

*Celebrating Excellence in the
Public Transportation Industry*



2016 APTA AWARDS



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

SEPTEMBER 13, 2016
LOS ANGELES, CALIFORNIA

Welcome to the 2016 APTA Awards Ceremony! This is a very special annual event where we celebrate, recognize, and applaud this year’s winning individuals and organizations. As the 2016 stars of our industry, the APTA Awards recipients are stellar leaders who have successfully advanced public transportation in North America.

Winning a prestigious APTA Award is a very high honor that acknowledges you are “the best of the best.” It also means that you have made significant contributions in the public transportation industry and are a role model of excellence.

I encourage everyone here to personally congratulate the winners on their many achievements and thank them for their hard work and dedication.

Finally, as the chair of the 2016 APTA Awards Committee, I want to thank all the Awards Committee members for their commitment to making the awards program a success. It’s been a pleasure to serve with you.

Paul P. Skoutelas

Chair, 2016 APTA Awards Committee
and
Senior Vice President, Market Leader and National Director, Transit and Rail
WSP | Parsons Brinckerhoff

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Many thanks to GENFARE for sponsoring the 2016 APTA Awards Book.

Innovation

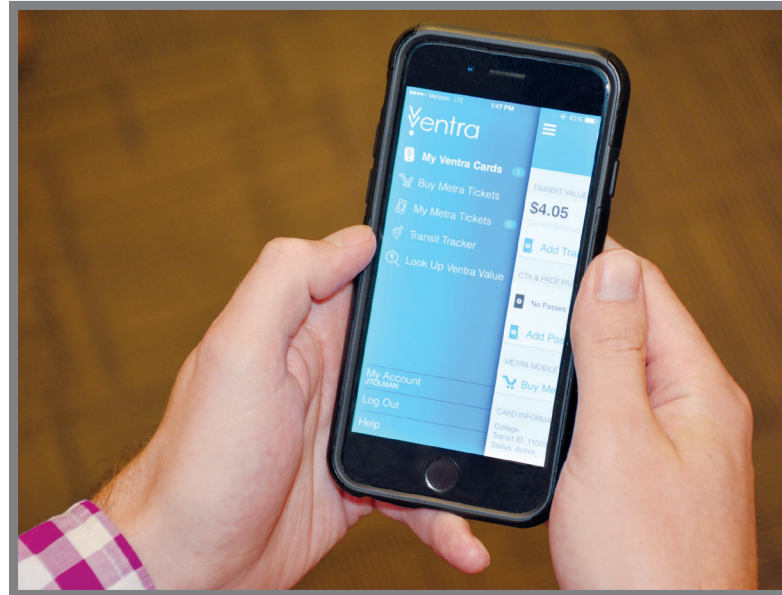
For demonstrating innovative concepts in the provision of public transportation services.

CHICAGO TRANSIT AUTHORITY

Chicago, IL

“With the development of the first-ever multi-transit system app, Chicago has demonstrated it is a leader in innovation by leveraging technology to modernize transit for a world-class future for Chicago. I applaud CTA President Dorval Carter and his team, as well as Metra and Pace, for creating the Ventra app, which is helping thousands commute more conveniently and efficiently across Chicago’s robust transit network.”

— **Mayor Rahm Emanuel**
Chicago, IL



CHICAGO TRANSIT AUTHORITY

“Leveraging technology to further improve the customer experience is a top priority at CTA and the Ventra app was developed with both Metra and Pace with that goal in mind. This award further proves the importance that technology plays in a 21st century transit system and we look forward to the continued development and benefits of the app in future phases to come.”

— **Dorval R. Carter Jr., President**

On November 19, 2015, the Chicago Transit Authority (CTA) launched the Ventra app, a new, first-of-its-kind transit app that allows customers to pay for rides on all three area transit systems from their mobile devices. It has truly advanced the way people take public transit each day.

The free app was developed and launched by the CTA in partnership with Metra, the Chicago area’s commuter rail system, and Pace, the suburban bus system. Funded in part by the Regional Transportation Authority (RTA), and developed in conjunction with Cubic Transportation, the Ventra fare payment system vendor, the app provides a one-stop shopping experience—essentially putting Ventra vending and Metra ticket vending machines in customers’ pockets. The app launch followed the development and installation by CTA of its new, modern Ventra fare payment system, which CTA owns, in 2014.

Among the app’s convenient features are the ability to: add transit value and buy passes to ride on CTA and Pace; buy and use Metra mobile tickets using Ventra account funds or personal bank cards; set up an autoload feature with a bank account or credit card to replenish funds; check account balance or see passes and expiration dates; see purchase and travel history; get real-time alerts for account balance, low balance and expiring passes; and obtain real-time tracking information for CTA, Metra, and Pace.

The Ventra app notably serves as a national model of innovation. It bridges the gulf between a gateless proof-of-

payment commuter rail system (Metra), a gated bus and rapid transit system (CTA) and the gated, bus-only Pace system, and allows customers using both distance-based (Metra) and flat fare (CTA and Pace) systems to pay for their rides. The combination of the account-based Ventra back end and a means of visual validation offers a scalable and adaptable system, demonstrating the potential for other transit agencies using contactless fare media to learn from and adopt Ventra-style apps.

Importantly, customers love the Ventra app. As of June 2016, the app has been downloaded more than 600,000 times, accounting for more than \$55 million in fares.

A core goal of any public transit agency is the provision of efficient travel services to its customers. The Ventra app not only makes payment quicker and easier for customers, but reduces the number of in-person transactions for CTA, Metra, and Pace staff. By providing a one-stop shop for account balance information and reload, Metra mobile ticketing, and real-time bus and train arrival information, the Ventra app reduces barriers to ride and facilitates cross-agency transfers. Planned enhancements such as door-to-door trip planning will offer an opportunity to integrate other shared use transportation means.

The Ventra app was an extension of the Ventra system, satisfying 2011 Illinois legislation requiring a universal fare system in the Chicago region. The app demonstrates the cooperation among the Chicago-area transit agencies and the RTA, which provided partial funding for the app’s development.

Innovation

For demonstrating innovative concepts in the provision of public transportation services.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Las Vegas, NV

“At the RTC, we are dedicated to providing every citizen access to public transit. Our team is proud of the Mobility Training Center and the services it offers to seniors and persons with disabilities. With its unique blend of paratransit assessment and certification, mobility training and blindness skills training, the RTC Mobility Training Center is deserving of APTA’s Innovation Award.”

— **Larry Brown, Chairman
Regional Transportation
Commission of Southern
Nevada**



REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

“The Mobility Training Center is a great source of pride and inspiration to us at the RTC. The concept, design, and construction are testaments to the dedication of our staff and contractors, who created a center that is changing lives across Southern Nevada. The gift of independence is invaluable, and the RTC strives to increase mobility options for all of our customers.”

— **Tina Quigley, General Manager**

The Regional Transportation Commission of Southern Nevada’s (RTC) Mobility Training Center (MTC) is the only one of its kind in the western United States. The MTC is a unique facility that offers mobility training, paratransit assessment and certification, and blindness skills training under one roof.

The RTC’s mission is to increase mobility among Southern Nevadans, especially senior residents and persons with disabilities, by equipping them with skills training and knowledge to use public transportation throughout Clark County. Clients learn to use public transit safely and efficiently in a controlled environment that simulates the outdoors and real-life scenarios.

Persons with disabilities constitute 8.2 percent of Southern Nevada’s population, and its age 65-plus residents compose 13.3 percent of the area’s total resident count, according to the 2014 U.S. Census Bureau statistics.

At the MTC, there are two fully functional 40-foot fixed-route buses for mobility training clients to use. These buses provide hands-on boarding and farebox training within a simulated streetscape that includes a transit shelter, street crossings with audible crosswalk signs and ambient noise to simulate traffic, paved roads, sidewalks, different types of surfaces such as pavers and grass, ADA-compliant ramps, and geographically correct murals of Clark County. There are also wall-mounted iPads to teach way-finding skills. Skylights allow a natural light setting for the streetscape training experience. Modern classrooms are available for group training, and a dog run is available for service animals.

Residents applying for paratransit service have assessments under consistent conditions with evaluations up to a quarter of a mile. With different surface terrains, evaluators test conditions that may prevent a person from accessing public transportation independently. If applicants are deemed fit to use public transit, they will be taught to confidently use the RTC system.

Within the MTC is Blindconnect’s project, Angela’s House, the first comprehensive blindness skills training center in Nevada. Angela’s House is a fully functioning 1,200-square-foot apartment with a living room, dining room, kitchen, bathroom, bedroom, and technology lab. To transition newly blind or visually-impaired individuals into a new lifestyle, Blindconnect provides clients with 90 hours of intensive, daily living skills training, which includes navigating streets and using the RTC fixed-route transit system located right outside the front door of Angela’s House.

The 14,700-square-foot building is adjacent to one of the RTC’s major operations and maintenance facilities and cost \$6.7 million to design and build, 80 percent of which was funded by the Federal Transit Administration.

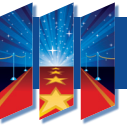
When the concept of the MTC was first discussed, the RTC knew immediately that it wanted the facility to be an engaging and inviting structure that fostered hands-on and successful learning in a controlled and realistic environment. More than two years later, with hundreds involved in the planning and building process, the Southern Nevada community now has an innovative option to gaining mobility and independence. The RTC expects record enrollment for its mobility programs in 2016.



Outstanding Public Transportation System

For public transportation systems that have demonstrated achievement in efficiency and effectiveness.

CATEGORY: Providing 4 million or fewer annual passenger trips.



EMBARK

Oklahoma City, OK

“Oklahoma City has purposefully reinvented itself, from our economy to our quality of life. Our public transit is a key part of that continued growth and vitality. I congratulate EMBARK and its board, Mayor Cornett and our city council on this national award and commend their vision. The modernizations to OKC’s public transit have resulted in incredible gains in ridership.”

— U.S. Senator Jim Inhofe
Oklahoma



EMBARK

“What an incredible privilege this is. EMBARK’s accomplishments are possible because of the collaboration between the Central Oklahoma Transportation and Parking Authority Board and OKC City Council, as well as our employees’ fortitude and support from those we serve. It’s our community’s ambition for its future that positioned EMBARK as a partner in building healthier, better connected neighborhoods. This represents another step forward for Oklahoma City’s vibrant future.”

