interchange. The proposed signal prioritized bicycle and pedestrian safety at the intersection allows for safe crossing movements for all users while maintaining operational needs for Caltrans. Joe also managed the operational analysis and design ensuring the signal operations compiled with the already approved environmental document.

LA BOE, Connecting Canoga Park PAED, Los Angeles, CA. Joe provided PAED services to the City of Los Angeles, Bureau of Street Services for the Connecting Canoga Park Project. The project includes seven miles of pedestrian and cyclist improvements within the heart of the Canoga Park community of the City of Los Angeles. Along the five corridors within the project area the multi-modal improves include new Class IV Cycle Tracks, Class III bike facilities, pedestrian improvements, place-making, traffic calming, mini roundabouts, and urban cooling features added to the existing Orange Line Trail. Under an accelerated grant funding schedule, WSP is providing services for project management; data collection, mapping, surveys and ROW assessment; public/stakeholder outreach; traffic analysis; value analysis; and CEQA/NEPA.

City of National City, Bicycle Master Plan, National City, CA. Joe was the subconsultant project manager and provided traffic engineering support during the development of the Bicycle Master Plan. Future project alternatives were developed and reviewed and cost estimates were prepared. The process included public workshops that provided input to the plan and ultimately provides the framework for future bikeway improvements and outlined opportunities for funding and implementation.

HIGHLIGHTS

- ✓ Planning, design and implementation multimodal solutions of complex projects experience
- ✓ New multi-modal options to a historically underserved communities experience
- ✓ Incorporates the balance of all traffic modes, from pedestrians and bicyclists to passenger and transit vehicles

YEARS OF EXPERIENCE:

29

EDUCATION:

BS, Construction, Engineering, Lawrence Technological University

PROFESSIONAL REGISTRATIONS:

Civil Engineer: CA (59366)
Traffic Engineer: CA (2095)



Theresa Dickerson

EIR/EIS

Theresa brings over 35 years of experience in environmental clearance, compliance, and agency coordination. She brings

lessons learned from both the consultant and public agency side of projects, having served in both realms. Her passion is simplifying the environmental clearance process and helping clients navigate agency and public feedback on projects.

RELEVANT PROJECT EXPERIENCE

LA BOE, Connecting Canoga Park, Canoga Park, CA. LA BOE is finalizing urban cooling and first/last mile strategies for a series of improvements proposed on several streets within the community of Canoga Park. As environmental task manager, Theresa is responsible for managing the environmental analysis and clearance of the project. Her team helped to inform the development of design strategies to implement pedestrian and bicycle improvements, improve transit access, and reduce heat issues along three prime corridors. Theresa was responsible for managing the technical studies prepared in support of the CEQA and NEPA environmental clearance process and preparing a Caltrans PES and CEQA Notice of Exemption (NOE).

LA BOE, Huntington Drive Multi-Modal Transportation

Improvements Project - Phase II, Los Angeles, CA. The LA BOE proposes improvements to Huntington Drive between Valley Blvd. and Kendall Ave. that aim to reinvent the corridor as a high-quality regional mobility corridor connecting Northeast side communities to Downtown Los Angeles and beyond. As environmental task manager, Theresa is leading the environmental efforts during this phase of the project, which is focused on screening potential variations to the main corridor concept. These efforts include informing design development, fatal flaw analysis, policy consistency, applicability of potential exemptions, and screening criteria development.

San Bernardino County Transportation Authority (SBCTA), Metrolink Station Accessibility

Improvement Project: San Bernardino County, CA. Theresa was the environmental task manager responsible for preparing the environmental component of the grant application for ATP funds in which SBCTA was awarded \$5M. She was also the analyst and author for the Caltrans PES and CEQA/NEPA environmental clearance document (CE/CE). SBCTA proposed bicycle and pedestrian access improvements to a regional transit network incorporating a six-station area that would help extend the catchment area of each station. The improvements focused on providing safe pedestrian/bicycle access, gates at railroad tracks, wayfinding signage, sidewalk improvements, high-visibility crosswalks, bicycle parking, and implementation of key regional bicycle corridors that connect directly to the stations.

VCTC, US 101 High Occupancy Vehicle (HOV) Lanes, Ventura County, CA. VCTC, in coordination with Caltrans, is studying options to reduce congestion along a 27-mile stretch of highway between SR 23 in Thousand Oaks to SR 33 in Ventura. As technical analyst and task lead, Theresa managed the preparation of the Visual Impact Analysis that evaluated the effects of proposed changes within diverse landscape settings that varied from highly urbanized to rural agricultural fields. The report was completed in three months under an expedited schedule with such a high level of quality that the Caltrans specialist commended the team. Theresa also provides technical support and senior peer review for technical reports.

HIGHLIGHTS

- ✓ Multi-state experience managing projects (Seven SoCal counties, Four states - CA, NV, AZ, HI)
- ✓ Experience working as extension of staff and representing clients in discussions with agencies, special interest groups, and the public
- ✓ Proficiency as a technical reviewer, QA/QC advisor, and policy/guidance director

YEARS OF EXPERIENCE:

36

EDUCATION:

BS, Landscape Architecture, California State Polytechnic University

Subconsultants

LIN Consulting, Inc.

Traffic, Civil, and Electrical Consulting Engineers

LIN Consulting, Inc.

Conceptual planning, conceptual design, and traffic services

LIN Consulting, Inc. (LCI) a California corporation founded in 1997 specializes in traffic, civil, and electrical engineering. LCI has consistently produced quality designs in accordance with agency guidelines under tight time constraints and has extensive working relationship in Ventura on several projects including the Montalvo Complete Streets, E&TS for up to 50 locations, Montalvo SRTS Cypress Point Gap Closure and more. LCI has recently created the 15% conceptual design and cost estimate for the City of Ventura on the SPBL Trail in support of ATP Cycle 6.




STAFF SPOTLIGHT



Bill Sun, PE, TE
First & Last Mile/
Complete Streets

Bill, who oversaw staff that supported VCTC in securing the grant funding for this project, has 30 years of traffic engineering and transportation planning experience working as a consultant with various agencies throughout California. His extensive experience includes the design of traffic signal systems, signal interconnect systems, signing/stripping, worksite traffic control plans, detour plans, street lighting, intelligent transportation systems (ITS), traffic operation and analysis, and transportation management plans (TMP).

