

*Celebrating Excellence in the  
Public Transportation Industry*



# 2008 Awards



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

OCTOBER 7, 2008  
SAN DIEGO, CALIFORNIA



**W**ELCOME TO THE 2008 APTA AWARDS CEREMONY. We are here today to recognize the valuable contributions that this year's winners have made throughout the public transportation industry.

This year, with high gas prices, energy, and climate change on everyone's minds, more and more people are realizing the importance of public transportation and the value of having a good public transportation system in their communities. The 2008 APTA Awards recipients are people and organizations who have been working on the front lines of public transportation for many years. It is because of their hard work and dedication to the public transportation industry that so many new riders are now able to choose public transportation in order to save money and reduce their carbon footprint.

So, on behalf of the 2008 APTA Awards Committee, I offer my congratulations and thank the award recipients for their contributions. I hope all of you will have the chance to personally thank them as well.

Finally, as the chair of the APTA Awards Committee, I want to thank the committee members for their participation over the last year.

### **KAREN RAE**

Chair, 2008 APTA Awards Committee

and

Deputy Commissioner for Policy and Planning

New York State Department of Transportation

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#### **APTA'S VISION**

Be the leading force in advancing public transportation.

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#### **APTA'S MISSION**

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



# 2008 APTA Award Winners

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## *Innovation*

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

“Metro and the Everybody Rides Metro foundation should be proud of this recognition. The foundation is a truly innovative program that is having a meaningful impact on providing transportation options for the people of our community.”

– **Mayor Mark Mallory**  
**Cincinnati, OH**



### **SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY**

“It is critical that transit systems recognize the needs of low-income riders who have few options and are hardest hit by fare increases. The Everybody Rides Metro foundation provides a safety net for the most vulnerable of our customers.”

– **Marilyn G. Shazor**  
**CEO, Cincinnati Metro**

# SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY

Cincinnati, OH

In 2006, the Southwest Ohio Regional Transit Authority—which operates Metro fixed route service in Cincinnati—faced an aging fleet in desperate need of replacement, skyrocketing fuel and health care costs, and a fare that was far lower than most in the nation. It was clear that something had to be done to ensure the organization’s financial viability.

Looking at successful private entities in Cincinnati, Metro Chief Financial Officer Ted Bergh had an idea. Why not create a foundation to provide subsidized fare media for those individuals who need it the most?

This concept would ensure that Metro could raise fares without unfairly affecting low-income riders, while bringing in fresh capital to be used for the purchase of bus passes and tokens. From this simple idea, the Everybody Rides Metro foundation (ERM) was born in the fall of 2006 as a 501(c)(3). ERM began distributing tokens through partner agencies in 2007.

ERM’s mission is to provide reliable transportation to the economically disadvantaged of Cincinnati, assuring access to employment, education, health care, and other vital services as they work toward self-sufficiency.

To reduce administrative costs, ERM partners with local non-profit organizations that already help low-income individuals live more sustainable lives. Donations go directly to purchase rides and duplication is eliminated.

Metro employees donate to ERM through internal fundraising campaigns. It’s a logical fit: bus operators are acutely aware of the challenges low-income customers face and ERM gives them a way to help.

Major funding currently comes from a federal Job Access/Reverse Commute (JARC) grant, which reimburses 75 percent of token costs after being matched with local foundation funds. ERM has also raised more than \$500,000 from other charitable foundations and local governments. Partner agencies provide up to one-third of the cost for tokens.

According to Cincinnati Works, a non-profit that helps low-income people find and keep employment and is a partner agency with ERM: “We often find that transportation is a barrier to achieving economic self-sufficiency. A grant from Everybody Rides Metro allows us to remove that barrier and serve more people.”

The second focus for ERM is encouraging environmental responsibility. Public transportation is not only about providing equal access to work and health care, but also about reducing carbon emissions based on transportation choices.

ERM provides a carbon calculator on its web site to encourage riders to calculate their carbon footprint savings through walking, biking, or using public transit. ERM is seeking sponsors to purchase the carbon credits and will use the proceeds to offset the higher cost of hybrid buses.

“We are honored to receive the APTA Innovation Award and to be recognized by our peers,” said Ted Bergh, who serves as ERM’s executive director as well as Metro’s CFO. “We challenge other transit systems to start their own ‘Everybody Rides’ foundations to provide economic opportunity, healthy living options, and environmentally sustainable choices.”





## *Outstanding Public Transportation System*

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

**CATEGORY:** Providing more than 1 million but fewer than 4 million annual passenger trips.

“I applaud the leadership at MITS on this outstanding recognition and encourage them to continue their great work, especially in energy efficiency initiatives. Public transit is a critical component of Indiana’s transportation network. This is a great opportunity to acknowledge MITS’ commitment to excellence.”

– **U.S. Senator Richard Lugar**  
**Indiana**



### **MUNCIE INDIANA TRANSIT SYSTEM (MITS)**

“To repeat this honor, especially in such a short time, is a testament to the hard work and dedication of our employees and the support of our community. It is also reflective of a committed, informed board whose leadership and vision have allowed for inventive and creative approaches to delivering the best possible transit services.”

– **Larry W. King**  
**General Manager, MITS**

# MUNCIE INDIANA TRANSIT SYSTEM (MITS)

Muncie, IN

**A**t the Muncie Indiana Transit System (MITS), the focus is on people, just as it was in 2005 when MITS previously received this award. This focus starts with the board of directors and filters down through the organization. MITS works tirelessly to keep employees safe and healthy and provides them the tools they need to do their jobs. MITS is devoted to giving customers the affordable transit services they need while keeping them safe and comfortable. MITS plays a vital role in helping the city prosper and grow. Altogether, this focus on serving people has brought MITS to a position of extraordinary ridership growth and tremendous community support.

MITS celebrated its 25<sup>th</sup> anniversary in 2006 by topping the two million customer mark, and repeated this achievement in 2007. Excellent ridership, combined with a high level of service for a city of its size, has helped bring increased state and federal funding to MITS. This in turn supports students riding free and a low fare for everyone, a win-win for customers and the entire community. MITS strives to keep up with the latest in technological advances to provide the most efficient and convenient service possible. Customer amenities include bike racks, new low floor buses with automated stop announcements, ergonomic passenger seating, abundant bus shelters, attractive bus stop signs, and electronic fareboxes. Traffic signal preemption devices facilitate the safe and efficient movement of the buses through busy intersections. New scheduling software and mobile data computers have helped the ADA paratransit service consistently achieve a high level of performance.

