

**PHILIP G. CRAIG
204 FERNWOOD AVENUE
UPPER MONTCLAIR, NEW JERSEY
07043-1905 USA**

Mobile/Cell: (001) 973-787-4642

Email: philgcraig204@yahoo.com

RESUME

Summary Phil Craig has 50 years of experience in the rail transit and railroad field. My expertise is in planning, design, construction, and operation of heavy rail rapid transit systems (metros or subways), light rail transit systems, suburban or regional (commuter) rail systems, high-speed passenger railways, and main line passenger and freight railroads. My broad technical knowledge as a transportation planner and analyst encompasses a wide range of planning, operations, and management areas. I have held significant management positions with transport organizations serving large metropolitan areas in the United States, Great Britain and Greece, as well having been a consultant on rail projects in Canada, India, South Korea, Taiwan and Turkey.

Education Bachelor of Science (Cum Laude), Public Utilities and Transportation, New York University, New York, New York, 1963

Professional Data Past Chairman (1973-76) and Committee Member (1972-80), Subcommittee on Federal Rules and Regulations
Committee on Mobility for the Elderly and Handicapped
American Public Transit Association, Washington, D.C., USA

Member, Light Rail Transit Association, London, England

Member, Light Rail Panel, New Jersey Association of Railroad Passengers

Experience

Independent Transportation Consultant – March 2009 to July 2009

Project: *Honolulu High Capacity Transit Corridor Project, Honolulu, O'ahu, Hawai'i*
Clients: Kamehameha Schools and Honolulu Chapter of American Institute of Architects
Assignment: Analyze Potential for Use of Light Rail Transit Technology
Roles: Consultant to Kamehameha Schools and Adviser to AIA Honolulu

Prepared a Light Rail Transit Feasibility Report for Kamehameha Schools/Bishop Estate (the largest private landholder in the Hawaiian Islands). Also provided assistance to the Honolulu Chapter of the American Institute of Architects (AIA Honolulu) during its advocacy of the use of light rail transit technology, with its inherent flexibility with respect to alignments, as a viable alternative to an all-elevated light metro system being proposed by the Honolulu City Administration.

Subconsultant to URS Corporation – July 2008 to February 2009

Project: *LIRR East Side Access Project, New York City, New York*
Client: MTA Capital Construction Company
Assignment: Project Management
Roles: Senior Director, Railroad Systems / Senior Director, Operational Readiness

Mr. Craig was engaged through URS as independent consultant to establish Railroad Systems and Operational Readiness Departments within the client's program management organization as the \$8 billion project, which will provide the MTA Long Island Rail Road (America's most heavily-traveled commuter railroad) with a second Manhattan terminal located under the historic Grand Central Terminal. This 3.5 miles-long project, currently scheduled for completion in 2016 and commencement of revenue service by the LIRR in 2017, is designed to handle 24 trains per hour in each direction and carry over 160,000 passengers daily by 2020.

Subconsultant to PMA Consultants LLC - February to April 2007 and March 2008

Project: *World Trade Center Recovery Project, New York City, New York*
Client: Lower Manhattan Construction Command Center
Assignment: Value Planning Study of Overall Project
Role: Rail Operations and Infrastructure Specialist

Mr. Craig was a member of a multi-disciplined team of 20 experts engaged to evaluate project status and to present options for reducing overall cost, overcoming variances from the Master Schedule, and advancing project completion date.

Washington Group International - March to May 2005

Project: *PATH World Trade Center Terminal (Permanent Construction)*
Client: The Port Authority of New York and New Jersey
Assignment: Value Engineering Study
Role: Senior Consultant for Railway and Transit Facilities Design

Participated in a multi-disciplined team of experts engaged in a value engineering study of The Port Authority's portion of the World Trade Center Recovery Project, including construction of a new Lower Manhattan terminal for the Port Authority Trans-Hudson (PATH) system.

Bechtel Corporation – March 1992 to January 2005

Mr. Craig's major projects and roles included:

Project: *West Coast Route Modernisation Programme*
Client: Network Rail Infrastructure Limited, London, England, United Kingdom
Role: Operational Requirements Manager

Mr. Craig was a member of Network Rail's multi-disciplinary management team for its West Coast Route Modernization Program. This GBP 7.9 billion (USD 15 billion) project has significantly reduced travel times between London, Birmingham, Manchester, Liverpool and Glasgow while increasing the capacity of the West Coast Main Line, Great Britain's [and Europe's] most densely operated mixed traffic railway.

