

Celebrating Excellence in the Public Transportation Industry

2006 Awards Program

October 10, 2006 San Jose, California



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

Welcome to the 2006 APTA Awards Ceremony. This is a day we all look forward to as we acknowledge and honor our industry's commitment to excellence.

Just as we look to the heavens to see celestial brilliance, so can we observe the stellar achievements of this year's award recipients. We are thankful for their contributions and hope their stars continue to shine brightly in the years to come.

Today I ask all of you to join with me and the 2006 Awards Committee to congratulate these award-winning public transportation leaders who have made a positive difference at the local, state, and national levels.

In closing, I also want to personally thank the members of the 2006 Awards Committee and APTA staff for their hard work and participation, not only in the awards deliberations, but throughout the year.

Stephanie Griffin Negriff

Chair, 2006 APTA Awards Committee
and
Director, Santa Monica's Big Blue Bus

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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Special Award for Extraordinary Leadership

“It is fitting that Dwight Brashear receive a national award for his selfless assistance in moving Louisiana citizens to safety in the wake of Hurricane Katrina. Ours was a Louisiana-made solution. Dwight is one of Louisiana’s heroes who helped to move thousands of families out of harm’s way. On behalf of our state and our grateful citizens, I extend my heartfelt congratulations to him.”

Governor Kathleen Blanco
Louisiana



“I am honored, and I accept this award on behalf of the thousands in the transit industry that have given time, energy, finances, and prayers for the evacuation, assistance, and resettlement of the gulf coast following Hurricanes Katrina and Rita. Walt Disney once said, ‘If you can dream it, you can do it.’ Receiving the Special Award for Extraordinary Leadership is clearly a dream fulfilled.”

Dwight D. Brashear

Dwight D. Brashear Chief Executive Officer/General Manager Capital Area Transit System (CATS)

Dwight D. Brashear is being honored for his extraordinary efforts in the aftermath of Hurricane Katrina. In 2004, Dwight joined the Capital Area Transit System (CATS) in Baton Rouge, LA, as its chief executive officer. His passion and vision have made transit a part of the infrastructure, bringing economic development and an improved quality of life to Baton Rouge.

Dwight was tapped by Louisiana Gov. Kathleen Blanco to become the state transportation coordinator for the evacuation of the New Orleans area following Hurricane Katrina in 2005. In this capacity, he managed the use of school buses and other transportation resources from around the country during the emergency.

Dwight kept transit as a first responder and as a key infrastructure component. His staff worked 14-hour days to develop a recovery plan that FEMA and FTA funded with a \$47 million contract on Oct. 1, 2005. This contract award is being described as the largest FEMA hurricane recovery award to a transit property in U.S. history.

The entire New Orleans population of 1.3 million was required to evacuate as 80 percent of the area was covered with between six and 12 feet of water. This evacuation has been described as the largest evacuation ever on U.S. soil. Then U.S. Secretary of Transportation Norman Y. Mineta said on a Jan. 27, 2006, trip to Baton Rouge, "Hurricane Katrina has asked much of public services and of the transit community. And you have risen to the challenge."

Dwight was later called to Washington, D.C., where he testified before both the U.S. House of Representatives and the U.S. Senate. It was during these hearings that Dwight stated: "I am a witness to the resolve, resourcefulness, and the commitment of people extending a hand and opening their hearts to the millions of hurting, displaced families, many that have lost everything, everything! I say to you today, we must continue to meet the short-term emergency needs, and we must commit ourselves to the long-term rebuilding and resettlement needs of our fellow sisters and brothers."

William "Bill" Deville, executive director for capital recovery with the New Orleans Regional Transit Authority, knows Dwight as a colleague, a friend, and a good Samaritan. By nominating Brashear for this award, he sums up Dwight's top leadership and character this way: "Dwight is a man of immense compassion, a consummate professional, a committed mass transit advocate, and a person that I am gifted to call my friend. I am testament and witness to the APTA core values that have resonated through Dwight's actions in dealing with the aftermath of Hurricanes Katrina and Rita. He has been a bedrock of hope, change, endless possibilities, and opportunities for the New Orleans Regional Transit Authority and the entire Gulf Coast this past year."

It shouldn't be a surprise to anyone that Dwight is also a graduate of the Leadership APTA Class of 2000.

Innovation

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

“I am honored Viva has been selected for the APTA Innovation Award. Innovation has been a hallmark of Viva. Whether it is on-board wireless Internet access, more comfortable seats, or real-time information displays, Viva has been breaking new ground in transit.”

Bill Fisch
York Regional Chairman



“Viva is about giving riders a transit experience like no other. This award is recognition that, by breaking the transit mold and doing things differently, you can accomplish great things.”

Mary-Frances Turner
Vice President
York Region Rapid Transit Corporation

York Region Rapid Transit Corporation Viva Rapid Transit Richmond Hill, Ontario

Viva, the first Bus Rapid Transit (BRT) system of its kind in the Greater Toronto Area, was launched in September 2005 through an innovative public-private partnership. Seven months later, total transit boardings along the Yonge Street corridor for May 2006 were 37 percent ahead of the previous year.

Not only did Viva break ridership records; it accomplished its launch in less than three years, or about half the time it would normally take to implement a similar project in North America. Additionally, it was on budget!

Needing to find a way to attract some of the best and brightest in the world to speed implementation of the BRT network, York Region entered into the first public-private partnership of its kind in Canada for a major transportation infrastructure program. The partnership with York Consortium includes seven private sector firms with extensive international experience in transit design, architecture, construction, and operations. Public sector responsibilities include establishing fare policies and service levels; ownership of all assets; and control of revenues and funding. Private sector responsibilities include providing professional staffing and procurement support; assuming risk on all approved budgets and schedules; and assisting York Region in its funding and financing requirements.

The design of the new Viva vehicles is clearly part of the system's success. In fact, Viva's fully accessible rapid transit vehicles are the first of their kind in Canada. The low-emission buses feature air-ride suspension, custom design features like high-back seats, large windows, tables, WiFi, and on-board television. Multiple wide doors, low floors, and spacious interiors help to speed passenger boarding and alighting. In addition, extendable ramps and wheelchair anchors make Viva an option for passengers with mobility challenges.

Electronic passenger communication systems keep customers informed about the status of the vehicles. Complementing peak period frequencies of five minutes or less are real-time electronic displays showing passengers when the next vehicles are due to arrive. The vehicles operate with computer-aided dispatch, GPS, digital voice and data communications, and other Intelligent Transportation Systems applications.

To keep passengers moving through congested intersections, Viva uses queue jump lanes and transit signal priority. A prepaid, proof-of-payment fare system reduces dwell times at stops by allowing passengers to board at all doors.

One of the largest challenges for the project was to convey multiple messages to diverse stakeholders. Innovative marketing initiatives, with considerable public input, have portrayed Viva as unique, fun, and appealing. For example, an award-winning web site promotes Viva with contests and interactive modules.

Viva is also serving as a catalyst for transit-oriented development and the creation of new "transit villages" across York Region. New development covering millions of square feet is already underway along the transit corridors. Viva has jump-started sustainable development in York Region in record time.