MITS considers itself a full partner in the community and takes seriously the responsibility of making Muncie a great place to live. Creative solutions for many transportation problems have been designed and implemented through working closely with university student groups, local government, social service agencies, and economic development entities. MITS serves as the lead agency for transportation support in the event of an emergency and has fulfilled this role on several occasions. MITS also takes seriously its role of protecting the environment and has been a long-time practitioner of environmentally friendly policies and practices, most recently including a switch to soy biodiesel fuel. An ongoing effort to strengthen the MITS image has culminated in tremendous public support for the transit system throughout the community.

Recognizing that happy employees lead to satisfied customers, MITS strives to provide employees with everything they need to do their jobs. Facilities, vehicles, and equipment are well-maintained, clean, safe, and secure. Employees from every department are fully involved in teams that cover the gamut from safety/security to wellness to social. The progressive wellness program at MITS includes education, health screening, on-site fitness center, smoke-free facilities, and an employee insurance contribution reduction incentive program. Training, recognition, and an excellent safety performance record garnered MITS the 2007 APTA Gold Bus Safety Award.

At MITS, the focus on people has resulted in employees who deliver great customer service, lots of well-satisfied customers, and gratifying community support.



# 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.

“GRTC’s ‘Number One’ standing in the U.S. is a true reflection of its superior and efficient management, customer service, and safety. The citizens of Richmond are fortunate to have such outstanding mass transit service, especially in view of rising fuel costs. The City of Richmond congratulates GRTC upon being recognized with this prestigious honor.”

– **Mayor L. Douglas Wilder**  
Richmond, VA



## GRTC TRANSIT SYSTEM

“When I joined the Greater Richmond region a little over three years ago, I felt something the region has known for a long time—we have a tremendous public transportation system here in Richmond. GRTC Transit System is driven by hard-working and dedicated employees and supported by a community that believes in the importance of transportation. Because of this support, we have been able to achieve phenomenal success in the last few years, and I am proud to be at the helm of the ‘little engine that could’ and recognized by such a prestigious award.”

– **John M. Lewis, Jr.**  
CEO, GRTC Transit System



# GRTC TRANSIT SYSTEM

Richmond, VA

**G**RTC Transit System is a century-old, non-profit organization serving the Greater Richmond region. It is jointly owned by the City of Richmond and Chesterfield County, and managed by Professional Transit Management of Veolia Transportation. GRTC provides a broad range of transportation options, including traditional fixed route service and commuter express service, operating 172 transit vehicles equipped with bike racks and wheelchair accessibility. Additionally, GRTC operates CARE, a curb-to-curb paratransit service for the elderly and persons with disabilities, and C-VAN, which provides transportation assistance for individuals looking to transition from welfare to work. RideFinders, the ride share component of the transit system, provides carpool, vanpool, and ride-matching services. GRTC also provides transportation services to both employees and students of Virginia Commonwealth University in Richmond. A staff of more than 473 committed and talented employees steers GRTC Transit System's success, and GRTC is proud of the fact that nearly 35 percent of its employees have been with the company for 10 years or more.

With 2007 ridership totals reaching almost 15 million, GRTC has seen considerable growth in its ridership, increasing 19 percent over Fiscal Year 2005. Much of this success can be attributed to the implementation of mechanisms focused on improving the safety and welfare of both its employees and its riders. With the installation of a CAD/AVL system complete with automatic voice annunciation on all buses; the introduction of a new and easy-to-use stored value farecard; the launching of a trip planner service on the company's web site; and the installation of a digital video recording system

on all buses—just to name a few—GRTC continues to focus on providing safe, reliable, and efficient transportation service for the central Virginia region.

Remarkable safety and operations continue to be at the core of GRTC's service. GRTC's commitment to excellence is illustrated by the establishment of various safety committees and programs; emergency response and security training; ongoing training of operators and mechanics; a 90 percent on-time average for preventive maintenance inspections; and the creation of a state-of-the-art Mobile Command Center. GRTC's effective financial management tools and the successful obtaining of federal earmark funding and state assistance funding have allowed the company the ability to provide quality service while, at the same time, reducing costs.

Community education has been the key to GRTC's positive awareness in the region. GRTC educates the public on the benefits of transit through targeted community outreach initiatives such as "Try Transit Day," the creation of a 30-minute transportation television show, and partnerships with area businesses to provide route information and bus passes.

For more than 100 years, GRTC Transit System has stayed true to its commitment to offer efficient transportation services that both meet and exceed the needs of its customers. Now, with a new corporate office being built and exciting changes such as a transfer center and Bus Rapid Transit on the horizon, GRTC has truly become a leader in public transportation's future for the Commonwealth of Virginia.



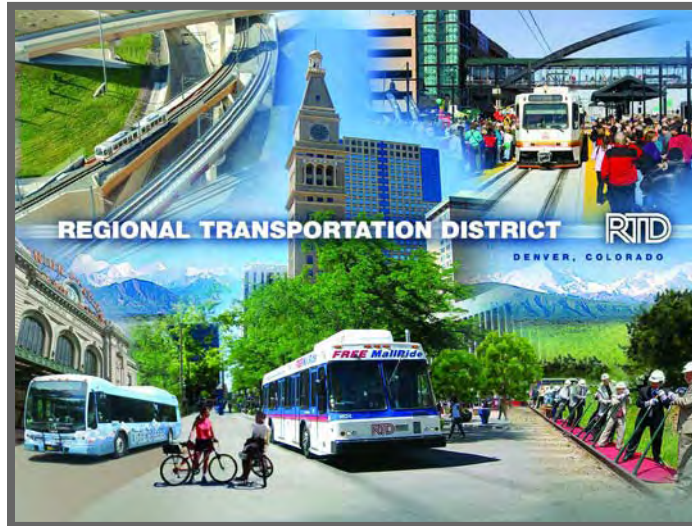
# Outstanding Public Transportation System

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

**CATEGORY:** Providing more than 30 million annual passenger trips.

“On behalf of the City and County of Denver, congratulations to RTD on being named Outstanding Public Transportation System for the third time. We are proud to have worked closely with the RTD Board of Directors and Cal Marsella on FasTracks and other transit initiatives. We look forward to continuing our successful partnership and together addressing the long range transportation needs of the Denver metro area.”