LCI AT A GLANCE

-  YEAR FOUNDED: **1997**
-  SOUTHERN CALIFORNIA EMPLOYEES: **22**
-  SOUTHERN CALIFORNIA OFFICES: **3**
-  HOME OFFICE: **Diamond Bar**

WHY LCI?

- ✓ Experience working on multimodal improvements similar to the SPBL next to an active railroad corridor
- ✓ Experience working on VCTC's comprehensive transportation plan
- ✓ Relationships with agencies, city and county staff, and communities

REFERENCE

Jeff Hereford, PE, TE, Principal Transportation Engineer, Public Works Department
City of Ventura
501 Poli Street, Ventura, CA 93001
805-654-7744
jhereford@cityofventura.ca.gov



Mustang Marketing

Outreach, staffing meetings, translation services, and supplemental services

Mixtus Inc. dba Mustang Marketing (Mustang) is a full-service creative and public relations agency serving Ventura County for more than 30 years. Their team is intimately familiar with the County of Ventura, including working on various projects that have allowed them to develop relationships with key stakeholders in the area. Mustang has had the opportunity to assist numerous clients with public relations, campaign theme development, media plans and crisis support. This includes the budget management, media planning, and strategic development and implementation of the award-winning County of Ventura's We All Count 2020 Census campaign.




STAFF SPOTLIGHT



Dianne McKay
Stakeholder
Engagement

Dianne is Mustang's president and oversees all accounts, maintains close communication with clients, brings her experience and expertise to every creative project, and actively fosters new business relationships. A thrice-elected trustee for the Ventura County Community College District, Dianne concluded her elected role in 2022 to focus her attention on other areas of interest within Ventura County. Dianne is regularly called upon by City and County leadership to consult on controversial topics and to provide government and community relations support.

MUSTANG AT A GLANCE

-  YEAR FOUNDED: **1986**
-  SOUTHERN CALIFORNIA EMPLOYEES: **7**
-  SOUTHERN CALIFORNIA OFFICES: **1**
-  HOME OFFICE: **Thousand Oaks**

WHY MUSTANG?

- ✓ Extensive experience in developing and executing countywide community outreach campaigns on behalf of the County of Ventura
- ✓ Deep relationships cultivated throughout decades of partnership with Ventura County agencies, County leadership, elected officials, nonprofit leaders, stakeholder groups and communities
- ✓ Ventura County-based agency with leadership and creative team located throughout both East and West Ventura County

REFERENCE

Natalie Hernandez, PIO
County of Ventura
800 S. Victoria Ave. Ventura, CA 93009-1940
805-654-2635
natalie.hernandez@ventura.org



Pacific Coast Land Design

Landscape design and stakeholder engagement services

PCLD is a full-service landscape architecture firm with experience in working with regional jurisdictions allowing PCLD to bridge between municipalities, agencies, and communities. Some of PCLD's clients past and present include VCTC (grant services, ATP 6 & SCAG/REAP 2.0), the City of Santa Paula (design/implementation for the Santa Paula Branch Line Trail), the City of Ventura Public Works (design/implementation, grants, and project facilitation for various trails like Caltrans CCLGP and ATP 6), City of Oxnard Public Works (design and implementation for urban greening multi-modal alley improvements project), and the City of Santa Clarita (design/implementation services for downtown corridors, community gateways, and vehicular corridors).




Breanne Dunn, ASLA
Landscape Architecture & Engagement

STAFF SPOTLIGHT

Breanne brings seven years of experience in supporting community projects focused in equity of reinvestment in public spaces. Her most recent experience working with VCTC on the SCAG/REAP 2.0 SPBL Masterplan/EIR Update Grant Application authoring the public outreach plan giving their team a unique perspective into VCTC's needs and the project's engagement strategy for best project development and solutions. She is also leading public outreach on Ventura's development and construction of the SPBL and will serve as a conduit between aligned project efforts.

PCLD AT A GLANCE

-  YEAR FOUNDED: **1983**
-  CALIFORNIA EMPLOYEES: **12**
-  SOUTHERN CALIFORNIA OFFICES: **1**
-  HOME OFFICE: **Ventura**

WHY PCLD?

- ✓ Over 40 years of regional experience working with local stakeholders
- ✓ Recent multimodal improvement project experience including two in-City segments of the SPBL
- ✓ SPBL Masterplan/EIR knowledge and context from two of four designed/constructed trail portions
- ✓ Regional knowledge of flora, fauna, topographic, recreational use, community access nodes, and other various site-based uses, needs, and impacts

REFERENCE

Jeff Hereford, PE, TE, Principal Transportation Engineer, Public Works Department
City of Ventura
501 Poli Street, Ventura, CA 93001
805-654-7744
jhereford@cityofventura.ca.gov







RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers

Rincon

Environmental analysis and stakeholder outreach services

Rincon is a multi-disciplinary environmental science, planning, and engineering consulting firm, founded and headquartered in Ventura, California, with certified urban planners, CEQA/NEPA planners, and environmental scientists and engineers. Rincon has direct experience in successfully preparing CEQA and NEPA documentation for active transportation and open space/recreation projects, including Rail Trail projects throughout California. Since its founding in Ventura, Rincon has worked throughout Ventura County, including completing the 2000 EIR for the Santa Paula Branch Line Recreational Trail Master Plan. Rincon's suite of biologists, archaeologists, architectural historians, environmental justice experts, hazardous materials experts, noise experts and environmental planners are poised to continue providing excellent environmental services in Ventura County and looks forward to the potential opportunity to use its knowledge of the Santa Clara River Valley to help complete the CEQA/NEPA process for this very important project.

RINCON AT A GLANCE

-  YEAR FOUNDED: **1994**
-  CALIFORNIA EMPLOYEES: **467**
-  SOUTHERN CALIFORNIA OFFICES: **7**
-  HOME OFFICE: **Ventura**

WHY RINCON?

- ✓ Authors of the 2000 EIR for the SPBL Recreational Trail Master Plan
- ✓ Proven history of complex environmental documents in Ventura County
- ✓ Rincon excels in environmental planning and brings this expertise to the leading edge of environmental justice efforts



Megan Jones
Environmental
Analysis/Agricultural
Resources

STAFF SPOTLIGHT

Megan has 18 years of experience managing CEQA and NEPA analysis for a wide variety of projects, with specific emphasis on active transportation. Ms. Jones is skilled at balancing the goals of conveying complex environmental issues to the general public and preparing legally defensible and highly technical CEQA and NEPA documents. She has contributed to the success of several large trail projects, including the 28-mile Fort Ord Regional Trail and Greenway project in Monterey County and the Monterey Bay Sanctuary Scenic Trail Network in Santa Cruz County.