Project: *Privatisation of the Jubilee, Northern and Piccadilly Lines of London Underground*
Client: Tube Lines, London, England, United Kingdom
Role: Operations Integration Manager

Mr. Craig was a member of the bid team that prepared the successful tender submitted by Tube Lines (TL), a consortium formed by Bechtel and two British partners, for a 30-year concession to maintain and renew the infrastructure and rolling stock of the Jubilee, Northern and Piccadilly Lines (Infracore JNP) of London Underground Limited (LUL), under the Public Private Partnership (PPP) program of the British Government.

Study: *Cobb County Transit Implementation Study*
Clients: Cumberland County CID and Town Center Area CID, Marietta, Georgia, USA
Role: Operations Planning Manager

This study, financed by the Cumberland Community Improvement District and the Town Center Area Community Improvement District, involved developing the conceptual design and implementation plan for an interurban light rail transit system serving Cobb County, located northwest of Atlanta. The project included a trunk line along Cobb Parkway/US Route 41 and Interstate 75 connecting the Town Centre Mall area in Kennesaw and the Cumberland area of Smyrna, as well as local circulators in both the Cumberland and Town Center areas.

Study: *Antalya Light Rail Transit System Project*
Client: Department of Planning, City of Antalya, Turkey
Role: Operations and Systems Planning Manager

This project was a feasibility study, funded by the U.S. Trade and Development Agency (TDA), of a light rail transit system for the Turkish resort city of Antalya. Mr. Craig developed the alignments, station locations, service frequencies, fleet size, and systems requirements employed in the study. A design/build contract for a light rail transit tramway system to serve Antalya was awarded to a French/Turkish consortium in 2007.

Project: *Bangalore Elevated Light Rail System*
Client: Bangalore Mass Rapid Transit Limited, State of Karnataka, India
Role: Project Coordinator, General Engineering Advisory Services

On behalf of an agency of the Government of Karnataka, Mr. Craig coordinated advisory oversight services and performed operational feasibility reviews for the first elevated light rail transit project in India., The first phase of this project, now including an underground (subway) portion in the center of Bangalore, is under construction currently.

Project: *Inchon International Airport Railroad Project*
Client: Federal Department of Transportation, Republic of Korea (South Korea)
Role: Operations Planning Manager

Mr. Craig was a member of a Project Management Team that assisted the Hyundai-led IIR Consortium in developing a public/private partnership to design, build, operate, and maintain a proposed 60 kilometers-long (37.25 miles-long) suburban electric railroad connecting the new Incheon International Airport with the existing Kimpo International Airport with Seoul Station of the Korean National Railroad. The first phase of this project (Incheon International Airport to Kimpo Airport (Domestic)) was placed into service in March 2007; the second phase between Kimpo and Seoul is in an advanced state of construction and is scheduled to open in 2011.

Project: *Korea High-Speed Rail Project (Seoul to Pusan)*
Client: Korean High-Speed Railroad Construction Authority
Role: Operations Planning Manager

Mr. Craig was a key member of the Design Management Assessment Team that evaluated the technical content of a 412 kilometers-long (257.5 miles-long) high-speed electric railroad connecting Seoul and Pusan using 300 kph French TGV technology.

Project: *Taiwan High-Speed Rail Project*
Client: China Development Corporation, Taipei, Republic of China
Role: Operations Planning Manager

Mr. Craig developed the operations plan for the Chunghwa High-Speed Rail Consortium's proposal to design, build, and operate a 340 kilometers-long (212.5 miles-long) high-speed rail between Taipei and Kaohsiung using 300 kph (186 mph) Japanese Shinkansen technology. Taiwan High Speed Rail began carrying passengers in January 2007 using a variant of the service pattern developed by Mr. Craig.

Project: *Athens Metro System (Lines 2 and 3)*
Client: Attiko Metro A.E, Athens, Greece
Role: Chief Planning Officer

Mr. Craig was responsible for strategic planning and operations planning for Attiko Metro A.E., the private company created by the Hellenic Republic to develop a new two-line, 18 kilometres-long (11 miles-long) underground rapid transit system in Athens that became operational in 2000. Subsequently to his transfer from Athens to London, Mr. Craig was asked by Attiko Metro to develop an operational strategy that would enable it to provide through service from the center of Athens directly to the new Venzelos International Airport in time for the 2004 Olympic Games; his recommendations were implemented on instruction of the Minister of Transport of the Hellenic Republic.