– **Mayor John Hickenlooper**  
Denver, CO



## REGIONAL TRANSPORTATION DISTRICT

“It is an honor for RTD to be recognized by APTA with this prestigious award. I am privileged to work with the high caliber of employees we have at every level at RTD, and with an outstanding and very dedicated Board of Directors.”

– **Cal Marsella**  
General Manager, RTD

# REGIONAL TRANSPORTATION DISTRICT

Denver, CO

**T**he Denver Regional Transportation District operates in a sound, businesslike manner, earning the respect and support of the metro region. RTD's selection by the American Public Transportation Association as the 2008 Outstanding Public Transportation System is the third time RTD has won this prestigious award, and the second time in only five years. RTD General Manager Cal Marsella was named the APTA Outstanding Public Transportation Manager in 2006. These awards give formal recognition of the leadership by the RTD Board of Directors and general manager, and the excellence that permeates all levels of the organization.

RTD's 2,300 employees provide service in a 2,400-square-mile area, operating nearly 100 million passenger trips annually on a variety of services including bus, light rail, demand response, and vanpools. Since 1969, RTD has worked to develop the transit system for the 2.6 million area residents, governed by a 15-member directly elected Board of Directors.

RTD's service provided exceptionally high on-time performance levels last year, with light rail hitting an on-time rate of 99.96 percent, ADA paratransit service at 96 percent, local bus service at 88 percent, and express and regional bus service at 92 percent.

Last year, RTD began constructing the voter-approved FasTracks transit expansion, a product of the largest transit-only initiative in the nation. The multi-billion-dollar program will add 122 miles of passenger rail, 21,000 new park-n-ride spaces, 18 miles of Bus Rapid Transit service, and increased bus service. The first

new line is scheduled to open in 2013. Through a multi-agency partnership, RTD is also working on redeveloping Denver Union Station, the hub of the FasTracks rapid transit corridors.

RTD directly involved dozens of communities throughout the metro area during the development of the FasTracks program, conducting hundreds of presentations and public meetings to get direct input on the program elements and corridor alignments. This community involvement resulted in strong support for the FasTracks program, shown by the unanimous support of all 31 metro area mayors and the overwhelmingly positive public vote.

Two years ago, RTD opened the light rail portion of the \$1.7 billion Transportation Expansion or T-REX project, combining light rail construction and highway expansion. The project was jointly managed by RTD, the Colorado Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration. The new light rail line began service in November 2006—two years ahead of schedule and within budget. This was RTD's fourth consecutive light rail project built on time and within budget.

RTD has been breaking ridership records year after year, demonstrating what a dynamic and vital link it provides for the communities it serves. For example, RTD has already surpassed light rail ridership projections for the year 2020.

With a visionary and innovative eye on the region's future, the Denver RTD is moving forward to meet the transportation needs of the growing metro area for generations to come.



## *Local Distinguished Service*

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

“Our public transportation system is vital to the quality of life and economic future of the entire Chicago region. That is why Julie Hamos’ efforts to obtain critical operating funding and enact necessary reforms were so important to residents across Chicago and the region who depend on mass transit every day.”

— **Mayor Richard M. Daley**  
**Chicago, IL**



### **ILLINOIS STATE REPRESENTATIVE JULIE HAMOS**

“*T*his award represents the culmination of extensive information-gathering, relationship-building and problem-solving. I am proud to have led the key players to develop a comprehensive regional solution that will maintain the world-class transit system that is the backbone of northeastern Illinois.”

## JULIE HAMOS

Illinois State Representative  
(18<sup>th</sup> District)

If northeastern Illinois' hard-fought battle to find a solution to the region's transit operating funding crisis has a hero, it's Illinois Representative Julie Hamos.

On January 18, 2008, after nearly two years of political wrangling, the Illinois General Assembly approved historic legislation that provided an additional \$530 million in annual, permanent operating funding to the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), Metra Commuter Rail (Metra) and Pace Suburban Bus (Pace), the first such increase in over two decades.

The legislation was approved just in the nick of time, only three short days before a budget-balancing "doomsday" was implemented. Had the bill not passed, riders would have faced an unprecedented level of fare hikes and service cuts, including the elimination of more than 160 city and suburban bus routes. In addition, nearly 3,000 employees would have been laid off.

Remarkably, the legislation passed in a period of severe legislative gridlock within the Illinois Legislature, marked by the longest legislative session in the history of the state. In this poisonous political climate, Julie was able to guide this important legislation through the many political minefields that had laid waste to many other pieces of legislation. She led the charge to finding a long-term solution to the public transit crisis that threatened to cripple the region's mass transit system. However, Julie did not just seek a solution to the operating crisis; she also sought fundamental reform.

For three years, in meeting after meeting of the Illinois House Mass Transit Committee, which she founded, she pushed for ways to fund and improve public transportation. She sought input from every corner of the region from the riders, business, organized labor, community groups, and even those from outside the region, because of transit's profound economic impact on the entire state.

However, in early 2007, many opinion leaders were very pessimistic that transit funding and reform would be considered during that year's legislative session. But Julie would not be deterred. She continued working to find a long-term solution to avert the impending transit crisis.

Later that year, she introduced legislation, the cornerstone of which was a one-quarter of 1 percent increase in the regional sales tax to fund mass transit services. The bill also made far-reaching reforms to better enhance the coordination and efficiency of the region's transit system, as well as implementing historic reforms to the pension and retiree health care systems.

Julie continued working to find a compromise and to convince the legislature and Governor Blagojevich of the importance to find a real solution before the "doomsday plans" were put into effect. Her hard work and diligence paid off in early 2008 with the passage of landmark legislation.

For at least the next decade, the CTA, Metra, and Pace will have sufficient funding to run day-to-day operations, avoiding any future "doomsday" scenarios for the foreseeable future and bringing the three-year struggle to an end.