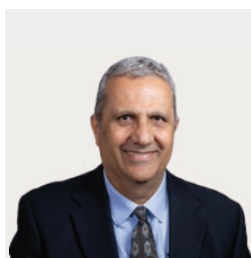
REFERENCE

Grace Blakeslee
**Santa Cruz County Regional
Transportation Commission**
1101 Pacific Ave Suite 250, Santa Cruz, CA 95060
831-460-3200
gblakeslee@sccrtc.org



Zephyr Rail
Aerial mapping and railroad
coordination services

Zephyr UAS, Inc. dba Zephyr Rail (Zephyr) is a transportation engineering firm that provides design engineering, construction management, inspection, railroad coordination, and ultra high-resolution aerial mapping services for Class 1 railroads, commuter and light rail transit agencies, in addition to private industry and other public agencies. Their exceptional relationships with major rail operators and governing agencies ensures superior project delivery from budget to schedule. Zephyr prides themselves on our responsiveness to the needs of stakeholders, providing engineering, imaging and oversight for a number of successful rail-trail projects across Southern California. Zephyr has been instrumental in rail projects from design through construction management for major operators affecting the Santa Clara River Valley including Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) and Metrolink.






Alfred Yalda, TE
CPUC Coordination

STAFF SPOTLIGHT

Alfred has over 38 years of traffic and transportation engineering experience. His experience includes traffic safety improvements for at-grade railroad crossings for various railroads, advance preemption studies, studies for traffic signals and queue cutter signals near railroad crossings, traffic safety and parking studies, traffic calming studies, radar speed zone studies, pedestrian, bicycle and school safety studies, designing traffic signing and striping plans, traffic control plans for detours and construction, expert witness testimony, traffic circulation and development site review, parking lot design and optimization. Various safety improvement projects for at-grade railroad crossings, including coordination with various railroads, municipalities, port authorities and state regulatory agencies.

ZEPHYR AT A GLANCE

-  YEAR FOUNDED: **2015**
-  SOUTHERN CALIFORNIA
EMPLOYEES: **37**
-  SOUTHERN CALIFORNIA
OFFICES: **1**
-  HOME OFFICE: **Orange**

WHY ZEPHYR?

- ✓ Played key roles on many successful multimodal trail projects throughout California
- ✓ Specializes in all aspects of rail
- ✓ Received international recognition for aerial imaging and 3D modeling of rail projects
- ✓ Known for agency and railroad relationships, effectively securing necessary approvals and permits

REFERENCE

Nathan Nguyen, Director of Public Works
City of Santa Cruz
809 Center Street, Room 201
Santa Cruz, California 95060
831-420-5160
citypw@santacruzca.gov

The WSP team has a proven track record of delivering innovative and efficient solutions for clients in Southern California. Our primary approach, which will be applied throughout all project tasks, is fully integrating our team into a planning-led design effort to support the environmental process. WSP’s transportation and environmental planners work together with our engineering team to develop and evaluate options for complex, multi-disciplinary projects. We offer a “One-Stop Shop” that allows VCTC to explore various corridor configuration and public realm opportunities while incorporating stakeholder and community feedback. With the STBG/REAP deadline, there is little to no float time in the schedule. To ensure the master plan and EIS/EIR are complete in time, we propose leveraging our DISCOVER, DISTILL, DETERMINE, DETAIL, DELIVER (5D) process, as shown in **Exhibit 2**, which aligns engagement with the VCTC identified tasks and solicits input from stakeholders and the community at key decision points of technical analysis, alternatives evaluation and tradeoffs, master planning, and environmental approvals. We will use this process to maintain a living project schedule in **Task 1** based off the one shown in **Exhibit 3** which will function as the focal point to understand decision impacts, key milestones, project planning, and conflict avoidance. Using this approach, our team keeps the implementation and environmental clearance goals on track. WSP has successfully delivered this integrated approach on the Border to Bayshore Bikeway Project in San Diego County, which is currently in construction, and is supporting StreetsLA using this integrated approach on the Connecting Canoga Park PAED Project as well as LA BOE Huntington Drive Multimodal Transportation Improvements



Michigan DOT Michigan Mobility 2045

WSP engaged 7,537 people through an online, interactive MetroQuest survey resulting in more than one million touch points with the public from every county of Michigan. WSP holds a MetroQuest license providing clients with access to highly interactive surveys.

Project - Phase II. Ultimately this process leads to project efficiencies and schedule gains, saving VCTC time and money.

Level Up our Public Surveys

WSP has a proprietary subscription to an interactive survey tool called MetroQuest that will be used in **Task 3**. This online engagement platform uses interactive activities to engage users. Respondents could be asked to pinpoint locations and comment on a virtual map; to move items into priority order; rate various scenario design solutions; react to visual representations; and answer traditional survey questions. The surveys can be conducted in English and Spanish (additional languages available upon request and as needed).