— Jason Ferbrache, Director/Administrator

Oklahoma City is a quiet place with a boldly competitive (yet friendly) spirit, a youthful city with a reverent and confident sense of self, a town with deep roots in the midst of a vibrant rebirth. However, the competitive spirit and optimism extend beyond the fame of the OKC Thunder, or the Olympic training facilities along the reimagined Oklahoma River.

“We quickly realized that our renaissance must be extended to our public transit system,” said Oklahoma City Mayor Mick Cornett. “We are creating neighborhoods and districts with distinct personalities, a thriving and diverse business economy and the types of adventures you can’t find in any other city. We must also have a modern transit system to connect it all.”

Those efforts haven’t been without some challenges.

The city of Oklahoma City is big—620 square miles big. This is a challenge for even the largest public transit systems, and even more so without the presence of any dedicated funding. In 2012, EMBARK and the OKC City Council engaged Nelson/Nygaard to review and evaluate the efficiency of the bus system and make recommendations for improvements without any additional resources.

Equipped with the results of the study, a new strategy was approved in FY 2013. EMBARK realigned nearly all bus routes, improved weekday frequency to every 30 minutes and rebranded its family of services by April 2014.

Oklahoma City welcomed the new EMBARK with open arms. Customers were greeted by a new, high-profile customer

information signage system. More than 2,000 bus stop signs and poles were replaced. Real-time travel information and clock-face headways gave customers more predictable arrival times. EMBARK saw ridership climb immediately.

Since then, EMBARK’s board and the city council approved plans and more funding to improve frequency, while expanding service hours until midnight on four routes, and doubling the number of shelters in the system.

The improvements resulted in tangible outcomes. EMBARK has seen a 13 percent increase in the number of service hours provided over the past three years and a 10 percent increase in ridership for the same period. The system has provided more than 3 million passenger trips in FY 2015—an 8.8 percent increase from the previous year. EMBARK’s ridership has grown in 24 of the last 26 months.

Keeping it all going is also a major focus of a healthy fleet. EMBARK’s preventive maintenance program has achieved a 64 percent improvement in miles between road calls in FY 2015 over FY 2013. Likewise, vehicle system failures decreased 34 percent in just three years.

Because the staff and board take stewardship very seriously, EMBARK has developed and funded a program to replace all buses that are aged beyond their useful life by the end of 2018 (30 percent of its fleet) with clean CNG and electric hybrid vehicles.

Oklahoma City and EMBARK aren’t done yet. Together, Oklahoma City is primed to become one of the most vibrant, and energetic cities in North America.



Outstanding Public Transportation System

For public transportation systems that have demonstrated achievement in efficiency and effectiveness.

CATEGORY: Providing more than 4 million but fewer than 20 million annual passenger trips.



JACKSONVILLE TRANSPORTATION AUTHORITY

Jacksonville, FL

“Congratulations to the Jacksonville Transportation Authority for proudly representing the state of Florida and receiving the 2016 Outstanding Public Transportation System Achievement Award. Transportation projects are crucial to growing our economy and creating new jobs for Florida families. I look forward to continuing to work with Florida’s many great transit agencies to help ensure our state’s transportation infrastructure remains a national leader.”

— Governor Rick Scott
Florida



JACKSONVILLE TRANSPORTATION AUTHORITY

“This great honor validates our journey to transform transportation and deliver world-class service to Northeast Florida. I am so proud of our staff who deliver exceptional customer service and our board who are dedicated to fulfilling our mission of improving our region’s economy, environment and quality of life by providing safe, reliable and efficient multimodal transportation services and facilities.”

— Nathaniel P. Ford, Chief Executive Officer

The Jacksonville Transportation Authority (JTA) provides public transit service to the largest city in the continental United States at 885 square miles—Jacksonville, Florida. JTA also builds roads and bridges and operates a 2.5-mile, elevated downtown people mover.

Over the last three years, JTA has had numerous successes. A 20-year strategic plan was developed using cutting-edge technology and industry best practices to take transportation to the next level. The core of the plan, Blueprint 2020, outlined initiatives for five years to both improve and enhance the customers’ transit experience.

A targeted On-time Transit Operations (OTTO) initiative improved bus on-time performance to 76 percent, from a low of 64.8 percent, within one year and is currently trending at 81 percent. A laser-like focus on both operators and customers, bus schedule adjustments, open communication with executive leadership, and an internal and external marketing campaign resulted in sustained system reliability.

OTTO was the precursor to a complete restructuring of the entire bus system called the Route Optimization Initiative (ROI). The goal—make service more direct, frequent and reliable. Service providing 15-30-minute frequency increased by 400 percent in the new network, all without increasing ongoing operating costs. Overall ridership grew 6 percent (equal to 2,000 new trips per day).

Safety is a top priority at JTA. As a component of ROI, the agency established new safety performance metrics with a goal of 10 percent reduction in preventable and

non-preventable collisions per 100,000 miles. JTA utilized the Lytx DriveCam, which analyzed risky behaviors. The result—a remarkable 40 percent reduction in judgment errors and traffic violations. In addition, all bus operators now participate in mandatory quarterly refresher training sessions that include a state-of-the-art bus simulator.

JTA has prioritized improving the customer service experience by focusing on a one-call resolution, reducing callbacks and transfers. Between 2013 and 2015, complaints decreased by 12 percent while call abandonment rates dropped 84 percent. In addition, an expanded public engagement program keeps stakeholders abreast of any major initiatives or anything that may affect them or their communities directly.

Diversity is a way of business at JTA. While working closely with disadvantaged business enterprise firms (DBE), JTA has exceeded its 16.08 percent DBE goal in each of the past three years (18, 22, and 24.9 percent respectively). More than 80 firms took advantage of JTA’s small business academy.

In 2015, JTA began incorporating the first of 100 fuel-efficient, environmentally friendly CNG buses into its existing fleet. Of the 23 buses already acquired, 11 are operating on JTA’s new First Coast Flyer bus rapid transit service.

JTA continues focusing on improving Northeast Florida’s economy, environment, and quality of life by providing safe, reliable, and efficient multimodal transportation services and facilities. Through long-range visioning and cutting-edge initiatives, JTA is on its way to accomplishing their mission.



Outstanding Public Transportation System

For public transportation systems that have demonstrated achievement in efficiency and effectiveness.

CATEGORY: Providing 20 million or more annual passenger trips.



METRO TRANSIT

Minneapolis, MN

“Minnesota’s economy depends upon a robust, modern transportation network, including transit. This need will only intensify in the coming years as the Twin Cities adds an estimated 800,000 residents and 490,000 jobs by 2040. This award confirms what the thousands of Minnesotans who rely on transit already know: Metro Transit delivers consistent, high-quality service. This recognition is well deserved, and an important reminder that Minnesota needs to continue to expand and improve transit services if we want our economy to stay strong.”

— Lieutenant Governor Tina Smith
Minnesota



METRO TRANSIT

“Metro Transit’s success is a reflection of the talent and dedication shown by each of our 3,200 employees who work together to provide the essential services our region depends on, as well as the enduring relationships we’ve built with our customers and partners. Being named APTA’s Outstanding System of the Year is a humbling and high honor, and one that can be celebrated by all who have helped bring us to this point.”

— Brian Lamb, General Manager

The Twin Cities region is experiencing remarkable change. In 2016, population in the seven-county metropolitan area topped 3 million residents for the first time. The region is also more diverse than ever, with people of color on track to represent 40 percent of the region’s population by 2040.

Knitting this increasingly dynamic region together is Metro Transit’s expansive public transit network, which includes two light rail lines, more than 130 bus routes, and a commuter rail line. Improvements in the transit network have not only helped the region thrive, but do so in a way that provides access to opportunity for all who call the Twin Cities home.

Metro Transit’s biggest recent success was the 2014 opening of the METRO Green Line, which links several regional destinations, more than 1,000 businesses, and many diverse neighborhoods. The Green Line has quickly become a source of civic pride and a catalyst for economic development. More than \$4.2 billion in public and private investment has occurred along the corridor since construction began. The Green Line’s popularity was foreshadowed by the success of the state’s first light rail line, the METRO Blue Line, which surpassed 100 million rides after just a decade in service.

As bus and light rail services have expanded, so has Metro Transit’s ridership. More than 85.8 million rides were provided in 2015—the tenth time in 11 years that ridership grew from the previous year and the highest annual ridership in three decades. Increasing ridership is just one of many successes, however.

A fast-growing police department, enhanced operator training and highly visible safety campaigns have improved system

safety. Carefully managed maintenance programs have doubled vehicle reliability over the last decade. As a Gold Level participant in APTA’s Sustainability Commitment program, \$16 million in savings have been realized through the expanded use of hybrid-electric buses, solar energy, and other sustainability efforts.

New public transit information tools, fare programs for students and low-income residents, and continued efforts to integrate public transit into the region’s multimodal transportation have also made Metro Transit more accessible than ever.

As the system has expanded, so too has Metro Transit’s commitment to the communities it serves. In 2015, Metro Transit partnered with local groups to shape bus stop improvements, launched a groundbreaking program that provides job-seekers a path to full-time Mechanic Technician roles, and formed an outreach team to ensure residents were both heard from and involved in the decision-making process.

Metro Transit’s growing workforce of nearly 3,200 people is eager to build on these successes in the years ahead.

While maintaining the existing network, the agency is actively working to implement a network of 12 rapid bus lines with faster, more frequent service, bring light rail to more communities, and continue expanding local and express bus service.

As this work continues, Metro Transit will build on its commitment to breaking down barriers and providing equitable access to opportunity for all who call the Twin Cities home.

National Distinguished Service

For significant contributions at the national level to public transportation through policy, legislative initiative, and leadership.

PETER DEFazio

United States House of Representatives
Oregon (4th District)

“Congressman DeFazio has dedicated his career in the service of public transit and transportation, and our community is better for it. Thanks to Mr. DeFazio’s steadfast support, Lane County residents have access to fast, frequent, and reliable transportation options that keep the economy moving and connect tens of thousands of residents each day to school, work, and healthcare. LTD thanks Congressman DeFazio for his tenacity and commitment and congratulates him on a well-deserved recognition.”

