

*Celebrating Excellence in the
Public Transportation Industry*

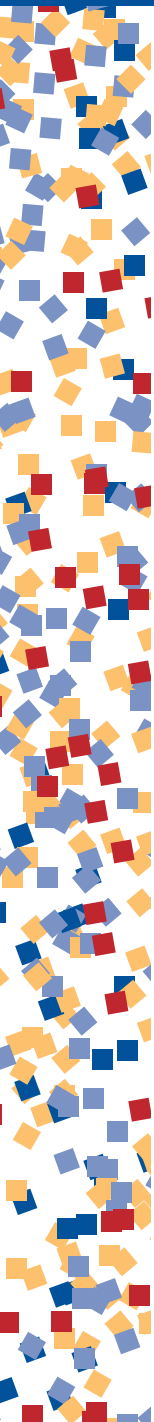
2007
Awards
PROGRAM



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

OCTOBER 9, 2007

CHARLOTTE, NORTH CAROLINA



WELCOME TO THE 2007 APTA AWARDS CEREMONY. This event is always an exciting time for the industry to share in recognizing the outstanding achievements of our members. Every year I look forward to the opportunity to honor our new APTA award winners for their important contributions and thank them for representing the highest levels of excellence in public transportation services.

Congratulations to all the 2007 APTA Awards winners! Today we applaud your individual and organizational achievements that have impacted the quality of life for customers and communities throughout our nation. I also wish to thank all of the nominees for participating in this year's program. You have truly shown the significant range and depth of outstanding performance that APTA members bring from all corners of this continent.

Finally, as the chair of the 2007 APTA Awards Committee, I want to personally thank all the members of the Awards Committee for their dedication and integrity in the past year. It has been my pleasure and honor to serve with you.

STEPHANIE GRIFFIN NEGRIF

Chair, 2007 APTA Awards Committee
and
Director, Santa Monica's Big Blue Bus

APTA'S VISION

Be the leading force in advancing public transportation.

APTA'S MISSION

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



2007 APTA Award Winners

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Innovation

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

“Congratulations to the Greater Bridgeport Transit Authority (GBTA) for its innovative, nationally-recognized, time-based ZipTrip pass program. I am truly honored to be governor of a state that fosters the type of ground-breaking work that the GBTA is doing for the people of Connecticut.”

— **Governor M. Jodi Rell**
Connecticut



GREATER BRIDGEPORT TRANSIT AUTHORITY

“*T*his award is proof that the Greater Bridgeport Transit Authority employees are dedicated and innovative individuals who work hard every day to provide the best service to our customers.”

— **Ronald J. Kilcoyne**
Chief Executive Officer, GBTA

GREATER BRIDGEPORT TRANSIT AUTHORITY

Bridgeport, Connecticut

“Time to Ride” was the credo of the Greater Bridgeport Transit Authority (GBTA) as it implemented an innovative pass system focused on the concept of selling time, instead of rides, to its customers. The pass system, dubbed “ZipTrip,” is the first transit fare program in the country to focus exclusively on the time a rider uses the system, instead of distance or the number of rides. Offering unlimited rides for varying blocks of time, passes are offered in 90-minute, All-Day, 7-Day or 31-Day denominations.

The program works very simply: Passengers purchase a 90-minute, All-Day, 7-Day or 31-Day ZipTrip, activating it on the bus when they decide they need to start using it. At the point of passenger activation, the pass is valid for an unlimited number of rides—no matter the distance—for the life of the pass. The ZipTrip program was implemented on March 26, 2006, with GBTA’s “Time to Ride” marketing campaign, which touted the new product’s ability to allow riders to “take any bus, in any direction, at any time.”

The ZipTrip program has been an unequivocal success. When the program began, the 7-Day full fare pass was clearly the top seller. However, over time, sales have generally equalized between the 31-day and 7-day passes, showing that people have different needs and it is important to provide different travel options.

Since the inception of the ZipTrip program, ridership and revenue have also increased in each month compared to the previous year. By way of example, within the program’s first three months, GBTA’s ridership rose 19 percent over the same period in the previous year. In addition, drivers commented that, after the first week, ZipTrip sped up the boarding process, particularly later in the day when many customers boarded with day passes. Drivers also found it easier to maintain schedules because of the increased efficiency in the boarding process. Customer feedback was extremely positive—not a single negative comment has been recorded.