Incorporating the latest transit technologies and innovative practices, Viva provides a successful working model that can be replicated in municipalities across North America.

Outstanding Public Transportation System

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

Category: Providing fewer than 1 million annual passenger trips.

“I am very pleased that Beaver County Transit Authority is receiving APTA’s Outstanding Public Transportation System Achievement Award. BCTA works very hard to serve its customers with the highest standards of service, and we are proud to have BCTA as a partner in meeting the transportation needs of Beaver County residents. We celebrate this award with BCTA as they run a high-quality, clean, and customer-focused transit system.”

Allen D. Biehler
*Secretary of Transportation
Pennsylvania*



“I consider myself extremely fortunate to work with an exceptional team of people at BCTA: a team that is committed to making BCTA a better transit system every single day.”

Mary Jo Morandini
*General Manager
Beaver County Transit Authority*

Beaver County Transit Authority (BCTA) Rochester, PA

While quantitative measures of the Beaver County Transit Authority's performance clearly demonstrate the authority's accomplishment in fulfilling its mission to serve the citizens of Beaver County, PA, these measures tell just part of the story. In fact, although Beaver County Transit Authority (BCTA) was created in 1980, it celebrated a third anniversary in May 2006.

Three years ago, BCTA transformed itself, seamlessly, from a 20-person administrative agency to a self-operating organization of almost 100 employees. During the entire period of this transformation, BCTA continued to be true to its commitment to deliver efficient and effective transportation services, fully aligned with its culture of high ethical conduct and employee satisfaction.

As a mobility manager, a significant player in economic development, a recognized contributor to quality of life, and a respected partner in regional transportation, BCTA's performance over these last three challenging years further attests to the value of its long-standing commitment to disciplined strategic and business planning and to continuous improvement. Without being overwhelmed by the challenges of transforming itself, BCTA kept its focus on its customers, not only continuing its distinguished level of performance, but also demonstrating its robustness by achieving new ridership records.

BCTA experienced three consecutive years of ridership growth, setting records on all but one of its fixed routes. Despite a decline in county population and a fare increase in January 2005, BCTA's fixed route ridership increased by 34 percent over that time period, including an almost 10 percent increase last year. As striking evidence of its efficiency and cost-effectiveness, BCTA's percentage gain in overall ridership and senior citizen ridership in Fiscal Year 2004-2005 was the highest among all urban transit systems in Pennsylvania.

BCTA's safety performance has been remarkable throughout its transition period, and the agency consistently ranks in the top tier within the state in the area of safety. BCTA recently benchmarked itself in the area of workplace safety against 18 other transit agencies in Pennsylvania, and tied for first place. A risk management audit conducted at BCTA noted that "Beaver County has one of the finer risk management programs in the country for a transit operation of their size."

A recognized leader in Intelligent Transportation Systems (ITS) technology, BCTA participated in the development of a regional architecture for southwestern Pennsylvania and became the prototype for the small systems in the region.

BCTA is also the first Pennsylvania transit system to receive grant funding to support a new state initiative. The Transit Revitalization Investment District legislation provides a unique framework to support the integration of transportation and land use planning, and to encourage the creation of "livable communities" in distressed municipalities across the state. The project will integrate other grant funding, and will interface with a 20-acre brownfield development in the vicinity of BCTA's Rochester Transportation Center.

Proud of the program of projects that it has delivered to make Beaver County a better place to live and work, BCTA has a history of commitment to maintaining high-quality standards with a focus on the customer.

Outstanding Public Transportation System

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

Category: Providing more than 1 million and fewer than 4 million annual passenger trips.

“Dedication, leadership, and loyalty created a great environment for cooperative workmanship, which shows in this award. Congratulations.”

Mayor Francis H. Cicchinelli, Jr.
City of Massillon

“Congratulations. I hope that this extraordinary national recognition will serve to propagate renewed interest and pronounced enthusiasm in support of new SARTA innovations and expanded services in the future.”

Mayor Toni Middleton
City of Alliance

“Public transportation is vital to the growth and development of the city of Canton. We are excited to be rated the #1 transit company in America. Go SARTA!!!”

Mayor Janet Weir Creighton
City of Canton



“Working our way to the ‘Outstanding Public Transportation System’ is simply a testament to the hard work and dedication of the professional staff and board of Stark Area Regional Transit Authority. This is a banner they ought to wear with pride—and wear it they will by continuing the effectiveness and efficiencies that are now the hallmark of SARTA.”

Charles Odingbe
*Executive Director
Stark Area Regional
Transit Authority*

Stark Area Regional Transit Authority (SARTA) Canton, OH

The Stark Area Regional Transit Authority (SARTA), established in May 1997, serves the Stark County area of Ohio, with a population base of 373,000. SARTA provides fixed route and paratransit service, and continues to expand its service to increase ridership and generate community support.

In 2005, SARTA provided more than two million passenger trips and system ridership increased by 39 percent over the previous year. In addition to setting a new ridership record, the agency completed the renovations of its Gateway facility to accommodate the agency's growth and expansion; began design of a new transit station in Alliance, Ohio; and developed a 10-year strategic initiative that will pave the way for future endeavors.

SARTA's vision is well stated by its executive director/CEO, Charles Odimgbe: "We must ensure that SARTA continues to provide mobility options for all Stark County residents, while contributing to the economic vitality of the region through program investments and setting standards for others to follow."

SARTA implements its board vision and "Five Bold Steps" through technology, internal, and external programs in the following areas: safety, operations, customer service, finance, human resources, and community outreach.

SARTA has implemented mechanisms to improve the safety and welfare of its employees and riders. These include employee/visitor identification badges; security gates and cameras; an advanced communication system with automatic vehicle locator; covert silent alarms; off-duty police officers; a Safety Committee; and safety performance audits.

SARTA's operations department has established several operating procedures that have made significant improvements to ridership, including the modification of fixed route schedules; procurement of an ACS System; updated fareboxes; and special events transportation. Initiatives implemented by the Customer Service Department include a customer service analysis; a database for tracking customer compliments and complaints; a live chat room on SARTA's web site; and Trapeze INFO-Agent software for itinerary planning.

To contain escalating costs, SARTA has instituted financial controls include routing analysis; budget controls; professional staff development; procurement controls; and software improvements overall. Also, SARTA restructured its prescription drug program and health care benefit program, and has conducted health fairs.

Additionally, SARTA has implemented administrative policies to empower and motivate its employees, such as decentralizing the organizational structure; "Thought of the Day" communications from the executive director/CEO, Open-Door Fridays; Customer Service Uniforms; and the Dress for Success program Monday through Thursday. Encouraging and promoting diversity is extremely important to SARTA. Thirty-five percent of SARTA's employees are female. In terms of race, 27 percent are African-American, 1 percent Hispanic, and 72 percent Caucasian. At the executive staff level, 56 percent are female and 44 percent are male, with 19 percent African-Americans, 6 percent Hispanic, and 75 percent Caucasian.

To enhance public awareness and increase ridership, SARTA has participated in and implemented numerous community events.