## *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.

“His leadership has been profoundly instrumental in the successful planning and construction of projects in our region. It has been an honor and a pleasure to work with Joe over the past many years to enhance America’s transit system.”

— **U.S. Rep. Tom Davis**  
**Virginia (11<sup>th</sup> District)**



### **JOE ALEXANDER**

“I was really surprised and honored to be nominated. It was a great opportunity and a privilege for me to be part of creating our Washington Metrorail system and to help provide additional transportation alternatives for the Washington metropolitan region, along with many others who should share this honor.”

## JOE ALEXANDER

### *Over 30 Years of Service in the Public Transportation Industry*

Over a 30-year period of public sector service from the mid-1960s through 1995, Joe Alexander made lasting contributions to the transit community serving the metropolitan Washington, DC area that make him eminently worthy to receive APTA's 2008 Hall of Fame Award.

As a 23-year member of the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, including four separate terms as board chair, Joe was an active and continuing leader in the successful growth of the 103-mile, multi-billion-dollar public transit system. During this period, WMATA went from plans on a drawing board to an internationally recognized system carrying over half a million daily rail passengers, plus hundreds of thousands of daily bus riders.

The story of WMATA is one of vision, commitment, and performance—traits exemplified by Joe. He helped turn the vision of WMATA, as a force for transportation and urban development in the National Capital Region, into a reality. During this period of unprecedented growth of transit in the area, Joe was “the voice of reason,” always working to keep Maryland, Virginia, and the District of Columbia focused on completing the Metrorail system and improving and integrating bus service for the region. During his board tenure, Joe helped WMATA attract and nurture many talented and respected transit professionals, including Jackson Graham, Carmen Turner, Tad Weigle, Shirley DeLibero, David Gunn, and Larry Reuter.

As APTA chair in 1983, Joe was instrumental in establishing the Women in Transit Initiative (WIT). Long a champion for

opportunities for all individuals, he pushed aggressively to expand female and minority participation in all phases of APTA activities. He was an early and full participant in Women's Transportation Seminar activities and also encouraged active participation in the work of the Conference of Minority Transportation Officials.

In 1970, as chair of the Northern Virginia Transportation Commission (NVTC) and before it was fashionable to talk about Bus Rapid Transit, Joe spearheaded a move to obtain a federally funded grant to demonstrate the value of an exclusive bus lane on a major interstate (I-95). This nationally acclaimed project has often been cited as the most successful demonstration project ever undertaken by the U.S. Department of Transportation.

In the 1980s and 1990s, Joe was a driving force in the creation of the Virginia Railway Express (VRE). His expertise and political savvy assisted the NVTC and the Potomac and Rappahannock Transportation Commission in a challenging initiative to inaugurate commuter rail service between the Northern Virginia suburbs and the nation's capital. He continued to serve the VRE until 1995, when he completed his 32-year tenure as a member of the Fairfax County Board of Supervisors.

Receiving the 2008 APTA Hall of Fame Award is an acknowledgement of Joe's significant work in expanding public transportation and mentoring numerous public transit leaders. Currently employed by the Washington Division of URS Corporation, Joe continues to work on public transit projects around the country.

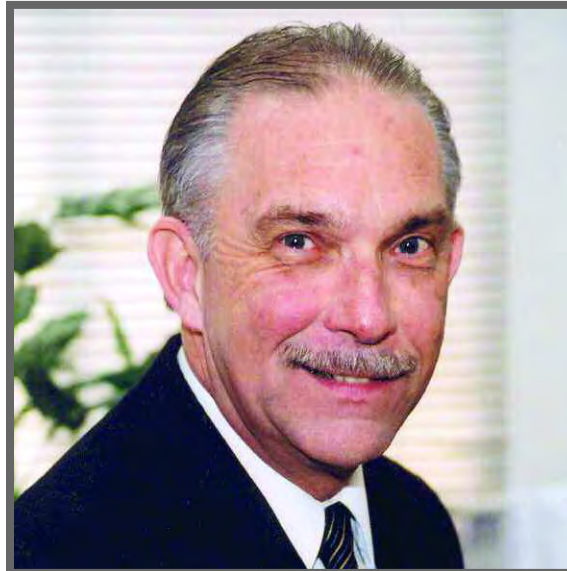


## Hall of Fame

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.

“Frank consistently displayed a commitment to providing quality services, training and development, and dedication to public service. Friends and family that Frank had here in Monterey County, at MST, and within the national transit community are pleased to know that Frank is being honored with this prestigious award.”

– **Fernando Armenta**  
**Chair, Monterey-Salinas Transit**  
**Monterey County Supervisor**  
**(1<sup>st</sup> District)**



### **FRANK J. LICHTANSKI**

“We, the family of Frank Lichtanski, are extremely proud and honored that Frank is receiving this esteemed position in the APTA Hall of Fame. Frank was always very proud to be part of the APTA family. His life’s work was dedicated to improving transit, and in particular, Monterey-Salinas Transit. It is gratifying to see that you have all recognized and acknowledged his numerous contributions to the world of transit.”

– **Pam and Aaron Lichtanski**  
(Frank’s wife and daughter)

# FRANK J. LICHTANSKI

(1951–2005)

*His Legacy Lives On, Inspiring Future Public Transit Leaders*

**F**rank J. Lichtanski dedicated his life to the continued growth and improvement of public transportation. His commitment to award-winning service is truly commendable. Frank's advocacy lives today inspiring transportation leaders of the future.

Frank's fascination with transportation began as a child, and his official career in public transit began in 1971. While attending Santa Barbara City College, Frank worked as a student assistant with the Santa Barbara Metropolitan Transit District. Moving to San Francisco State University (SFSU) to complete a bachelor's degree in business administration with an emphasis in transportation, he assisted in developing a campus transportation study for use in the establishment of a student carpooling and shuttle bus system. He also worked as a transportation planning assistant with DeLeuw Cather & Associates. After graduating from SFSU in 1974, Frank was hired as a transportation supervisor to the newly formed Monterey Peninsula Public Transit System Joint Powers Agency, comprised of the cities of Carmel, Del Rey Oaks, Monterey, Pacific Grove, Seaside, and the County of Monterey.