The ZipTrip program has been so successful that GBTA has expanded on it, starting its ZipTrip U-Pass program, which targets the area’s university student population. The area’s three universities can purchase ZipTrip U-Passes for dissemination to students when they register for classes.

The innovation of the concept of selling an intangible commodity—in this case, time—has proven to be a viable way of increasing both ridership and revenue. It also has proven to have a significant benefit on the community by providing a strong incentive to using public transportation.

“I encourage my colleagues from around the country to look at the ZipTrip record of success,” said GBTA CEO Ron Kilcoyne. “We have a model that other transit systems can duplicate.”



Innovation

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

“UTA has used the ISO standards as business tools to better the bottom line and improve their business overall. Their efforts in the past two years in implementing ISO 9001 and ISO 14001 conformant systems have set the benchmark for all organizations, transportation and non-transportation alike, to follow.”

– **Don E. Hall**
**Lead Quality and
Environmental Assessor
SAI Global Registrars**



UTAH TRANSIT AUTHORITY

“We are very excited about what achieving ISO certification means for our business. It’s helping us to improve our organization, the environment, and create a better experience for our daily riders.”

– **John English**
General Manager, UTA

UTAH TRANSIT AUTHORITY

Salt Lake City, Utah

The Utah Transit Authority (UTA) is constantly seeking ways to be more efficient to better serve its customers and make the best use of its taxpayer-provided budget. In an effort to improve the quality of UTA's entire organization, the agency began working toward the International Organization for Standardization's (ISO) 9001 and 14001 certification programs, and was certified in April 2006. The ISO standards were selected because they encompass all aspects and levels within UTA's organization, from top-level policy statements to shop floor procedures.

ISO 9001 deals with quality management and focuses on improving the ways an organization enhances its activities to better serve its customers. ISO 14001 concerns environmental management and minimizing harmful effects to the environment caused by an organization's work activities.

To become certified, UTA underwent an 18-day onsite audit of all of its operations. ISO auditors interviewed and observed 180 UTA employees and visited all of UTA's operating facilities. The ISO-based management system and formal ISO certifications ensure that UTA actually performs according to its stated quality and environmental policies, objectives, and procedures. UTA must conduct periodic internal audits and hold formal management reviews, along with annual external audits by certified ISO experts.

In the past year UTA has received huge benefits from complying with ISO's certification programs, which revealed many ways the agency could save money while also reducing

its effects on the environment. ISO 14001 certification resulted in the following yearly cost savings: \$675,000 in idling fuel savings; \$63,000 in idling labor savings; \$72,000 in labor savings in its print shop; \$500,000 in industrial waste water recycling and treatment; and \$4,000 by recycling used oil.

By implementing the ISO 14001 standards, UTA also saw a large reduction in its emissions, receiving the following idling emission reductions: PM = 2,484 pounds per year; NO_x = 91,125 pounds per year; and CO₂ = 3,037,500 pounds per year.

ISO 9001 certification made UTA more effective by creating clear and measurable directives for every aspect of UTA's business. By setting measurable goals, the agency was able to boost productivity in many departments and, in some cases, the program allowed UTA to identify areas where goals would not be met with enough advance notice to fix the system before a problem could grow to affect UTA's customers.

ISO 9001 and 14001 certifications are highly applicable to the transit industry, and any transit agency would benefit from the certifications. UTA joins a growing number of transit agencies that are either ISO 9001 or 14001 certified; however, UTA is the first transit agency in North America to be certified in both.

"The greatest lesson we learned from implementing the ISO standards is that quality and performance comes from management of the mundane," said UTA Chief Performance Officer Jerry Benson. "It's not brilliant ideas that make organizations great, it's consistent execution of known best practices."



Outstanding Public Transportation System

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

CATEGORY: Providing fewer than 1 million annual passenger trips.

“In just seven short years, the City of Elk Grove has built a reputation for innovation, education, and prosperity. Our residents enjoy the results of these characteristics, including e-tran, our rapidly-growing, award-winning public transit system. We thank APTA for this honor, and we thank e-tran’s riders for joining the transportation *e-revolution*.”