— Aurora “A.J.” Jackson,
General Manager
Lane Transit District



U.S. REPRESENTATIVE PETER DEFazio

“Thank you for this tremendous honor. Throughout my career I have fought for long-term, sustainable funding for our nation’s transportation network. APTA has been a partner, helping to fight to protect transit funding and push for more investments so we can begin to address the \$86 billion backlog. I appreciate this recognition and look forward to continuing the fight until we accomplish our shared goals.”

Congressman Peter DeFazio has served as a member of the House Committee on Transportation and Infrastructure since he first entered Congress in 1987. During his time on the committee, he has earned a reputation as an independent, tenacious and passionate defender of transportation infrastructure investments. In November 2014, Congressman DeFazio was elected ranking member of the committee. In that role, he leads the House Democratic Caucus on issues under the Committee’s jurisdiction.

After years of short-term legislation and extensions, Congress finally passed a long-term, bipartisan surface transportation bill called the Fixing America’s Surface Transportation Act (FAST Act). This legislation isn’t perfect, but it begins to deal with the trillion-dollar backlog of critical projects plaguing our aging network of roads, bridges, and public transit systems. As ranking member, DeFazio played a lead role in negotiating the FAST Act and secured a number of essential provisions that will create thousands of family-wage jobs and focus on critical needs for public transit agencies.

The FAST Act injects a total of \$3.7 billion over five years into the bus program—a 75 percent increase over current levels. This critical funding will alleviate traffic and provide local agencies with additional money to replace aging buses and expand operations to better connect communities. The FAST Act also authorizes \$11.5 billion over five years for expansion investments through New Starts and \$12 billion for State of Good Repair grants. In addition, the bill protects

the 80 percent federal match for most public transit projects, despite conservative efforts to reduce the match and thereby incentivize highway projects over transit projects.

The FAST Act also includes DeFazio’s Buy America provision, which strengthens Buy America requirements and raises the domestic content threshold of public transit buses and railcars from 60 percent to 70 percent over the length of the bill. DeFazio believes if Americans are investing tax dollars in public transit, then those dollars should support American manufacturing and create jobs here at home.

DeFazio has long championed the fight to increase funding to maintain, rebuild and expand public transit systems throughout the country. DeFazio has also long opposed any attempt to reduce or redirect the 20 percent of gas tax dollars that are deposited into the Mass Transit Account. For more than a decade, Congress failed to boost funding to address the major needs of our aging systems. As a result of this neglect, older transit systems are fighting to maintain their systems. The Federal Transit Administration has estimated that more than 40 percent of buses and 25 percent of rail transit assets are in marginal or poor condition. The National State of Good Repair Assessment identified an estimated \$86 billion backlog in transit deferred maintenance and replacement needs, a backlog that continues to grow every day. The FAST Act was a good start—but it was only a start. DeFazio will continue to use his position as ranking member to fight for robust investment in our aging system. He believes that the United States can and must do better.

National Distinguished Service

For significant contributions at the national level to public transportation through policy, legislative initiative, and leadership.

DANIEL LIPINSKI

United States House of Representatives
Illinois (3rd District)

“Congressman Lipinski is a strong advocate for public transportation! His tireless work in Washington and Illinois has directly contributed to moving people more safely and efficiently. Specifically, his work as co-chair of the Congressional Public Transportation Caucus contributed mightily to the passage of the FAST Act and the permanent extension of the transit benefit in 2015.”

— Kirk Dillard, Chairman
Regional Transportation
Authority



U.S. REPRESENTATIVE DANIEL LIPINSKI

“As the grandson of a bus driver for the Chicago Transit Authority, I am especially honored to receive this recognition from APTA. Public transportation is vital to people from all walks of life in communities across my district and the entire nation. In northeastern Illinois, public transit provides nearly two million rides per day. Buses, trains, and light rail reduce congestion on our roads, improve travel times across all modes, cut down on air pollution, and make our communities more attractive places to live, work, and own businesses.”

Congressman Dan Lipinski is a proud native of Illinois’ Third Congressional District, which includes parts of the southwest side of Chicago and southwestern suburbs. Now in his sixth term, he has distinguished himself as a leader on transportation issues. He is the most senior member from Illinois on the Transportation and Infrastructure Committee, serving on three subcommittees: Highways and Transit; Aviation; and Railroads, Pipelines, and Hazardous Materials. He also serves on the House Science, Space, and Technology Committee. As the grandson of a Chicago bus driver and the representative of a district that relies heavily on public transit, Lipinski has made public transit a major focus of his work in Congress.

During his first term, Lipinski secured \$100 million in federal funding in SAFETEA-LU to initiate the CREATE rail modernization program that is easing congestion on the rails and roads in northeastern Illinois, greatly benefiting commuter rail. Through the years he has fought to improve and expand public transit options in Illinois and across the nation.

Most recently, Lipinski served as a key player in the drafting and passage of the Fixing America’s Surface Transportation (FAST) Act in committee and on the House floor before his appointment to the Conference Committee tasked with ironing out differences between the House and Senate versions. Offering more than 20 amendments, he was able to ensure increased funding for local road and public transit projects and address regional transportation priorities that will ease congestion, increase safety, and improve efficiency and service. During consideration of the bill, he successfully worked

to fight restrictions on funding for New Starts, Small Starts, and Core Capacity projects that would have diminished the ability of many public transit agencies to access these critical capital projects and delayed many in the pipeline.

Lipinski also was able to secure language to include rail projects in the new FASTLANE grant program, deploy zero-emission buses through technical assistance eligibility, and leverage funds for transit-oriented development by expanding the TIFIA and RRIF program to include such efforts. In addition to his work on the FAST Act, he was a key leader on the successful effort to restore the commuter tax benefit and provide it with permanency.

As co-chair and founding member of the Congressional Public Transportation Caucus and a rider of CTA and Metra at home and Metro in Washington, Lipinski continues to engage stakeholders on the opportunities and challenges for creating and maintaining effective public transportation. The Public Transportation Caucus is a bipartisan group of members who come together to discuss the impact of federal policy on public transportation.

In addition, Lipinski continues to focus on how evolving technology can improve mobility, including solving the “last mile” problem for public transit riders. Key provisions of his Future TRIP Act were included in the research portion of the FAST Act to speed the development and deployment of new transportation technology including connected and autonomous vehicles which will improve safety, save fuel, and reduce congestion on our roads.

National Distinguished Service

For significant contributions at the national level to public transportation through policy, legislative initiative, and leadership.

BILL SHUSTER

United States House of Representatives
Pennsylvania (9th District)

“Chairman Shuster worked tirelessly with colleagues on both sides of the aisle to pass the first long-term transportation authorization in a decade. His success is our success. The FAST Act means that Amtran and other public transit systems can move forward with critical capital projects. We are proud of Bill and grateful for his continuing efforts to advance infrastructure investment.”

— Eric Wolf, General Manager
Amtran



U.S. REPRESENTATIVE BILL SHUSTER

“I am honored that APTA has selected me to receive the National Distinguished Service Award. Public transportation is a key component of our nation’s transportation system, and smart transit investments play a vital role helping to connect Americans to their jobs, to their communities, and to each other. I am proud that Congress was able to recently pass one of my top priorities, the FAST Act, which provides for surface transportation and transit improvements across America.”

Congressman Bill Shuster represents the Ninth Congressional District of Central and Southwestern Pennsylvania. Prior to his election, his experience in the private sector and as a small business owner helped solidify his conviction that improving America’s infrastructure is essential to our quality of life, job creation, economic development, and our global competitiveness.

Since coming to Congress in 2001, Shuster has served on the House Committee on Transportation and Infrastructure. He’s chaired the Economic Development, Public Buildings, and Emergency Management Subcommittee, as well as the Railroads, Pipelines, and Hazardous Materials Subcommittee.

Now serving his second term as chairman of the full Transportation and Infrastructure Committee, he has focused on promoting the safe and efficient movement of goods and people, instituting common sense reforms, cutting red tape, increasing transparency in the federal government, and reducing regulatory burdens.

Shuster spearheaded one of the signature achievements of the 114th Congress: the FAST Act—the Fixing America’s Surface Transportation Act. This long-term reauthorization will provide critical investments in highways, public transportation, and passenger rail for the next five years. The FAST Act reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines approval processes, promotes the use of technology to enhance mobility, and maintains a strong commitment to safety.

The public transit provisions of the FAST Act focus on mobility and safety and ensuring that public transit systems use federal funds to meet their communities’ transportation needs. A major achievement of the act is the significant increase in both stable formula and competitive funding for buses and bus facilities. The FAST Act reforms the federal transit procurement process and promotes the use of public-private partnerships in order to guarantee that every federal dollar goes to cost effective investment.

The FAST Act also ensures that commuter rail and passenger rail continue to be significant transportation options and economic generators for many of our communities. The law also includes a full passenger rail reauthorization, and provides significant reforms to Amtrak to make it more transparent, more accountable, and better able to address its Northeast Corridor infrastructure challenges, which directly impact many commuter railroads. The committee also worked to pass an extension of the federal mandate on positive train control, and provided additional flexibility and assistance for commuter rail systems in implementing this important safety improvement.

Under Shuster’s leadership, the committee will continue working to strengthen America’s transportation and infrastructure. Part of that effort will include robust oversight of the Department of Transportation’s implementation of the FAST Act provisions and reforms, and ensuring that public transit continues to enhance mobility in communities large and small across the country.

Special Award for Extraordinary Leadership

JONI EARL

CEO Emeritus, Sound Transit
Seattle, WA

“Joni has been the heart and soul of Sound Transit, and her vision for success and drive to make it a reality was key to transforming mass transportation in the Puget Sound region. Every day, citizens across our region benefit from Joni’s leadership that helped start a truly high-capacity transit system, and her legacy will help Sound Transit continue to grow to serve the needs of the Puget Sound area.”