Between 1975 and 1978, he helped establish the first regional transit services to the cities of Marina and Salinas, and the unincorporated areas of Carmel Valley and Big Sur. He was promoted to assistant general manager in 1977. Frank was instrumental in the formation of the Joint Powers Agency (JPA) that would eventually become Monterey-Salinas Transit (MST). Through his efforts, the member jurisdictions of the Monterey Peninsula Transit JPA joined the cities of Marina and Salinas to form Monterey-Salinas Transit in 1981. In 1982,

Frank was promoted to general manager/CEO, where he would remain for the next 23 years until his passing in June 2005.

During his tenure, Frank grew MST from a fleet of six buses on nine routes providing 39,000 annual boardings to a regional system with a fleet of 86 buses on 36 routes, and five million annual boardings.

Frank was a member of the APTA Board of Directors and served on various APTA committees, including the Small Operations Steering Committee, Alternative Fuels Committee, Bus Specification Procurement Committee, and Bus and Paratransit CEOs Committee. He was also a mentor to new public transit general managers in the APTA Mentoring Program.

Frank was instrumental in the formation of the California Transit Insurance Pool (CalTIP), which combined the resources of public transit operators to provide stable, affordable insurance to its members. Today, CalTIP provides liability and physical damage insurance to 39 California public transit systems, due in large part to Frank's efforts.

Frank placed public transit education as one of his top priorities. His legacy to education lives on through the Eno Foundation Scholarship Fund for the Center for Transit Leadership.

Frank passed away on June 9, 2005, after a brief struggle with cancer. However, through his commitment to providing quality services, training and development, and dedication to public service, his legacy lives on to inspire all who choose a career in public transit.



## *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 am delighted to learn that Reba Malone is being inducted into the Hall of Fame of the American Public Transportation Association. It was my privilege as mayor to appoint her to serve on the San Antonio Transit Board in 1976, and Reba credits this appointment with having launched her career in the transportation field. She has proven her capabilities over and over and richly deserves this honor which is being accorded to her. Congratulations, Reba!”

— **Mayor Emeritus Lila Cockrell**  
**San Antonio, TX**



### **REBA MALONE**

“*I* am truly honored and proud to be nominated. It makes me very happy to know that I helped to open the doors for women in public transportation.”



## REBA MALONE

### *First Woman to Serve as APTA Chair*

**A** strong work ethic and dedication to what she believes in has helped Reba Malone to accomplish what some women before her were unable to accomplish. Her involvement with transportation began with her appointment to the San Antonio Transit Board in 1976 by then-Mayor Lila Cockrell. During her tenure on the San Antonio Transit Board, she worked toward the adoption of the sales tax that helped form VIA Metropolitan Transit, San Antonio's public bus system.

Reba credits her success and accomplishments in public transit to her involvement in the Business and Professional Women's Club. She helped to start the Southeast Business and Professional Women's (BPW) Club in San Antonio in 1974. She served as president of her local organization in 1975 and is currently serving as president for the second time. Through hard work and dedication, Reba rose through the ranks of district and state offices, ultimately serving as president of BPW Texas in 1985. She continues to be very actively involved in all levels of the BPW organization. It was through BPW that she worked with Mayor Cockrell in various capacities, resulting in her launch into the transportation world.

Reba served on the VIA Metropolitan Transit Board for nine years. During her tenure, the Alamo City Street Car was approved. She later went to work for Chance Coach, but never moved to Wichita, KS, instead basing her work out of San Antonio. She continued her career with Optima, retiring later from a full-time position to a contract position. She now owns her own business, Reba Malone & Associates, serving as a transportation consultant.

Her work with these companies and organizations led to Reba becoming the first woman to serve as chair of the APTA board; she served two full terms in that position from 1987 to 1988. The American Public Transportation Foundation (APTF) was organized under her leadership during her last year as chair. She served as the first chair of the APTF and still remains on its board. Reba remains active with APTA by attending as many meetings as she can, while serving on the Business Member Board of Governors, Legislative, and Program Planning committees. She currently chairs the Member Services Committee.

Reba has served on both the South West Transit Association Board of Directors and the Texas Department of Transportation Public Transportation Advisory Council. She currently serves as associate member of the Texas Transit Association Board of Directors.

Outside the transit industry, Reba is an active member of her neighborhood association, and serves on the San Antonio Women's Hall of Fame Board and the Brooks Development Authority. Reba helped to organize the Southside Chamber of Commerce in San Antonio and served for many years as its executive director. She continues to be active in supporting business development on the south side of San Antonio.

Reba could not have done most of what she has accomplished without the love and support of her late husband Gene. He was always there for her and traveled to meetings and conventions with her as much as he could.

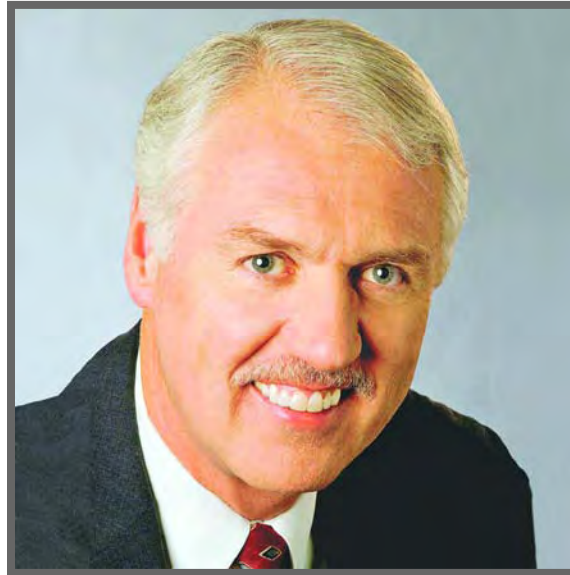


## *Outstanding Public Transportation Business Member*

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

“Jerry Premo is truly one-of-a-kind. Jerry has helped many young transit professionals to excel while also encouraging the numerous agencies that he has managed and counseled to serve their communities in a pride worthy manner. He has that unique mix of technical professionalism and political sensitivity that few attain.”