Exhibit 2. 5D Process

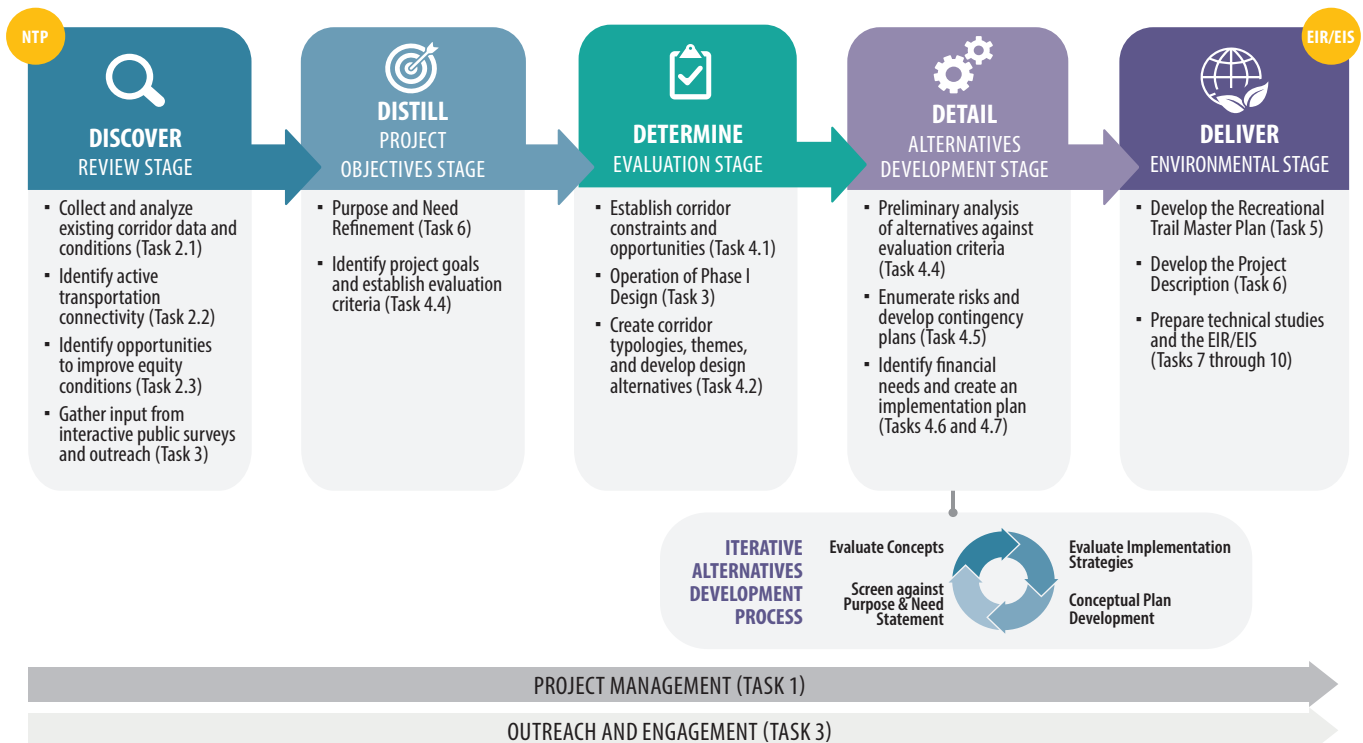
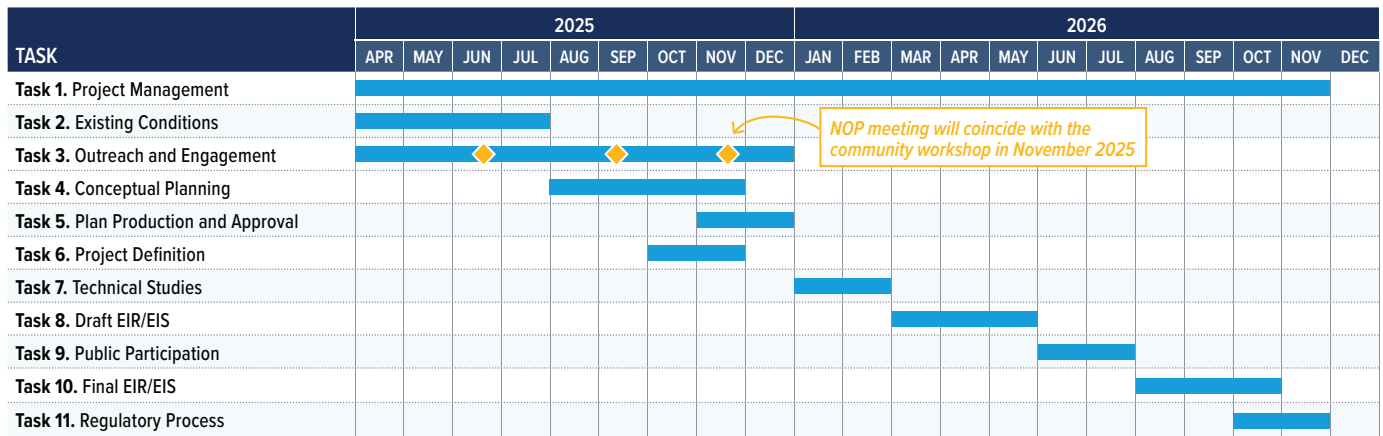


Exhibit 3. Proposed Project Schedule



NOP meeting will coincide with the community workshop in November 2025

◆ Community Workshop

SCHEDULE SAVINGS:

- The existing conditions work of Task 7 environmental studies can also begin during Task 2 for schedule savings, with VCTC’s approval. Task 7 work would then pause until alternatives are confirmed for the EIS/EIR

Preparing for Technology: Management Tool and User Experience Enhancer

Tools for trail management during operations are rapidly expanding and leveraging digital, internet-based assets such as people counters, mobile-phone apps, interactive signage, dynamic signage, QR-code encounters, trail cameras, and more. Applications such as WayWyser, developed by rural community trail managers in the United Kingdom, offer trail managers like VCTC or their partners a comprehensive tool for trail maintenance and operations management. Some features of apps such as WayWyser benefit from installation of hardware throughout the trail. Our team is excited to research the necessary series of internet-of-things hardware which

might affect the project footprint during the planning and design stage of this study, ensuring that trail management is considered from the very beginning. Using the broadband being installed in the SPBL corridor for these internet-of-things devices would be an improvement over relying on satellite service. In Tasks 4, 7, and 8, we propose considering hardware supportive of trail management in the project footprint, maintenance access, electrical needs, relation to broadband fiber, and trail security.

WSP’s Technical approach was both comprehensive and innovative.

—Bayarma Aleksandr, Activity-Based Travel Demand Model Program Lead, SCAG



Central Texas Regional Mobility Authority Chisholm Trail

Creative deliverables such as trail interpretive signage with wayfinding elements are a permanent testament to fostering community.

Using Proven Techniques to Incorporate Historical and Cultural Significance

Our team will leverage our previous experience working on trails of similar significance to improve the Master Plan and implementation approach for this project. For instance, we will incorporate the rich historical and cultural context of the corridor which includes the train depots and stations, film industry, towns and areas like Rancho Camulos, Saticoy, Piru and important events like the St. Francis Dam disaster. By incorporating these aspects into the Master Plan as items to highlight through signage and wayfinding during implementation, we can align champions and advocates and honor the history of the corridor by telling these stories through the lens of the communities, cities, towns, businesses, landowners and the people. Our team has implemented historical context successfully before, including for the Chisholm Trail in Austin, TX, by using timelines, photography and illustrations to educate trail users. This visual storytelling showed the rich history of the area, including detailing Native American history, civil rights, gentrification, industry and environmental factors that shaped the area.