— **Mayor James Cooper**
City of Elk Grove



CITY OF ELK GROVE, TRANSIT SERVICES

“Winning this award when e-tran is only a little over two years old is a testament to Elk Grove’s aggressive commitment to meeting residents’ needs. By providing a transportation alternative that is preferable to driving alone, e-tran has grown from 1,400 to over 4,500 riders per day during its short life. As our slogan says, transportation has *e-evolved*.”

— **John Danielson**
City Manager, City of Elk Grove

CITY OF ELK GROVE, TRANSIT SERVICES

Elk Grove, California

What if you built a transit system that everybody could use? That's what the City of Elk Grove did, and in just two years that system, e-tran, has attained among the highest ridership growth rates in the country.

Since its incorporation in July 2000, the City of Elk Grove has become one of the fastest-growing cities in California, with new businesses, residents, and employment opportunities. As Elk Grove grows, the commuter traffic to Sacramento has significantly increased, resulting in traffic congestion and air quality concerns.

Visionaries in Elk Grove realized that a locally designed transit system based on input from residents was the best solution to growing congestion. By building a system more or less from scratch, with a high level of community input, they were able to make transit a truly viable alternative to the automobile.

Early on, e-tran determined that success would require a three-pronged approach: commuter-oriented vehicles and amenities, intermodal connections, and transit access for everyone.

The first objective, a "better bus," was achieved by offering vehicles with high-back reclining seats, parcel racks, individual reading lights, and bicycle racks, plus value-added services such as wireless Internet access and rider alerts via text message.

In addition to passenger comfort and convenience, e-tran buses addressed the community's environmental concerns. An estimated 70 percent of the Sacramento region's ozone pollution originates from motor vehicles. Not only did the e-tran system get commuters out of cars, but it got them

onto clean fuel buses to further reduce emissions. E-tran's fleet is comprised of gasoline-electric hybrid, compressed natural gas (CNG) and ultra-low-sulfur diesel buses.

To satisfy the intermodal goal, the e-tran system was designed to maximize linkages with other modes. Fifteen park-and-ride lots make transferring from the car to bus easy. All e-tran routes connect with Sacramento Regional Transit bus and light rail services, plus connections are made with nine other local transit systems encouraging transit travel throughout the Sacramento region. Connections with Amtrak, Capitol Corridor rail, and Greyhound make transit a viable alternative for travel well beyond the region.

Making e-tran accessible to all Elk Grove citizens involved designing routes and schedules through open communication and extensive community input. Based on input from commute riders, e-tran added a flexible evening service for those who work late and a guaranteed ride home program for those with emergency daytime needs. Youth ridership was expanded by adding service to all middle and high schools in Elk Grove, and by using Cosumnes River College as a connecting point for all local routes. The growing needs of seniors and persons with disabilities were met with e-van, a paratransit service that goes beyond ADA requirements, and ez-tran, a flexible fixed route service with route deviations. Taken in total, e-tran's routes put 90 percent of Elk Grove residents within a walkable half-mile of an e-tran stop.

In two short years, e-tran has more than tripled the number of both routes and riders. e-tran is a different kind of bus system, and the boldly branded "electric green" buses tell everyone who sees them that transportation has e-volved.



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.

“The St. Cloud Metropolitan Transit Commission continues to demonstrate a commitment to excellence in transportation service. For the second time in the last 17 years, the organization has deservedly received a national transit award—a true honor that our entire state can be proud of.”

– **U.S. Senator Norm Coleman**
Minnesota



ST. CLOUD METRO BUS

“Our success is due to people—the customers we are privileged to serve, our employees who provide impeccable service, the community leaders and business and agency partners with whom strong relationships are valued. Working collaboratively, in an environment that fosters entrepreneurial spirit, mutual trust, and respect, is the foundation for Metro Bus success.”

– **David W. Tripp**
Executive Director, St. Cloud Metro Bus

ST. CLOUD METROPOLITAN TRANSIT COMMISSION

St. Cloud, Minnesota

For years, St. Cloud Metro Bus has been in the forefront of service and operational performance achievement, consistently placing higher-than-peer averages in statistical Dial-a-Ride (DAR) and fixed route performance. Having matured in the 1990s as a university communities system with striking ridership gains, and having an experienced and progressive management team, Metro Bus has again garnered a string of spectacular accomplishments in the areas of ridership development, facility improvements, technological breakthroughs, and organizational branding.