Independent Transportation Consultant – August 1991 to February 1992

Project: *42nd Street Transitway Project*
Client: 42nd Street Development Corporation, New York, New York, USA
Role: Technical Consultant

Mr. Craig made recommendations and presentations supported by analyses, research, and other documentation for adoption of strategies that answered needs, including resolution of possible problems for a 42nd Street light rail transit line connecting the Jacob K. Javits Convention Center (at 34th Street and Twelfth Avenue) with Times Square and United Nations Plaza (at 42nd Street and First Avenue).

Gibbs and Hill, Inc. – January 1989 to August 1991

During this period G&H was a subsidiary of Hill International, Inc., with Mr. Craig serving as G&H's Director of Systems Engineering and then its Vice President, Transportation and Infrastructure.

Project: *MetroLink Light Rail Transit System (Phase One)*
Client: **Bi-State Development Agency (Bi-State Transit), St. Louis, Missouri, USA**
Role: Project Manager, Systems Integration Design Services

Mr. Craig managed Systems Integration Design Services to the Bi-State Development Agency for the St. Louis MetroLink rail transit project, an 18 miles-long (28.8 kilometres-long) light rail transit line connecting Lambert International Airport with downtown St. Louis, Missouri, and East St. Louis, Illinois. He managed the development contract drawings and bid documents and bid evaluations for traction power, signals, and communications, and yard and shop facilities, as well as performance specifications for light rail vehicles and fare-collection equipment. His major achievement was delivering the entire systems scope, budgeted for \$100 million, for less than \$90 million.

Hill International, Inc. – October 1986 to December 1988

Mr. Craig served as a Senior Project Manager within Hill's Project Management Consulting Group.

Assignment: *Project Management Oversight Services, SEPTA Capital Projects*

Client: Urban Mass Transportation Administration, Philadelphia Region, USDOT

Role: Project Director for Project Management Oversight Services

On behalf of the U.S. Urban Mass Transportation Administration (subsequently renamed the Federal Transit Administration), Mr. Craig managed Project Management Oversight (PMO) services for the Frankford Elevated Reconstruction Project and the Norristown High Speed Line Modernization Program of the Southeastern Pennsylvania Transportation Authority.

Seelye Stevenson Value & Knecht, Inc. (now STV Engineers)– September 1980 to October 1986

Mr. Craig served as a Principal Program Manager within SSV&K's Transportation Group.

Projects: *R-68 Rapid Transit Car Procurement and Modernization of Coney Island Main Repair Shops*

Client: New York City Transit Authority, New York, New York, USA

Role: Principal Program Manager

Mr. Craig managed engineering and inspection services for the New York City Transit Authority's purchase of 225 R-68 IND/BMT rapid transit cars and two facility modernization projects at the Coney Island Main Repair Shops, one involving the construction of a graffiti-removing car washing facility and the other conversion of a shop designed for repair of wooden elevated railway cars into a paint shop for modern rapid transit cars.

Project: *No. 1 South Shore Rapid Transit Car Rehabilitation and Modernization*

Client: Massachusetts Bay Transportation Authority

Role: Deputy Project Manager

Mr. Craig participated in the management of consulting engineering and inspection services to the Massachusetts Bay Transportation Authority during the rehabilitation and modernization of 74 No. 1 South Shore rapid transit cars used on the Red Line.

Massachusetts Bay Transportation Authority – April 1979 to August 1980

Mr. Craig served as Manager of MBTA's Green Line Equipment Department and as Light Rail Vehicle Project Manager.

As Manager of the Green Line Equipment Department, which maintained rolling stock for Boston's five light rail transit lines and three electric trolley bus lines, Mr. Craig headed a department with 300 employees and a \$6 million annual budget. As Chairman of the Boston/San Francisco Standard Light Rail Vehicle Committee, he was responsible for salvaging a troubled procurement of 135 LRVs, including negotiating the technical content of a multi-million dollar settlement with the Boeing Vertol Company concerning major design defects.