— U.S. Senator Patty Murray
Washington



JONI EARL

“I’m especially honored and humbled to receive this award. My time at Sound Transit has been wonderful and it’s exciting to be recognized.”

It’s no secret Sound Transit was in trouble when Joni Earl joined the agency in 2000. After gaining voter approval in 1996 to form and build the regional mass transit system, the agency concluded four years later that its initial light rail project was about \$1 billion over budget and three years behind schedule. Federal funding was in peril, media scrutiny was intense, and public opinion tanked.

Enter Joni Earl. As a former deputy county executive, city manager and county budget director, Joni brought a solid background to her initial job as chief operating officer overseeing Sound Transit’s large capital projects and public finances. Within a few months, following a nationwide search, the Sound Transit board unanimously appointed Joni to the agency’s top post despite her having no previous public transit experience. She immediately began righting the ship, implementing a new culture of transparent accountability and dramatically restructuring the way Sound Transit manages major projects through improved cost estimating and project controls.

Sound Transit was transformed as Joni led it from a shaky startup to a nationally recognized leader in public transit. She helped existing staff reach their full potential and welcomed new members to the Sound Transit team while the agency grew from around 200 employees to an agency of more than 700. Under her steady guidance, light rail was launched in 2009 between downtown Seattle and Sea-Tac Airport, the first modern light rail system in the Puget Sound region. In March 2016, a light rail extension from downtown

Seattle to the University of Washington opened and another expansion south of Sea-Tac Airport is scheduled to open in September 2016. Other light rail extensions are underway throughout the agency’s three-county service area. Her tenacity and diplomacy were also key to successful negotiations in Washington, DC, that resulted in federal funding for light rail construction.

“Joni Earl was exactly the right person at the right time for Sound Transit,” said Bob Drewel, former executive director of the Puget Sound Regional Council and Snohomish County executive who served as Sound Transit board chair from 1996 to 1998. “She literally helped change public opinion about Sound Transit as the region builds the mass transit system we so desperately need.”

A Puget Sound native and lifelong resident, Joni believes that growing a strong public transit system is key to competing with other world-class regions. She is always quick to say that Sound Transit’s accomplishments are shared with a dedicated, skilled staff across the agency. Even so, it’s clear who was at the helm. When she retired in April, the annual ridership on Sound Transit trains and buses had increased from 4.6 million boardings when she started to 39 million boardings today and she left the agency on course to continue expanding. In November of 2016, voters in the Puget Sound region will determine the outcome of Sound Transit 3, a \$54 billion transit expansion measure.

Whatever the future holds, it’s clear that Joni’s leadership and influence will forever be a part of Sound Transit.



Outstanding Public Transportation Board Member

An individual serving on the governing board of a public transportation system who has made outstanding contributions to the public transportation industry.

SHIRLEY HARRIS

Board Member, San Mateo County Transit District
San Carlos, CA

“Transportation is about humanity and the people we serve, and Shirley is synonymous with humanity. It has been the hallmark of her transit career. Her commitment to service is deeply held and faith-based. I know I speak for all who have had the privilege of working with Shirley for two decades that we are proud of her and thrilled at the recognition she is receiving from our industry.”

— **Adrienne Tissier**
Member, San Mateo County
Board of Supervisors



SHIRLEY HARRIS

“I am surprised, honored and grateful to receive this recognition for my service in public transit. It is a privilege to have been supported by my fellow board members, the employees at SamTrans and the many colleagues I met through my involvement in APTA. I believe that whenever the opportunity to help someone arises and you have been blessed with something to offer, your divine responsibility is do so lovingly and generously with an open heart.”

Mentor, leader, pioneer, advocate, colleague—for 22 years, Shirley Harris has been the embodiment of the values espoused by the American Public Transportation Association (APTA) and an example of the finest board member qualities in the public transit industry.

Shirley was appointed to the San Mateo County Transit District (SamTrans) Board of Directors in 1994 to represent the public, taxpayers and customers, and she has been reappointed 10 times by her colleagues. She has been board chair three times, most recently in 2014, when she led the successful effort to select a new district general manager/CEO.

Shirley has been an innovator in her professional life, and her experiences have translated into critical policies at the district and influenced the direction and nature of the industry. Over the course of a 30-plus-year career at the phone company, she moved into increasingly important management roles, often serving as the first woman and first African American to achieve these positions. Her focus was human resources, where she pioneered groundbreaking personnel practices such as child care services, telecommuting, understanding and embracing the Family and Medical Leave Act of 1993, and employee educational and professional development. With this background, Shirley was a critical leader on the board in advocating for these new steps in employee development and is widely known throughout the district as an advocate for the employees. She has served on board

ad hoc committees addressing compensation reform, job grading and classifications, and benefits practices.

As a SamTrans board member and an active APTA leader, Shirley has been a forceful advocate for the underserved, reflecting her community activism, and she has worked to ensure that critical services for the most transit-dependent be protected from budget cuts and that fairness and equity prevail in the assignment of resources.

Shirley has been a mentor and leader within APTA and among her board member colleagues. In 2001, she was elected by the APTA Transit Board Members Committee as the executive council regional representative for Region 6. She has remained in that role for 15 years and, characteristically, moved swiftly into roles of greater responsibility and impact. She has been a sustaining member of the APTA Transit Board Members Committee. She joined the Leadership APTA Committee as chair in 2002 and was instrumental in its revival and growth as a center for APTA's workforce development activities. She served this committee for 12 years, and was honored by her colleagues with an emeritus membership. She served on a governance task force that examined and made recommendations on how officers are selected for the association, and she was instrumental in the emergence of the Transit Board Members Committee as a platform for interaction and collaboration and as a source for advocacy and support.



Outstanding Public Transportation Board Member

An individual serving on the governing board of a public transportation system who has made outstanding contributions to the public transportation industry.

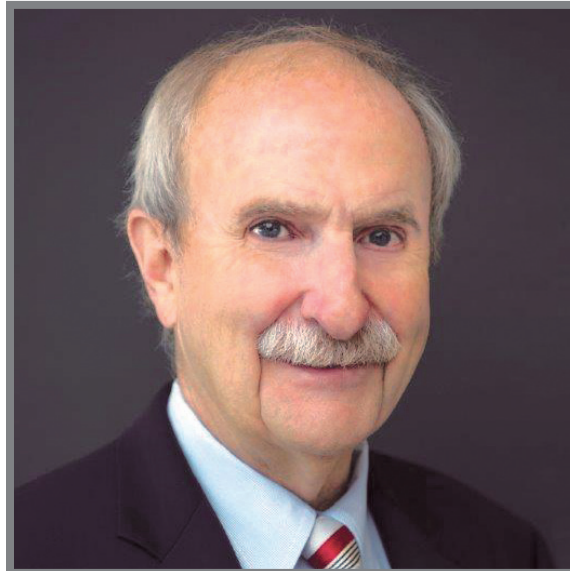


THOMAS NOLAN

Chair, San Francisco Municipal Transportation Agency
San Francisco, CA

“Over his decades of service, Tom Nolan’s stamp of leadership has been imprinted on almost every single transit project in San Francisco and the Bay Area. His public service has ensured that all people and communities can safely, efficiently and affordably be transported from work, school and home while protecting our planet and eliminating congestion on Bay Area roads. Tom Nolan’s selection as APTA’s 2016 Outstanding Public Transportation Board Member will bring luster to this award.”

— U.S. Rep. Nancy Pelosi
California (12th District)



THOMAS NOLAN

“Near the conclusion of my over 30-year tenure as a board member/commissioner on four different transportation agencies in the SF Bay Area, I am truly thrilled to receive this award from my national colleagues at APTA. I am proud of my service in this most important aspect of our common life and the award will always be a treasured capstone of that time for me. Thank you to my distinguished colleagues and friends at APTA and, most of all, to my colleagues and friends here at home.”

It takes someone special to navigate the San Francisco Bay Area’s fractious transportation politics and produce results. Tom Nolan is just that kind of person.

He has played significant roles in some of the most ambitious transportation projects in the region including the Bay Area Rapid Transit (BART) extension to San Francisco International Airport (SFO) and building the first new subway in San Francisco since the 1970s.

Tom has contributed decades of service on various transportation boards throughout the Bay Area. He is former president of the San Mateo County Board of Supervisors, president of the San Mateo County Transit District and the founding chairman of the Peninsula Corridor Joint Powers Board. He also served on the Metropolitan Transportation Commission and was co-chairman of a successful measure to dedicate a half cent sales tax to transportation.

As a regional transportation leader, Tom strongly advocated for extension of the BART rapid rail system into San Mateo County and ultimately its connection to the SFO. Similarly, he led the charge to acquire the 52-mile Southern Pacific rail corridor connecting the city and county of San Francisco and the city of San Jose, a \$200 million land acquisition that took more than three years to conclude.

As Chairman of the San Francisco Municipal Transportation Agency’s (SFMTA) Board since 2010, Tom was first appointed in 2006 by then-Mayor Gavin Newsom and reappointed by Mayor Ed Lee. As chairman, he leads one of America’s most comprehensive and diverse transportation agencies.

At the SFMTA, Tom advocated for the Central Subway, a 1.7-mile light rail extension providing an important north-south transit link. He promoted fulfilling San Francisco’s landmark 1973 ‘Transit First’ Policy by developing infrastructure that supports the use of public transit, walking, and bicycling to balance car trips. This steady focus enabled the city to reach its mode-share goal of 50 percent non-auto trips three years earlier than expected and ensured the SFMTA achieved its aggressive climate emission goals.

Tom also oversaw the most expansive review of the Muni transit network in 30 years. The resulting “Muni Forward” program delivered a 10 percent service increase and capital improvements that give public transit priority on the street, benefiting about 70 percent of Muni riders.

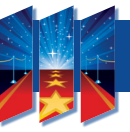
Tom provided leadership for the SFMTA’s significant progress including implementation of groundbreaking programs like Free Muni for low- to moderate-income youth; seniors and people with disabilities; all door boarding; and the replacement of the entire bus fleet and light rail fleet currently underway. Under his leadership, the SFMTA secured funding for a \$500 million general obligation bond that was overwhelmingly approved by 72.6 percent of voters in 2015 and was reaffirmed with an “AA” credit rating, the highest rating of a public transit agency in the country.