In the end, SARTA's success lies in its philosophy to provide safe, responsive, and efficient transportation for all citizens of Stark County. No wonder increasing numbers of people are riding SARTA.

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 30 million annual passenger trips.

“The Central New York Regional Transportation Authority (CNYRTA) has become a leader in public transportation by providing Central New Yorkers with high-quality service, increasing ridership, extending service to new areas, and improving mobility and access for persons with disabilities. CNYRTA has been recognized repeatedly for effective management and fiscal practices, and I extend congratulations on this latest national award for outstanding performance.”

Governor George E. Pataki
New York



“Simply put, we are the best mid-sized transit system because we have the best transit team. From bus operators and mechanics, management and board of directors, to our partners at the New York State Department of Transportation, we are a highly motivated and tenacious group that stops at nothing to deliver the finest product to our customers.”

Frank Kobliski
Executive Director
Central New York Regional
Transportation Authority

Central New York Regional Transportation Authority (CNYRTA) Syracuse, NY

How can a mature system in an economically challenged northeastern region continually beat its own benchmarks, topping a bar that's raised higher every year? Credit CNYRTA's finely developed ability to "deliver the extraordinary," a result of progressive management that sweats the details and motivates its people to do the same.

The ability to respond to changing community needs and redeploy resources enables CNYRTA to provide customized services virtually on a moment's notice. A wide variety of community events, ranging from the New York State Fair to Carrier Dome athletic events to Oswego HarborFest to the Utica Boilermaker Run, are more than just served—they are actually made possible by CNYRTA's proven ability to handle the mobility demands of large community events.

Required by conditions to constantly think outside the box, CNYRTA focuses on a strategy of identifying and cultivating emerging corridors where potential riders live and work. As an example, midway through 2004, CNYRTA implemented sweeping system improvements in and around the city of Auburn. The impact of the improvements has been enormous. Auburn ridership increased 28 percent in the first nine months and continued to grow at the same rate during 2005.

CNYRTA pioneered the design and operation of specialized services for higher educational institutions—beginning in 1975 with Syracuse University, and in 1993 with the State University of New York at Oswego. In 2005, CNYRTA reached a partnership agreement with LeMoyne College. Total ridership for these college services exceeds 1.75 million annually. "Central New York simply doesn't work without CNYRTA," says Nancy Cantor, chancellor of Syracuse University. "It's just an essential part of the fabric of our community." Chancellor Cantor is spearheading a major new civic project, The Connective Corridor. Syracuse University has partnered with CNYRTA to run 24/7 to link the hilltop university campus with downtown cultural venues.

In 2005, U.S. Secretary of Transportation Norman Y. Mineta presented CNYRTA with the "United We Ride Leadership Award," one of five transportation agencies in the nation to earn the honor. U.S. DOT selected CNYRTA's Call-A-Bus and Rides for Work for their success in coordination of specialized community transportation services. The award is part of U.S. DOT's national campaign to encourage a range of services for those who have difficulty accessing transportation.

CNYRTA's fiscal and operational soundness, publicly lauded by New York State Comptroller Alan Hevesi, proved to be a valuable asset in 2005, when CNYRTA was asked to take over two failing systems to save public transit as an option for more than 1.1 million riders in nearby Oneida County. The addition of this fourth county on April 1, 2005, increased CNYRTA ridership instantly by 11 percent and expanded its service territory by 33 percent. The authority has since rebuilt the entire Oneida County fleet. This includes the repair of wheelchair lifts, installation of new fareboxes, electronic destination signs, major vehicle components, and paint and body work.

The reason the CNYRTA is held in such high esteem: "They deliver the extraordinary."

Outstanding Public Transportation System

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

Category: Providing more than 30 million annual passenger trips.

“Ten million people in Los Angeles County depend on Metro for mobility—from taking public transit to driving the streets and freeways. Every day they can see Metro is making a difference through improved customer service, the offering of new routes, and the emergence of innovative ways to ease traffic congestion. Though we can’t afford to rest on our laurels, it is gratifying to be recognized nationally for the tremendous progress we have made.”

Gloria Molina
*Los Angeles County Supervisor
and Metro Board Chair*



“This is truly a phenomenal achievement and a demonstration of the respect Metro has garnered over the last few years—locally and around the country. The credit goes to all Metro employees. They are the ones who, day in and day out, make us who we are. Thanks to them, our customer satisfaction and ridership are at their highest levels in decades.”

Roger Snoble
*Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority*

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

Satisfaction. Innovation. Service. These are the hallmarks of the Los Angeles County Metropolitan Transportation Authority.

Time and again, Metro has delivered service innovations, technological advances, and customer-focused initiatives that have been copied throughout the transit industry. But they have made the most difference in Los Angeles County, where 10 million people depend on Metro for mobility no matter how they get around, from taking buses and trains to driving on the busy streets and freeways.

This past year has been one of the most productive in Metro's history, with customer satisfaction and ridership soaring to the highest level ever—while complaints are at an all-time low. Metro Bus and Rail average weekday ridership rose 7.8 percent in the first half of 2006 compared to the same period in 2005.

Metro aggressively added new service including additional freeway express buses and the wildly successful Metro Orange Line, where first-year ridership has already reached levels that had been projected for 2020. Los Angeles already enjoys 14 Metro Rapid lines that have signal priority, make fewer stops, and run about 25 percent faster than regular buses. By 2008, L.A.'s Metro Rapid system will include 28 lines crisscrossing the county. At the same time, Metro is building new rail lines. With 73 miles of track, Metro today averages 300,000 average weekday boardings on its rail lines, up nearly 16 percent in the first half of 2006 compared with last year.

Innovation has helped Metro vastly improve the customer experience. Everything from new pass programs and easier access to information to new articulated buses has made its service better for Metro customers. Hundreds of high-capacity buses, all running on clean-burning compressed natural gas (CNG), have been deployed in the past year, and Metro now boasts more than 2,000 CNG buses in its fleet. Metro Rapid is an example of how Metro can carry more passengers with faster service. And Metro is tapping solar power to save energy at its bus maintenance facilities.

Even with these improvements, Metro has kept costs well below inflation. Over the last few years, Metro's hourly service costs have increased only 1.5 percent while the CPI in Los Angeles has grown 10 percent.

Metro has a bigger mandate than just public transit. It also is the lead transportation planning and programming agency for Los Angeles County. In that capacity, Metro has funded construction of more than 400 miles of freeway carpool lanes, the Metro Freeway Service Patrol, vanpools, traffic signal synchronization on local streets, goods movement improvements, bicycle and pedestrian amenities, and numerous project studies in preparation for future population and economic growth.

Metro is often the backdrop for popular movies and television shows filmed in Los Angeles. Now that the system has been honored for the first time by APTA with this prestigious award, it's clear Metro is taking on a starring role in Los Angeles.

Local Distinguished Service

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

“As transportation is a central theme of this year’s legislative session in Virginia, Chairman Connolly made sure that the discussion recognized the important role that public transportation plays in reducing congestion and creating livable communities. Chairman Connolly is a staunch advocate for transit, and I’m pleased to see him honored for his consistent support.”

