

Celebrating Excellence in the  
Public Transportation Industry



2014  
APTA AWARDS



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

OCTOBER 14, 2014  
HOUSTON, TEXAS

This is always a special time of the year as we recognize and thank the top people and organizations in the North American public transportation industry.

Winning a prestigious APTA Award is a high honor that acknowledges you are “the best of the best.” APTA Award recipients are leaders and innovators as well as models of excellence that have had a huge impact on advancing the public transportation industry.

We not only congratulate these individuals and organizations for a job well done, but also thank them for their hard work and dedication to our industry.

Finally, as the chair of the 2014 APTA Awards Committee, I want to thank all the members of the Awards Committee for their dedication and hard work. It’s been a privilege to serve with you.

**Michael S. Harbour**

Chair, 2014 APTA Awards Committee  
and  
Acting CEO  
Sound Transit  
Seattle, WA

**SPX**

**>Genfare**

Many thanks to SPX Genfare for sponsoring the 2014 APTA Awards Book.



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## *Innovation*

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

“Austin is a very progressive and health-conscious city, and Capital Metro has been a key player in creating that culture of wellness in our community. It’s places like Capital Metro that help keep Austin on the list of fittest cities in the nation. I applaud them for bringing the prestigious 2014 American Public Transportation Association Innovation Award to Central Texas.”

— **Mayor Lee Leffingwell**  
**Austin, TX**



### **CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY**

“We are honored to receive this esteemed APTA Innovation Award. Capital Metro offers a balanced work environment where employees are empowered to improve their health. We have amazing success stories since the Wellness Program began 10 years ago. We appreciate our supportive and hard-working wellness team that makes it all possible.”

— **Linda S. Watson, President/CEO**  
**Capital Metropolitan Transportation Authority**



# CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY (CAPITAL METRO)

Austin, TX

Public transportation is not immune to the high costs associated with preventable diseases. Ten years ago, Capital Metropolitan Transportation Authority (Capital Metro) experienced health care cost increases of 15–25 percent per year. It responded quickly by enacting an innovative, holistic, technology-based Employee Wellness Program aimed at improving employee health and reducing absenteeism while increasing employee morale and safety awareness.

The Capital Metro Employee Wellness Program was designed to address key aspects of employee health—nutrition, physical activity, safety, weight management, stress reduction strategies, and tobacco cessation. Diabetes, hypertension, sleep apnea, cancer, stroke, among other chronic conditions, require treatments that routinely cost hundreds of thousands of dollars. These illnesses often lead to steep decreases in productivity among operators, mechanics, and administrative employees alike.

The foundation of Capital Metro’s Wellness Program is the four 24-hour onsite wellness centers, each staffed with a full-time health fitness specialist, to provide free personal training, individual exercise program design, and group fitness classes.

Capital Metro recognizes that healthy employees are safe employees. The Wellness Team works closely with the Safety Department to design and implement programs specifically tailored to the needs of each department. Presentations at safety meetings, safety-themed wellness challenges, and free

CPR and automated external defibrillator classes (AED) are integrated into wellness operations.

Recognizing nutrition as an integral part of employee health strategies, Capital Metro employs a registered dietician to provide employees with the tools to make healthy food choices. Employees have the opportunity to meet with the dietician for individual counseling sessions or in group settings, such as weekly weight management classes, monthly lunch and learns, and healthy cooking demonstrations.

Capital Metro is also dedicated to helping employees quit tobacco use. The employee health plan covers 100 percent of the cost for all forms of nicotine replacement therapy, and the Wellness Department offers “Freedom from Smoking” classes for employees, household members, and the community free of charge throughout the year. Employees who stop using tobacco are eligible for a cash incentive of \$250 per year for five years as well.

Since its inception, the Wellness Program has been expanded, with more than \$440,000 in local and federal grants. In the past year, the agency has moved to a contracted labor business model, and has ensured the future sustainability of the program by requiring major contractors to contribute financially to the Wellness Program on a per-employee basis. By looking beyond standard budget-cutting efforts proposed by many agencies, Capital Metro has established a nationally recognized program that serves as a model for transportation companies looking to improve the physical, mental, and emotional health of its staff.



## *Innovation*

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

“Denver is a city of opportunity, a place where ingenuity and innovation thrive. By providing leadership development to employees at all levels, RTD is ensuring that our transportation workforce will compete and succeed in the 21<sup>st</sup> century economy, helping us create a city that is healthy, livable, and connected.”

— **Mayor Michael B. Hancock**  
Denver, CO



### **REGIONAL TRANSPORTATION DISTRICT**

“It is the responsibility of ALL leaders to train the next generation. I have a deep commitment to both the current and future success of my organization and the transportation industry. By providing a leadership pathway for our employees, we are ensuring that the agency will thrive in the years to come. We are proud of our program designed to ‘grow our own’ and are honored that it is being recognized on a national level for its successes.”

— **Phillip A. Washington, CEO & General Manager**  
Regional Transportation District



## REGIONAL TRANSPORTATION DISTRICT (RTD)

Denver, CO

The Regional Transportation District (RTD) recognizes that for its agency, the public transportation industry, and communities to flourish—now and in the future—we must leverage and develop our most important asset: our human capital. Faced with an aging workforce, combined with massive project expansion in the coming years, RTD acknowledged a tremendous opportunity to preserve institutional knowledge, groom the next generation of agency and industry leaders, and positively impact its local communities and economies through cultivation of collaborative workforce development programs.

RTD's Strategic Leadership Development Program employs an integrated, highly structured five-step, custom-designed curriculum that identifies and develops qualified employees for senior management positions within RTD and public transit. From fundamentals to employee development, mid-level leadership, senior-level knowledge exchange, and executive leadership, these individuals receive progressive, prerequisite-based technical and interpersonal skills training in a multi-phased program to successfully transition from contributors to managers to innovators.

Through entry-level internships, a formal apprenticeship program, and a structured workforce development initiative, qualified individuals are exposed to industry fundamentals and introduced to the working parts of the agency. Participants acquire basic vocational skills, foundational, public transit-related work experience, and an introduction to a wide spectrum of potential public transit careers.

As they progress, their skills are enhanced through progressive training courses for internal advancement. These personal learning paths provide a solid foundation of knowledge and skills to succeed in current positions as well as advanced supervisory, management, and leadership abilities to prepare for future advancement within RTD.

RTD provides advanced education to further develop required competencies for public transit leadership positions. Employees may apply for RTD's Leadership Academy, a year-long, structured program with a core curriculum of public transit-specific leadership classes, mentoring, and executive coaching for personal and professional growth.

RTD's Multi-Agency Exchange (MAX) and subsequent participation in Leadership APTA enable participating public transit agencies to share ideas and best practices, network, collaborate, position themselves as preferred employers, and attract and retain outstanding management teams.

In the final stage, RTD's nominated executives continue to hone critical thinking and strategic change skills through nationally recognized advanced leadership seminars and conferences.

By employing this multi-phased, coordinated, progressive approach, RTD preserves its vast institutional knowledge, trains a newly skilled, sustainable workforce, fosters the next generation of industry leaders, and cultivates a shared best-practice industry knowledge pool.



# 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.

“It is my honor to congratulate the Eastern Contra Costa Transit Authority (also known as Tri Delta Transit) for receiving this national recognition. Tri Delta Transit’s effective policies, innovative customer outreach, and exemplary service mean the residents of Eastern Contra Costa County have access to reliable, safe, and high-quality public transportation services. The hard-working men and women of Tri Delta Transit are well deserving of this great distinction.”

— **U.S. Rep. Jerry McNerney**  
California (9<sup>th</sup> District)



## EASTERN CONTRA COSTA TRANSIT AUTHORITY

“This award is a tribute to our progressive and supportive board of directors, as well as to the hard work and commitment of each Tri Delta Transit employee. The dedication, enthusiasm, and innovative spirit our employees show every day make me proud to lead our award-winning organization. We are very excited—and honored—to receive this award.”