Tom has long been active with APTA and serves on APTA’s Board of Directors. His decades of service and myriad of contributions to furthering public transportation in the Bay Area are noteworthy and will continue to have a positive impact for decades to come.



Outstanding Public Transportation Business Member

An APTA public transportation business member who has made outstanding contributions to the public transportation industry.



MICHAEL I. SCHNEIDER

Senior Vice President and Director of Professional Services, HDR, Inc.
Irvine, CA

“Mike Schneider’s list of accomplishments within the transit industry is second to none. There are few people in the field who have contributed more to bringing innovation and imagination to the development, funding and implementation of public transportation systems and services throughout the United States and worldwide. His leadership has been hugely significant in making public transportation a successful enterprise.”

— Phillip Washington
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



MICHAEL I. SCHNEIDER

“I am honored to receive the Business Member Award from APTA, and I sincerely appreciate the recognition from my peers in the industry. Public transportation plays a critical role in our society, and I reflect with pride that we in the transit field serve the public in ways that make our communities flourish and our citizens thrive.”

Michael Schneider has enjoyed a 40-year career of technical innovation, business management, project development, and industry leadership in the fields of public transportation, infrastructure development, and project finance.

Mike began his career with the Los Angeles Department of Transportation and then moved to the business sector, where he served in a variety of roles with Parsons Brinckerhoff (PB), InfraConsult, and currently with HDR. His professional career has spanned urban and intercity transit and rail, highway and toll road development, innovative financing programs, public-private partnerships, and strategic planning for infrastructure investment.

Mike has been involved with APTA since the 1980s. He has been a member of the APTA Board of Directors for many years, and is immediate past chair of the Committee on Public-Private Partnerships. He has been a force within APTA in leading initiatives in public transit funding and financing, and has served on numerous committees and task forces and encouraged his colleagues and peers to become involved in APTA and in industry initiatives.

During his 30-year tenure with PB, Mike founded and directed PB’s Strategic Consulting Practice, which continues today to provide project advisory services for numerous projects around the world. While at PB, he served as executive vice president and a senior member of the board of directors, leading the firm’s activities with APTA and the public transit industry throughout the world. After his career with PB,

he co-founded InfraConsult, which in 2012 became a part of the HDR family.

Mike has always focused on project development. His most significant public transit projects include the Utah Transit Authority rail system, Portland Westside LRT, Honolulu’s bus and rail programs, San Diego’s rail extensions, and the highly successful light rail line in Jerusalem, Israel. He has worked in more than 20 countries, authored more than 125 papers and juried publications, and delivered countless lectures and presentations around the world on infrastructure finance, project delivery, and management practices.

Mike has been involved in numerous government/private sector partnership programs since the 1980s as an owner, developer, and advisor, including consultation on the East Side Access Project in New York and advisory services for the \$20+ billion LA Metro Public-Private Partnership Program.

One of the most important aspects of Mike’s career has been his focus on nurturing talented people and emphasizing the importance of diversity in the workplace. He was an early adopter of the WTS mission and, in recognition of his lifelong quest to advance women in transportation, he was recently elected as the first male member of the WTS International Board of Directors.

Currently senior vice president and director of professional services for HDR, Mike focuses on directing the firm’s global activity in technical leadership across HDR’s array of professional practices. He also serves as project director or lead advisor for public transit, highway, and other infrastructure engagements around the world.

Outstanding Public Transportation Manager

An APTA public transportation manager who has made outstanding contributions to the public transportation industry.



GARY C. THOMAS

President/Executive Director, Dallas Area Rapid Transit
Dallas, TX

“Mr. Thomas’ contributions have helped North Texas become a national model for regional transportation collaboration throughout the public transportation industry. My constituents have enjoyed unparalleled transportation service and mobility as a direct result of Mr. Thomas’ work.”

— **U.S. Rep. Eddie Bernice Johnson
Texas (30th District)**



GARY C. THOMAS

“I’m honored to be part of this great industry. In good times and bad, we support each other. We care about each other. This is a great personal honor, but it’s really a recognition of the best team in transit. Thank you for acknowledging the wonderful work they do daily.”

Gary Thomas’ 15-year tenure as President/Executive Director of Dallas Area Rapid Transit has been marked by several signature accomplishments, including doubling the DART Rail system—twice—to 90 miles, converting the bus fleet to compressed natural gas, and consistently delivering massive and highly visible capital projects under budget and ahead of schedule.

These achievements illustrate how the agency fulfills Gary’s vision for public transit in North Texas. He sees DART as the way to change how people get where they want to live, work and play. As he explains it, DART doesn’t just provide transportation, it provides a lifestyle. It’s how North Texas grows.

DART serves 13 cities covering 700 square miles. Annually, North Texans take 92.5 million trips on DART, which includes bus, light rail, commuter rail, paratransit and vanpool programs.

In August 2014, six months early, DART celebrated the opening of the last Orange Line segment to the new DFW Airport Station, connecting the country’s longest light rail system to one of the world’s busiest airports. The rail connection to Dallas/Fort Worth International Airport, one of the region’s major employment centers, provides a convenient and cost-effective way to commute for the nearly 60,000 people who work there.

In fall 2016, DART will open the Blue Line Extension to the University of North Texas at Dallas campus. The new three-mile segment will improve transportation options for college students and residents of southern Dallas, and has the potential to spur economic development in the vicinity.

Innovation and creative problem solving are Gary’s hallmarks. A recent example is DART’s effort to solve the first mile/last mile challenge for transit users by being one of the first public transit systems to partner with rideshare service providers like Uber and Lyft, as well as car-sharing service Zipcar. Customers can schedule cars to begin or finish their trips through DART’s GoPass mobile ticketing app.

Gary also makes it a priority to ensure that public transit is providing what people need in an environmentally responsible way. In 2014, DART began migrating its bus fleet to clean-burning, compressed natural gas.

In April 2015, DART unveiled the city’s first modern streetcar system. Funded in part by \$26 million in federal TIGER grants, the streetcar connects people from Union Station in downtown Dallas to the Methodist Dallas Medical Center in the North Oak Cliff neighborhood. The agency will open an extension of the streetcar line to Dallas’s Bishop Arts District in August.

To continue enhancing connectivity, the agency also is working on a second rail line through downtown Dallas, platform extensions at the oldest rail stations, and an expansion of the streetcar system.

“Every day, hundreds of thousands of people use our system to get to their jobs, the doctor and even a hockey game,” said Thomas. “It’s incredibly fulfilling to be able to look out the window of my second-floor office and see how DART is moving people. They make what we do worthwhile.”

Hall of Fame

This special honor is reserved for individuals who have long and distinguished careers in the industry; who have made extraordinary contributions to public transportation; and who have actively participated in APTA activities.

JOHN B. CATOE, JR.

A distinguished career, leading multiple transportation systems to excellence

“I’ve had the privilege of working directly with John and seeing first hand how he guides and encourages people to achieve far more than what they thought possible. Inducting John Catoe into APTA’s Hall of Fame is a fitting recognition of his many achievements with individuals, organizations and the industry.”

— Carolyn Flowers
former Los Angeles Metro and
Public Transportation Colleague



JOHN B. CATOE, JR.

“I am honored to join APTA’s roster of Hall of Fame members. It memorializes decades of my work with scores of dedicated transit professionals committed to providing quality transportation services throughout the nation.”

For over three decades John B. Catoe, Jr. has contributed greatly to the delivery and enhancement of public transportation offerings throughout the U.S.

John began his career in transportation in 1979 with the Orange County Transportation Authority (OCTA). John’s father was a taxicab driver for 35 years and believed strongly in providing quality service. When the opportunity to work in public transit arose, this example from his father, and the desire to make a real difference, fostered John’s passion for public transportation.

As OCTA’s Director of Transit Services, John developed service policy and led service planning and development. This included the oversight of construction and startup of the Metrolink Commuter rail service in Orange County. Under John’s leadership, OCTA reduced the transit division administrative staff by more than 20 percent without any reduction or degradation of service.

From 1996-2001, John served as the Director for the City of Santa Monica’s Big Blue Bus, expanding services by 40 percent and improved ridership by 36 percent. With John at the helm, the agency received the Los Angeles County Transportation Commission’s Metro Award for Efficiency, APTA’s Outstanding Safety Award, and two Outstanding Achievement Awards.

John served as the Deputy Chief Executive Officer for the Los Angeles County Metropolitan Transportation Authority (Metro) from 2001-2007. Metro’s operating costs tracked lower than the consumer price index for the first time in two decades. He launched new Metro services, including 23 special rapid

bus lines, and extended rush hour operations for a continuous 17 hours. John also worked with five Los Angeles County Government Councils to restructure bus operations into service sectors, thus better serving local communities while containing operating costs. He founded Metro Connections, a strategic plan to restructure routes to reach underserved areas, and piloted the Gold Line, a light rail service connecting Pasadena to East Los Angeles. This new rail line served popular destinations and improved Metro’s visibility.

John served as the general manager for Washington Metropolitan Area Transit Authority (WMATA) from 2007 through 2010, overseeing a \$2 billion budget and more than ten thousand employees. During his tenure, he developed plans and secured funding for capital improvements to infrastructure, while reducing administrative costs. Named Outstanding Public Transportation Manager in 2009 by the American Public Transportation Association (APTA), John made national headlines for orchestrating and executing safe, efficient, and reliable public transportation offerings to and from the 56th presidential inauguration events.

John has remained tireless in his efforts to raise transit awareness, secure governmental funding, and invest in local communities. Under his leadership, improvements to transportation infrastructures have been realized, transit services now reach more areas and serve greater numbers of passengers, and fiscal responsibility has been restored. Throughout his career, John has championed inclusion, empowered diverse workforces to become our leaders of tomorrow, and aggressively encouraged participation in APTA, serving in leadership positions on several committees.

Hall of Fame

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FRANK THOMAS MARTIN

More than 40 years of industry management, public service, and mentoring

“Frank T. Martin, my mentor and friend, is a study in hard work, diligence, forthrightness, and perseverance. He is fair, a deep thinker and a great organizer of human resources that identifies individuals with potential and empowers them to achieve things they once thought unattainable. The city of Birmingham and Jefferson County owe a debt of gratitude to Frank T. Martin, as do I.”