– **Rod Diridon**  
**Executive Director, Mineta  
Transportation Institute**  
**APTA Chair, 1993 and 1994**



### **JEROME (JERRY) C. PREMO**

“*M*y work with people throughout APTA has been and will continue to be a professional and personal delight, so this recognition is especially meaningful to me. I am committed to further strengthen the bond between the Business Members and our public sector partners, and with each other.”

## JEROME (JERRY) C. PREMO

North America Transit/Rail/Freight Market Segment Director, AECOM  
Orange, CA

**J**erry Premo is one of the nation's most experienced public transit professionals. In addition to his current position—in which he directs AECOM's transit and rail business throughout the United States and has a leadership role in AECOM's worldwide transit activities—his experience encompasses major positions at the federal, state, and local levels as well as direct involvement in transit system management, planning, financing, and operations.

Jerry never says “no” when asked to help in the understanding and promotion of public transportation. He has played a central role in APTA's legislative activities, serving six years as Legislative Committee chair. Other APTA roles for Jerry include: APTA Vice Chairman; Leadership APTA Committee; Conference Program Planning (annual meeting, rail, and bus/paratransit); and the Business Member Board of Governors since 2000. He chairs the 2008 International Public Transportation EXPO Advisory Committee—leading the effort to deliver the biggest and best transportation trade show ever through broadening participation of small and minority-owned companies, encouraging supplier interest and involving private sector chief executive officers in the organization's conference programs.

Jerry plays a leading role in developing educational sessions at APTA conferences as chair of the Business Members' Programs Committee, advancing issues of concern to this area of APTA membership. Planned by business members using untraditional “wow factor” formats, these lively sessions bring together the public and private sectors to explore issues within the transit industry and find common ground.

The public sector has also shaped Jerry's career through his service as the first executive director of New Jersey Transit Corporation, chief executive officer of the former Los Angeles County Transportation Commission, and associate administrator of the (then) Urban Mass Transportation Administration in the United States Department of Transportation. Combined with his degrees in public administration from the Maxwell School at Syracuse University and in political science from Notre Dame, Jerry uses his real world experience in the political arena to effectively support APTA's legislative and advocacy programs.

As co-chair of the Public Transportation Partnership for Tomorrow Cabinet, Jerry played a key role in increasing public support for public transportation and for the funding needed to increase transit services. To his credit, Jerry ensured that AECOM was a founding partner of this groundbreaking program.

Jerry's awareness of current issues within the transit industry extends to an understanding of its needs for the future. Through his role in Leadership APTA, Jerry leads working sessions and serves as an informal mentor. He also supports the Eno Foundation's transit leadership program, helping tomorrow's public transportation leaders prepare for the future when their capabilities will be critical to industry success.

As a result of his unparalleled dedication, tireless advocacy, passion, and foresight, Jerry has helped APTA grow and evolve—enhancing its role as an efficient and effective advocate for public transportation worldwide.



## *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.

“Spokane Transit has been blessed with many capable and committed board members, but none are more deserving of this award than Al French. He championed the organization and saw its potential at a time when few others did. The results exceeded everyone’s expectations, and Spokane is a better community because of Al’s vision.”

– **Susan Meyer**  
**CEO, Spokane Transit Authority**



### **AL FRENCH**

“I accept this award with a great deal of appreciation to APTA, and with gratitude to my colleagues on the Spokane Transit board and to our employees. It’s been an arduous journey these last five years, but so satisfying. Many thought we wouldn’t make it, but we did! Our successes could not have been possible without everyone’s commitment to providing first-class public transportation. I am honored to be associated with such great people.”

## AL FRENCH

Board Member, Spokane Transit Authority  
Spokane, WA

**A** creative problem-solver with a sharp business sense and a passion for public service, Al French has earned his place as a respected community leader in Spokane, WA. But in 1977, as a young graduate of the University of Idaho's School of Architecture, Al could never have foreseen that these same skills would eventually lead him to become the Spokane Transit Authority's (STA) architect of change.

After college, Al chose Spokane as the city in which to pursue his career. In 2002, he was elected to the Spokane City Council and immediately requested assignment to the Spokane Transit Board of Directors.

It was a turbulent time to join. In September, 2002 voters rejected a three-tenths-of-1-percent increase in sales tax to replace funding lost when voters repealed a statewide motor vehicle excise tax. Public perception of the agency was at an all-time low.

Quick to recognize Al's dedication and talent, the board unanimously elected him chairman in January 2003. He was also asked to head a task force to design a public transportation system that was both functional and efficient at roughly half its original size.

Al approached the assignment with a strong, calm, convincing leadership and an ever-present sense of humor. He orchestrated the task force to go into the community and learn what people wanted from their transit system. He oversaw the development of a comprehensive accountability program based on

these priorities and guided staff in creating an efficient and effective system with the agency's severely reduced revenues. Al was also dedicated to educating residents on the value of public transportation.

Through an extensive outreach campaign, Al led Spokane Transit in voicing this message to the community: "We have heard your concerns. Support Spokane Transit and we will give you the best public transportation system possible with the funding received." On May 18, 2004, 69 percent of voters approved an additional three-tenths-of-1-percent sales tax to fund Spokane Transit. A sunset clause was attached, requiring a reauthorization vote within five years.

Al kept his word to the community, dedicating the next several years to overseeing delivery of the promised results. On May 20, 2008, voters overwhelmingly approved continuation of the sales tax funding with no sunset clause attached.

"Al French had a vision of what public transportation could be in Spokane. He wanted an effective and efficient system and an organization that would be a good steward of both the public's money and trust," said Susan Meyer, STA CEO since 2005. "With his leadership, we have met or exceeded everything the board set out to do. And we did it one year sooner than planned."

Al French has accomplished many great things throughout his professional life. But for Spokane Transit and the citizens it serves, he will always be remembered as Spokane Transit's architect of change.





## *Outstanding Public Transportation Manager*

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

“If you looked up ‘public transit guru’ in the dictionary, you would find Joe’s picture. Joe just gets it. He gets the vital role that public transportation plays in intermodal transportation—connectivity, regionalism, and economic growth. Northeastern Ohio is lucky to have Joe at the RTA wheel.”

