Michael Baker INTERNATIONAL

We Make a Difference

Don Sepulveda, P.E.

Rail & Transit Leader – West Region

Total Years of Experience: 22

Years w/ Michael Baker: 1

Degrees:

Graduate Studies, Public Administration, University of Southern California

B.S., 1995, Civil Engineering, California State University at Northridge

Licenses:

Professional Engineer - Civil, CA C58225

General Qualifications:

Mr. Sepulveda has extensive experience leading teams of engineers, planners, environmental specialists, railroad industry leaders, and volunteer groups. He has worked with passenger railroad agencies and leaders throughout the state of California on broader transportation and interconnectivity issues, as well as developing policy on Positive Train Control and other commuter and intercity passenger rail issues. He has led the southern California rail agencies as part of the Southern California Rail Partners in working with the California State Transportation Agency as well as other state entities on rail integration.

Mr. Sepulveda serves on the American Railroad Engineering and Maintenance of Way Association (AREMA) committees on commuter/intercity and high speed rail systems. Through these committees, he is working on the development of recommended practices for the industry. In addition, he has worked on strategic planning for ASCE at the national level, within the region of California, as well as local efforts.

Mr. Sepulveda has developed and led numerous training sessions on railroad design, general railroad safety, and grade crossing design and safety. His knowledge of railroad and transit engineering has made him a trusted source of information for elected officials and agency board members. His recognized knowledge of railroad issues, including operations, safety, procurement, and management, has led to his leadership of, and participation in, industry peer reviews and conference panel discussions.

Mr. Sepulveda has led transportation projects and programs involving consensus building, policy making, and the development of contract documents. He has significant experience in uniting design and construction, while addressing public issues, through all phases of the project from the initial planning efforts through construction. Mr. Sepulveda has worked closely with agencies such as Metrolink, Caltrans, Amtrak, and North County Transit District in the development and execution of construction contracts. He has expertise in cost loading, job costing, and program management. His background in rail project procurement provides unique insight into the development of these projects and minimizes risks to budget and schedule. He has led negotiations regarding work directives including change orders. In addition, he has worked closely with contractors and third parties in the execution of coordinated construction activities such as railroad signal cutovers, track cutovers, traffic coordination, and utility coordination.

Relevant Experience:

Los Angeles County Metropolitan Transportation Authority. *Executive Officer, Regional Rail.* Responsible for L.A. Metro's involvement with local heavy rail, including, Metrolink, Amtrak, freight carriers, and the California High Speed Rail Authority. While serving in this capacity, he has led efforts in southern California and throughout the state in the development and integration of passenger rail, as well as developing policies. In particular, he has been responsible for Southern California Regional Memorandum of Understanding. L.A. Metro is a signatory to the Memorandum of Understanding (MOU) between the California High Speed Rail Authority (CHSRA) and several southern California agencies. He led the discussions and development of the MOU that brings $1B of advance investment by the CHSRA into southern California. The coordination regarding this effort is an ongoing effort.

Southern California Rail Partners. Led group of representatives of agencies in the development of CHSRA investment in southern California as well as the development of an integrated rail service. He coordinated activities and studies with the California State Transportation Agency and a similar group in northern California.

California High Speed Rail. The California High Speed Rail system will be under construction in Los Angeles County before the end of this decade with service expected in Los Angeles in 2029. He led L.A. Metro's involvement with the development of this system in the County. As part of these efforts, he worked closely with the CHSRA on service modeling, capital investments and needs, coordination with stakeholders, and other important aspects of bringing the very large infrastructure project into Los Angeles.

Southern California Regional Rail Authority. Led L.A. Metro's involvement with the Metrolink commuter rail service. In this capacity, the team managed the $80M (FY 2015) annual operating subsidy, roughly 53% of the entire operating subsidy for the system, including the programming of more than $16M annually for rehabilitation of railroad facilities. In addition, he worked with Metrolink and the other member agencies to develop policies concerning commuter rail service in southern California.

Regional Rail Commuter Rail Capital Program. Established and led a capital project program that initiated a series of projects and programs for enhancement of passenger rail service, capacity, and safety. This program, the first of its kind in L.A. County, is a $2.5B program of double track projects, grade separations, station improvements, terminal enhancements, grade crossing safety, and quiet zone development. As part of this program he sought out and received funding for projects that were on the shelf for as long as 12 years.