— **Jeanne Krieg, Chief Executive Officer**  
Eastern Contra Costa Transit Authority



# EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT)

Antioch, CA

**E**astern Contra Costa Transit Authority was formed in 1977 under a Joint Powers Agreement to provide public transportation in a 225-square-mile area that includes four cities in Contra Costa County, California. It is 40 miles east of San Francisco and is governed by an 11-member board of directors. It operates fixed route and paratransit service under the name “Tri Delta Transit.”

Tri Delta Transit’s vision is to create an environment that encourages and rewards all employees to live a long, healthy, and safe life. To make safety (and health) “Top of Mind,” weekly safety messages are used to open all staff meetings, posted throughout the building, and included in the weekly employee news publication. Additionally, the Safety Solutions Team, a group of operators, managers, and trainers, meets monthly to discuss safety issues and develop solutions. The results of these and other safety and health programs during 2011, 2012, and 2013 were no OSHA violations and zero lost time in the operations department and only 22 days in the maintenance department.

In addition to worker safety, the agency focused on system safety after an alarming trend of decreasing miles between preventable accidents. The trend stopped in 2011. Miles between preventable accidents are now trending upward and there have been no passenger injuries and no pedestrian injuries.

In addition to safety—and health—as a core value, every Tri Delta Transit employee knows that providing superior customer service is an expectation. The agency started a web-based customer service program that is used to respond to customer complaints and comments. It also implemented an “Above and Beyond” program designed to recognize employees who provide customer service that exceeds expectations. A new mobile website, combined with new automatic vehicle location, real-time arrival, automatic passenger counter, voice enunciation, and on-board camera systems, gives customers safe, secure, and reliable service.

The result of these and other initiatives has been record ridership increases—a 16 percent increase over the past three years. The Tri Delta Transit staff is supported by a visionary board of directors that has guided the agency through continued growth and improvement. With an eye on the future, Tri Delta Transit is a certified Green Business and is engaged in being as environmentally sustainable as possible. The agency is committed to continuous improvement of the system, responsiveness to customers, and to being a strong partner in improving the quality of life in Eastern Contra Costa County.



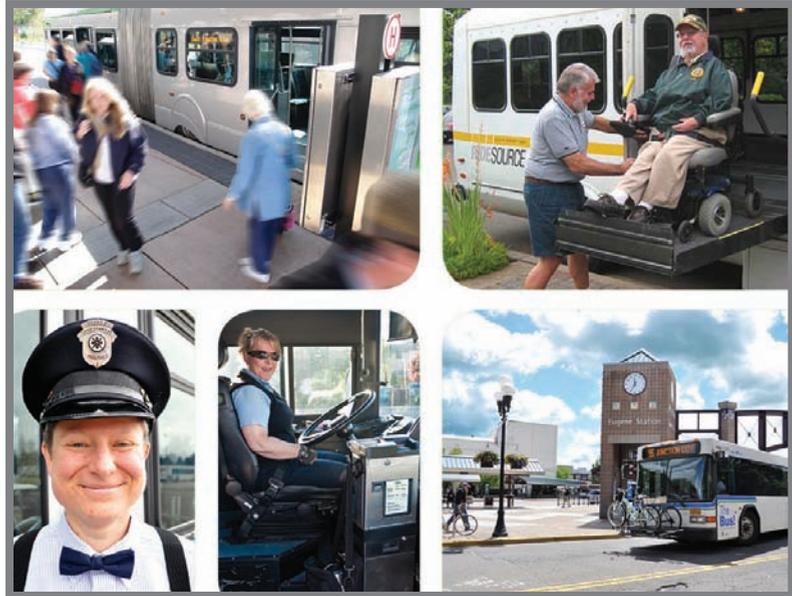
# Outstanding Public Transportation System

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.

“Since the 1970s, Lane Transit District has provided the residents of Lane County with safe, reliable, and convenient transportation. The services provided have changed over the years, most recently with the introduction of the EmX in 2007, but LTD’s commitment to the community has not. I am pleased to see LTD receive national recognition with the 2014 APTA Outstanding Public Transportation System Achievement Award.”

— U.S. Rep. Peter DeFazio  
Oregon (4<sup>th</sup> District)



## LANE TRANSIT DISTRICT

“This award recognizes the passion, professionalism, and hard work of each employee. It also recognizes the vision of our board of directors and the many community stakeholders that support LTD’s mission. This honor validates what we do daily and inspires us to fulfill our mission to provide people the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community.”

— Ron Kilcoyne, General Manager  
Lane Transit District



## LANE TRANSIT DISTRICT (LTD)

Springfield, OR

**L**ane Transit District (LTD) serves the greater Eugene-Springfield, OR, area in the southern Willamette Valley. Covering a service area of nearly 500 square miles and providing service to a population of more than 300,000, LTD has grown from providing 700,000 annual boardings in 1970 to more than 11 million boardings today. With ridership productivity placing LTD in the top 5 percent nationally, its buses are actively serving a community that understands the value of public transportation.

LTD employees have defined why the district exists as, "... to provide people the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community." To achieve this "Why," the district has developed creative and collaborative approaches to service. This approach led LTD to make investments in accessibility years before the signing of the Americans with Disabilities Act (ADA). As one of the first districts to be fully accessible a full five years before the signing of ADA, LTD has continued to partner with disability advocates by creating forums in which people with disabilities shape the development of public transit stations, vehicles, and programs.

A spirit of innovation birthed one of the nation's first fully featured Bus Rapid Transit (BRT) systems when LTD launched its Emerald Express (EmX) service. Illustrating that BRT isn't only for large metropolitan areas, EmX expanded with the addition of the Gateway EmX extension in 2011. Today, 15 miles of fast and frequent EmX service operates with more than 10,000 average weekday boardings during

the school year and has peaked at nearly 13,000 boardings in a single day. In 2013, a finding of no significant impact was issued by the Federal Transit Administration (FTA), clearing the way for an additional 4.4 miles of EmX service to West Eugene.

With a community dedicated to sustainability, LTD has embraced its role as a leader through the implementation of a cross-divisional sustainability team by its participation in APTA's Sustainability Commitment and FTA's Energy and Sustainability Management Systems Training program. With ambitious goals to reach Gold Level certification through APTA and become ISO 14001 certified in the coming year, LTD's commitment to environmental stewardship has never been stronger. To further demonstrate this commitment, LTD replaced nearly one-third of its standard diesel fleet with energy-efficient hybrid electric buses over the past three years.

LTD has implemented continuous improvement initiatives by instituting the TransitStat process and by aggressively targeting a reduction in accidents and injuries. These efforts have established the organizational framework and work teams necessary to evaluate processes and issues, which has led to efficiencies that allow the district to direct more funds to service and provide better customer service.

Lane Transit District is committed to serve its community with respect, to continuously question if there's a better way, to plan for the future through internal and external collaboration, and to always remember to care for its employees, customers, and business partners.



# 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.

“As Governor of the State of Utah, economic recovery and growth have been among my top priorities. In fact, our efforts to rebuild and grow Utah’s economy have been among the most successful in the country. One of the major contributors to our success has been the Utah Transit Authority, with its strategic vision and proven accomplishments.”

— **Gov. Gary Herbert**  
**Utah**



## UTAH TRANSIT AUTHORITY

“This is a great honor that would not have been possible without the dedication of UTA employees and the continued support of our riders. We’re pleased to be recognized for our accomplishments and confident that we’ll continue to grow, improve, and provide efficient, innovative public transit for residents of the Wasatch Front.”

— **Michael Allegra, General Manager**  
**Utah Transit Authority**



## UTAH TRANSIT AUTHORITY (UTA)

Salt Lake City, UT

The Utah Transit Authority (UTA) provides bus, light rail, commuter rail, streetcar, bus rapid transit, van-pool, and bike and car share services to Salt Lake City and the surrounding five counties. This area is known as the Wasatch Front and is home to 80 percent of Utah's population.