Louis T. Klauder and Associates – April 1976 to April 1979

Mr. Craig served as a Senior Transportation Analyst in LTK's Planning and Reports Group.

Project: *Banfield Light Rail Transit Line*
Client: Tri-County Metropolitan Transit District of Oregon, USA
Role: Project Manager

Mr. Craig was Project Manager of the PB/LTK joint venture that performed the preliminary engineering study for Portland's Banfield Light Rail Transit line, placed in operation in September 1986. Other assignments included Bid Evaluation of the Greater Cleveland Regional Transit Authority for its light rail vehicle procurement program, and fare collection studies for light rail transit systems in Pittsburgh, Pennsylvania, and Edmonton, Alberta, Canada.

New York Metropolitan Transportation Authority – December 1972 to March 1976

Mr. Craig served as Administrative Assistant to the Chairman and Chief Executive Officer during the Chairmanships of Dr. William J. Ronan and David L. Yunich, the first and second heads of the MTA. In this role, he was responsible for liaison on policy and day-to-day matters with affiliates of the MTA, including the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Long Island Rail Road Company, the Metropolitan Suburban Bus Authority, and the Tri-Borough Bridge and Tunnel Authority. Mr. Craig frequently represented the Chairman in matters relating to the Long Island Rail Road, the Hudson, Harlem, and New Haven lines of the Penn Central Transportation Company (now the Metro-North Railroad), and the Erie Lackawanna Railway (now New Jersey Transit Rail Operations, Inc.).

The Port Authority of New York and New Jersey – June 1962 to November 1972

During his ten years plus with The Port Authority, Mr. Craig held positions of increasing responsibility in the bi-state agency's Management Services and Rail Transportation Departments, including Senior Rail Transportation Planner, Senior Rail Planning Engineer, Senior Management Engineer, Supervisor of Operations Planning, and Assistant Supervisor of Passenger Services. His varied assignments included conducting operations planning and strategic planning studies during the rehabilitation and modernization of the former Hudson and Manhattan Railroad by the Port Authority Trans-Hudson Corporation (PATH). He also managed industrial engineering studies of highway, aviation, bus terminal, and rail transportation facilities; developed and supervised the implementation of a new operating plan to expand capacity of PATH's rapid transit services; performing long-range operational feasibility studies for proposed extensions of rail services; marketing; publicity; passenger relations; and development of service standards.

University Studies

New York University – September 1959 to June 1963

Mr. Craig was an undergraduate student at the School of Commerce, Accounts and Finance of New York University during this period, while earning his Bachelor of Science (Cum Laude) degree in Public Utilities and Transportation..

Military Service

United States Army Transportation Corps – February 1956 to April 1959

Military Occupational Specialty: Railway Operations Specialist (MOS 663.0)

While assigned to the Advance Section Headquarters, Communications Zone in Verdun, France for two years (1956-1958), Specialist Fifth Class E-5 Craig was responsible for planning the movement of military personnel and material from Atlantic ports across France and West Germany to front-line positions under anticipated wartime conditions. Subsequently, he served in the 714th Railway Operating Battalion of the Military Railway Service as cadre at the Transportation School at Fort Eustis, Virginia.

Prior to Military Service

American Car and Foundry Division, ACF Industries, Inc. – June 1955 to February 1956

As a Material Estimating Clerk, Mr. Craig began his career in the railway industry by assisting in the preparation of bids for railroad freight car orders while working in Jersey City, New Jersey for ACF's Railway Equipment Engineering Department.

Publications

Author of **New Jersey's Best Kept Secret Revealed**, describing New Jersey Transit's completion of a light rail transit link between Newark's Pennsylvania Station and Broad Street Station – a photo-illustrated feature article printed in the November 2006 issue of *Tramways & Urban Transit*, the monthly magazine chronicling worldwide developments in the urban transit field published in London by the Light Rail Transit Association.

Managing Editor and Editor (1963-1970), ***Headlights, The Magazine of Electric Railways***, published by the Electric Railroaders' Association, New York, New York, USA.

Author of **A New Light Rapid Transit Railway for Boston**, a photo-illustrated feat article describing the 1959 conversion of the Boston and Albany Railroad's Highland Branch into a precursor to today's light rail transit systems – printed in the September 1959 issue of ***The Modern Tramway***, published in London, England by the Light Railway Transport League.