LOSSAN Corridor Joint Powers Board. Mr. Sepulveda worked with this organization to develop and implement a unique business plan for the LOSSAN Corridor. This important business plan developed an approach to a coordinated passenger rail system in the region, uniting the services of Amtrak North County Transit District's COASTER service, and Metrolink. May 2008 - March 2011

Safety Peer Review Panel. *Southern California Regional Rail Authority.* At the request of the office of the Mayor, Don formed and served as Panel Co-Leader of eleven rail industry experts to provide a safety peer review of the Metrolink organization in the wake of the September 2008 Chatsworth train crash. The scope of work involved performing an impartial review of SCRRA's existing standards, policies, guidelines, documents related to engineering, operations, maintenance (track and signal and vehicles) and safety; and making recommendations for both immediate and long-term solutions and improvements to correct deficiencies. The panel presented recommendations regarding the enhancement of safety in the Metrolink system and a final report was issued with these recommendations. Mr. Sepulveda and members of the Panel worked with SCRRA staff and Board members to implement these recommendations. The Panel also performed a six month review of Metrolink's progress in the adoption of the recommendations. A report on this progress was presented to the Metrolink Board.

Alameda Corridor Transportation Authority. Project Manager. Responsible for the seismic vulnerability study of the Badger Avenue Bridge over Cerritos Channel. This bridge is a vertical lift bridge that serves as the single railroad link between the Alameda Corridor and the Port of Los Angeles.

Positive Train Control Implementation. *North County Transit District, On-Call Engineering Services.* Project Manager. Responsible for the work in developing Positive Train Control on the segment of the LOSSAN Corridor in San Diego County for COASTER rail service. Currently NCTD operates the COASTER commuter rail service in San Diego County. Mr. Sepulveda led the team in the development of an analysis of the NCTD system for the implementation of Positive Train Control (PTC), including cost analysis and agency support and staffing. As part of this work, the team analyzed the existing NCTD system and operations and made recommendations on the procurement of the new Central Traffic Control dispatching system that is to be installed on the system. He led the development of the PTC Implementation Plan and other documents required by the Federal Railroad Administration.

Kraemer Road Grade Separation. *Orange County Transportation Authority*. **Lead** Railroad Engineer and Coordinator. This was an underpass design that included almost two miles of railroad track construction of a continuous shoofly. In addition, coordination with the BNSF was necessary for the development of this project in a constrained and very busy railroad corridor.

Sealed Corridor Engineering Design Services. *Southern California Regional Rail Authority*. Project Manager. Responsible for analysis, conceptual engineering, strategizing, and final design of engineering solutions for over 60 miles of Metrolink right-of-way. Attributed to the Glendale Metrolink accident, the Sealed Corridor project analyzed the existing railroad right-of-way and grade crossings and developed a strategy to enhance the safety of trains, passengers, pedestrians, motorists, and neighboring land uses along Metrolink's rail corridors. This project involved building a consensus for safety among the stakeholders within and along the corridors. As part of the work on this project, Mr. Sepulveda met with and worked with agency leaders and City Council staff in the development of overall strategies for the improvement of safety along these corridors. Included in this program was the development of Metrolink's comprehensive grade crossing design standards and procedures that will be used for capital and grade crossing improvements throughout the Metrolink system. Mr. Sepulveda formed and led a technical advisory committee consisting of transit and railroad grade crossing and safety experts as well as Los Angeles City Traffic engineers to work on the development of this document. The final document serves as a comprehensive manual on the analysis and development of railroad corridor safety standards for passenger railroads.

California High Speed Rail Authority, High-Speed Ground Transportation: Sacramento – Fresno Environmental/ Engineering. Engineering Manager. Responsible for the development of preliminary engineering to support the final environmental documents for the segment of the California High Speed Rail System between Sacramento and Fresno. This project validated the program level environmental work, development mitigations, and develop preliminary engineering documents for the delivery of this segment of the state system. Mr. Sepulveda interfaced with the Authority on the design standards, options, and needs of the numerous communities along the corridor.