Governor Tim Kaine
Virginia



“I’m honored by this recognition, and thank my colleagues on the board of supervisors for their support of public transportation's role in making the metropolitan Washington region and, in particular Fairfax County, a better place to live, work, and play.”

Gerald E. Connolly

Gerald E. “Gerry” Connolly Chairman Fairfax County Board of Supervisors

Gerry Connolly is chairman of the Fairfax County Board of Supervisors, representing more than one million constituents in the largest jurisdiction of Virginia. Gerry was elected to this position, and took office in January 2004. Prior to becoming chairman, he served as supervisor of the county’s Providence District.

As both a supervisor and board chairman, Gerry has represented Fairfax County on the Northern Virginia Transportation Commission (NVTC) since 1999, currently serving as chair of NVTC’s executive committee. Gerry also chairs the Northern Virginia Transportation Authority (NVTA) and is an alternate member of the Metropolitan Washington Council of Governments (MWCOC) Transportation Planning Board. He previously served as MWCOC’s chairman in 2001, receiving the Elizabeth and David Scull Award for regional leadership. The Virginia Transit Association gave him its Outstanding Contribution to Transit Award in 2005.

Gerry’s commitment to improving public transportation is a key part of his mission as board chairman. He has been a staunch supporter of the Fairfax Connector bus system, which continues to grow under his leadership and will expand with completion of the West Ox garage in 2008, the creation of additional bus routes, and growth of the fleet size from 170 to 200+ vehicles.

In 2003, he developed a Four-Year Transportation Plan that laid out various transportation improvements the county would undertake during his term. Significant among the plan’s projects were the extension of Metrorail through Tyson’s Corner and the Dulles Corridor, and the 2004 launch of the South County Bus Plan, which increased bus service in southern Fairfax County by 40 percent and introduced “REX” – Richmond Highway Express, offering limited-stop, Bus Rapid Transit-style service connecting Fort Belvoir with the King Street Metro Station. Approved unanimously by the board of supervisors, the plan also called for a \$165 million bond referendum to be put before county voters in November 2004. The bond passed with a record 78 percent approval rate, and allocated \$110 million to Fairfax County’s share of the “Metro Matters” capital improvement program.

Gerry is a strong advocate for dedicated transit funding. On his motion, the NVTA recommended the levy of a regional sales tax to fund Metro operations and capital needs. This would put Metro on par with other large transit systems that depend on dedicated funding sources rather than relying almost exclusively on jurisdictional subsidies.

He has also been a strong supporter of transit-oriented development, especially near the Vienna Metrorail Station, and additionally he created the Tyson’s Corner Transportation and Urban Design Study, which seeks to ensure that rail service through Tyson’s Corner is complemented by urban design that fosters a sense of community and encourages transit use.

As Gerry explains, “Maintaining and expanding our public transportation network in Fairfax County is vital to keeping the region moving and giving citizens choices to get where they need to go. Providing transportation options is the centerpiece of Fairfax County’s Four-Year Transportation Plan, along with being good policy.”

Fairfax County citizens are certainly fortunate to have Gerry—a dedicated public transportation leader who is providing an outstanding public transit network that is adequately funded for the future.

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.

“The words that come to mind when I think of Shirley are integrity, hard work, and perseverance. When things got tough, she rolled up her sleeves and dug her heels in deeper. That’s the Shirley we all know and love. I can’t think of a more deserving individual for this recognition.”

Alex DeCroce
*Republican Leader
Assemblyman, 26th District
New Jersey*



“I am deeply honored to be inducted into the APTA Hall of Fame and to be in the distinguished company of previous recipients. It was my dream 30 years ago to serve the public and to earn the respect and support of all those I was privileged to work with. This prestigious recognition from my peers and the transportation industry means the world to me.”

Shirley A. DeLibero

Shirley A. DeLibero

“The Queen of Transit”

Shirley A. DeLibero, affectionately known as the “Queen of Transit,” has spent the last 30 years making a difference in the U.S. public transportation industry.

A Boston native, Shirley started her career in 1976 at the Massachusetts Bay Transportation Authority, where she served as project manager rehabilitating old Presidents’ Conference Committee cars and as superintendent of the Green Line. Her next job was at the Washington Metropolitan Area Transit Authority; she served first as director of bus services and later as assistant general manager overseeing the bus and rail system. Next she became the deputy executive director of Dallas Area Rapid Transit (DART) and headed daily operations. DART’s rail system was under design when Shirley left to fulfill her dream of heading an agency.

In 1990, Shirley became the executive director of NJ Transit, the nation’s third largest multi-modal public transit system. Under her leadership, NJ Transit focused more on the customer—improving service quality and safety, and enhancing operating efficiency. Highlights include ridership growth of 17.4 percent, a 61 percent reduction in federal operating assistance, and no fare increases or reduction in service. Major rail extensions were built, including the Hudson-Bergen Line, the first design/build/operate/maintain light rail system in the U.S. with a public/private partnership, and Midtown Direct, a heavy rail extension from Broad Street to Penn Station New York.

In December 1998, Houston Mayor Lee Brown asked Shirley to help him fulfill his dream of building the city’s first rail line. In 1999, Shirley became the president & CEO of Houston Metro. While she achieved many advancements within the bus system, her most significant accomplishment was building the light rail system, which debuted January 1, 2004, under budget, ahead of schedule, and built solely with local money. She credits that success to the team of fine employees and a good project management team.

Shirley has had a very successful career in the public sector and, on April 30, 2004, she retired to join the private sector with her own consulting company. Today she is president of DeLibero Transportation Strategies LLC.

A longtime active APTA member, Shirley was the APTA chair from 1998-1999 and was the Leadership APTA chair from 2001-2002. She is an active member of the APTA Board of Directors and is also on the APTA Diversity Council. She also served on the Mobility for the 21st Century Task Force, and now serves as chair of the Conference of Minority Transportation Officials. In 1996 she was awarded APTA’s Outstanding Public Transportation Manager Award.

Thanks to Shirley’s personal commitment—some say her almost religious fervor—she molded each agency’s operation into one where clean, reliable service is the highest priority and where employees are valued. Her accomplishments—a passion for operations, an eye for detail, and an ability to build a strong team—are well known and highly regarded by her peers. In addition, she also has served as a mentor to many in the industry.

Shirley says the highlight of her career was building the rail system in Houston and having the board honor her by naming the rail operations building “The Shirley A. DeLibero Rail Operations Center.” Being named to the APTA Hall of Fame is an honor and the culmination of a dream three decades in the making.

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.

“Mr. Flynn has established a legacy of public service that will live on for years to come.”

*U.S. Senator Dianne Feinstein
California*



“Thank you for the honor of joining APTA’s Hall of Fame. It has been a great pleasure and privilege to serve the men and women of the public transportation industry.”

H. Welton Flynn

H. Welton Flynn

The Personification of San Francisco's Dedication to Quality Transit

For 35 years, H. Welton Flynn has personified San Francisco's dedication to providing quality public transportation. First appointed in 1970, Welton was the first African-American ever to be appointed to any city commission in the history of San Francisco. He has served six mayors, and has been elected to lead the governing agency of the San Francisco Municipal Railway (Muni) more than 12 times.