Capitalizing on established campus systems and successful deep discounted pass programs at St. Cloud State University and St. Cloud Technical College, the “Free Ride” program increased an already strong ridership by 102 percent in four years. Using available summer capacity, the “U-Go Free” program, designed to attract new school-age riders, experienced a 1,400 percent growth spurt in only three years.

Always cognizant of the need to invest in infrastructure improvements, Metro Bus recently completed an administrative and Dial-a-Ride operations addition and a maintenance and parts storage addition, expanding its Operations Center by 28 percent. Never losing its focus on the customer, a substantial new transit stop project at the regional shopping center was completed with a 25-year, \$0 lease and free daily maintenance.

For a small system, Metro Bus is always on the leading edge of technological initiatives. It was one of the first systems nationally to install the latest digital farebox, Windows-based Automated Vehicle Locator (AVL) automated dispatching, and digital sound and video surveillance systems. Since 2000, Metro Bus has

pioneered the successful integration of Global Positioning System (GPS), AVL, automated dispatching, and on-board mobile data computers, along with an 800 MHZ tower and digital data radio systems in the DAR operation. Currently the regular route system is completing its third year as a beta site for development of a GPS/AVL system for other small systems.

In 2005, Metro Bus completed its transit signal priority deployment with 100 percent complete transit route coverage. The following year, with enormous impact, it implemented a fully integrated bar-coded inventory system and “paperless” shop environment in the fleet maintenance area. Seamless communication between operations and maintenance staff aids identification and assignment of vehicle defects and scheduling preventive maintenance, and improves logistical and fiscal maintenance management.

Continuing Metro Bus’s emphasis on safe transit operations, a training and development specialist position was created to cultivate consistent and quality educations befitting the professional caliber of its drivers. Nine “driver trainers” have received U.S. DOT certifications to assist new hires. Customer service programs were designed and a staff position was restructured to foster a richer climate of customer satisfaction.

Since 2005, Metro Bus has enjoyed its exciting metamorphic “branding” that saw sweeping changes to all its fleet, driver, street, and marketing materials with the transit circle “T” and the slogan “the people picker uppers.” This past September, Metro Bus surpassed the two million rider mark not seen since the year 1949. Well-positioned, excited, and proud to continue its history of providing the highest quality public transit services to its 86,000 citizens, Metro Bus truly is the “people picker-uppers.”



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.

“CATA is at the leading edge of transit systems here in Michigan and across the nation, with its environmental initiative, innovative partnerships, and responsive service. CATA is an integral part of the capital area, and this award is a great honor for CATA and the entire community.”

— **Governor Jennifer M. Granholm**
Michigan

“CATA has kept pace with changing transportation needs and is an essential element in the life of our mid-Michigan community. I am so proud that our own CATA was voted #1 in America, and I congratulate Sandy and all CATA employees on this prestigious honor!”

— **U.S. Senator Debbie Stabenow**
Michigan



CAPITAL AREA TRANSPORTATION AUTHORITY

“We couldn’t be more excited or proud! This award belongs to our dedicated employees who make it happen each day. It belongs to the CATA Board who sets our course, to customers who use our services, and to the citizens who support our work. The combination is magic! It makes us all winners!”

— **Sandy Draggoo**
CEO/Executive Director, CATA

CAPITAL AREA TRANSPORTATION AUTHORITY

Lansing, Michigan

This is a repeat performance for the Capital Area Transportation Authority (CATA), which proudly received this award in 1991. Then and now, CATA has focused on improving the qualities that continue to drive the system: innovation, collaboration, technology, training, and positive relationships with employees—union and non-union, its board, and the communities it serves.

These qualities have taken CATA from providing 750,000 rides in 1972, its first year, to nine million in 2005, and a record 10 million rides in 2006. CATA serves a population of 277,000 in a 560-square-mile area in mid-Michigan, providing a comprehensive system of fixed route and demand-response services.