— **U.S. Rep. Steven LaTourette**  
**Ohio (14<sup>th</sup> District)**



### **JOE CALABRESE**

“I am truly honored and humbled by this great distinction. Meaningful accomplishments in life can only be realized through team efforts, so I proudly share this award with the board and staff at GCRTA, and our customers.”

## JOE CALABRESE

CEO & General Manager, Greater Cleveland RTA  
Cleveland, OH

**J**oe Calabrese's true passion is to enhance the image of public transportation through great service delivery, education, and marketing.

Following graduate school, he began his transit career in 1975 as a management trainee at the Central New York RTA (CNYRTA), and rose to assistant general manager by 1980.

In 1986, Joe left to establish Metro Vision of North America, a company that served major transit agencies by providing public information systems.

Returning to CNYRTA as general manager in 1993, he focused on customer service. He led the agency to several years of ridership gains as he enhanced the image and broadened the scope of the agency. He also served as president of the New York Public Transit Association.

In 2000, Joe took the helm of the Greater Cleveland RTA, a multi-modal agency with buses, light rail, heavy rail, Bus Rapid Transit (BRT), and paratransit services.

Facing a challenging economy and several years of declining ridership, Joe instituted a *Back to the Basics* game plan, focusing on improving customer service, enhancing GCRTA's image, and building stronger financial health.

Under his leadership, GCRTA consolidated operations, integrated two municipal systems, and reduced annual expenses by \$25 million through the reduction of 500 employees and 100 buses, while realizing five consecutive years of ridership gains.

Delivering on the board's primary goal, in 2004, a Full Funding Grant Agreement began the \$200+ million Euclid Corridor BRT project—the first New Starts grant for a non-rail project, which will open on-time and on-budget on Oct. 25, 2008.

With a “rail-like” image, this project has already generated \$4.3 billion in economic development. Innovative concepts—like Rapid Transit Vehicles with doors on both sides, precision docking, level boarding and off-board fare collection—are being integrated into other BRT projects.

As a member of APTA's BRT Standards Working Group, Joe travels around the country spreading the BRT gospel. Additionally, he serves on a number of APTA committees, including the APTA Board of Directors.

Joe also served two terms as president of the Ohio Public Transit Association, from 2006 to 2008.

Joe championed innovations at GCRTA that have included an employee incentive program tied to corporate goals; Transit-Stat, a system to better manage with information; Brand Managers to oversee the quality and image of services; a “Ride Happy or Ride Free” customer service pledge; and new downtown trolleys that saw ridership increase 400 percent.

In 2007, GCRTA won three major awards, including APTA's *Outstanding Public Transportation System Achievement Award*.

With his passion, innovation, creativity, team-oriented leadership style and, most importantly, accomplishments, it is no surprise to transit veterans that Joe Calabrese is recognized as the 2008 Outstanding Public Transportation Manager.

# APTA 2008 Awards Committee

## **Karen J. Rae**

*Chair*

Deputy Commissioner for Policy and Planning  
New York State Department of Transportation  
Albany, NY

## **John S. Andrews**

Vice President, Public Transit  
ABC Companies  
Winter Garden, FL

## **Alfred H. Harf**

Executive Director  
Potomac and Rappahannock  
Transportation Commission  
Woodbridge, VA

## **Paul C. Jablonski**

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

## **Frank Kobliski**

Executive Director  
Central New York  
Regional Transportation Authority  
Syracuse, NY

## **Gary W. McNeil**

Managing Director & CEO  
GO Transit  
Toronto, ON, Canada

## **Michael P. Melaniphy**

Vice President, Public Sector  
Motor Coach Industries, Inc.  
Schaumburg, IL

## **Mary Jo Morandini**

General Manager  
Beaver County Transit Authority  
Rochester, PA

## **Charles Odingbe**

Executive Director/  
Chief Executive Officer  
Stark Area Regional Transit Authority  
Canton, OH

## **Stephanie L. Pinson**

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

## **James G. Srygley**

Chief Executive Officer  
S & A Systems, Inc.  
Rockwall, TX

## **David W. Tripp**

Executive Director  
St. Cloud Metropolitan  
Transit Commission  
St. Cloud, MN

## **Peter Varga**

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

## **Deborah Wathen Finn**

Senior Vice President/  
Global Director of Transit and Rail  
CH2M HILL  
New York, NY

# *APTA Award Winners*

## *1983–2007*

### 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  
Shirley A. DeLibero  
Henry R. DeTourmay  
James W. Donaghy  
Georges G. Donato  
Walter S. Douglas  
Wilfred E.P. Duncan  
John A. Dyer  
Albert Engelken

William F. Farrell  
E. Roy Fitzgerald  
H. Welton Flynn  
Warren H. Frank  
Louis J. Gambaccini  
Joseph V. Garvey  
Stanley H. Gates, Jr.  
David Q. Gaul  
Miriam Gholikely  
Dominic J. Giacoma  
Peter J. Giacoma  
George Gibbs  
John Joseph Gilhooley  
Jack R. Gilstrap  
Jackson Graham  
Kenneth M. Gregor  
David L. Gunn  
David G. Hammond  
Gerald T. Haugh  
Jesse L. Haugh  
Louis L. (Larry) Heil  
George W. Heinle  
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  
Dan Reichard, Jr.  
David Ringo  
William J. Ronan  
Leonard Ronis  
Daniel T. Scannell  
Herbert J. Scheuer

Victor Sharman  
Bernard Shatzkin  
Carlton Sickles  
John Duncan Simpson  
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  
2006 Norman Y. Mineta

## **OUTSTANDING PUBLIC TRANSPORTATION MANAGER**

(FORMERLY THE JESSE L. HAUGH AWARD)

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

## **SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP**

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2006	Dwight D. Brashear
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## **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

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

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2004	G. Richard Wagoner, Jr.
2006	Carl Guardino
2007	William E. Valentine

## **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

## **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

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1986 Champaign-Urbana Mass Transit District  
Capital Metropolitan Transportation Authority  
Utah Transit Authority  
Ottawa-Carleton Regional Transit Commission

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1987 Alexandria Transit Company  
Santa Monica Municipal Bus Lines  
Milwaukee County Transit System  
Washington Metropolitan Area Transit Authority