As requested in the RFP, Section B, Proposal Information and Content, the fee structure has been submitted as two separate attachments 1) an Excel version with fields unlocked for ease of analysis and 2) a signed PDF version. These two cost proposal formats are submitted as separated documents, separate from the technical proposal. WSP will finalize scope and assumptions with VCTC before starting work.

DBE Commitment


WSP is a local firm and is committed to meeting VCTC's DBE goal of 12% for this contract. As VCTC is committed to business diversity in the local communities through the implementation of its Business Diversity Program, WSP is dedicated to using disadvantaged businesses on our contracts, and champions the use of small business concerns from many socioeconomic backgrounds, including DBEs, Minority BEs, and Women BEs. Our commitment to providing opportunities to these businesses stems not only from our desire to meet or exceed small business goals, but from a deep-rooted belief that the use of such businesses further our core values of innovation, unity, caring, trustworthiness and passion. Details on how our DBE teaming partners will be utilized under this contract can be found on **Exhibit 10-02** on the following page.

DBE SUBCONSULTANTS

AimTD LLC	0.6%
LIN Consulting, Inc.	6.7%
Zephyr UAS, Inc. dba Zephyr Rail	6.0%
Total DBE Percentage	13.3%

EXHIBIT 10-02 CONSULTANT CONTRACT DBE COMMITMENT

1. Local Agency: Ventura County Transportation Commission 2. Contract DBE Goal: 12%
 3. Project Description: Updated Master Plan and EIR/EIS for the Santa Paula Branch Line Trail
 4. Project Location: Ventura County, CA
 5. Consultant's Name: WSP USA INC. 6. Prime Certified DBE: 7. Total Contract Award Amount: \$1,661,864
 8. Total Dollar Amount for **ALL** Subconsultants: \$666,274 9. Total Number of **ALL** Subconsultants: 5

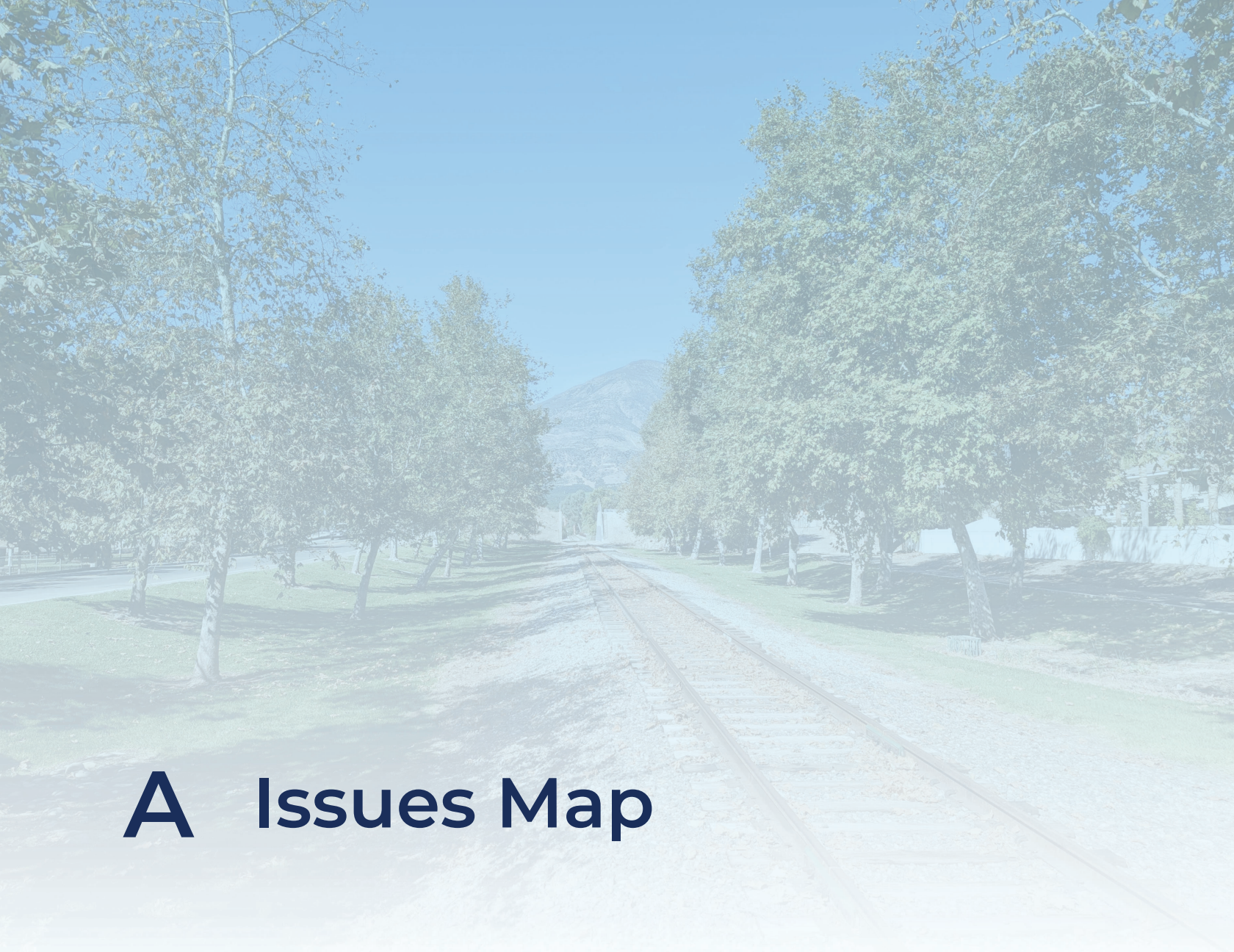
10. Description of Work, Service, or Materials Supplied	11. DBE Certification Number	12. DBE Contact Information	13. DBE Dollar Amount
Traffic Counts	#50339	AimTD LLC; Olga Polunin, olga@aimtd.com; 714-253-7888	\$10,000
Traffic, Conceptual Planning, and Design	#28897	LIN Consulting, Inc.; William Sun; 909-396-6850 x105; wsun@linconsulting.com	\$111,620
Aerial Mapping and CPUC Coordination	#43830	Zephyr UAS, Inc. dba Zephyr Rail; Janelle Patterson; 714-835-6355; Janelle.Patterson@zuirail.com	\$99,662
Local Agency to Complete this Section			
20. Local Agency Contract Number: _____			14. TOTAL CLAIMED DBE PARTICIPATION
21. Federal-Aid Project Number: _____			
22. Contract Execution Date: _____			\$ 221,282
Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.			13.3 %
23. Local Agency Representative's Signature _____ 24. Date _____ 25. Local Agency Representative's Name _____ 26. Phone _____ 27. Local Agency Representative's Title _____			IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.  1/10/2025 15. Preparer's Signature _____ 16. Date _____ Karl Fielding, AICP 213-896-5665 17. Preparer's Name _____ 18. Phone _____ Project Manager 19. Preparer's Title _____

DISTRIBUTION: 1. Original – Local Agency
 2. Copy – Caltrans District Local Assistance Engineer (DLAE). Failure to submit to DLAE within 30 days of contract execution may result in de-obligation of federal funds on contract.