— **Donald E. Blankenship,**
Circuit Judge
Tenth Judicial Circuit of Alabama
Jefferson County, Alabama



FRANK THOMAS MARTIN

“I am honored and humbled to be inducted into the APTA Hall of Fame. Public transportation is such a vital part of our national transportation system while often unappreciated, underfunded and overlooked. I am proud to say that I have mentored numerous transportation professionals over the last 40 years. It has been an honor to work from coast to coast with community and business leaders, as well as elected officials, to improve the quality of public transportation. Transit Means Business.”

Frank Martin’s interest in public transportation started as a graduate student at Fisk University working on a Master’s Degree in Urban and Regional Planning. His master’s thesis focused on the impact of the Interstate 40 Highway System on the bus routes operating in his hometown community of North Nashville.

He watched the decimation of a strong and vibrant black business community and wondered how could this happen. Frank questioned the “planning” that triggered the end results. As a result of this humble beginning, little did he know that it would lead to a rewarding career in public transportation. In a 40-year timespan, Frank’s career would take him from planning to operations, and to executive management. His career took him from coast to coast including Gainesville (FL), Richmond (VA), Birmingham (AL), New Orleans (LA), Miami (FL), San Jose (CA), Tallahassee (FL), and Orlando (FL). Former Miami-Dade Commission Chairman Dennis C. Moss stated recently, “We held Frank in high esteem and we still do.”

A cornerstone in Frank’s professional development was the rebuilding of the Birmingham-Jefferson County Transit Authority (BJCTA). After a three-month shutdown, Frank restored the public confidence in the system. He did this by developing a new route structure, a new marketing plan with actor Don Adams using the tagline “Get Smart Ride MAX,” a new logo Metro Area Express (MAX), ordered new buses, conducted the first ever county-wide market search study of riders and non-riders, negotiated the first three-year labor contract for operator and maintenance workers, and most importantly, developed public trust by operating with a transparent management philosophy.

Along the way, Frank was mentored by Bobby Griffin and Dean Bell and two Hall of Famers, Henry Church and Peter Cipolla. As a result of their informal mentorships, Frank mentored more than a dozen professionals, empowering them to excel in transportation and non-transportation careers.

In 2004, Frank transitioned from the public sector to the private sector to become a Business Sector Manager/Senior Vice President for Transit and Rail for Atkins North America. Under his leadership, he positioned the firm to become a national competitor in the transit and rail market. It was Frank’s reputation in the industry that propelled his career to become one of the industry’s trusted advisors and a preeminent business development strategist.

Over Frank’s career he was active in APTA activities serving on the Board of Directors, APTF, and BMBG. He was the catalyst as the Founder of the APTA International Rail Rodeo which hosted the first Rodeo in Miami in 1993. He continued to serve as its Chair for eight years. Frank made an indelible footprint by creating a medium for rail operators and maintainers to showcase their safety, preparedness, and readiness skills in a competitive environment.

Frank coined the phrase in his early years of public service of “Paying Civic Rent.” His coined phrase meant participating actively in community-based organizations to become a part of the fabric of the community in which he served. There’s no doubt about it, Frank certainly paid his civic rent in the public transportation industry.

Hall of Fame

This special honor is reserved for individuals who have long and distinguished careers in the industry; who have made extraordinary contributions to public transportation; and who have actively participated in APTA activities.

MICHAEL SCANLON

Nearly 50 years of leadership and influence in the industry

“Mike Scanlon represents all the best things about our industry. He’s a person of integrity, and he leads his teams and colleagues by example. He loves the communities he serves and the residents of those communities love him back.”

— Gary Thomas, President/
Executive Director
Dallas Area Rapid Transit



MICHAEL SCANLON

“I am honored and humbled by this recognition, which reflects the talented, committed and caring individuals I have worked with and learned from in nearly 50 years in transit. Early in my career, veterans of the industry mentored me, and taught me to understand our industry. Later, young colleagues inspired me to think in new ways about what our industry could be. I accept this honor on behalf of everyone I’ve worked with. Each deserves a piece of this award.”

From the mail room to the CEO’s office, the career path of Mike Scanlon speaks volumes about his individual talents, his personal drive and his charismatic leadership, but also embodies the most positive elements of the transportation industry—its openness to innovation and change, its distinctive availability of opportunity, its collegiality at every level and its intertwining with the communities we serve.

On March 28, 2015, Mike Scanlon retired—48 years to the day he began his career in the public transit industry as a mail boy for Port Authority Transit (PAT) in Pittsburgh, Pennsylvania.

During 26 years at PAT, Mike was promoted to positions of increasing responsibility, a career track that steeped him in nearly every critical aspect of the nation’s 12th largest public transit agency. In the late 1970s and early 1980s at PAT, he was a key member of a team that conceived, funded, constructed, and managed in excess of \$750 million in new rail facilities including a new downtown subway and two new busways that were models for the industry.

From 1993-1999, as director of Broward County Transit in Florida, Mike transformed a problem-plagued paratransit system from near-collapse to a premier, customer-focused service and winner of the 1998 Outstanding Achievement Award as APTA’s best paratransit system.

In 1999, Mike was named general manager of the San Mateo County Transit District, a position that includes general manager of SamTrans, and executive director of Caltrain and the San Mateo County Transportation Authority.

He presided over the construction and implementation of the Caltrain Baby Bullet express service that has led to historic increases in ridership and revenues.

Mike began the modernization and electrification of the 150-year-old Caltrain commuter rail service, a \$2 billion project that includes electrification, new electric rail vehicles and a new signal system that also meets the federal mandate for Positive Train Control.

He developed, promoted and mentored an executive management team that included a majority of women and more than one-third ethnic minorities.

He singlehandedly conceived and launched the Grand Boulevard Initiative, a multi-disciplinary effort to achieve unity of development, including transit-oriented development, on the region’s historic transit corridor, the El Camino Real.

Mike has been a member of the APTA Board of Directors for more than 15 years and there is virtually no APTA initiative or activity that proceeded without leadership and influence from him. Everyone knows Mike and to walk through an APTA conference with him is like walking down Main Street with the town mayor.

Throughout his career, Mike has been a drum major for his industry and for APTA, promoting the influence of the association within and without the transportation business and advancing cooperation, collegiality, inter-agency partnerships, and the unique place our industry holds in the lives of the people and communities we serve.

Hall of Fame

This special honor is reserved for individuals who have long and distinguished careers in the industry; who have made extraordinary contributions to public transportation; and who have actively participated in APTA activities.

WILLIAM L. VOLK

44 years of dedication and service to the industry

“Bill’s innovative accomplishments have been ongoing throughout his career. His vision for the future was often ahead of his peers, especially in the areas of full accessibility for the disabled, and unlimited access for University of Illinois students. Bill was always my first call when I was thinking through the issues that downstate transit providers were facing. His knowledge and understanding were always a great resource for me and my staff.”

— **U.S. Senator Richard Durbin**
Illinois



WILLIAM L. VOLK

“In the early ’70s, transit was not a field people were clamoring to enter. Valuable mentors and minimal experience made me marketable enough to lead a transit system at the age of 25. Positive outcomes, a board not averse to risk taking, and talented employees resulted in a 40+ year tenure without a promotion. This recognition is an affirmation of the value of public service and a legacy that I feel fortunate to be able to share with my family.”

Across the U.S., no public transit manager has had a longer tenure at one agency and few have had a larger impact than Bill Volk. As managing director of the Champaign-Urbana Mass Transit District (MTD) from 1974 to 2014, he redefined public transit locally and his innovations impacted cities nationwide.

Bill graduated from Indiana University and worked for Ed Colby at the Campus Bus System while studying under Dr. George Smerk. After two years in Fort Wayne, IN, Bill accepted the managing director position at MTD and inherited a public transit system in turmoil—he was the third manager in the three years since its creation. The system had just 13 buses with ridership of 555,000. Ridership would top 13 million with 102 buses by the time he retired.

Bill organized the first meeting of the Illinois Public Transportation Association (IPTA) in 1975, was its first president, and was involved in every piece of legislation affecting Downstate Illinois during his tenure. In 2013, he was honored with IPTA’s first lifetime achievement award—named in his honor.

In 1977, he led the successful campaign to increase MTD’s tax rate with a promise of new services and full accessibility for those with disabilities. With the added revenue, service doubled and Sunday and evening service were reintroduced. Full accessibility to those with disabilities was achieved in 1983, and MTD was the first system in the U.S. to specify low-floor buses. The opening of Illinois Terminal was a major development in downtown Champaign and helped

herald a renaissance with infill development, employment and residential growth, and new construction.

Perhaps no idea of Bill’s has been copied as much as unlimited access. In 1989, the University of Illinois approved a transportation fee that would fund unlimited access to students, faculty, and staff. Scores of communities, of all sizes, across the country have adopted similar programs.

Bill researched and authored the initial concept for the Small Transit Intensive Cities tier. His efforts led the FTA to study the issue and conclude the concept was valid. APTA then supported the provision until it became law. It is arguably the most important federal legislation that has ever been enacted for small transit systems.

As Bill personally benefited from a summer internship at Fort Wayne Public Transportation Corporation under Tom Black, he carried on the practice at MTD. Former interns have gone on to positions in the transportation industry for diverse organizations across the country.

MTD twice received APTA’s Outstanding Achievement Award. Bill served as APTA vice president-marketing and, as a result of his efforts to initially establish funding in the APTA budget for marketing public transit, he received the 1991 Jesse Haugh Award. Bill was a longtime elected member of the Small Operations Committee and also served on the Executive Committee as vice chair-small operations and as chair of the Legislative Committee.

Over his 44-year career, Bill contributed greatly to his community, his state, and the public transit industry.

Hall of Fame

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ALAN C. WULKAN

More than 43 years of leadership and comprehensive experience in the industry

“It’s hard to imagine a person more deserving of the honor of being in the APTA Hall of Fame. I have observed Alan for over a quarter century in a variety of leadership roles with public transportation. He is a person of vision. As we enter a period of unprecedented growth and challenges in terms of environment, housing costs, congestion, new transportation technologies, and struggles with legacy problems, APTA and America are better positioned to make progress because of Alan’s many contributions.”