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1988 Beaver County Transit Authority  
Sun Tran  
San Mateo County Transit District  
Tri-County Metropolitan Transportation District of Oregon

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1989 Chatham Area Transit Authority  
Fresno Area Express/FAX  
Long Beach Public Transit Corporation

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1990 St. Cloud Metropolitan Transit Commission  
Duluth Transit Authority  
VIA Metropolitan Transit  
Greater Cleveland Regional Transit Authority

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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

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1992 City Transit Company, Inc.  
Santa Monica Municipal Bus Lines  
Sacramento Regional Transit District  
Metro-North Commuter Railroad  
Regional Transportation District

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1993 East Volusia Transportation Authority  
Peninsula Transportation District Commission  
Foothill Transit  
New Jersey Transit Corporation

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1994 Laredo Municipal Transit System  
Champaign-Urbana Mass Transit District  
Oahu Transit Services  
Bi-State Development Agency

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1995 Durham Area Transit Authority  
OMNITRANS  
Foothill Transit  
British Columbia Transit

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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

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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

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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

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1999 Montebello Bus Lines  
OMNITRANS  
Milwaukee County Transit System  
MTA Metro-North Railroad  
Bi-State Development Agency

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2000 LAKETRAN  
Access Services  
Santa Monica's Big Blue Bus  
Oahu Transit Services, Inc.

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2001 Redding Area Bus Authority  
CityBus of Greater Lafayette  
Centre Area Transportation Authority  
MTA New York City Transit

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2002 River Valley Metro  
Santa Clarita Transit  
Utah Transit Authority  
Port Authority Trans-Hudson Corporation

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2003 ART-Arlington Transit  
Space Coast Area Transit  
Delaware Transit Corporation  
Regional Transportation District

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2004 SouthWest Metro Transit  
Knoxville Area Transit  
Interurban Transit Partnership  
San Francisco Bay Area Rapid Transit District



2005	Laketran Muncie Indiana Transit System Sun Tran Orange County Transportation Authority
2006	Beaver County Transit Authority Stark Area Regional Transit Authority Central New York Regional Transportation Authority Los Angeles County Metropolitan Transportation Authority
2007	City of Elk Grove, Transit Services St. Cloud Metropolitan Transit Commission Capital Area Transportation Authority Greater Cleveland Regional Transit Authority

## **PUBLIC TRANSPORTATION SYSTEM INNOVATION**

1983	Metropolitan Atlanta Rapid Transit Authority
1984	Toronto Transit Commission
1985	Municipality of Metropolitan Seattle
1986	Washington Metropolitan Area Transit Authority
1987	Bi-State Development Agency
1988	Chittenden County Transportation Authority
1989	Los Angeles County Transportation Commission
1990	Southern California Rapid Transit District
1991	VIA Metropolitan Transit
1992	New York City Transit Authority
1993	Los Angeles County Metropolitan Transportation Authority

1994	Bi-State Development Agency
1995	Metropolitan Transit Authority of Harris County
1996	MTA New York City Transit
1997	New Jersey Transit Corporation
1998	Ann Arbor Transportation Authority
2000	New Jersey Transit Corporation
2001	Bi-State Development Agency
2002	Chicago Transit Authority Illinois Department of Transportation
2003	Metropolitan Transportation Commission
2004	Tri-County Metropolitan Transportation District of Oregon Washington Metropolitan Area Transit Authority
2005	Massachusetts Bay Transportation Authority
2006	York Region Rapid Transit Corporation
2007	Greater Bridgeport Transit Authority Utah Transit Authority

## **DISTINGUISHED SERVICE**

1983	Dan Rostenkowski
1984	Alfonse M. D'Amato
1985	Ernest N. (Dutch) Morial
1986	Mark Andrews
1987	Glenn M. Anderson (NATIONAL) Thomas H. Kean (STATE)
1988	Bud Shuster (NATIONAL) Gerald Lee Baliles (STATE)
1989	William Lehman (NATIONAL) Isadore E. Lurie (STATE) James R. Mills (LOCAL)
1990	Robert R. Kiley (NATIONAL) Anthony W. Hall (STATE) George M. Smerk (LOCAL)

1991	Robert Roe (NATIONAL) Gerald H. Johnston (STATE/PROVINCE) Joseph Alexander (LOCAL)
1992	Brian W. Clymer (NATIONAL) William Donald Schaefer (STATE) Robert E. Ellis (LOCAL)
1993	Norman Y. Mineta (NATIONAL)
1994	Frank R. Lautenberg (NATIONAL) James J. Kerasiotes (STATE) Jacob V. Stuart (LOCAL)
1995	Mark Hatfield (NATIONAL) Henry L. Peyrebrune (STATE/PROVINCE) John Dockendorf (STATE) Rod Diridon (LOCAL)
1996	Frank Wolf (NATIONAL) Earl Blumenauer (LOCAL) Frankee Hellinger (LOCAL)
1997	Bud Shuster (NATIONAL) Tom Green (LOCAL) Dr. Carlos I. Pesquera (TERRITORY)
1998	Alfonse M. D'Amato (NATIONAL) Daniel T. Scannell (STATE) Richard S. Kelly (LOCAL)
1999	Paul S. Sarbanes (NATIONAL) Roy E. Barnes (STATE) Glenda E. Hood (LOCAL)
2000	James L. Oberstar (NATIONAL) Anne P. Canby (STATE)
2001	Thomas Petri (NATIONAL) Parris N. Glendening (STATE) Lee P. Brown (LOCAL)
2002	Robert F. Bennett (NATIONAL) Robert A. Borski (NATIONAL) Jeff Morales (STATE)
2003	Richard C. Shelby (NATIONAL) Don Young (NATIONAL) Robert J. Grow (LOCAL)
2004	Earl Blumenauer (NATIONAL) Doug Stoner (LOCAL)
2005	Bob Huff (LOCAL)
2006	Gerald E. (Gerry) Connolly (LOCAL)
2007	Lane Beattie (LOCAL)

## APTA'S CORE VALUES

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*Leadership*

*Integrity*

*Excellence*

*Diversity*

*Inclusiveness*

*Fairness and Equity*

*Teamwork*

*Professionalism*

*Accountability*



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

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