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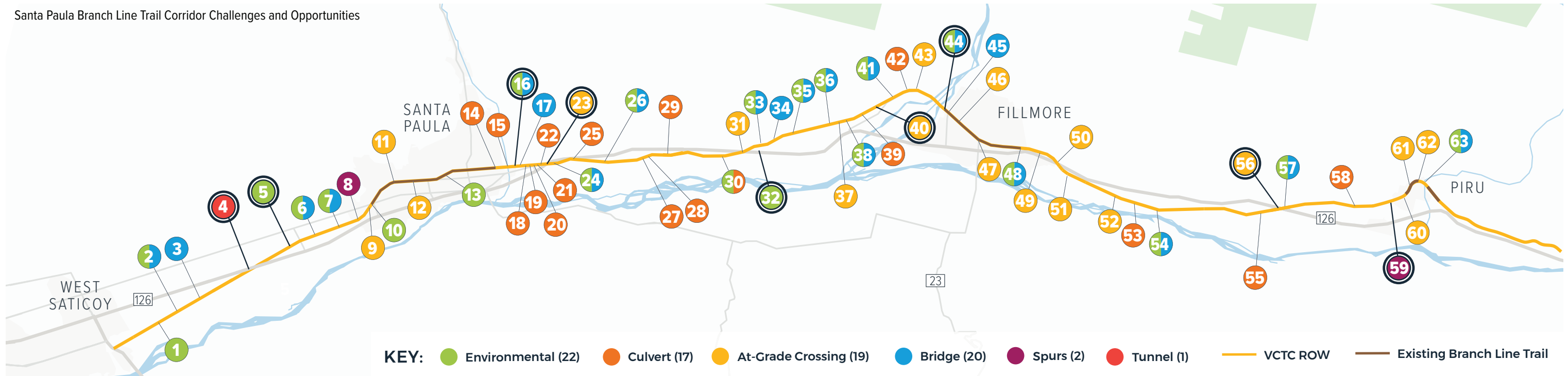


Appendices



A Issues Map

Santa Paula Branch Line Trail Corridor Challenges and Opportunities



#	CHALLENGES	OPPORTUNITIES
1	Ventura County General Plan identifies oil fields at this location	Conduct a geotechnical soils investigation to identify existing oil wells, pockets or deposits of oil in soils and potential conflicts with either. Provide the findings and recommendations for avoiding, minimizing or mitigating for potential effects.
2	Ellsworth Barranca crossing is major structure, may need to be designed for truck access (maintenance access way) Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	Widen existing structure or build new structure <ul style="list-style-type: none"> Early coordination with resource agencies (USACE, USFWS, CDFW, RWQCB) No net loss, habitat replacement if impacting, win-win solution and minimize footprint Coordinate design parameters (i.e. footings, spans, structures, etc.) Structure widening or new structure needed
3	Bridge crossing constraint just west of Todd Rd.	Re-grade and extend crossing widths
4	Train goes through box tunnel underneath HWY 126 at Todd Rd. <ul style="list-style-type: none"> Most likely, clearance in tunnel is only big enough for one train CPUC approval would be challenging, need to figure out how to add a Class 1 bicycle facility 	Potential solution to turn north on Todd Rd. and go under HWY 126 and then negotiate an access easement heading east to meet back up with SPBL to avoid needing to use the tunnel for the trail
5	Direct and/or indirect impacts to: <ul style="list-style-type: none"> Agricultural contracts/agreements Prime farming soils; and Farming operations 	<ul style="list-style-type: none"> Engage with agricultural property owners to understand their concerns and maintain agriculture uses Follow existing rail corridor, minimizing impacts as much as we can. Mitigate for any farmland impacts consistent with Program O of the Ventura County General Plan. Indirect impacts to farming operations requires listening to the concerns of the farmers, working together in creating a mutually beneficial relationship between the trail and agricultural industry
6	Bridge constraint west of Clow Rd. at a key water crossing Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	Widen existing structure or build new structure See Item 2