By every measure, from cost control to customer service, CATA excels. Customers come first at CATA. Even with record ridership, CATA reduced complaints to just one per 33,000 rides. Environmental initiatives are a priority. CATA is the first Michigan system to add full size diesel-electric hybrid buses to its fleet. Implementation of new technology saved significant hours and improved management of personnel, finances, and operations. The system had great success with health care cost containment; when other organizations saw staggering health care increases, CATA experienced a negligible increase (0.59 percent) in health care costs in FY 2006.

CATA stepped up safety training and employee safety certification which helped reduce accidents by 13.5 percent from 2004 to 2006. In-depth research created a solid foundation for CATA as it moved through a complete web site redesign. CATA added customized budgeting tools to

produce more effective tracking of expenditures. Budget development procedures were revamped to produce higher quality deliberations and save valuable hours.

Marketing uses direct mail to boost ridership. A 2004 CATA mailing earned a high redemption rate of 16.5 percent. A major 2005 holiday mailing increased event route ridership 88 percent over 2004, and ridership on the eight downtown routes increased by 13 percent. Rural marketing focused on trip planning in 2006, and ridership increased 13 percent in targeted areas.

CATA added 11,000 square feet of new space to its administrative building in 2006 which centralized personnel; enhanced dispatching capabilities; and provided a new high-tech training center, resource library, employee fitness room, and meeting facilities. With employee-driven design, CATA expanded its maintenance facility to accommodate 60-foot articulated buses.

Led by Sandy Draggoo, 2003 APTA General Manager of the Year, CATA's focus on employees pays off. There were 58 ATU employees (25 percent of the union workforce) with perfect attendance in 2005, and 70 (30 percent) in 2006. Satisfied customers recruit new riders. Public and private entities seek partnerships with CATA in economic development.

In 1982, CATA was the first system in Michigan to pass a local millage. Voters have said yes to every authority request over the years, and that support now comprises 44 percent of CATA's annual budget. Community support is a constant for this system, and the community's reliance on CATA services has never been stronger.



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.

“I am proud of the outstanding achievements of the Greater Cleveland RTA. At a time when our nation faces important energy issues, we must continue to develop and support our public transportation systems. With its commitment and dedication to the Greater Cleveland community, RTA has created a model system that other public transportation systems around the country should aspire to emulate.”

— **U.S. Senator
George V. Voinovich
Ohio**



GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

“*T*his is a truly fantastic achievement, highlighting the many accomplishments realized, and improvements made, by RTA for the benefit of our community and our customers. I thank our supportive Board of Trustees, our entire community, and especially the many great employees at RTA, who work hard to make our motto a reality, which is to provide Quality Service to Every Customer, Every Day.”

— **Joe Calabrese**
CEO & General Manager, GCRTA

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY

Cleveland, Ohio

Through a simple “back to the basics” business plan, the Greater Cleveland Regional Transit Authority’s (GCRTA) focus is to enhance customer service; improve its image; and strengthen its financial health. The agency offers light rail, heavy rail, paratransit, Community Circulators, buses, and trolleys to serve a population of 1.5 million.

Through hard work and dedication, GCRTA improved service quality and image; broke ground on a premium New Starts BRT project; created a quarterly report card for public accountability; implemented a “Ride Happy or Ride Free” service guarantee; introduced popular trolleys; improved its financial status; and compiled four straight years of ridership growth. GCRTA carried 57.2 million riders in 2006.

Enhanced customer service affects every passenger. On-time performance has improved 28 percent. Reliability has more than doubled. Customer satisfaction levels are up an average of 20 percent a year. Technology now allows up-to-the-minute customer information both in cyberspace and at passenger facilities. Major vehicle and facility upgrades have been completed, making service even more convenient for 200,000 customers each weekday. A new bus fleet is low floor, totally wheelchair-accessible, and bike-rack equipped.

Significant efforts have been put into employee selection and customer service training. Innovative marketing programs and key community relationships have also boosted GCRTA’s new first-class image.

Services have been upgraded, with trolleys leading the way. Downtown loops were revamped, with simplified routing and unique, low floor historic-looking trolleys. Operators

competed for the right to dress as motormen or “ambassadors.” Downtown service—underwritten by a sponsor—is “free with a smile.” Daily ridership jumped from 700 to 3,900 in the first year.