Alameda Corridor Transportation Authority. Lead Track and Signal Engineer. Responsible for design, specifications, and addenda to the RFP proposals and plan sheets. Responsible for preparing contract drawings, quality control, and design oversight for the track and signal group. Incorporated track design with other disciplines, such as civil and roadway design. Coordinated design and construction of multi-faceted and interagency projects within the railroad right-of-way. Responsible for coordinating track design and construction with the operations of the operating railroads and the design-build team. Responsible for the design of the safety devices at the crossings and preparation of the California Public Utilities Commission permits necessary for the construction of the over 100 at grade crossings and grade separations associated with this project. Responsible for the preparation of the Request for Proposal and other documents related to the Corridor maintenance contract and dispatching agreements. Worked with attorneys in the development of these and other contract documents.

Mid-City/Exposition Light Rail Transit Project. *Los Angeles County Metropolitan Transportation Authority.* Engineering Manager. Responsible for design, specifications, and for preparing design/build contract drawings. Led the engineering team in the development of the preliminary engineering to support the environmental document. In addition, he led the efforts to develop engineering drawings and performance specifications for the design-build procurement. Mr. Sepulveda was responsible for coordinating the interface with the engineering groups at the city and state agencies for the overall preliminary engineering of the project including; City of Culver City, City of Los Angeles, Caltrans, and the CPUC.

On-Call Professional and Technical Railroad Capital Project Evaluation Services. *California Department of Transportation.* Project Manager. Responsible for this task based on call contract working with Caltrans Division of Rail. This contract supported the development and construction of proposed passenger rail transportation facilities throughout the State of California. Some of the specific tasks involved with this project include:

Grade Crossing Analysis San Joaquin Valley. Analysis of grade crossings located throughout the San Joaquin Corridor on both the Burlington Northern and Santa Fe Railroad (BNSF) and the Union Pacific Railroad (UP) main tracks for Section 130 funding. Led the team to inspect and analyze crossing features such as track geometry, railroad signaling, roadway configuration, and grade crossing devices. These evaluations were in accordance with Federal Highway Administration procedures. The findings were published in reports to the Division of Rail and the California Public Utilities Commission.

Grade Crossing Training Sacramento, California. This training was developed to instruct Caltrans staff, and the California Public Utilities Commission staff on the design and configuration of grade crossings. Led the team in this two day seminar that covered grade crossing design items such as warning device use and placement, utilities, pedestrian access, roadways, crossing condition, railroad wayside signals, right-of-way, and operations.

Truckee Meadows ReTRAC Team, Reno Rail Corridor. *City of Reno.* Senior Railroad Engineer. Responsible for design, specifications, and addenda to the RFP proposals and plan sheets. This was a 2.5 mile project that included a depressed trench, a relocated shoofly, and extensive railroad and highway design challenges. This project entailed grade separating the Union Pacific Railroad's main tracks within the City of Reno. Responsible for the coordination of the Nevada Public Utilities Commission application processes. Worked with the Union Pacific Railroad signal engineering and construction teams as well as the track construction teams for the coordination of the construction of the Project.

Adjunct Professor – California State University, Northridge

As a volunteer, taught the civil engineering senior design program for which students are given a unique opportunity to respond to a "real world" project. A fictitious engineering company is created and students are required to respond to a Request for Proposal with qualifications, engineering cost breakdowns, schedules, and preliminary designs.

Professional Affiliations

American Railway Engineering and Maintenance-of-Way Association (AREMA), Committee 11 and Committee 17
American Society of Civil Engineers (ASCE), Fellow
American Society of Civil Engineers (ASCE), Los Angeles Section, President Elect, President, Past President 2007-2010,
American Society of Civil Engineers (ASCE), Metropolitan Los Angeles Branch, President 2002-2003,
American Society of Civil Engineers (ASCE), Society, Strategic Planning Committee 2005-2007, Membership Committee 2005-2009, Committee on Geographical Units 2009-2010, Committee on Student Activities 2000-2004,
American Society of Civil Engineers (ASCE), Los Angeles Section, Chair - Centennial Committee 2011-2013,
Institute for the Advancement of Engineering, Fellow