#	CHALLENGES	OPPORTUNITIES
	Bridge constraint east of Clow Rd., key water crossing	Widen existing structure or build new structure
7	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
8	One spur at Beckwith Rd.	Use existing roadway to bring trail to south side of tracks prior to spur, or remove spur if inactive
9	<p>Peck Rd. and Telegraph Rd.</p> <ul style="list-style-type: none"> Beginning of trail in Santa Paula (Six-point intersection) Connect navigation into existing trail Trail must traverse the multi point intersection of Telegraph and Peck and connect to existing trail 	<p>Potential Solution 1: Grade separated structure</p> <p>Potential Solution 2: Wayfinding enhancements are likely a better solution to conserve funds while directing pedestrians to existing crosswalks for connection. Consider use of features like colored pavement for visibility.</p>
10	Increased light and glare for adjacent residents due to constructed lighting along path	Technology of shielding, timing, sensors on the path for motion detection. Different treatments in urban vs. rural areas. Doesn't have to be overhead lighting, can be low level, downward lighting.
11	<p>Steckel Dr. track crossing with culvert (goes into open channel, cuts under Main St. and Steckel Dr.)</p> <ul style="list-style-type: none"> Trail crosses over to north side of tracks Track crossing and culvert adjacent to Steckel Dr. 	Utilize existing bike trail with safety upgrades to enhance crossings
12	<p>Active customer (Spear Manufacturing), trail crosses spur</p> <ul style="list-style-type: none"> UPRR has trackage rights (Sierra Northern) Safety improvements are needed Main line for short line, spur for short line, driveway to manufacturing facility, and trail all converging in this location 	Safety enhancements needed, such as bells/gates
13	General Plan identifies one existing historic district adjacent to project alignment & two other potential historic districts also adjacent to project site	Review specific standards and guidelines within districts. Trail provides a potential benefit to the historic districts by bringing more people to the districts and enhancing connectivity. Coordinate with the local jurisdiction and state agencies (as needed) to communicate benefits of project and demonstrate why it is an improvement to the district. Requires public engagement. Education & art opportunities, signs/placards/artifacts/structures.
14	Culvert, drainage and crossing issues between 12th and Santa Paula Creek with grading and drainage considerations	<p>Potential Solution 1: If trail travels along ROW, will require culvert extension and grading to account for draining</p> <p>Potential Solution 2: Route trail along Santa Paula St.</p>
15	Culvert, drainage and crossing issues between 12th and Santa Paula Creek with grading and drainage considerations	See Item 14
16	<p>Santa Paula Creek/Texas Ln. (two aerial crossings, two at-grade crossings, residential community)</p> <ul style="list-style-type: none"> Existing structure would need to be reinforced to support bikes/peds, or a new structure added Bridge alignment would need to consider clearance <p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	<p>Potential Solution 1: Divert trail away from residential community down Dike Rd. to Telegraph Rd. and reconnect at Hallock Dr. to avoid all structures/crossings including several culverts further down line</p> <p>Potential Solution 2: Utilize planned bridge structure at Santa Paula St. as a part of the Harvest at Limoneira development</p>
17	Texas Ln. & Ferris Dr. narrow bridge constraint (cars go under)	See Item 16
18	Culvert	See Item 2
19	Culvert	See Item 2
20	Culvert	See Item 2
21	Culvert	See Item 2

#	CHALLENGES	OPPORTUNITIES
22	Culvert before HWY 126 crossing	See Item 2
23	HWY 126 at-grade crossing poses challenges with safety and trail user experience concerns	Grade separated structure over HWY 126
24	Bridge over water crossing after HWY 126 crossing	Potential Solution 1: Utilize HWY 126, restripe to minimize median and provide protected space, and reconnect with SPBL corridor east of Prancer's Farm Potential Solution 2: Extend grade-separated structure in Item 23 over water crossing as well
	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
25	Culvert south of Orcutt Rd. (south of Telegraph Rd.)	Spacing may require utilizing HWY 126 from grade crossing to Willard and drop back to south of track
26	Bridge crossing	Structure widening or new structure
	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
27	Culvert west of Largo Ln.	Extend culvert
28	2nd Culvert west of Largo Ln.	Extend culvert
29	Culvert	Extend culvert
30	S. Largo Ln. culvert crossing	Widen existing structure/new structure
	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
31	HWY 126 at-grade crossing poses challenges with safety and trail user experience concerns	Potential Solution 1: Use grade-separated crossing Potential Solution 2: Existing undercrossing at Largo Ln., about 1600 ft east of where the tracks currently cross HWY 126
32	Multiple jurisdictions/cities results in a mixture of responsible agencies/stakeholders/interested Groups	<ul style="list-style-type: none"> Early and frequent coordination Technical Advisory Committee/Working Groups Public outreach plan
33	Bridge crossing	Widen existing structure/new structure
	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
34	Bridge crossing	Potential for grading to keep at grade

#	CHALLENGES	OPPORTUNITIES
	Bridge crossing (before Boulder Creek)	May have opportunity to use Keith Rd. Improvements may still be required but value analysis of widening existing structure or road improvements should be conducted. Largely depending on what side of the track is most beneficial and may force new/widened structure
35	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
	Boulder Creek Rd. bridge	Widen existing structure/new structure likely, potential to use Keith Rd. similar to Item 35, this would require an easement along the creek to remain outside of private property
36	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
37	Grade crossing	Coordination between VCTC/railroad/property owners required to determine which are approved crossings. Engage with stakeholders to determine signalization based on mode priority (vehicles or rail corridor users).
	Keith Rd. passes water crossing by dipping into and fording the creek. Vehicles can cross this ford, but trail users would not be able to	If trail can remain south of tracks, trail can build a new structure or widen existing structure for a smaller water crossing length
38	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
39	Culvert (parallel to Keith Rd.)	Culvert extension
40	No pedestrian crossing	Potential relocation of warning system needed and crossing additions
	Bridge crossing (near S Rd. and D Rd.)	Widen existing structure/new structure (minor structure)
41	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
42	Culvert	Widen culvert (minor structure)
43	No ped crossing	Add safety system with ped signals and crosswalks (roadway design likely required to accommodate north movements onto Cliff Ave. from Old Telegraph Rd. and onto Grand Ave.)
	Sespe Creek Bridge crossing (two bridges): <ul style="list-style-type: none"> Longest potential structure in corridor Jurisdictional Waters Connect to Fillmore Bike Path on east side 	<ul style="list-style-type: none"> Fillmore bike path goes underneath structures, offering a good opportunity to connect and provide accessibility between networks Propose using surface streets (Grand Ave. and Old Telegraph Rd. until C St.) to avoid a new costly structure <ul style="list-style-type: none"> SPBL Trail path on north side of Old Telegraph Rd. bridge would connect better to trail corridor on east side of Sespe Creek and C St. entrance of Fillmore Bike Path SPBL Trail path on south side of Old Telegraph Rd. bridge would connect better to north-south Fillmore Bike Path along Sespe Creek
44	Multiple considerations for bridges and culverts: <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
45	Bridges crossing (right before Goodenough Rd.)	Need crossing, roadway improvements needed to accommodate vehicle storage
46	B St. and Sespe Ave. may require signal. No existing pedestrian facilities to connect paths across road	Crosswalk addition and wayfinding to keep trail users on Fillmore Bike Path. Roadway redesign required.