Welton created one of the first programs in the nation to provide opportunities for women and minorities to participate in government contracts. In the early 1970s, no major U.S. city had such a program. Welton's vision became the nationwide standard for minority contracting. In recognition of his dedication to minorities and women throughout San Francisco and the nation, the Municipal Railway named the H. Welton Flynn Motor Coach Division after him.

Welton hired the first African-American in the nation to head a major transportation agency, Curtis E. Green Sr., and the first African-American deputy general manager of transportation, Paul Toliver.

Under his leadership, the San Francisco Municipal Railway introduced transit passes for convenient service, and created Muni's Accessible Services, which today remains a model for paratransit services nationwide. In the early 1980s, Welton's leadership and advocacy were key to restoring San Francisco's cable cars—America's only moving national landmark—when the system had worn out and become unsafe. He also oversaw the construction of Muni's Metro Service, the Third Street Light Rail project, and a unique public-private partnership that created an award-winning transit-oriented hotel on Muni property.

He is a founding member of the Conference of Minority Transportation Officials (COMTO) and was given the COMTO Lifetime Achievement Award this year.

In 2004, Welton was presented with the first Miriam Ghohlikely Transportation Award from the Bay Area Metropolitan Transportation Commission for his exceptional achievements and contributions to the advancement of public transportation over his lengthy and productive career in public service on behalf of the San Francisco Municipal Railway.

In 2002, APTA named him Outstanding Public Transportation Board Member of the year in recognition of his many accomplishments.

The results of Welton's lifetime of hard work and dedication are far-reaching and extraordinary. As stated by San Francisco Municipal Transportation Agency Executive Director/CEO Nathaniel P. Ford Sr., "Welton has been recognized for decades by local, state, and national leaders for his contribution to our industry. I can think of nobody who is more qualified to receive APTA's Hall of Fame Award."

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.

“Larry Heil has rendered faithful, conscientious, and valuable services to our industry. He has been instrumental in the growth and personal development of transit managers across the nation who are serving the industry today. During my first few years in the industry, I saw firsthand his mentoring of future leaders and his commitment to not only providing, but also starting up, new transit services.”

Linda S. Watson
*Executive Director,
LYNX-Central Florida Regional
Transportation Authority*



“It has been a privilege to serve the industry I love, mentored by giants, and supported by dedicated professionals who shared the vision. But for them, I would not be the humble recipient of this prestigious recognition.”

Louis L. “Larry” Heil

Louis L. “Larry” Heil

32 Years of Striving for Excellence in Public Transportation Management

Louis L. “Larry” Heil has dedicated 32 years to striving for excellence in the management of public transportation services.

As a public relations consultant in 1970, Larry helped build public support for the fledgling Akron METRO in Akron, OH. Observing the benefits of the new transit authority convinced him to make public transportation his full-time career, and in 1972 he joined transit veteran Alton McDonald in founding McDonald Transit Associates, Inc.

As a principal of the firm, he assisted Fort Worth, TX, with acquiring the failing private bus company and creating a first-class public transportation provider, CITRAN, which later expanded to regional service and became the nationally recognized Fort Worth Transportation Authority (The T).

Dedicated to introducing public transportation to middle-sized and small communities, Larry supervised initiation of new public systems at Daytona Beach, FL; Athens, GA; National City, CA; Ocala/Marion County, FL; Texarkana, Texas/AR; Naples, FL; Gwinnett County, GA; Lawton, OK; and Midland/Odessa, TX.

Larry succeeded Alton McDonald as president of McDonald Transit in 1979. During his 23-year tenure as chief executive officer, the company grew from five management and service contracts to more than 20, and extended the ecological benefits of transit to Zion and Rocky Mountain national parks. His insistence on effective, responsive service and innovative techniques resulted in APTA's Outstanding Achievement Award for small operations going to systems managed by his company in five of eight consecutive years.

In the early days of APTA, he joined with other general managers of smaller systems to persuade APTA leadership to create the Small Operations Steering Committee; establish a vice chair of small operations; and conduct regional meetings and training sessions for small system managers throughout the nation.

Larry was very active in APTA and served on the initial Small Operations Committee; was one of the first vice chairs of small operations; was a member of the Program, State Affairs, and Nominating committees; and was a speaker, panelist, and moderator at numerous regional and national APTA meetings.

He also was a founding director and president of the South West Transit Association; chair of the Texas Transportation Institute Council; and a visiting faculty member for the Texas A&M Transit Management Seminars and the Northeastern University Transportation Management Course.

He consistently insisted on setting the industry benchmark for business ethics and client satisfaction, even when “doing the right thing” was not required by the contract or consistent with corporate profit.

Larry was always available to assist and counsel new transit managers, and some of the leading professionals in the industry can trace their roots to his mentoring. His many contributions to the public transportation industry are what makes him an APTA Hall of Fame recipient.

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.

“I have known Dan for over 30 years, and I believe that he is one of the strongest advocates of public transportation and APTA in the country. He taught me many things over the years, but most important is the vital nature of what we do in this industry—enhancing the mobility of all Americans. Dan has always understood the importance of partnerships and relationships in this industry, and I am proud that the industry is recognizing Dan’s many contributions with induction into the APTA Hall of Fame.”

Kim R. Green
President
GFI-GENFARE



“After having spent 40 years in transit, the people in transit have become my other family.”

Dan Reichard, Jr.

Dan Reichard, Jr.

A Pioneer in High-Tech Fare Collection

The transit industry has always had new innovations and pioneers of new ideas. One of these pioneers was Dan Reichard. In the 1960s, Litton Industries asked Dan to promote the idea of using magnetic cards as an application for fare collection. (The idea was already in use by London Transport and the Illinois Central Railroad.) This idea soon led to the whole new concept of automatic fare collection for rail and subways.

Automated fare collection without agents was first implemented by Dan at the Port Authority Transit Corporation from Philadelphia to Lindenwold, N.J. After that first installation, the concept was adopted as the basis for fare collection by both the Washington Metro and the San Francisco Bay Area Rapid Transit District systems.

Later, Dan went to Duncan Industries where he helped introduce the first electronic farebox. Since the farebox could take dollar bills, it became the rage of the industry. As one of the founders of GFI-GENFARE, Dan helped the electronic farebox evolve into what we know it to be today: part of the complete line of GFI-GENFARE fare collection systems.

During the days of the Institute for Rapid Transit (IRT) and the American Transit Association (ATA), Dan became involved with business members' activities. The two associations merged in 1974 to become the American Public Transportation Association (APTA). He was the first business member to preside at an APTA general session meeting. Now at 85 years old, Dan is still active in APTA; he has been active for more than 40 years without missing a single Annual Meeting.

To further the business members' role in APTA, Dan, along with others, encouraged business members to take a more active role in APTA through strengthening the business member organization. Dan continues to attend meetings as one of the few permanent honorary Business Member Board of Governors members. In 1995, Dan received APTA's Outstanding Public Transportation Business Member award. Dan's favorite APTA activity is the American Public Transportation Foundation's Scholarship Program, and a scholarship has been named for him, endowed by the BMBG.