Fifteen years ago, UTA had no rail transit. By the end of 2013, the agency opened its eleventh rail project—completing 140 miles of light rail, commuter rail, and streetcar lines—and recorded the highest ridership in its history with more than 44 million boardings. In December 2013, UTA achieved the historic feat of opening four rail lines in 12 months, completing one of the most aggressive rail expansion programs in the country.

The \$2.5 billion “FrontLines 2015” program included four light rail lines and one commuter rail line, adding 70 miles of rail in what was originally a seven-year commitment. However, UTA completed the program two years ahead of schedule and \$300 million under budget, with an administrative overhead of less than 10 percent. The agency also designed, built, and opened its first modern streetcar line during the same time period.

After creating a “Customer Focus” department, UTA implemented several initiatives designed to provide better information to riders and promote greater engagement with the public. UTA has one of the most progressive social media programs in the public transit industry, using Facebook, Twitter, YouTube, Instagram, and blogs to share the organization's story and provide service information

to riders. UTA also increased public participation with the introduction of Open UTA, an online “city hall” where information and feedback on UTA projects and services can be gathered and shared. Participation in the new online tool has been three to four times that of traditional outreach methods.

UTA has also launched several new technology tools that provide real-time information to customers. Real-time electronic signs are now located on all rail platforms, providing the next three train departure times. In 2013 UTA also launched *RideTime*, an SMS text system that provides real-time bus arrival information to riders' mobile devices. In addition, UTA launched a new Trip Planner last year and, by providing its data to third-party developers, more than 30 mobile apps for the agency's system are now available.

Creating a “culture of safety” has been a major focus of UTA, particularly during the recent rail expansion. The agency created a Chief Safety Officer position in 2011, and in 2013 UTA became one of the first public transit agencies to receive Safety Management System (SMS OSHAS 18001) certification.

At the end of the day, UTA's mission is to serve its riders and enable the vitality and growth of the larger community. Maintaining positive community relations is critical to UTA's success, and the agency strives each day to openly communicate with Wasatch Front residents so that riders and non-riders alike are encouraged to take an active role with UTA in providing the best possible public transit service.



## *Local Distinguished Service*

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

“Congressman Pastor is a true point of pride and one of our greatest community champions for Phoenix and the region. His vision is centered on connectivity for Arizonans using public transportation for jobs and education. Because of Congressman Pastor’s foresight and support, our 20-mile light rail system and bus network are a reality, serving nearly 250,000 daily riders and building economic viability for our region.”

— **Mayor Greg Stanton**  
Phoenix, AZ



### **U.S. REPRESENTATIVE ED PASTOR**

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“It is very meaningful to receive this honor. I know that viable transportation is important to a community because it provides connectivity, as well as good jobs. I am very proud of the progress that has occurred with public transit in Arizona and grateful for the opportunity to support its progress.”



## ED PASTOR

United States House of Representatives  
Arizona (7<sup>th</sup> District)

Arizona Congressman Ed Pastor has fulfilled his promise of “putting people before politics.” As the first Mexican-American elected to Congress, in 1991, Ed Pastor has been very thoughtful throughout his career, providing the support that allows for a better quality of life for residents of his native state of Arizona. During his time in office, Arizona has grown from 3.8 million to 6.5 million residents, resulting in transformational change in Arizona’s housing and economic climate. He has demonstrated his support for public transportation and a commitment to Arizonans by supporting public transit projects that get people to jobs, school, and vital services while generating a positive economic impact for the Valley of the Sun.

Arizona has reaped the benefits of his federal support for public transportation, which has resulted in significant changes to Arizona’s landscape. In 2005, Valley Metro Rail received a Full Funding Grant Agreement providing \$587 million in federal funding for the 20-mile starter segment. Success of the light rail system is evident, with more than \$7 billion in economic development generated since construction began and a ridership of 48,000 daily passengers, which approaches the ridership projections for 2020.

In 2008, Congressman Pastor joined USDOT Secretary Mary Peters and the mayors of Phoenix, Mesa, and Tempe to officially open the light rail system.

In 2011, Congressman Pastor joined Federal Transit Administrator Peter Rogoff on a visit to metropolitan Phoenix to ride light rail and showcase the new development spurred since its opening.

Later that year, Valley Metro Rail received a \$1 million FTA grant to analyze various high-capacity public transit alternatives for the South Central Phoenix corridor. According to Pastor, “With this funding the city and Valley Metro light rail will be able to explore and identify how to make the best use of the South Central corridor to connect residents from the south and southwest areas throughout Phoenix.”

Also in 2011, Pastor supported a \$2.9 million federal HUD grant that has helped Phoenix create a program to spur affordable housing and commercial development along the light rail line. “People who are riding the light rail should be living on the light rail,” Pastor said. “We chose the city of Phoenix’s proposal because the city not only had a great plan—but the right community partnerships and a vision for success,” said HUD Administrator Ophelia Basgal.

In 2012, Pastor traveled beyond his district to support the announcement of a \$75 million federal grant for the rail extension under construction in the city of Mesa.

In 2013, Congressman Pastor attended the groundbreaking of the 3.2-mile Northwest Phoenix light rail extension project that will serve communities relying heavily on public transportation and begin a pathway of enhanced public transit service to west Phoenix and Glendale.

Remarking on his political career coming to a close this fall, Congressman Pastor said, “It has been a great honor and experience, but it is time to close this chapter of my life and start a new one.” He added, “I want to thank everyone who has assisted me and supported me throughout my career.”



## *National Distinguished Service*

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

“Senator Boxer is an extraordinary leader and advocate for Los Angeles, California, and the nation. Her successful efforts to radically expand TIFIA and push for innovative transportation funding solutions has placed Los Angeles at the center of public transportation expansion and has created the largest public works program in the nation. I am grateful for the impact her leadership has had on LA Metro, my city, and the nation. I congratulate her on this well-deserved honor.”

— **Mayor Eric Garcetti**  
**Los Angeles, CA**



### **U.S. SENATOR BARBARA BOXER**

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“**I** am honored to receive APTA’s National Distinguished Service Award. Together, we were able to get MAP-21 over the finish line and I am continuing to work to find a long-term solution for the Highway Trust Fund so we can invest in our nation’s transportation systems for years to come. We need action now, and we cannot afford to kick the can down the road any longer.”



## BARBARA BOXER

United States Senate  
California

Senator Barbara Boxer has a distinguished record of public service that spans nearly 38 years. She has faithfully served the residents of California as a local government elected official, in the U.S. House of Representatives, and currently as a powerful voice in the United States Senate. As the first woman to chair the Senate Environment and Public Works Committee, she has been a tireless advocate for the environment and infrastructure and a true ambassador on transportation issues. She has always appreciated the importance of federal funding contributions to public transit agencies and their positive impact on communities. Just as important, she recognizes that federal investment in our national transportation system brings jobs, spurs economic development, and improves our quality of life.

Few have demonstrated the tenacity and drive to advance federal transportation legislation as Chairman Boxer. She had a major role in advancing SAFETEA-LU, and played a critical role in seeing that legislation and its funding extended. Among the many short-term extensions required was the HIRE Act, which Senator Boxer advanced to preserve the solvency of the Highway Trust Fund.

Later, during the spring and early summer of 2012—when many had given up hope on completing a new surface transportation bill and after 10 extensions of SAFETEA-LU—Chairman Boxer didn't quit. She continued to push the national dialogue forward, building bipartisan support in

the Senate, and ultimately, moved the country forward with passage of MAP-21.

MAP-21 advanced many national, multimodal priorities, including a major expansion of the TIFIA program, an important transportation financing tool. The TIFIA program has been vital to advancing an aggressive plan of local projects across the country. Chairman Boxer's tenacity has remained on display as she has continued to push for enactment of a six-year reauthorization of MAP-21.

