

TIM CROBONS
VICE PRESIDENT



Tim has extensive experience in multimodal transit operations planning, O&M cost estimation, short and long-range transportation planning, FTA Section 5309 New Starts Corridor Planning (AA, DEIS, FEIS, PE), comprehensive operations analysis (COA), transit development plans and systems planning.

Employment History

Connetics Transportation Group, Inc.

2005-present
Vice President

Manuel Padron & Associates, Inc.

1998-2005
Associate

Central Florida Regional Transportation Authority (LYNX) (Orlando, FL)

1992-1998
Director of Planning & Development

Hillsborough Area Regional Transit Authority (HART) (Tampa, FL)

1986-1992
Planner & Operations Planning/Schedule Manager

Education

B.S., Business Admin - Management University of South Florida, Tampa, FL, 1990

M.B.A., Masters of Business Admin. University of Central Florida, Orlando, FL, 1999

Mr. Tim Crobons has 25 years of transportation planning experience. Mr. Crobons has worked on studies and projects in numerous cities including: Denver, Dallas / Ft. Worth, Grand Rapids, Chicago, Minneapolis, Orlando, Tampa, Miami, Columbus, Indianapolis, Peoria, Pittsburgh, Washington D.C., Charlotte, Norfolk, Baton Rouge and Seattle. Mr. Crobons has experience with a wide variety of transit-related projects including Service Plans and O&M Cost Estimates for numerous systems plans and FTA Section 5309 New Starts Corridor level projects (AA, DEIS, FEIS, PE), Short-Range and Long-Range service plans for Comprehensive Operations Analyses (COA), Transit Development Plans and Systems Planning. Representative projects include:

CORRIDOR PROJECTS:

Minneapolis/ St. Paul Central Corridor Engineering Services

Mr. Crobons was responsible for preparing bus and Light Rail Transit (LRT) operations plans for the SDEIS project alternatives. He worked closely with Metro Transit service planning staff and ridership forecasters in defining the operations plans, estimating operating statistics and annual O&M costs. Operating plans developed for this study effort included a No Build, Baseline and a Build LRT Alternative, which were used for FTA New Starts submittals. Additionally, he was responsible for developing LRT run times used for travel demand modeling. Other tasks included development of a resource build-up Metro Transit O&M cost model and development of a train simulation model to examine downtown Minneapolis LRT operations with combined Central Corridor line and Hiawatha line operations. The Central Corridor has received a Full Funding Grant Agreement by FTA and is currently under construction.

Ft. Worth Southwest to Northeast (SW2NE) Corridor EIS

Mr. Crobons developed bus and rail operations plans and annual operating and maintenance (O&M) cost estimates for a No Build, Baseline and Build Alternatives, which were used for FTA New Starts submittals. The location and alignment of this rail corridor results in a significant restructuring and expansion of the existing Ft. Worth Transportation Authority (The "T") transit system. This rail corridor is designed with connections to two commuter rail lines and one LRT rail line, as well as the Dallas/Ft. Worth International Airport (DFW).

Pinellas County, Florida Alternatives Analysis

Mr. Crobons is responsible for the development of bus and rail operations plans, modal travel time estimates, station location determination, operating and maintenance (O&M) cost methodology and estimation, coordination with travel demand modeling tasks as well as with ongoing Rail and BRT Alternative Analyses in an adjacent County. Operating plans developed for this study effort include a No Build, Baseline and a Build LRT Alternative, which will be used for FTA New Starts submittals. This study effort is a product of the TBARTA Master Plan in which Mr. Crobons lead all operations planning activities.

Veterans / Suncoast Expressway Transit Alternatives Study, Tampa, Florida

Mr. Crobons is responsible for the development of transit operating plans, operating and maintenance (O&M) cost methodology and estimation, coordination with travel demand modeling tasks as well as with ongoing Rail and BRT Alternative Analyses in the Tampa region.

Miami Streetcar Alternatives Analysis

Mr. Crobons developed bus operations plans for a No Build, TSM/Baseline and Build Streetcar Alternatives. He developed run time estimates for streetcar technology, which were utilized in travel demand forecasting for sensitivity analysis and identification of a locally preferred alternative (LPA). Additionally, he developed annual O&M cost estimates for all project alternatives.

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SYSTEMS PLANS:

TBARTA Regional Transit Master Plan (Tampa)

Mr. Crobons developed multimodal transit operating plans for regional transit services identified in the Regional Master Plan, as well as developed background bus networks for an eight county region. Additionally, he was responsible for developing annual operating and maintenance cost estimates for all transit modes identified in the Master Plan. This study effort involved three screening analysis to narrow the final alternative corridors / and transit modes. Mr. Crobons was responsible for developing operating plans, modal run time estimates, coordination with travel demand modeling tasks and annual O&M cost estimates for all phases on this plans development, as well as coordinating these operating plans with eight counties, seven transit operators, and six Metropolitan Planning Organizations (MPO's).

Grand Rapids Transit Master Plan (The Rapid – ITP, Grand Rapids, Michigan)

Mr. Crobons performed two roles as part of the Transit Master Plan, 1) Update the previous Comprehensive Operations Analysis (COA), and 2) Assist with the Transit Service Assessment for the Transit Master Plan (TMP). The COA update provided a transitional service expansion plan for the longer range Master Plan. The Transit Master Plan is envisioned as a tool that would provide a strategic direction for *The Rapid* over the next twenty years. The TMP identifies current and future transit needs, examines alternate courses of action, and targets transit improvements that should be pursued by *The Rapid* over the next 20 years to accommodate the region's growth and enhance the quality of life for area residents.

BUS SERVICE STUDIES:

Comprehensive Operations Analyses (COA's)

***CATS, Baton Rouge, LA,
GPMTD, Peoria, IL;
IndyGo, Indianapolis, IN;
LYNX – Orlando, FL;
The Rapid (ITP), Grand Rapids, MI***

Mr. Crobons served as Project Manager and prepared a Comprehensive Operations Analysis (COA) for all five transit authorities. Each COA consisted of public involvement, staff input, comprehensive service area analysis and field work, extensive data collection including on-board surveys and full ridecheck surveys, detailed existing service evaluation, a latent demand analysis and preparation of service concepts that led to the development of specific route recommendations.

Service plans included Near-Term, Short-Range and Long-Range (except ITP and GPMTD) recommendations. Service plans developed for CATS, IndyGo and LYNX reflected significant restructuring of bus service with a stratification of "transit emphasis corridor routes" (routes with high levels of service along major arterials), regional routes to major destinations and an extensive network of local routes. CATS, LYNX and The Rapid are all currently developing funding strategies to implement the COA recommendations. COA's conducted for CATS and IndyGo where part of larger studies and were conducted prior to second phases of the Studies that included Alternatives Analysis for the preferred transit corridor within the region. Major Transit Investment and Streetcar Feasibility Studies were also conducted in Grand Rapids (with Connetics Transportation Group participation) following the completion of the COA.

Transit Development Plans for Various Virginia Transit Agencies

Connetics Transportation Group has completed Transit Development Plans (TDP's) for numerous Virginia transit agencies under an on-call services contract with the Virginia Department of Rail and Public Transportation (DRPT). Mr. Crobons was responsible for completing TDP's for Roanoke, VA, Arlington County, VA, and the City of Falls Church. He has also assisted in TDP efforts for Potomac Rappahannock Transportation Commission (PRTC). Each TDP has a unique scope of work to address each agencies' specific data collection and service planning needs. Each TDP identifies a six year capital improvement and operations plan.