To coordinate senior transportation, GCRTA led in the formation of the Senior Transportation Connection, one of the largest collaborative transportation efforts of its kind in the nation. The coalition brings together municipal, social service, and non-profit agencies to address the travel needs of seniors.

To maintain and improve its financial health, GCRTA learned to do more with less. Annual expenses were reduced by \$25 million, while services were maintained through better utilization of staffing, equipment, and facilities. More than 450 positions and 106 buses were eliminated. Major facilities, departments, and two municipally operated bus lines were consolidated.

Through labor/management cooperation, attendance, safety, customer service, and efficiency have steadily improved through an incentive-based program called TEAM (Together, Everyone Achieves More).

If you build it, they will come. After a decade of decline, four consecutive years of ridership growth resulted in GCRTA receiving the FTA Success in Enhancing Ridership Award in 2006. GCRTA successfully targeted commuters and students with innovative pass programs, resulting in much higher market penetration.

The future of the agency is bright. When the \$200+ million BRT Silver Line becomes operational in 2008, it will be GCRTA’s newest rapid transit line, providing first-class service while lowering operating costs.



Local Distinguished Service

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

“Lane Beattie was the individual most responsible for the successful ballot initiatives in Utah that will build 70 new miles of rail by 2015. He had the vision that links transportation with economic development; the political and business connections to make it happen; and he simply wouldn't give up.”

– **Mayor Dennis Nordfelt**
West Valley City
and
Chair, Wasatch Front
Regional Council



LANE BEATTIE

“*T*his recognition extends to the broader business community that saw a problem, united to find a solution, and then acted to make good things happen. I am most proud of how this award recognizes the expanded voice and influence of business in our state.”



LANE BEATTIE

President and CEO, Salt Lake Chamber
Salt Lake City, Utah

Lane Beattie is currently the president of the Salt Lake Chamber, the largest and longest-serving business association in Utah, representing one of every three jobs statewide. In June 2006, the Salt Lake County Council proposed a property tax increase to raise money to pay for four extensions to UTA's current TRAX light rail system. The tax increase had broad community support, but Lane and the Salt Lake Chamber wanted more. Lane proposed replacing the one-time property tax increase with a farther-reaching sales tax referendum to create a more permanent and broad-based funding source for transportation statewide. In addition to building the TRAX lines ahead of schedule, he also wanted the extension of UTA's FrontRunner commuter rail from Salt Lake County to Utah County to be accelerated, and to give other counties throughout the state options to invest more in transportation infrastructure.

The property tax increase had been part of the long-range plan for transportation in Salt Lake County since 2000, and UTA supported this funding method. With the chamber's call for a switch to sales tax, UTA faced a dilemma. The authority was committed to using whatever funding method was approved by the community, but state lawmakers and the governor had said in the past that they were not willing to call a special session of the legislature and that the sales tax issue would have to wait until the next general session in 2007. UTA feared the push for

the sales tax could possibly derail the property tax and lose the chance for any immediate funding for the rail extensions.

The challenges the chamber faced in this endeavor were great: it had only six weeks to launch a campaign and needed to convince the governor to call a special session if the sales tax option was going to make it on the November 2006 ballot. In addition, the Utah County Commission in the past had been unwilling to raise sales taxes for commuter rail.

In those six weeks, all of UTA's fears were alleviated. Lane convinced the governor and state lawmakers that the need for transit was too great to wait for the 2007 session, and a special session was called in time to place it on the 2006 ballot. The Utah County Commission agreed to place an opinion question on the ballot and implement the tax increase if it had backing from voters. Both measures were approved by more than 64 percent of voters, and they have allowed the four light rail extensions to move forward along with an extension of the commuter rail line (currently 43 miles are under construction, traveling through Weber, Davis, and Salt Lake counties) from Salt Lake County to Utah County.

The acceleration of these rail lines, previously not scheduled for completion until 2030, will now be built by 2015. This new timeline was made possible through Lane's tireless efforts to keep the Salt Lake metropolitan region prosperous through the increased transportation mobility that transit provides.



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 proud to claim David as my mentor, and as importantly, to call him my friend. Throughout my transit career, which spans 30 years, no one else has had as profound an impact on my career development. He is most deserving of this award and industry recognition.”