Chairman Boxer was a strong supporter of the 2009 American Recovery and Reinvestment Act (ARRA), helping to craft key provisions and shepherd the bill through Congress at a time when SAFETEA-LU had expired and the public transportation industry urgently sought new funding for important projects. These efforts helped save and create jobs throughout the country—speeding up our national economic recovery. As chairman of the Senate Environment and Public Works Committee, she advocated for and helped ensure that more funding in ARRA was dedicated to transportation projects.

Chairman Boxer has been a leading champion in the Senate for legislation that would create millions of clean energy jobs. She joined with Senator John Kerry to write the Clean Energy Jobs and American Power Act legislation that outlined a strong plan to reduce greenhouse gas emissions and petroleum consumption within our transportation system—a much-needed element in energy and climate legislation.



## *National Distinguished Service*

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

“Tom Petri has earned enormous respect from all who have worked alongside him to maintain a great multimodal transportation system. His congressional leadership, great patience, and clear vision have helped us steer through these very difficult times. Tom has always understood the need for very strong federal-state-local partnerships in providing transportation for every citizen. We proudly salute him today and wish to publicly thank him for this extraordinary public service.”

— **Gary R. Goyke**  
**Legislative Consultant**  
**Wisconsin Urban and**  
**Rural Transit Association**



### **U.S. REPRESENTATIVE TOM PETRI**

“It’s truly an honor to receive this award from APTA that symbolizes more than 30 years of work in the House of Representatives. In 1983, I initially asked to be named to the Transportation Committee in order to give Wisconsin representation on these issues. Since then, I have worked to ensure our nation has a transportation system that is both efficient and effective. I have greatly enjoyed working with APTA over the years on public transit issues, and I hope my colleagues can build on some of the successes we were able to accomplish.”



## TOM PETRI

United States House of Representatives  
Wisconsin (6<sup>th</sup> District)

Congressman Tom Petri's professional life has been dedicated to public service, from his work in Somalia as a young Peace Corps volunteer to his current position as an 18-term member of the House of Representatives. During his three decades as a member of the House Transportation and Infrastructure Committee, Congressman Petri has served as chairman of the Highways and Transit Subcommittee for two major surface transportation reauthorization bills and as chairman of the Aviation Subcommittee where he oversaw the 2012 FAA reauthorization effort. Under his leadership, Congress passed the last fully funded, long-term surface transportation bill we have seen in a decade: SAFETEA-LU.

A persistent foe of government waste, Congressman Petri has been a vocal advocate for improved federal coordination of transportation services for transportation-disadvantaged populations, to encourage greater efficiency, improve customer service, and reduce costs.

Each of the more than 60 different federal programs funding human services transportation has its own requirements and criteria, but they share a common goal of providing Americans with access to life's essentials, including health and medical services, education, job training, and employment opportunities. Congressman Petri's efforts over the years on behalf of transportation-disadvantaged riders and mobility managers in states and localities nationwide have focused attention on the continued need for stronger federal coordination of these programs. In Congressional hearings he has chaired and backed by GAO research he has commissioned, Congressman Petri has made the case that,

with a strong and coordinated effort, federal agencies can help communities maximize the benefits these many federal programs offer, ultimately expanding the number of riders that can be served.

Through his far-reaching influence in federal transportation policy, Congressman Petri has left his mark in a number of significant ways. As a conferee on ISTEA in 1991, he helped shape the first post-Interstate surface transportation reauthorization. He worked closely with Chairman Bud Shuster in enacting TEA-21 in 1998, battling for fair budget treatment of the Highway Trust Fund. During his tenure as ranking member and chairman of the Aviation Subcommittee, Petri led the congressional initiative to modernize our nation's air traffic control network from an antiquated ground-based radar system to a satellite-based system, known as NextGen. Calling "unacceptable" the almost 14-year average approval time before a federally funded public transit or highway project can break ground, Petri has been a key supporter of the streamlining and project acceleration provisions included in MAP-21.

Well known as a prudent steward of federal funds, Congressman Petri has called for a serious debate on how to ensure a long-term, dedicated funding solution for the Highway Trust Fund and has decried the "budget gimmicks" Congress has relied on of late as stopgap measures. While he is retiring at the end of this session of Congress, as the chair of the Highways and Transit Subcommittee, Congressman Petri remains dedicated to finding a responsible approach to funding our nation's infrastructure priorities without pushing the costs onto future generations of Americans.



## *Lifetime of Academic Distinction*

“There are few people who can say that they have directly influenced the leadership of an industry. Dr. George Smerk is one of those individuals who can make such a claim, not that he would. He greatly advanced public transportation through his work as an educator, an accomplished author, lecturer, and board member. His greatest legacy is the many leaders in the public transportation industry that he mentored, who are proud to call themselves “Smerkees.” I am proud to say I was one of those students and I am grateful for his wisdom and guidance.”

— **Michael P. Melaniphy**  
**President & CEO**  
**American Public Transportation Association**



### **DR. GEORGE M. SMERK, JR.**

“*T*he “Lifetime of Academic Distinction” APTA award represents and reflects the passion I have always had about public transit. APTA is where the action is at and involvement with APTA and its members greatly enriched my various pursuits developing urban mass transportation policy. One of the joys of teaching has been to see my students grow into public transit colleagues. I’ve always felt that I was one of the luckiest people in the world. Special mention should be made to my late wife Mary Ann, whose support and editorial work was a huge part of my success.”



## DR. GEORGE M. SMERK, JR.

*More than 40 years of academic leadership and mentoring in the public transportation industry*

**G**rowing up in Philadelphia, Pennsylvania, a city with one of the oldest public transit systems in the United States, George Smerk, Jr., started riding public transit at an early age. His childhood adventures riding the streetcars solidified his passion for public transit: a fitting start for a man who spent his entire career in the public transportation world and helped educate some of the nation's most respected public transit professionals.

Dr. Smerk earned a B.S. in 1955 and a M.B.A. in 1957 from Bradley University in Peoria, Illinois. In 1963, he earned his doctorate in business administration from Indiana University, Bloomington. After three years teaching at the University of Maryland, he returned to Bloomington where he joined the faculty at Indiana University's School of Business. In 1969, Smerk founded and became director of the Institute for Urban Transportation. Under his leadership, the institute was designated a Center for Transit Research and Management Development and developed a national transit management training program attracting professionals from 169 public transit agencies from 34 states and several different countries.

In 1992, his hands-on experience in public transit operations was tapped when he was named director of transportation at Indiana University. He continued to teach and manage public transit services at IU until his retirement in 2003.

Dr. Smerk also made a name for himself outside the world of academia by helping to create Bloomington Transit, the municipal bus system, in 1972, and by taking on an active role in governing public transportation systems at state and national levels. In 1975, he helped save the nation's last

electric interurban line, the South Shore Railroad, by working to form the Northern Indiana Commuter Transportation District. He served as the governor's representative on the Board of Trustees of NICTD from 1977–2007. Smerk has been active in the Indiana Transportation Association, serving as executive director from 1986–87 and board member for many additional years, and in committees and task forces of the Transportation Research Board (TRB) for more than two decades. His service as a member of the standing TRB Committee on Public Transportation Planning and Development is particularly noteworthy.

Dr. Smerk is a prolific writer, with six major books on urban mass transportation, public transit management, and the federal role in urban transportation to his name. He writes "Transit Currents," a column on rail transit, for *Railfan and Railroad* magazine, and edits the "Railroads Past and Present" series for Indiana University Press. In 2008, National Public Radio (NPR's) *Weekend Edition* featured an interview with Smerk on how Philadelphia's subway system changed the city.

Dr. Smerk's career has been filled with many honors from his transportation colleagues and teaching associates, but he considers the scores of teachers and public transit managers across the United States whose careers started in his classrooms to be his greatest legacy. In 2006, Smerk was honored when a group of former students established an American Public Transportation Foundation (APTF) scholarship in his name. The Dr. George M. Smerk Scholarship for study in transit management is the first named APTF scholarship to be established by the efforts of a group of individuals.