#	CHALLENGES	OPPORTUNITIES
47	Mountain View St. & Main St. end of bike path	Use protected sidewalk on north side or re-route to HWY 126
	Pole Creek Bridge crossing	Refer to Item 47 - minor structure to cross or reroute to HWY 126
48	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
49	At-grade crossing at Texico Rd.	Safety system implementation and path cross at this location (assuming trail crosses wash)
50	HWY 126 at-grade crossing	<p>Potential Solution 1: Grade separate crossing</p> <p>Potential Solution 2: Utilize local streets between Mountain View St. and Trestle Way or Fish Hatchery Rd. to reconnect to SPBL corridor</p>
51	Trestle Way crossing	Installation of crosswalk and signals for pedestrians
52	At-grade crossing at Fish Hatchery Rd.	Installation of crosswalk and signals for pedestrians
53	Culvert	Use south side of track
	Creek bridge crossing with structure	Potential for small culvert/drainage solutions
54	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
55	Culvert	Culvert extension (if needed) may not have impact on trail
56	HWY 126 at-grade crossing at Hopper Canyon is a constrained crossing, and also may require Encroachment Permits with Caltrans	Use Old Hopper Canyon bridge and cross perpendicular to reduce costs of structure
	Hopper Canyon bridge crossing	<p>Potential Solution 1: Use Telegraph Rd. and create perpendicular crossing over Telegraph Rd. for shorter span structure</p> <p>Potential Solution 2: Explore other route options with private property owners</p>
57	<p>Multiple considerations for bridges and culverts:</p> <ul style="list-style-type: none"> Over or near jurisdictional waters, agricultural areas with vegetation, and habitat for species General hydrology, floodplains, and water quality considerations 	See Item 2
58	Culvert convergence (two tributaries coming together into one downstream flow, and structure, culvert convergence)	Extending existing culverts
59	Customer with spur, changes to double-track corridor	Potential crossing locations to be identified to stay to the north at spur (warning system would be needed)
60	Trail may need to cross double-track at Main St./Via Frustero to connect to existing path in Piru	Trail may need to cross double-track at Main St./Via Frustero to connect to existing path in Piru.
61	Double-tracks cross Center St. and turn into single track	Utilize existing trail on north side
62	Tracks and current trail both end at Orchard St.	Trail will cross Orchard St. and curve around Warring Park. Wayfinding would be added for trail continuity.
	Existing Bridge over Piru Creek	<ul style="list-style-type: none"> Wayfinding would be added for trail continuity The historic bridge is an opportunity for historical marker signage
63	HWY 126 is an eligible scenic highway – SPBL Trail would cross HWY 126 at three locations	Design crossings consistent with the Piru Community Design Guidelines, County Guidelines and State Scenic Highway requirements



B Exceptions

Exceptions to Template Agreement

The WSP team has reviewed the sample agreement template included in the RFP and Addendum No. 1 released on December 12, 2024. Exceptions have been attached below for your consideration.

Article I Introduction

C. CONSULTANT agrees to the fullest extent permitted by law, to indemnify, protect, ~~defend~~, and hold harmless VCTC, its officers, officials, agents, employees and volunteers from and against any and all claims, damages, demands, liability, costs, losses and expenses, including without limitation, court costs and reasonable attorneys' and expert witness fees, arising out of any failure to comply with applicable law, any injury to or death of any person(s), damage to property, loss of use of property, economic loss or otherwise arising out of the performance of the work described herein, to the extent caused by a negligent act or negligent failure to act, errors, omissions, recklessness or willful misconduct incident to the performance of this AGREEMENT on the part of CONSULTANT, except such loss or damage which was caused by the ~~sole~~ negligence, or willful misconduct of VCTC, as determined by a Court of competent jurisdiction. The provisions of this section shall survive termination or suspension of this AGREEMENT.

Article XIX Insurance

C. Professional Liability Insurance

1. General requirements. CONSULTANT, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than \$3,000,000 per claim or per occurrence covering the licensed professionals' errors and omissions. Any deductible or self-insured retention shall not exceed one hundred fifty thousand dollars (\$150,000) per claim.

2. Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

- The retroactive date of the policy must be shown and must be before the date of the Agreement.
- Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work, so long as commercially available at reasonable rates.
- If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, CONSULTANT shall purchase an extended period coverage for a minimum of five (5) years after completion of work under this Agreement or the work. VCTC shall have the right to exercise, at the CONSULTANT's sole cost and expense, any extended reporting provisions of the policy, if the CONSULTANT cancels or does not renew the coverage.
- ~~A copy of the claim reporting requirements must be submitted to VCTC for review prior to the commencement of any work under this Agreement.~~

D. All Policies Requirement

1. Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.
2. Verification of coverage. Prior to beginning any work under this Agreement, CONSULTANT shall furnish VCTC with ~~complete copies of all policies delivered to CONSULTANT by the insurer, including complete~~ copies of all endorsements **required herein** attached to those policies. All copies of policies and certified endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf. If VCTC does not receive the required insurance documents prior to the CONSULTANT beginning work, this shall not waive the CONSULTANT's obligation to provide them. ~~VCTC reserves the right to require complete copies of all required insurance policies at any time.~~
3. Notice of Cancellation of Coverage. A certified endorsement shall be attached to all Commercial General Liability and Automobile Liability insurance obtained pursuant to this Agreement stating that coverage shall not be suspended, voided, canceled by either party, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to VCTC. In the event that any coverage required by this section is cancelled, CONSULTANT shall provide written notice to VCTC at CONSULTANT's earliest possible opportunity and in no case later than ten (10) working days after CONSULTANT is notified of the change in coverage.
4. Additional insured; primary insurance. VCTC and its officers, employees, agents, and volunteers, and those of VCTC's partner agencies that utilize the subject data, and Sierra Northern Railway and its officers, employees, agents, and volunteers, shall be covered on the General Liability and Automobile Liability policies as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of CONSULTANT, including VCTC's general supervision of CONSULTANT; products and completed operations of CONSULTANT, as applicable; premises owned, occupied, or used by CONSULTANT; and automobiles owned, leased, or used by the CONSULTANT in the course of providing services pursuant to this Agreement. The coverage shall contain no special limitations on the scope of protection afforded to VCTC or its officers, employees, agents, or volunteers.

A certified endorsement must be attached to all policies, **except for Professional Liability**, stating that coverage is primary insurance with respect to VCTC and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by VCTC shall be called upon to contribute to a loss under the coverage.

E. Deductibles and Self-Insured Retentions. ~~CONSULTANT shall disclose to and obtain the approval of VCTC for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement.~~ Further, if the CONSULTANT's insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this agreement so as to not prevent any of the parties to this agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability. ~~Additionally, the certificates of insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible.~~

During the period covered by this Agreement, only upon the prior express written authorization of Contract Administrator, CONSULTANT may increase such deductibles or self-insured retentions with respect to VCTC, its officers, employees, agents, and volunteers. The Contract Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that CONSULTANT procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.



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