— **Dr. Beverly A. Scott**
GM/CEO
Sacramento Regional
Transit District



DAVID L. GUNN

“*I* was really surprised and proud to be nominated. It is a real honor. Can you believe I made it through 40 years without a cellular phone or a beeper?”

DAVID L. GUNN

Absolute Commitment to Management Teamwork and a State of Good Repair

For 40 years, David L. Gunn has demonstrated professional excellence, dedication to the customer, and courage and conviction in championing the transportation industry. Known for his commitment to strong management teamwork and a “state of good repair” operating philosophy, he has successfully headed transit systems in some of the most challenging markets across North America.

David assumed the presidency of Amtrak in 2002, and headed the organization until November 2005. At Amtrak, he laid out a pragmatic five-year strategic plan to bring the railroad up to a “state of good repair,” detailing to Congress and the Administration what could be accomplished with consistent federal funding. Under his leadership, Amtrak implemented key financial controls and cost containment measures; significantly enhanced service and overall system reliability; repaired track; and significantly upgraded the Northeast Corridor service between Washington, DC, and Boston.

As the Chief GM of the Toronto Transit Commission, David headed the largest transit operation in Canada from 1995 until 1999. His signature “state of good repair” philosophy was successfully applied to upgrading existing infrastructure and equipment, while moving forward with major expansion programs.

As GM for the Washington Metropolitan Area Transit Authority (WMATA) from 1991 to 1994, David had a reputation as a strong and straightforward operating manager who refused “to do politics” as he represented WMATA before the U.S. House and Senate. He developed and implemented a multi-year, \$1 billion capital rehabilitation program, including an innovative financing and accelerated construction plan for the final phases of the planned 103-mile heavy rail system.

His numerous achievements as president of the New York City Transit Authority (now MTA New York City Transit) from 1984 to 1990 earned him praise from New Yorkers and visitors throughout the world. David is credited for effecting a dramatic turnaround of the largest transit system in North America. The system to this day continues to rely on many of the programs he instituted.

David’s transportation career also includes working for the New York Central System; the Atchison, Topeka, and Santa Fe Railroad; the Massachusetts Bay Transportation Authority; the Illinois Central Gulf Railroad; and the Southeastern Pennsylvania Transportation Authority. Now retired to Cape Breton in Nova Scotia, Canada, he is an adjunct scholar with the Free Congress Foundation.

Throughout his career, David contributed positively to APTA as a frequent speaker at APTA conferences; personally contributed intellectually at meetings and conferences; and, as importantly, supported the active participation of his staff in APTA committees and in leadership capacities throughout the association.

David’s career is one that is marked not only by “what” he has done and left behind in the way of infrastructure, vehicles, bricks, and mortar, but also in “who” he has left behind—the many transit professionals that he has mentored and developed throughout his career. Typically, he has done all this without fanfare and accolades—another Dave Gunn trait. His distinguished achievements as a public transportation system executive of unparalleled conviction and courage, role model, and mentor are a testament to his leadership and years of outstanding service to the industry.



Outstanding Business Executive of the Year

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

“Bill Valentine is a visionary, continually pushing his organization to be more creative and efficient in its designs. He is considered a pioneer of the green-building movement and in promoting sustainable design principles.”

– **Delon Hampton**
Chairman
Delon Hampton & Associates,
Chartered



WILLIAM E. VALENTINE

“**R**eceiving this award is most meaningful to me because it provides an opportunity to share my strong beliefs about the importance of designing better transit facilities, taking a transit-first approach to new developments, and creating dense living plans that spawn transit systems.”



WILLIAM E. VALENTINE

Chairman, Hellmuth, Obata + Kassabaum (HOK)
San Francisco, California

HOK Chairman Bill Valentine leads the architectural design firm's efforts to advance sustainable design for every building type, geographic region, and budget level.

Bill's passion for public transportation is reflected in HOK's long list of mixed-use transit-oriented development projects. These projects support HOK's environmentally responsible design strategies, which include protecting ecosystems and supporting restoration of natural systems; promoting development of livable communities; using energy, water, land, and material resources more efficiently; and reducing use of fossil fuels.

Whenever possible, Bill pushes to make transit appealing and convenient as an integral part of a project's design solution. He believes that development that capitalizes on transit investments by creating vibrant centers of activity around stations and stops is an important part of smart growth solutions.