## *Lifetime of Academic Distinction*

“Dr. Vuchic is one of the most respected academics in the field of transportation engineering in the world. What I most admire about Dr. Vuchic, besides his technical qualifications and base intelligence, are his sincerity of purpose, his convictions, and his adaptability on strategy and tactics but never on principle. He offers the ideal blend of theory and practical know-how.”

— **Louis J. Gambaccini**  
**Member of APTA’s**  
**Hall of Fame, 1990**



**DR. VUKAN R. VUCHIC**

“*H*aving dedicated my professional life (career) to efficient public transit as the backbone of livable cities, I am glad that I have attracted many capable professionals to that field. Receiving this unique award from APTA represents proof that I have been successful in building the bridge between the public transit industry and academic activities in the vital field of urban transportation engineering and planning.”



## DR. VUKAN R. VUCHIC

*A 54-year career dedicated to public transit systems planning, design, and operations*

**W**ith a B.S. in transportation systems engineering from the University of Belgrade, Serbia, in 1960, Dr. Vukan Vuchic's first job was as a planning engineer for the public transit agency in Hamburg, Germany (HHA). He then accepted a position with Wilbur Smith Associates in New Haven, CT. From 1963-66 he studied at UC Berkeley and obtained M.Eng. and Ph.D. degrees. During his studies he worked as a consultant on the design of Bay Area Rapid Transit (BART) stations.

In 1967, Vuchic joined the University of Pennsylvania as an assistant professor and initiated a graduate program in transportation systems engineering. Forty-three years later, he retired from Penn in 2010 as United Parcel Service Foundation Professor of Transportation Engineering, City and Regional Planning. However, he continues to present speeches, lectures, consult, and publish papers.

During his 54-year career, Dr. Vuchic introduced many new concepts and processes in urban and particularly public transit systems planning and operations, lifting them from practice into an applied science. Examples are definitions of public transit modes, their performance characteristics, right-of-way categories, methods of operations scheduling and run-cutting, mode comparisons, and optimal intermodal balance in a city. Results of his research are published in about 130 publications, 33 technical reports, and five books, particularly his "Transit Trilogy" covering all aspects of public transit and urban transportation. Many of these books have been translated into Russian, Chinese, Japanese, Serbian, and Turkish.

Vuchic's focus on public transit systems and highway traffic engineering has broadened to the role of intermodal transportation in livable cities, transport policies, high-speed rail systems, etc. In his work, Vuchic carefully integrates theoretical concepts with their applications and leads to procedures that can be readily applied in real-world public transit systems design, highway traffic operations, and city planning. Thus, he bridges the often wide gap between academics working on theoretical models and transit operators.

Dr. Vuchic has presented about 160 lectures at 103 different universities on six continents. Even more unique for university professors is the fact that he has also presented a score of lectures at major public transit agencies including APTA members BART, NYCT, SEPTA, and WMATA, as well as in Budapest, Hamburg, Istanbul, London, Oslo, Prague, and Rome. In addition, he was a member of advising teams to the transport minister of Singapore and mayors of Beijing, Belgrade, and Moscow.

Through his publications, lectures, and consulting, Vuchic was a leader in bringing to North America knowledge about LRT, planning of Metros, BRT, and other modes. He has assisted cooperation among a number of public transit associations, such as APTA, VDV, ANTB, ALAMYS, and UITP.

Dr. Vuchic often mentions that his contributions to the public transit industry have been greatly enhanced by the dozens of his alumni whom he attracted to public transit. Many of them are engineers, planners, general managers at public transit agencies, presidents of consulting firms, and governmental officials, including secretaries of transportation.



## *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.

“SEPTA Chairman Pat Deon is exceedingly worthy of receiving this distinguished award. During my tenure in Congress, and in my previous service as Bucks County Commissioner, I have known Chairman Deon as an incomparable advocate for SEPTA and public transportation in general. Chairman Deon has been a valued partner in my efforts to preserve federal investment that supports the nation’s public transportation systems.”

— **U.S. Rep. Michael G. Fitzpatrick**  
Pennsylvania (8<sup>th</sup> District)



### **PASQUALE T. DEON, SR.**

“**R**eceiving APTA’s 2014 Outstanding Public Transportation Board Member Award is a singular honor. I am pleased to accept this award on behalf of the entire SEPTA board and our more than 9,300 employees who each day deliver on the promise we make to our customers and the greater Philadelphia region.”



## PASQUALE T. DEON, SR.

Board Chairman, Southeastern Pennsylvania Transportation Authority (SEPTA)  
Philadelphia, PA

**P**asquale (Pat) T. Deon, Sr. has served as chairman of the Southeastern Pennsylvania Transportation Authority (SEPTA) Board of Directors since 1999. He first joined the SEPTA board in 1996.

A well-known businessman from Bucks County in the Philadelphia suburbs, Pat has applied his private sector experience and expertise to help SEPTA, the nation's sixth largest public transportation system, establish a clear mission and vision for the future and restore fiscal stability.

SEPTA was facing a \$75 million operating deficit when Pat became chairman. He directed the efficient allocation of budget resources and the establishment of cost controls, including negotiation of affordable labor contracts. As a result, the organization has been able to operate with balanced budgets for 15 consecutive years, and SEPTA is experiencing its highest ridership in a quarter century.

During Pat's tenure as board chairman, the organization has been able to advance key improvements by guiding more than \$3.5 billion in capital investments for short- and long-term projects aimed at restoring SEPTA's aging infrastructure to a state of good repair. This has included—and will continue to focus on—replacements and reconstruction of track, bridges, catenary, and train stations, as well as acquiring new vehicles to upgrade SEPTA's fleet.

SEPTA and public transportation agencies throughout Pennsylvania will now bolster efforts to make critical infrastructure improvements, thanks in large part to Pat's key role in the passage of Act 89, which provides new resources for

transportation in Pennsylvania. Pat has been a tireless advocate for finding a dedicated, long-term funding solution to address the state's urgent need to overhaul its public transportation systems, roads, and bridges. Over the years, he's taken a leadership role, engaging governors and lawmakers in a dialogue about this issue and the economic impact of transportation funding on the Philadelphia region and the state as a whole. This effort culminated in the approval of Act 89, which was passed in a bipartisan vote by the Pennsylvania General Assembly last November and signed by Governor Tom Corbett.

Act 89 will allow SEPTA to launch its new capital improvement plan, "Rebuilding for the Future," which includes work on critical infrastructure such as power substations, bridges, track, maintenance facilities, and passenger stations. In addition, SEPTA will replace rail cars that are well past their useful service lives, while also expanding capacity to address ridership growth and improving accessibility.

Pat has also ensured that SEPTA's bright future is realized in a responsible manner. During his tenure, the SEPTA board adopted a Sustainability Plan, which ensures its commitment to environmental and financial sustainability. In addition to visible efforts such as bringing more hybrid buses into its fleet, SEPTA has embarked on initiatives such as a wayside energy storage project to capture, reuse, and resell power generated when subway trains brake.

SEPTA's commitment to financial and environmental sustainability is a key component of its comprehensive strategy for strengthening public transit throughout the region.



## *Outstanding Public Transportation Business Member*

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

“Raul Bravo is a true transit professional who, throughout his entire career, understood the importance of providing high-quality, efficient transportation for his customers. He has been a tireless advocate in improving the standards for passenger cars, whether they be technical in nature or improving the customer experience. He is someone I firmly believe is deserving of this award.”

— **Thomas F. Prendergast**  
**Chairman and Chief Executive Officer**  
**New York Metropolitan Transportation Authority**



### **RAUL V. BRAVO**

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“It is indeed a great honor to receive this award and I am very thankful and humbled. Public transportation is a cause that continues to need dedication and commitment and this award, especially coming from my peers, is further incentive to set meaningful targets and stay focused. I love challenges and this is one which I am confronting with enthusiasm and dedication. Thank you and I will not let you down!”