Dan has just completed six years as a board member of the Central Ohio Transit Authority in Columbus, OH. He took great pleasure in using his many years of transit experience for the betterment of his local community.

Giving to the community is nothing new to Dan. Shortly after he graduated from high school, Dan enlisted in the U.S. Navy in the early part of World War II. To his credit, he was decorated for service in both the European and Pacific theaters of war. He was a naval signalman assigned to a special pre-invasion amphibious unit that was first ashore in the invasions of Sicily, two behind-line landings, Normandy, the Philippines, Okinawa, and the occupation force of Hiroshima.

A pioneer in high-tech fare collection and an enduring contributor to APTA, Dan is a man truly deserving of introduction into the APTA Hall of Fame.

Outstanding Business Executive of the Year

This award recognizes the outstanding contributions of an executive who has taken a leadership role in improving his/her company and has made significant contributions to the community and public transportation.

“Carl Guardino has worked tirelessly to improve the transportation infrastructure of Silicon Valley. His leadership at all levels of government has literally paved the way for numerous transportation improvements and projects.”

U.S. Rep. Mike Honda
*California (15th District)
Member of the House Transportation
& Infrastructure Committee*



“On behalf of the entire team at Silicon Valley Leadership Group, I am honored and humbled to receive this award from the American Public Transportation Association. In Santa Clara County we haven’t just built transit improvements; we continue to build consensus and community around a number of issues (including transportation) facing families and employers in Silicon Valley.”

Carl Guardino

Carl Guardino

President and Chief Executive Officer Silicon Valley Leadership Group

Many business leaders have lent their names to transit and transportation issues and efforts, but few, if any, can match the time, effort, and impact Carl Guardino has had on transit and transportation in the Silicon Valley region.

As more than 250,000 people work in the valley, transportation has long been a priority issue for the members of Silicon Valley Leadership Group (SVLG). Under Carl's leadership, SVLG led successful series of local sales tax measures aimed at transportation improvements, now a model for communities around the country.

In 1984, California's Santa Clara County became the first county in the state to pass a sales tax for specific transportation purposes. This unique campaign was supported, led, and financed by employers who would also be paying the tax. The measure funded three major highway improvements and improved bus service during commute periods, and became a statewide model emulated by at least 18 California counties.

With the 1984 measure winding down, but significant transportation improvements still needed, Carl built a broad-based coalition to pass the state's first extension of a county-wide transportation sales tax. On Election Day, the 20-year measure passed by 54 percent of the vote. However, on September 28, 1995, the California State Supreme Court overturned the victory due to a then-new requirement that all local tax measures for specific purposes meet a two-thirds threshold.

Undeterred, the day after the California Supreme Court decision, Carl formed a new "Citizens Coalition for Traffic Relief." A creative way was identified to achieve improved transportation in Silicon Valley. One measure was placed on the ballot, a nine-year general purpose half-cent sales tax, requiring a simple majority. A second, non-binding measure was placed on the ballot to "advise" the board of supervisors about key transportation projects the community would want to see completed "should" funds become available. The campaign was run as "A plus B equals Traffic Relief." The election was a close 51.8 percent in favor.

Carl created the coalition, managed the campaign, and served on the Citizens Oversight Committee for nine years. The tax ended on March 31, 2006, with 19 key rail transit and road projects completed on time and on or below budget.

In November 2000, Carl and the Silicon Valley Leadership Group once again led the way to victory. The voters of Santa Clara County were asked to pass a 30-year, one-half-cent sales tax for specific transit-only improvements and to authorize the San Francisco Bay Area Rapid Transit District extension to Silicon Valley. The measure passed overwhelmingly with 70.4 percent of the vote.

In addition to his personal involvement and leadership on these transportation measures, Carl has advised numerous counties and other organizations throughout the country on how to run successful transportation sales tax campaigns. Carl is the embodiment of this quote from David Packard, SVLG's founder: "Our job... is not to sit on the sidelines and cheer or jeer, but to get in the game and move the ball forward."

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.

“I have known George Dixon for more than 25 years, and he is passionate about public transit. There is no finer spokesman for your cause. He is an asset to Cleveland and an asset for public transit everywhere.”

*U.S. Rep. Stephanie Tubbs Jones
Ohio (11th District)*



“I am humbled and very excited to receive this award. Working with APTA at all levels has definitely been a gratifying experience. I love this work, and I love the people I work with.”

George F. “Big Daddy” Dixon, III

George F. “Big Daddy” Dixon, III Board President Greater Cleveland Regional Transit Authority

Since 1992, George Dixon has demonstrated leadership in public transportation on the national, state, and local levels. An appointee of the mayor of Cleveland, George has served under three mayors, and is believed to be the longest-serving transit board president in Ohio history.

George began his involvement with transit in 1992, when he was appointed to the Greater Cleveland Regional Transit Authority (GCRTA) board. He was elected president of the 10-member board in 1994. In 12 years as president, he has provided exceptional leadership to keep the Euclid Corridor BRT Project on track, despite local political changes. In October 2004, he and U.S. Transportation Secretary Norman Y. Mineta shared the spotlight as GCRTA signed a Full Funding Grant Agreement to build the Silver Line.

As GCRTA board president, George also continued a personal commitment to diversity; led GCRTA to three straight years of ridership growth; made significant improvements in on-time performance, reliability, safety, and customer satisfaction; oversaw major upgrades to the bus and rail car fleet; worked closely with staff to balance the budget despite a depressed economy; and took steps that saved taxpayers an estimated \$25 million annually. Because of these efforts, GCRTA did not implement across-the-board fare increases for 13 years.

Additionally, in 2001 George was appointed by Ohio Gov. Bob Taft to an eight-year term on the Ohio Turnpike Commission, which oversees the administration of a 241-mile toll road. George is also a board member of the Northeastern Ohio Areawide Coordinating Agency, the local Metropolitan Planning Organization that oversees transportation planning in a five-county area.

George has been an active APTA member since 1996. As APTA chair in 2003-2004, he worked with APTA staff, members, and leaders to: keep pressure on Congress to pass a reauthorization bill; build strong relationships with advocacy groups; push for more funding for rail security; increase professional development opportunities for members; develop a strategic five-year plan; and complete rail transit standards, a milestone project that will benefit the industry for years to come. Through APTA, he visited Russia, China, and Spain as an ambassador for public transit.

Outside APTA, he formerly chaired the Transportation Research Board’s Oversight Panel for the Transportation Cooperative Research Program, “Public Transit System Policy Board: Organization and Characteristics.” He is also active in the Conference of Minority Transportation Officials, and was appointed by President Clinton to represent public transportation interests on the Federal Advisory Committee to Reduce Greenhouse Gases.

George also served five years on the Cleveland school board. One publication said: “A successful entrepreneur with a long record of public service, Dixon brings a unique blend of business savvy and public policy-making experience to the Board.”