— **U.S. Rep. Earl Blumenauer
Oregon (3rd District)**



ALAN C. WULKAN

“It is a wonderful honor being elected to the APTA Hall of Fame. Thank you to all in the industry who helped make this happen. Joining the past inductees and those being inducted this year is very special to me and words cannot express my appreciation for this recognition.”

Alan Wulkan has more than 43 years of public transportation experience, with a unique combination of experience including CEO of his own firm, a partner in a small consulting firm, Senior Vice President in one of the largest engineering firms in the world, and CEO of a public transit agency.

Throughout his career Alan has not hesitated to take on difficult challenges and provide the leadership needed for success. The mayor of Miami-Dade County declared June 12, 1984, as Alan Wulkan Day in recognition of the leadership he provided in the development of the county’s public transit system. His leadership in Austin led to the passage of the sales tax in 1985, with 60 percent of the vote, to create Capital Metro. His respect within the public transit industry helped Parsons Brinckerhoff grow into the leading transit consultant firm in the nation.

Alan brought his effective leadership skills to APTA in the many positions he has held, both elected and appointed. These positions have included three elected terms and seven years on the APTA Executive Committee, more than 15 years on the APTA Board of Directors, vice chair of the APTA Legislative Committee, co-chair of two Reauthorization Task Forces, co-chair of the PT² Committee, chair of the Business Member Board of Governors (BMBG), and American Public Transportation Foundation (APTF) Board Member.

Alan was a founding member of the Center for Transportation Excellence, taking his local experience in helping more than

10 communities pass public transit sales taxes and sharing those successes with others across the nation.

Alan received the 1999 APTA Business Member Outstanding Transportation Award. In 2011, Alan spearheaded a task force of APTA Business Members to support APTA’s efforts at the New Orleans Annual Meeting and EXPO to rebuild homes damaged by Hurricane Katrina. Working with the St. Bernard Project, more than 100 business members helped rebuild 10 homes in New Orleans during the EXPO. The BMBG also contributed \$5,000 to the St. Bernard Project.

Alan is a founding member of the Phoenix COMTO Chapter. Twice Alan was elected president of the Phoenix WTS Chapter and he was awarded the first-ever Trail Blazer Award by the chapter in 2016.

Alan has actively supported the APTF. He is the largest individual donor to the foundation and in 2013 established the BMBG/Janie Wulkan Memorial Scholarship, awarded each year to a young woman studying to be a public transit professional.

As Alan’s longtime colleague and business partner Mike Schneider said, “I believe that Alan embodies the attributes for which the APTA Hall of Fame was created. He has served the industry for more than 40 years in a wide range of roles and positions, and his contributions to the industry—and to those of us in it—cannot be overstated. Alan has ascended to a pinnacle in our industry to which many aspire, and he’s done so with a uniquely branded blend of professionalism, presence, persistence, and personality.”

APTA 2016 Awards Committee

Paul P. Skoutelas Chair

Senior Vice President, Market Leader
and Director, Transit and Rail
WSP | Parsons Brinckerhoff
Pittsburgh, PA

Lester W. Bryant Board Secretary

VIA Metropolitan Transit
San Antonio, TX

Grace Crunican General Manager

San Francisco Bay Area Rapid Transit District
Oakland, CA

Shirley A. DeLibero Retired/Past APTA Chair

Milton, MA

Kim R. Green

Executive Director of Business Development
GENFARE
Elk Grove Village, IL

Ronald J. Kilcoyne Principal

Nelson\Nygaard Consulting Associates, Inc.
San Francisco, CA

Lolalisa DeCarlo King, AIA President

Architect for Life—A Professional Corporation
Houston, TX

Jeanne Krieg

Chief Executive Officer
Eastern Contra Costa Transit Authority
Antioch, CA

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Birmingham-Jefferson County Transit Authority
Birmingham, AL

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Chief Executive Officer
Des Moines Area Regional Transit Authority
Des Moines, IA

Janet S. Rogers Vice President

Stacy and Witbeck, Inc.
Alameda, CA

Beverly S. Silas Board Vice Chair

Capital Metropolitan Transportation Authority
Austin, TX

Lauren Skiver

CEO/General Manager
SunLine Transit Agency
Thousand Palms, CA

Jonnie L. Thomas, P.E.

Chief Executive Officer
Triunity Engineering & Management, Inc.
Denver, CO

Matthew O. Tucker

Executive Director
North County Transit District
Oceanside, CA

APTA Award Winners 1983–2015

MEMBERS OF THE APTA HALL OF FAME

Joe Alexander
John Baine
Leonard W. Bardsley
Wilbur P. Barnes
George E. Benson
Keith Bernard
Lloyd G. Berney
Peter Bigwood
Alan L. Bingham
Robert M. (Bob) Brown
Robert C. Buchanan
Fred B. Burke
S.A. (Syl) Caria
James A. Caywood
Hector Chaput
Henry C. Church
Peter M. Cipolla
Edgar A. Claffey
George J. Clark
Carmack Cochran
Robert M. Coultas
Leo J. Cusick
Lawrence D. Dahms
John A. Dash
Jan den Oudsten
Robert G. Decker
Shirley A. DeLibero
Henry R. DeTournay
Rod Diridon, Sr.
James W. Donaghy
Georges G. Donato

Walter S. Douglas
Wilfred E.P. Duncan
John A. Dyer
Albert Engelken
William F. Farrell
E. Roy Fitzgerald
H. Welton Flynn
Bernard J. Ford
Warren H. Frank
Louis J. Gambaccini
Joseph V. Garvey
Stanley H. Gates, Jr.
David Q. Gaul
Miriam Gholikely
Dominic J. Giacoma
Peter J. Giacoma
George Gibbs
John Joseph Gilhooley
Jack R. Gilstrap
Jackson Graham
Kenneth M. Gregor
David L. Gunn
David G. Hammond
Gerald T. Haugh
Jesse L. Haugh
Louis L. (Larry) Heil
George W. Heinle
Elonzo (Lonnie) W. Hill
F. Norman Hill
Harold R. Hirsch
John F. Hoban

William B. Hurd
John F. (Jack) Hutchison
Donald C. Hyde
Houston P. Ishmael
P.S. (Red) Jenison
Frederick J. Johnson
Robert B. Johnston
Charles Edward Keiser
Joseph C. Kelly
Alan F. Kiepper
Robert S. Korach
George Krambles
Lucien L'Allier
James L. Lammie
Frank J. Lichtanski
Anthony R. (Tony) Lucchesi
William R. (Bill) Lucius
William A. Luke
James A. Machesney
Reba Malone
Henry M. Mayer
Robert G. MacLennan
Walter J. McCarter
Alton McDonald
Peter J. Meinardi
James R. Mills
William W. Millar
Albert Paul Moniz
Robert Wayne Nelson
Thomas G. Neusom
W.H. Paterson

Milton Pikarsky
Robert Pollock
Jerome (Jerry) C. Premo
Thomas O. Prior
Walter S. Rainsville, Jr.
James Reading
Dan Reichard, Jr.
David Ringo
William J. Ronan
Leonard Ronis
Daniel T. Scannell
Herbert J. Scheuer
Victor Sharman
Bernard Shatzkin
Carlton Sickles
John Duncan Simpson
Richard J. Simonetta
Robert Sloan
Roger Snoble
Virendra K. (Vic) Sood
Frank Julian Sprague
Alan Sterland
Edward R. Stokel
B.R. Stokes
Harley L. Swift
Erland A. Tillman
Ronald J. Tober
Carmen E. Turner
Kenneth S. Voigt
H. Donald White
Harvel W. Williams

OUTSTANDING PUBLIC TRANSPORTATION MANAGER

(FORMERLY THE JESSE L. HAUGH AWARD)

1983	Warren H. Frank
1984	Louis B. Olsen
1985	Alan F. Kiepper
1986	Harold C. Jenkins
1987	William W. Millar
1988	David L. Gunn
1989	Carmen E. Turner
1990	James E. Cowen
1991	William L. Volk
1992	Chester E. Colby
1993	Kenneth M. Gregor
1994	Allan Leach
1995	Gerald T. Haugh
1996	Shirley A. DeLiberio
1997	Richard J. Simonetta
1998	Roger P. Snoble
1999	Paul A. Toliver
2000	Richard F. Davis
2001	John P. Bartosiewicz
2002	Lawrence G. Reuter
2003	Sandra L. Draggoo
2004	Thomas P. Kujawa
2005	Ronald J. Tober
2006	Clarence (Cal) W. Marsella
2007	J. Barry Barker
2008	Joe Calabrese
2009	John B. Catoe, Jr.
2010	Hugh A. Mose
2011	Stephanie Negriff
2012	Laurence W. Jackson
2013	Phillip A. Washington
2014	Paul C. Jablonski
2015	Keith T. Parker

LIFETIME ACHIEVEMENT

1997	Rosa Parks
2000	Mortimer Downey
2006	Norman Y. Mineta

LIFETIME OF ACADEMIC DISTINCTION

2014	Dr. George M. Smerk, Jr. Dr. Vukan R. Vuchic
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OUTSTANDING PUBLIC TRANSPORTATION BUSINESS MEMBER

1989	James A. Machesney
1990	Claude G. Robinson
1991	Mark J. Obert
1992	Richard J. Bouchard, Jr.
1993	David L. Turney
1994	Robert Graham
1995	Dan M. Reichard, Jr.
1996	B.J. (Bill) Chaddock
1997	Bernard J. Ford, Sr.
1998	Brian Macleod
1999	Alan C. Wulkan
2000	Del D. Komejan
2001	Stephanie L. Pinson
2002	Frank Di Giacomo
2003	Gary E. Griggs William H. McCloud
2004	Robert Brownstein
2005	William (Bill) Lochte
2007	Kim R. Green
2008	Jerome (Jerry) C. Premo
2009	Delon Hampton
2010	James G. Srygley
2011	Sharon Greene
2012	Clifford (Cliff) Henke
2013	Charles R. Wochele
2014	Raul V. Bravo
2015	Angela Iannuzziello