## RAUL V. BRAVO

President, Raul V. Bravo + Associates, Inc.  
Reston, VA

**R**aul's service and commitment to public transportation have been generous and unwavering throughout his 45-year career in the industry. He has been a steadfast champion for rail transportation and a visionary for innovative business and technical approaches.

Upon his arrival from Argentina, Raul began his involvement in the transportation industry in 1963 as a junior engineer with the Ford Motor Co. In 1975 he moved to the rail sector, focusing on public transportation. His first assignment was as a project engineer for Rohr Industries during the development of turbine-powered trains for Amtrak, as well as involvement in rapid transit cars for BART and WMATA. Raul later became director of equipment design and development for Amtrak and in 1979 founded Raul V. Bravo + Associates, Inc. (RVB+A), a transportation consulting firm in the Washington D.C. area.

Raul is well known in the industry. He is approachable, open minded, and recognized as someone who is able and willing to lead. As chairman of the Standards Development Oversight Council, Raul is known to have a philosophical view about how to best apply standards and what is best for the industry and passengers. David Turney, chairman and CEO of Emerald Enterprises International, noted that "Raul is a no-nonsense, quiet, unassuming person, one who does not expect or require recognition or credit for his work. I always found this remarkable because, as his contributions to APTA

and the industry testify, he has been and remains a major contributor to the profession. Where others might seek glory for their work, he just 'gets it done' and quietly goes about his work. That is the highest level of professionalism."

Raul continues to be actively involved in projects. Among his many achievements Raul created a new business approach to deliver consulting services and helped financial institutions to include private sector participation in public projects.

Sharon Bulova, chairman of the Fairfax County Board of Supervisors, wrote recently: "I am so pleased with Raul Bravo's recognition by APTA. My relationship with Raul goes all the way back to the establishment of the VRE in the early '90s. He is a highly skilled professional and a pleasure to work with."

Raul clearly recognizes that all of the above is not the achievement of one individual. He believes his staff, his sons Claudio and Marcelo, clients, and many friends in the industry are absolutely critical in successfully delivering projects and reaching goals.

As an active participant in several APTA committees and task forces, including APTA's Board of Directors, Business Member Board of Governors, chairman of the Standards Development Oversight Council, and chairman of the International Subcommittee of the Public/Private Projects Committee, Raul is committed to the cause and pledges to continue his efforts toward better public transportation.



## *Outstanding Public Transportation Manager*

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

“Paul is an active member of our community that oversees one of the largest and most efficient public transit systems in the United States. His hard work serves as a valuable asset to the San Diego region, which is why I find him deserving of this distinguished recognition.”

— **U.S. Rep. Juan Vargas**  
**California (51<sup>st</sup> District)**



**PAUL C. JABLONSKI**

“*T*o be recognized by your peers as an outstanding member of the industry is the highest honor a person can receive. Of course I am very proud of this award. But individual accomplishments are always the result of many people pulling together as a team. I am very grateful to everyone in my career who helped make this possible.”



## PAUL C. JABLONSKI

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

**P**aul Jablonski, chief executive officer of the San Diego Metropolitan Transit System (MTS), has been in the public transportation business for almost 45 years. His accomplishments span both the private and public sectors. He has had success all over the United States and even in places like Jeddah, Saudi Arabia. For the last 10 years he has been at the helm of MTS and, in that time, he has transformed it into one of the most efficient systems in the country.

During his tenure at MTS, Paul consolidated three distinct businesses—light rail, bus operations, and contract services—under the MTS umbrella, thereby eliminating redundant functions and operational silos. He has created a single MTS entity and employee culture.

He initiated a complete system makeover that resulted in an immediate annual savings of \$9 million and an increase in ridership of 9.3 percent. An aggressive preventive maintenance program was implemented that increased the average distance between road calls from 2,500 to almost 12,000 miles.

On the labor side, Paul helped renegotiate 14 labor contractors to reduce pension costs, create sustainable pay increases, and implement new work rules to promote attendance and performance.

When Paul joined MTS, capital projects were severely underfunded. No more. MTS is now a model of state of good repair. A five-year, \$680 million project to renovate the

trolley network and bring low floor cars to the entire system is almost complete. Two new bus maintenance facilities have been added and a third is on its way. Recent bus procurements give the MTS fleet a perfect blend of vehicle ages, providing a sustainable and ongoing schedule to operate and replace vehicles.

Under Paul's leadership, ridership has steadily grown at MTS and more than 95 million trips were recorded last fiscal year. He has also worked hard to ensure that the operational perspective of public transportation is instilled in the planning of future services. This is already paying dividends with the launch of new BRT services and the work to add another 11 miles to the trolley network.

There are many more accomplishments to recognize and all align with APTA's core values: Leadership, Excellence, Inclusiveness and Teamwork, Accountability, Fairness and Equity, Diversity, and Professionalism and Integrity.

Joseph Calabrese, CEO of the Greater Cleveland Regional Transit Authority, joined in the nomination of Paul for this award. Perhaps he best sums up Paul's contributions to the industry:

"A history of demonstrated success, bold leadership and outstanding contributions to our industry are the measures by which all candidates for APTA's Public Transit Manager of the year will be judged. During his impressive career, he has helped to set the modern standard of excellence with respect to these criteria."

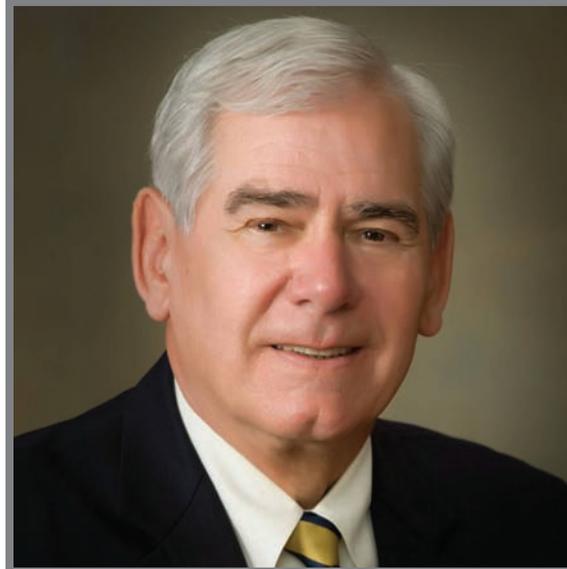


## Hall of Fame

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.

“Rod Diridon led the Mineta Transportation Institute since its inception. In those 23 years, the Institute has become known throughout the world for providing peer-reviewed research on the toughest surface transportation policy issues. That remarkable success was based upon Rod’s lifetime of top policy level surface transportation leadership.”

— **Norman Y. Mineta**  
**US Secretary of**  
**Transportation (ret.)**  
**Founder, Mineta**  
**Transportation Institute**



### **ROD DIRIDON, SR.**

“**A**PTA is the spear point at the forefront of the national effort to combat the 38 percent of global warming caused by our petroleum dependency. The rest of the world knows that electrically powered rail systems are the least expensive and surest countermeasure to combat climate change. APTA leads our battle to maintain the U.S. economy while protecting the future for our children. I’m humbled and profoundly proud to be singled out as a small part of APTA’s epic, world-saving effort.”



## ROD DIRIDON, SR.

*More than 35 years of industry research and leadership*

**F**ormer U.S. Deputy Secretary of Transportation Mort Downey said, “Rod Diridon’s dynamic pursuit of the nation’s toughest research issues has helped agencies craft programs for safety and security, financing to replace the dwindling gas tax, preparation for high-speed rail connectivity, and much more.”

