

SUSAN ROSALES
PRESIDENT



Susan has extensive experience in multimodal planning, transit corridor planning, transit operations, and evaluation methods for FTA New Starts projects.

Employment History

Connetics Transportation Group, Inc.

2005-present
President

Manuel Padron & Associates, Inc.

1994-2005
Senior Associate

Los Angeles County Metropolitan Transportation Authority (Los Angeles, CA)

1990-1993
Director, San Gabriel Valley
1989-1990
Manager of Rail Planning
1986-1989
Senior Planner, Planner

Fairfax County Office of Comprehensive Planning (Fairfax, VA)

1984-1986
Associate Planner

Education

B.A. Psychology; Special Program in Urban Studies, University of California, Los Angeles, CA 1981

M.A. Urban Planning, University of California, Los Angeles, CA 1983

Ms. Susan Rosales has over 25 years of transit experience and is based in the Los Angeles metropolitan area. She has worked on numerous projects nationwide, including Southern California, the Santa Clara Valley, Dallas, and Denver. Ms. Rosales has extensive experience with transit operations plans and cost-effectiveness evaluation for FTA Section 5309 New Starts projects and environmental documents, long-range transportation plans and transit project management from conceptual study through environmental clearance. Representative projects include:

CORRIDOR/NEW STARTS PROJECTS:

BART Extension to Silicon Valley – San Jose, CA

Ms. Rosales has been involved with developing operating plans for all transit modes, operating statistics, and operating & maintenance (O&M) costs for studies related to the planned BART heavy rail extension along the East Bay to the Silicon Valley. Other activities include support in developing FTA Section 5309 (New Starts) cost-effectiveness measures, developing responses to FTA concerns and meeting with FTA. Ms. Rosales has also performed similar analyses for other transit corridors in the San Jose area for the Santa Clara VTA, including the Vasona LRT extension and the Downtown-East Valley corridor.

Exposition Corridor – Los Angeles, CA

Ms. Rosales was responsible for preparing transit operations plans, estimating transit operating statistics and providing O&M cost estimates for alternatives defined for both Phase 1 (from downtown Los Angeles to Culver City) and Phase 2 (from Culver City to Santa Monica) of the Exposition Corridor serving the Mid-Cities/Westside in Los Angeles. This work required coordination with multiple transit operators serving the Westside. In support of the FTA New Starts process, Ms. Rosales also provided guidance in defining an appropriate No Build and Baseline, and prepared or provided inputs for cost-effectiveness calculations. Ms. Rosales has also provided similar analyses for other Los Angeles County corridors such as the San Fernando Valley East-West Transit Corridor (Metro Orange Line), Mid-Cities/Westside corridor (Wilshire BRT) and Crenshaw-Prairie corridor.

Woodward LRT Corridor – Detroit, MI

Ms. Rosales was responsible for preparing transit operations plans, estimating transit operating statistics and providing O&M cost estimates for the Woodward Light Rail project in Detroit, and provided documentation of the operating plans and O&M cost methodology for submittal to the FTA under the New Starts process. Construction of the Woodward LRT project's first phase is anticipated to commence shortly, with the full 9-mile route to be operational by 2016.

Rail Operations Planning – Dallas, TX

Ms. Rosales has worked on various rail-related DART projects and studies in the Dallas metropolitan region, including estimating operating statistics and costs related to the Blue Line LRT extension to Rowlett; developing travel times, operating plans and statistics, and O&M costs for alternatives to a second LRT downtown alignment (D2) and a streetcar project (Tiger Streetcar); and performing a technology assessment of a corridor extending from the Ledbetter LRT station to University of North Texas (SOC-3 corridor). Ms. Rosales also defined transit operating plans for a commuter rail corridor linking the Dallas area with Denton County.

RTD FasTracks Corridors – Denver, CO

Ms. Rosales has been involved with transit operations planning for various corridors in the Denver metropolitan area, including the North Metro corridor and East corridor. Activities include developing transit operating plans for project alternatives, preparing operating statistics, and estimating operating & maintenance (O&M) costs. Additional tasks in support of the FTA New Starts program involved updating transit fleet management plans and operating plan report documentation.

SYSTEMS PLANS:

San Antonio Comprehensive Long Range Transit System Plan – San Antonio, TX

Ms. Rosales was responsible for defining operating plans including bus feeder integration for nearly 20 corridors studied under this planning effort conducted by VIA Metropolitan Transit in San Antonio. Efforts included developing run time estimates and specifics for coding the regional transportation demand model. Ms. Rosales assisted in developing meaningful information from individual model runs for these corridors in order to advance the most promising corridors for inclusion in the long range system plan.

DART Transit Expansion Planning – Dallas, TX

Ms. Rosales developed conceptual transit plans for a dozen cities adjacent to the DART service area, including definition of potential transit service, development of fleet needs and estimation of operating costs. These concept plans are tools for discussions between DART and non-member cities to provide a framework for what type of transit service can be provided, and what annual operating costs might be expected.

Tulsa Regional Transit System Plan – Tulsa, OK

The Tulsa Regional Transit System Plan currently underway is intended to identify a financially-viable public transportation program for the greater Tulsa region. Ms. Rosales is responsible for the bus system evaluation and service plan. This effort includes review and evaluation of existing transit services, including a route-by-route analysis; a bus system peer assessment, where various transit performance measures are compared with peer transit agencies serving a similar service area; development of near-term service efficiency recommendations; and preparation of a long-range bus service vision plan.