His significant work in public transportation is summarized by Joe Calabrese, GCRTA CEO and general manager. “In more than 30 years in the transit industry, I have rarely met anyone who is as charismatic, dedicated and passionate as George Dixon. He makes a lasting, positive impression on everyone he meets, and, in my opinion, he is a great ambassador for public transit, and well-deserving of this honor.”

Outstanding Public Transportation Manager

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

“We have faced many challenges as an agency, and I have found Cal to consistently be a visionary, resourceful, and tireless leader who inspires excellence in all who come into contact with him. Cal’s effective leadership is clearly reflected in the public’s overwhelming support for our \$4.7 billion FasTracks transit expansion program.”

Chris Martinez
Chairman
RTD Board of Directors



“It is very gratifying to be recognized with this prestigious award from my peers at APTA. I thank the RTD board and all of the hard-working, excellent employees at RTD. We all worked together to create the vision for RTD as an efficient, vital agency that is run like a business, and we live that vision every day. As we build out the FasTracks transit expansion program, that vision will serve the entire Denver metro area for decades to come.”

Cal Marsella

Clarence “Cal” W. Marsella General Manager & CEO Regional Transportation District (RTD)

Through the visionary leadership of General Manager Cal Marsella, implementing progressive transit programs and keeping them on time and on budget have become the trademark for the Denver Regional Transportation District (RTD).

Cal's innovative approach became clear throughout the development of RTD's FasTracks transit expansion program. This effort involved seven years of planning and extensive feedback at more than 1,000 public presentations. Voters overwhelmingly approved the \$4.7 billion, 12-year program—the single largest transit-only initiative in the nation. FasTracks will add 119 miles of passenger rail, 21,000 new park-n-Ride spaces, and 18 miles of Bus Rapid Transit service, and will increase bus service by 25 percent.

Under Cal's leadership, RTD has completed light rail construction on the \$1.7 billion Transportation Expansion (T-REX) project—combining light rail and highway expansion. Touted nationally as a prototype for multi-modal projects, T-REX is RTD's fourth consecutive light rail project built on time and within budget, and will open for service Nov. 17, 2006. T-REX will add 19 miles of light rail and improve 17 miles of highway along the congested Interstate 25 corridor. Cal was instrumental in making sure that the T-REX partnership between RTD, the Colorado Department of Transportation, the Federal Transit Administration, the Federal Highway Administration, and the contractor ran smoothly.

Partnership is an important part of Cal's leadership philosophy. Not surprisingly, he formed a partnership to purchase the Denver Union Station (DUS), which is the terminus of RTD's C-Line light rail spur and the hub of the FasTracks rapid transit corridors. Through RTD's leadership, DUS will be transformed into a major mixed-use development worth more than \$1 billion.

With Cal as general manager, RTD has had a long string of successes. RTD has secured more than \$900 million in federal funds for transit projects. The agency's transit expansion has paid off as RTD's light rail lines have each substantially exceeded ridership projections, and RTD recently set a total system record of 87.5 million annual passenger trips.

Cal has been very active in APTA. He is currently serving on the APTA Board of Directors and a variety of other committees, including the Rail Transit Committee and the Rail Standards Policy and Planning Committee. From 2002-2004, he was the chair of the Bus and Paratransit CEOs Committee.

Cal is a champion for diversity and opportunity. RTD participates in minority and women-owned business chambers of commerce, and has originated processes to optimize utilization of small, disadvantaged and women-owned business enterprises. RTD helped found the Conference of Minority Transportation Officials' Colorado Chapter, recently named the National Chapter of the Year.

With a transportation career that spans 32 years, Cal has been RTD's general manager since August 1995. He now manages 2,300 employees and an annual operating budget of more than \$390 million. Before coming to Denver, he worked at Miami-Dade Transit, the Connecticut Department of Transportation, and the city of Hartford, CT. Innovation, vision, insight, determination, and hard work are all traits that the Denver community and his colleagues across the country know are the cornerstones of Cal's success.

APTA 2006 Awards Committee

Stephanie Griffin Negriff, Chair

Director
Santa Monica's Big Blue Bus
Santa Monica, CA

John S. Andrews

Vice President Sales
GFI Genfare
Elk Grove Village, IL

Stephen B. Kingsberry

Executive Director
Deleware Transit Corporation
Dover, DE

Karen A. Antion

President
Karen Antion Consulting LLC
Stamford, CT

Stephanie L. Pinson

President and COO
Gilbert Tweed Associates, Inc.
New York, NY

Jane Chmielinski

President and Chief Operating Officer
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Karen J. Rae

Deputy Secretary
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Senior Analyst, BRT and Streetcars
Parsons Brinckerhoff
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Rockwall, TX

Mark Imhoff

Principal
Carter & Burgess, Inc.
Denver, CO

Ronald J. Tober

Chief Executive Officer & Director of
Public Transit
Charlotte Area Transit System
Charlotte, NC

Paul C. Jablonski

Chief Executive Officer
San Diego Metropolitan Transit System
San Diego, CA

Peter Varga

Executive Director/CEO
Interurban Transit Partnership (The Rapid)
Grand Rapids, MI



APTA AWARD WINNERS 1983-2005

MEMBERS OF THE APTA HALL OF FAME

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
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
Henry R. DeTournay
James W. Donaghy
Georges G. Donato
Walter S. Douglas
Wilfred E.P. Duncan
John A. Dyer
Albert Engelken
William F. Farrell
E. Roy Fitzgerald
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 Gihooley
Jack R. Gilstrap
Jackson Graham
Kenneth M. Gregor
David G. Hammond
Gerald T. Haugh
Jesse L. Haugh
George W. Heinle
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
Anthony R. (Tony) Lucchesi
William R. (Bill) Lucius
William A. Luke
James A. Machesney
Henry M. Mayer

Robert G. MacLennan
Walter J. McCarter
Alton McDonald
Peter J. Meinardi
James R. Mills
Albert Paul Moniz
Robert Wayne Nelson
Thomas G. Neusom
W.H. Paterson
Milton Pikarsky
Robert Pollock
Thomas O. Prior
Walter S. Rainsville, Jr.
James Reading
David Ringo
William J. Ronan
Leonard Ronis
Daniel T. Scannell
Herbert J. Scheuer
Victor Sharman
Bernard Shatzkin
Carlton Sickles
John Duncan Simpson
Robert Sloan
Virendra K. (Vic) Sood
Frank Julian Sprague
Alan Sterland
Edward R. Stokel
B.R. Stokes
Harley L. Swift
Erland A. Tillman
Carmen E. Turner
Kenneth S. Voigt
H. Donald White
Harvel W. Williams

LIFETIME ACHIEVEMENT

1997
Rosa Parks

2000
Mortimer Downey

OUTSTANDING PUBLIC TRANSPORTATION MANAGER (formerly the Jesse L. Haugh Award)