A trainman during college, Rod appreciates rail’s linchpin niche in the nation’s transportation network. After two naval officer Vietnam combat tours, he began his elected career in 1971 as a 31-year-old city council member followed by 20 years, six times chair, of the Santa Clara County Board of Supervisors and Transit Board. He chaired the bay area’s three regional agencies, APTA, and was UITP vice chair. Rod is especially proud of cofounding the APTA Diversity Council supporting women and minorities.

He chaired the Joint Powers Board for nine successful rail projects and co-chaired five local and two statewide transportation tax campaigns. That focus earned the title, “father of modern transit in Silicon Valley.” In 1995, the “San Jose Diridon Station,” hosting three commuter rail lines, light rail, and planned BART and high-speed rail, was named in honor of him.

He transitioned to executive director for the newly formed Mineta Transportation Institute (MTI) at San Jose State University. MTI became known for reliable research on tough issues and a unique California State University Master of Science in Transportation Management degree taught statewide by expert professors via the Caltrans videoconference network.

Two governors—Governor Davis and Governor Schwarzenegger—appointed Rod to the California High-Speed Rail Authority Board, with orders to jumpstart the project. Elected chair, Rod used his 24 years of policy board experience to comply. San Francisco Bay Area MTC Executive Director Steve Heminger, observed, “Rod is like a locomotive when he’s focused on an objective. It’s best to be on board rather than in his way!” Rod also helped transition the High Speed Ground Transportation Association into APTA’s High-Speed & Intercity Rail Committee, which he chaired. He also chairs the US High Speed Rail Association’s Board.

In a front page expose on Rod’s crusade to create high-rise transit villages atop rail station parking to combat climate change, traffic congestion, urban sprawl, and promote public transit ridership, the *Silicon Valley Business Journal* said, “. . . you ignore him at your peril.” Rod’s message: cities must radically increase the number of dwelling units atop and around public transit to justify the billions of dollars invested to create those systems.

Rod is a favorite worldwide conference keynoter on sustainability, stressing the interconnection among public transit, land use, and climate change. He’s chaired over 100 programs and, though retiring to half-time emeritus executive director at MTI, continues his travels.

Rod’s passion is for his wife, Gloria Duffy, son Rod and wife Sabra with two-year-old twins Avery and Rod, and daughter Mary and husband Steve with six-year-old Allie and three-year-old Aaron. Rod ends every speech with a plea for help in combating climate change so that we might all be considered good ancestors.

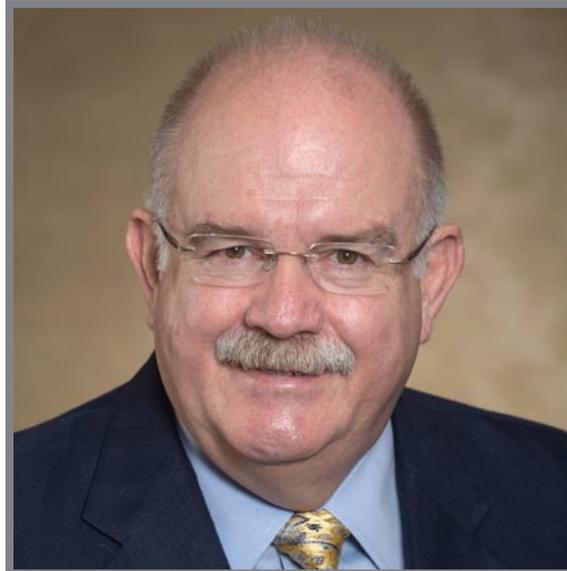


## *Hall of Fame*

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.

“Dedicated. Focused. Hard-working. Respected. These are just a few words that describe Ronald Tober and his relationship with public transportation. Ron has spent many years dedicated to improving the industry, focused on whatever task is put before him, hard-working in all positions he has held, and respected throughout the Industry as a champion of public transportation. Anyone who knows Ron Tober will tell you of his passion and love for our industry and will acknowledge how deserving he is of this honor.”

— **George F. Dixon III**  
**Chairman, RTA Board of Trustees**  
**Former Chair, APTA**



**RONALD J. TOBER**

“*F*or me, it’s been all about people—helping people lead better lives, including the people that use public transportation service and those that work each day to provide that service.”



## RONALD J. TOBER

*A 45-year career as a public transportation planner, CEO, and mentor*

**R**on Tober has worked for 45 years in the field of public transportation as a planner, manager, and chief executive. During his career he has had many exceptional achievements that have contributed to the advancement of public transportation and APTA.

Ron started his public transit career in 1969, fresh out of engineering school, working in his hometown of Cleveland on a study of the first rail line serving a U.S. airport. From there he has led public transit agencies in Miami, Boston, Seattle, Cleveland, and Charlotte, accomplishing many notable things.

In Seattle, he guided the planning, design, and funding of the downtown Seattle transit tunnel, which employed dual-power bus technology, a first of its kind in the U.S., and which is now utilized by both hybrid buses and light rail vehicles. In 2009, he oversaw the startup of light rail operations for Sound Transit.

In Cleveland, he successfully dealt with the only instance where a public transit agency was placed under federal procurement sanctions. Ron's efforts helped identify numerous best practices and played a key role with APTA and the Federal Transit Administration by creating and adopting procurement "best practices" handbooks for public transit management. In addition, he envisioned and launched planning for the Bus Rapid Transit (BRT) project now known as the HealthLine, which is recognized as the most successful application of BRT in the U.S.

In Charlotte, he oversaw the implementation of what is recognized as one of the most successful new light rail lines

in the country, spawning significant new development and greatly exceeding ridership projections in a traditionally automobile-oriented Sunbelt city.

Most recently he played a key role in helping the Honolulu Authority for Rapid Transportation (HART) successfully launch one of the most innovative public transit projects in the U.S. Ron wrote and updated HART's business plan, board operating rules, policies, and administrative procedures, and also helped train board members and agency staff.

Perhaps most importantly, Ron has maintained a focus on employee development throughout his career and has actively mentored people he worked with. A clear indication of this focus is that there are 10 people who formerly worked for Ron who have been, or are currently, CEOs or general managers of U.S. public transit systems.

Ron served eight years on the APTA Executive Committee as a vice president—management and finance, secretary-treasurer, first vice chair, and chair. As chair, Ron launched industry initiatives on workforce development and procurement which have endured to this day. He authored a set of financial policies which have guided APTA's finances to the present. As an APTA board member he oversaw a strategic planning effort in 2005.

Along the way, Ron received numerous awards including two APTA Outstanding Achievement Awards for public transit systems he led and the 2005 Outstanding Public Transportation Manager of the Year Award.

# APTA 2014 Awards Committee

## **Michael S. Harbour**

*Chair*

Acting Chief Executive Officer  
Sound Transit  
Seattle, WA

## **Christopher P. Boylan**

Director, Governmental &  
Strategic Partnerships

The General Contractors Association of NY, Inc.  
New York, NY

## **Grace Crunican**

General Manager

San Francisco Bay Area Rapid Transit District  
Oakland, CA

## **Shirley A. DeLibero**

President

DeLibero Transportation Strategies, LLC  
Milton, MA

## **Donna DeMartino**

General Manager/Chief Executive Officer  
San Joaquin Regional Transit District  
Stockton, CA

## **Saundra M. Foster**

President, Board of Trustees  
METRO Regional Transit Authority  
Akron, OH

## **Kim R. Green**

President  
SPX GENFARE  
Elk Grove, IL

## **Jeff Meilbeck**

CEO and General Manager  
Northern Arizona Intergovernmental  
Public Transportation Authority  
Flagstaff, AZ

## **Mary Jo Morandini**

General Manager  
Beaver County Transit Authority  
Rochester, PA

## **Maryanne Roberts**

Head of Communications and  
Public Relations - United States  
Bombardier Transportation  
Horsham, PA