OUTSTANDING PUBLIC TRANSPORTATION BOARD MEMBER

2001	George H. Ivey, Jr. Jesse Oliver
2002	H. Welton Flynn
2003	James S. Barbour
2004	Mary K. Blue Leon L. Williams
2005	Huelon Harrison
2006	George F. Dixon, III
2007	F. Charles Emery
2008	Al French
2009	Gregory J. Nickels David M. Stackrow
2010	Flora M. Castillo
2011	Crystal Fortune Lyons
2012	Gregory A. (Greg) Evans, M.Ed. Lee Kemp
2013	Randall D. Chrisman
2014	Pasquale T. Deon, Sr.
2015	John C. Spychalski

DISTINGUISHED SERVICE

1983	Dan Rostenkowski
1984	Alfonse M. D'Amato
1985	Ernest N. (Dutch) Morial
1986	Mark Andrews
1987	Glenn M. Anderson (NATIONAL) Thomas H. Kean (STATE)
1988	Bud Shuster (NATIONAL) Gerald Lee Baliles (STATE)
1989	William Lehman (NATIONAL) Isadore E. Lourie (STATE) James R. Mills (LOCAL)
1990	Robert R. Kiley (NATIONAL) Anthony W. Hall (STATE) George M. Smerk (LOCAL)
1991	Robert Roe (NATIONAL) Gerald H. Johnston (STATE/PROVINCE) Joseph Alexander (LOCAL)
1992	Brian W. Clymer (NATIONAL) William Donald Schaefer (STATE) Robert E. Ellis (LOCAL)

1993	Norman Y. Mineta (NATIONAL)
1994	Frank R. Lautenberg (NATIONAL) James J. Kerasiotes (STATE) Jacob V. Stuart (LOCAL)
1995	Mark Hatfield (NATIONAL) Henry L. Peyrebrune (STATE/PROVINCE) John Dockendorf (STATE) Rod Diridon (LOCAL)
1996	Frank Wolf (NATIONAL) Earl Blumenauer (LOCAL) Frankee Hellinger (LOCAL)
1997	Bud Shuster (NATIONAL) Tom Green (LOCAL) Dr. Carlos I. Pesquera (TERRITORY)
1998	Alfonse M. D'Amato (NATIONAL) Daniel T. Scannell (STATE) Richard S. Kelly (LOCAL)
1999	Paul S. Sarbanes (NATIONAL) Roy E. Barnes (STATE) Glenda E. Hood (LOCAL)
2000	James L. Oberstar (NATIONAL) Anne P. Canby (STATE)
2001	Thomas Petri (NATIONAL) Parris N. Glendening (STATE) Lee P. Brown (LOCAL)
2002	Robert F. Bennett (NATIONAL) Robert A. Borski (NATIONAL) Jeff Morales (STATE)
2003	Richard C. Shelby (NATIONAL) Don Young (NATIONAL) Robert J. Grow (LOCAL)
2004	Earl Blumenauer (NATIONAL) Doug Stoner (LOCAL)
2005	Bob Huff (LOCAL)
2006	Gerald E. (Gerry) Connolly (LOCAL)
2007	Lane Beattie (LOCAL)
2008	Julie Hamos (LOCAL)
2010	Mufi F. Hannemann (LOCAL)
2011	Cameron Beach (LOCAL)
2012	Anthony R. Villaraigosa (LOCAL)
2013	Daniel K. Inouye (STATE)
2014	Barbara Boxer (NATIONAL) Tom Petri (NATIONAL) Ed Pastor (LOCAL)
2015	Jeff Morales (STATE)

OUTSTANDING PUBLIC TRANSPORTATION SYSTEMS

1983	Winston-Salem Transit Authority Central New York Regional Transportation Authority Municipality of Metropolitan Seattle New Jersey Transit Corporation
1984	Regional Transportation Commission/CITIFARE Pierce Transit Metropolitan Transit Authority of Harris County
1985	Blacksburg Transit Ann Arbor Transportation Authority Southwest Ohio Regional Transit Authority/Queen City Metro Toronto Transit Commission
1986	Champaign-Urbana Mass Transit District Capital Metropolitan Transportation Authority Utah Transit Authority Ottawa-Carleton Regional Transit Commission
1987	Alexandria Transit Company Santa Monica Municipal Bus Lines Milwaukee County Transit System Washington Metropolitan Area Transit Authority
1988	Beaver County Transit Authority Sun Tran San Mateo County Transit District Tri-County Metropolitan Transportation District of Oregon

1989	Chatham Area Transit Authority Fresno Area Express/FAX Long Beach Public Transit Corporation
1990	St. Cloud Metropolitan Transit Commission Duluth Transit Authority VIA Metropolitan Transit Greater Cleveland Regional Transit Authority
1991	Athens Transit System Capital Area Transportation Authority San Diego Trolley, Inc. Westchester County Department of Transportation/The Bee-line System Municipality of Metropolitan Seattle
1992	City Transit Company, Inc. Santa Monica Municipal Bus Lines Sacramento Regional Transit District Metro-North Commuter Railroad Regional Transportation District
1993	East Volusia Transportation Authority Peninsula Transportation District Commission Foothill Transit New Jersey Transit Corporation
1994	Laredo Municipal Transit System Champaign-Urbana Mass Transit District Oahu Transit Services Bi-State Development Agency

1995	Durham Area Transit Authority OMNITRANS Foothill Transit British Columbia Transit
1996	Boise Urban Stages LYNX-Central Florida Regional Transportation Authority Utah Transit Authority Dallas Area Rapid Transit New Jersey Transit Corporation Southeastern Pennsylvania Transportation Authority
1997	Sarasota County Area Transit Santa Monica Municipal Bus Lines Citizens Area Transit New Jersey Transit Corporation Metra Bi-State Development Agency Washington Metropolitan Area Transit Authority City of Charleston
1998	CityLink-Abilene Transit System Metropolitan Transit Development Board Contract Services LYNX-Central Florida Regional Transportation Authority MTA Metro-North Railroad Port Authority Trans-Hudson Corporation Broward County Division of Mass Transit
1999	Montebello Bus Lines OMNITRANS Milwaukee County Transit System MTA Metro-North Railroad Bi-State Development Agency

2000	Laketran Access Services Santa Monica's Big Blue Bus Oahu Transit Services, Inc.
2001	Redding Area Bus Authority CityBus of Greater Lafayette Centre Area Transportation Authority MTA New York City Transit
2002	River Valley Metro Santa Clarita Transit Utah Transit Authority Port Authority Trans-Hudson Corporation
2003	ART-Arlington Transit Space Coast Area Transit Delaware Transit Corporation Regional Transportation District
2004	SouthWest Metro Transit Knoxville Area Transit Interurban Transit Partnership San Francisco Bay Area Rapid Transit District
2005	Laketran Muncie Indiana Transit System Sun Tran Orange County Transportation Authority
2006	Beaver County Transit Authority Stark Area Regional Transit Authority Central New York Regional Transportation Authority Los Angeles County Metropolitan Transportation Authority

2007	City of Elk Grove, Transit Services St. Cloud Metropolitan Transit Commission Capital Area Transportation Authority Greater Cleveland Regional Transit Authority
2008	Muncie Indiana Transit System GRTC Transit System Regional Transportation District
2009	Greater Lynchburg Transit Authority Intercity Transit San Diego Metropolitan Transit System
2010	Bloomington Public Transportation Corporation Hillsborough Area Regional Transit Authority Société de transport de Montréal
2011	Tompkins Consolidated Area Transit, Inc. Sun Metro Santa Monica's Big Blue Bus
2012	Rock Island County Metropolitan Mass Transit District Metro Transit Southeastern Pennsylvania Transportation Authority
2013	Northern Arizona Intergovernmental Public Transportation Authority Interurban Transit Partnership GO Transit

2014	Eastern Contra Costa Transit Authority Lane Transit District Utah Transit Authority
2015	Connect Transit Metropolitan Transit Authority of Harris County (METRO)

PUBLIC TRANSPORTATION SYSTEM INNOVATION

1983	Metropolitan Atlanta Rapid Transit Authority
1984	Toronto Transit Commission
1985	Municipality of Metropolitan Seattle
1986	Washington Metropolitan Area Transit Authority
1987	Bi-State Development Agency
1988	Chittenden County Transportation Authority
1989	Los Angeles County Transportation Commission
1990	Southern California Rapid Transit District
1991	VIA Metropolitan Transit
1992	New York City Transit Authority
1993	Los Angeles County Metropolitan Transportation Authority
1994	Bi-State Development Agency
1995	Metropolitan Transit Authority of Harris County
1996	MTA New York City Transit
1997	New Jersey Transit Corporation
1998	Ann Arbor Transportation Authority
2000	New Jersey Transit Corporation
2001	Bi-State Development Agency
2002	Chicago Transit Authority
	Illinois Department of Transportation
2003	Metropolitan Transportation Commission

2004 Tri-County Metropolitan
Transportation District of Oregon
Washington Metropolitan Area
Transit Authority
2005 Massachusetts Bay Transportation
Authority
2006 York Region Rapid Transit
Corporation
2007 Greater Bridgeport Transit Authority
Utah Transit Authority
2008 Southwest Ohio Regional Transit
Authority
2009 Utah Transit Authority
2011 Massachusetts Bay Transportation
Authority

2012 Washington Metropolitan Area
Transit Authority
2014 Capital Metropolitan
Transportation Authority
Regional Transportation District

**SPECIAL AWARD
FOR EXTRAORDINARY
LEADERSHIP**

2006 Dwight D. Brashear

**SPECIAL RECOGNITION
FOR EXTRAORDINARY
RECOVERY**

2011 Regional Transit Authority, LA

**OUTSTANDING
BUSINESS EXECUTIVE
OF THE YEAR**

2004 G. Richard Wagoner, Jr.
2006 Carl Guardino
2007 William F. Valentine
2009 Tim Solso

APTA'S CORE VALUES



APTA'S VISION

Be the leading force in advancing public transportation.

APTA'S MISSION

To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing.



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