1983	Warren H. Frank	1991	William L. Volk	1999	Paul A. Toliver
1984	Louis B. Olsen	1992	Chester E. Colby	2000	Richard F. Davis
1985	Alan F. Kiepper	1993	Kenneth M. Gregor	2001	John P. Bartosiewicz
1986	Harold C. Jenkins	1994	Allan Leach	2002	Lawrence G. Reuter
1987	William W. Millar	1995	Gerald T. Haugh	2003	Sandra L. Draggoo
1988	David L. Gunn	1996	Shirley A. DeLibero	2004	Thomas P. Kujawa
1989	Carmen E. Turner	1997	Richard J. Simonetta	2005	Ronald J. Tober
1990	James E. Cowen	1998	Roger P. Snoble		

DISTINGUISHED SERVICE

1983	Dan Rostenkowski	1991	Robert Roe (National)	1996	Frank Wolf (National)	2001	Thomas Petri (National)
1984	Alfonse M. D'Amato	Gerald H. Johnston (State/Province)	Joseph Alexander (Local)	Earl Blumenuer (Local)	Frankie Hellinger (Local)	Parris N. Glendening (State)	Lee P. Brown (Local)
1985	Ernest N. "Dutch" Morial	1992	Brian W. Clymer (National)	1997	Bud Shuster (National)	2002	Robert F. Bennett (National)
1986	Mark Andrews	William Donald Schaefer (State)	Robert E. Ellis (Local)	Tom Green (Local)	Dr. Carlos I. Pesquera (Territory)	Robert A. Borski (National)	Jeff Morales (State)
1987	Glenn M. Anderson (National)	1993	Norman Y. Mineta (National)	1998	Alfonse M. D'Amato (National)	2003	Richard C. Shelby (National)
Thomas H. Kean (State)	1988	1994	Frank R. Lautenberg (National)	Daniel T. Scannell (State)	Richard S. Kelly (Local)	Don Young (National)	Robert J. Grow (Local)
Bud Shuster (National)	1989	1995	Mark Hatfield (National)	1999	Paul S. Sarbanes (National)	2004	Earl Blumenuer (National)
Gerald Lee Baliles (State)	William Lehman (National)	Henry L. Peyrebrune (State/Province)	John Dockendorf (State)	Roy E. Barnes (State)	Glenda E. Hood (Local)	Doug Stoner (Local)	2005
1990	Isadore E. Lourie (State)	John Dockendorf (State)	Rod Diridon (Local)	2000	James L. Oberstar (National)	Bob Huff (Local)	
Robert R. Kiley (National)	James R. Mills (Local)			Anne P. Canby (State)			
Anthony W. Hall (State)	1990						
George M. Smerk (Local)							



OUTSTANDING PUBLIC TRANSPORTATION BUSINESS MEMBERS

1989 James A. Machesney	1995 Dan M. Reichard, Jr.	2001 Stephanie L. Pinson
1990 C laude G. Robinson	1996 B.J. (Bill) Chaddock	2002 Frank Di Giacomo
1991 Mark J. Obert	1997 Bernard J. Ford, Sr.	2003 Gary E. Griggs
1992 Richard J. Bouchard, Jr.	1998 Brian Macleod	William H. McCloud
1993 David L. Turney	1999 Alan C. Wulkan	2004 Robert Brownstein
1994 Robert Graham	2000 Del D. Komejan	2005 William Lochte

OUTSTANDING BUSINESS EXECUTIVE OF THE YEAR

2004
G. Richard Wagoner, Jr.

OUTSTANDING PUBLIC TRANSPORTATION BOARD MEMBERS

2001 George H. Ivey, Jr. Jesse Oliver	2004 Mary K. Blue Leon L. Williams
2002 H. Welton Flynn	2005 Huelon Harrison
2003 James S. Barbour	

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



PUBLIC TRANSPORTATION SYSTEM INNOVATION

1983 Metropolitan Atlanta Rapid Transit Authority	1990 Southern California Rapid Transit District	1998 Ann Arbor Transportation Authority
1984 Toronto Transit Commission	1991 VIA Metropolitan Transit	2000 New Jersey Transit Corporation
1985 Municipality of Metropolitan Seattle	1992 New York City Transit Authority	2001 Bi-State Development Agency
1986 Washington Metropolitan Area Transit Authority	1993 Los Angeles County Metropolitan Transportation Authority	2002 Chicago Transit Authority Illinois Department of Transportation
1987 Bi-State Development Agency	1994 Bi-State Development Agency	2003 Metropolitan Transportation Commission
1988 Chittenden County Transportation Authority	1995 Metropolitan Transit Authority of Harris County	2004 Tri-County Metropolitan Transportation District of Oregon Washington Metropolitan Area Transit Authority
1989 Los Angeles County Transportation Commission	1996 New York City Transit	2005 Massachusetts Bay Transportation Authority
	1997 New Jersey Transit	

PUBLIC TRANSPORTATION SYSTEM OUTSTANDING IMPROVEMENT

1988
New York City Transit Authority

PUBLIC TRANSPORTATION SYSTEM SPECIAL RECOGNITION

1990
Bay Area Regional Transit Association

1992
Metropolitan Transportation Commission (Oakland)

NEW HORIZONS

1996
APTA Phase I
Procurement Steering Committee

1997
De Leuw, Cather & Company PTG

1998
Parsons Brinckerhoff Tudor-Turner
Associates

WELFARE TO WORK ACHIEVEMENT

1998
King County Department of
Transportation

1998
New Jersey Transit
UPS Corporation

1999
Massachusetts Access to Jobs Program
San Diego Transit Corporation

GOVERNMENT AGENCY TRANSIT ACHIEVEMENT

1983
Metro Dade County

1984
Ontario Ministry of Transportation
and Communications

1985
Puget Sound Council of Governments

1986
Los Angeles County Transportation
Commission

1987
WV Department of Finance
& Administration Public
Transportation Division

1988
Texas State Department of Highways
& Public Transportation

1989
Florida Department of Transportation

1990
San Diego Metropolitan
Transit Development Board

1991
Washington State Department
of Transportation

1992
Mass Transit Administration
of Maryland

1993
California Department of
Transportation

1994
Wisconsin Department of
Transportation

1997
Florida Department of Transportation

1998
New York State Department
of Transportation



MINORITY & WOMEN ADVANCEMENT

1983
Washington Metropolitan Area Transit Authority

1984
Peninsula Transportation District Commission

1985
Central Contra Costa Transit Authority

1986
Central Ohio Transit Authority

1987
Greater Cleveland Regional Transit Authority

1988
New Jersey Transit Corporation

1989
Dallas Area Rapid Transit

1990
Southern California Rapid Transit District

1991
Peninsula Transportation District Commission

1992
Regional Transit Authority (New Orleans)

1993
Capital Metropolitan Transportation Authority

1994
ATE Management Company

1995
The T-Fort Worth Transportation Authority

1996
Bi-State Development Agency

1997
Transit Authority of Northern Kentucky

1998
Massachusetts Bay Transportation Authority

1999
Community Transit
Metropolitan Atlanta
Rapid Transit Authority

DESIGN

1983
Envirodyne Engineers, Inc.

1984
Daniel, Mann, Johnson &
Mendenhall/ICF Kaiser Engineers

1985
Urban Engineers, Inc.

1992
ABB TRACTION INC.

1993
T.Y. Lin International

1995
Cubic Automatic Revenue Collection
Group



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