## **Janet S. Rogers**

Vice President  
Stacy and Witbeck, Inc.  
Alameda, CA

## **Paul P. Skoutelas**

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

## **Terry E. Solis**

Chairman & Secretary of the Board  
The Solis Group  
Pasadena, CA

## **David M. Stackrow**

Board Chair  
Capital District Transportation Authority  
Albany, NY

## **Matthew O. Tucker**

Executive Director  
North County Transit District  
Oceanside, CA

# APTA Award Winners 1983–2013

## MEMBERS OF THE APTA HALL OF FAME

Joe Alexander	Jan den Oudsten	Jack R. Gilstrap	Lucien L'Allier	Dan Reichard, Jr.
John Baine	Robert G. Decker	Jackson Graham	James L. Lammie	David Ringo
Leonard W. Bardsley	Shirley A. DeLiberio	Kenneth M. Gregor	Frank J. Lichtanski	William J. Ronan
Wilbur P. Barnes	Henry R. DeTournay	David L. Gunn	Anthony R. (Tony) Lucchesi	Leonard Ronis
George E. Benson	James W. Donaghy	David G. Hammond	William R. (Bill) Lucius	Daniel T. Scannell
Keith Bernard	Georges G. Donato	Gerald T. Haugh	William A. Luke	Herbert J. Scheuer
Lloyd G. Berney	Walter S. Douglas	Jesse L. Haugh	James A. Machesney	Victor Sharman
Peter Bigwood	Wilfred E.P. Duncan	Louis L. (Larry) Heil	Reba Malone	Bernard Shatzkin
Alan L. Bingham	John A. Dyer	George W. Heinle	Henry M. Mayer	Carlton Sickles
Robert M. (Bob) Brown	Albert Engelken	F. Norman Hill	Robert G. MacLennan	John Duncan Simpson
Robert C. Buchanan	William F. Farrell	Harold R. Hirsch	Walter J. McCarter	Richard J. Simonetta
Fred B. Burke	E. Roy Fitzgerald	John F. Hoban	Alton McDonald	Robert Sloan
S.A. (Syl) Caria	H. Welton Flynn	William B. Hurd	Peter J. Meinardi	Roger Snoble
James A. Caywood	Bernard J. Ford	John F. (Jack) Hutchison	James R. Mills	Virendra K. (Vic) Sood
Hector Chaput	Warren H. Frank	Donald C. Hyde	William W. Millar	Frank Julian Sprague
Henry C. Church	Louis J. Gambaccini	Houston P. Ishmael	Albert Paul Moniz	Alan Sterland
Peter M. Cipolla	Joseph V. Garvey	P.S. (Red) Jenison	Robert Wayne Nelson	Edward R. Stokel
Edgar A. Claffey	Stanley H. Gates, Jr.	Frederick J. Johnson	Thomas G. Neusom	B.R. Stokes
George J. Clark	David Q. Gaul	Robert B. Johnston	W.H. Paterson	Harley L. Swift
Carmack Cochran	Miriam Gholikely	Charles Edward Keiser	Milton Pikarsky	Erland A. Tillman
Robert M. Coultas	Dominic J. Giacoma	Joseph C. Kelly	Robert Pollock	Carmen E. Turner
Leo J. Cusick	Peter J. Giacoma	Alan F. Kiepper	Thomas O. Prior	Kenneth S. Voigt
Lawrence D. Dahms	George Gibbs	Robert S. Korach	Walter S. Rainville, Jr.	H. Donald White
John A. Dash	John Joseph Gilhooley	George Krambles	James Reading	Harvel W. Williams

## OUTSTANDING PUBLIC TRANSPORTATION MANAGER

(FORMERLY THE JESSE L. HAUGH AWARD)

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

## LIFETIME ACHIEVEMENT

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1997	Rosa Parks
2000	Mortimer Downey
2006	Norman Y. Mineta

## OUTSTANDING PUBLIC TRANSPORTATION BUSINESS MEMBER

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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

## OUTSTANDING PUBLIC TRANSPORTATION BOARD MEMBER

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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

## DISTINGUISHED SERVICE

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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)

1998	Dr. Carlos I. Pesquera (TERRITORY) 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)

## OUTSTANDING PUBLIC TRANSPORTATION SYSTEMS

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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	1992	City Transit Company, Inc. Santa Monica Municipal Bus Lines Sacramento Regional Transit District Metro-North Commuter Railroad Regional Transportation District	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
1986	Champaign–Urbana Mass Transit District Capital Metropolitan Transportation Authority Utah Transit Authority Ottawa–Carleton Regional Transit Commission	1993	East Volusia Transportation Authority Peninsula Transportation District Commission Foothill Transit New Jersey Transit Corporation	1999	Montebello Bus Lines OMNITRANS Milwaukee County Transit System MTA Metro–North Railroad Bi-State Development Agency
1987	Alexandria Transit Company Santa Monica Municipal Bus Lines Milwaukee County Transit System Washington Metropolitan Area Transit Authority	1994	Laredo Municipal Transit System Champaign–Urbana Mass Transit District Oahu Transit Services Bi-State Development Agency	2000	Laketran Access Services Santa Monica’s Big Blue Bus Oahu Transit Services, Inc.
1988	Beaver County Transit Authority Sun Tran San Mateo County Transit District Tri-County Metropolitan Transportation District of Oregon	1995	Durham Area Transit Authority OMNITRANS Foothill Transit British Columbia Transit	2001	Redding Area Bus Authority CityBus of Greater Lafayette Centre Area Transportation Authority MTA New York City Transit
1989	Chatham Area Transit Authority Fresno Area Express/FAX Long Beach Public Transit Corporation	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	2002	River Valley Metro Santa Clarita Transit Utah Transit Authority Port Authority Trans-Hudson Corporation
1990	St. Cloud Metropolitan Transit Commission Duluth Transit Authority VIA Metropolitan Transit Greater Cleveland Regional Transit 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	2003	ART–Arlington Transit Space Coast Area Transit Delaware Transit Corporation Regional Transportation District
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			2004	SouthWest Metro Transit Knoxville Area Transit Interurban Transit Partnership San Francisco Bay Area Rapid Transit District

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2005 Laketran  
Muncie Indiana Transit System  
Sun Tran  
Orange County Transportation  
Authority

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2006 Beaver County Transit Authority  
Stark Area Regional Transit Authority  
Central New York Regional  
Transportation Authority  
Los Angeles County Metropolitan  
Transportation Authority

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2007 City of Elk Grove, Transit Services  
St. Cloud Metropolitan Transit  
Commission  
Capital Area Transportation Authority  
Greater Cleveland Regional Transit  
Authority

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2008 Muncie Indiana Transit System  
GRTC Transit System  
Regional Transportation District

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2009 Greater Lynchburg Transit Authority  
Intercity Transit  
San Diego Metropolitan Transit  
System

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2010 Bloomington Public Transportation  
Corporation  
Hillsborough Area Regional Transit  
Authority  
Société de transport de Montréal

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2011 Tompkins Consolidated Area Transit,  
Inc.  
Sun Metro  
Santa Monica's Big Blue Bus

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2012 Rock Island County Metropolitan  
Mass Transit District  
Metro Transit  
Southeastern Pennsylvania  
Transportation Authority

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2013 Northern Arizona Intergovernmental  
Public Transportation Authority  
Interurban Transit Partnership  
GO Transit

## **PUBLIC TRANSPORTATION SYSTEM INNOVATION**

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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

## **SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP**

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2006 Dwight D. Brashear

## **SPECIAL RECOGNITION FOR EXTRAORDINARY RECOVERY**

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2011 Regional Transit Authority, LA

## **OUTSTANDING BUSINESS EXECUTIVE OF THE YEAR**

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2004 G. Richard Wagoner, Jr.

2006 Carl Guardino

2007 William F. Valentine

2009 Tim Solso

## APTA'S CORE VALUES

*Leadership*

*Integrity*

*Excellence*

*Diversity*

*Inclusiveness*

*Fairness and Equity*

*Teamwork*

*Professionalism*

*Accountability*

### 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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