An existing Sacramento Regional Transit District light rail station was the catalyst for Bill's design of a new one million square foot state office building campus for the Franchise Tax Board in Sacramento, Calif. The campus sits directly across the street from the Butterfield Light Rail Park-and-Ride Station.

The light rail at the site's edge enabled the designers to orient the campus' front door within 75 feet of the station. The team created a pedestrian-oriented Town Center that provides an array of amenities and convenience retail, further reducing employee reliance on automobiles. Open to the public and focused around a tree-shaded plaza, the Town Center offers on-site dining, child daycare, training/

meeting rooms, dry cleaning, a sundries store, a credit union, and a lecture hall.

The proximity to light rail allowed the team to remove 1,400 cars from the site and area roadways, potentially saving up to a half-million gallons of gasoline every year while returning seven acres of the site to open space. Preferred parking is provided for car/vanpools, and there are 300 bicycle lockers and shower rooms.

HOK and Bill designed a transit-oriented headquarters for VERITAS Software in Mountain View, Calif. This 425,000 square foot campus was built across the street from a heavily used rail station. Placing retail, restaurant, and other amenities open to the public on the edge of the campus, near the rail stop, encouraged people to use the trains.

Master-planned by HOK and Bill, Chek Lap Kok International Airport in Hong Kong boasts one of the world's best airport-to-rail connections and is a pioneer for transit-first airports. Trains are so convenient to terminals that the vast majority of passengers choose this mode of transport over taxis or cars when traveling to and from the airport.

At major air passenger terminal projects in Boston (the first LEED-certified terminal) and Indianapolis (under construction and pursuing LEED certification), HOK has created innovative, affordable sustainable design strategies that overcome the obstacles inherent in greening airport projects.

Bill believes—and has proven throughout his distinguished architectural career—that each transit-first project and sustainable transit facility design creates an incremental step toward preserving our environment and improving people's lives.



Outstanding Public Transportation Business Member

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

“Kim Green has a passion for the value of a strong public transportation network and its relationship to community quality-of-life issues, and for the importance of ensuring the financial well-being of its industry. I have known Kim Green both as a customer of his products as well as an industry colleague. It’s gratifying to see Kim’s passion and contributions to the industry being recognized by his receipt of this prestigious award.”

– **Richard White**
Executive Vice President of
Strategic Development
DMJM Harris



KIM R. GREEN

“*I*’ve always felt that it is important to be involved with our industry association . . . It’s good for the transit industry, and it’s good for business.”



KIM R. GREEN

President, GFI GENFARE

Elk Grove Village, Illinois

Kim Green, president of GFI GENFARE, has been active in APTA for almost 30 years, serving as chair of the Business Member Board of Governors (BMBG) in 2005-2006 and as a member of the APTA Executive Committee for the last three years. He also chaired the International EXPO, Business Member Outreach, and Business Member Nominations committees. He has served on APTA's Security Affairs, Fare Systems and Programs, Awards, Conference Program Planning, and Legislative committees as well as the Standards Development and Oversight Council and the Reauthorization Task Force.

Kim began working in the transit industry in college, building some of the first electronic fareboxes manufactured in the U.S. As head of sales and marketing for GFI, Kim recognized APTA's importance and strongly supported the association in terms of both corporate sponsorship and personal involvement. Since becoming GFI's president in 2005, Kim has continued his involvement with APTA while assuming the greater responsibilities of running his company.

Kim's leadership role among APTA's business members has earned the respect of colleagues in both the public and private sectors. He was a prime mover behind the Business Member Tactical Plan adopted by the BMBG in 2004, an effort that focused on identifying critical business member issues and developing action plans to address them. Positive progress was made in areas such as procurement reform, APTA governance, increased business opportunities for APTA members, and public transportation advocacy efforts.

As BMBG chair in 2005 and 2006, Kim focused on building stronger ties between APTA's private and public sector members while advancing key business issues. He led the private sector initiative to advance reauthorization, persuading his business colleagues to mobilize thousands of their employees to write letters of support for reauthorization legislation. He also helped develop highly regarded advocacy materials detailing the impact of delayed reauthorization on the private sector, and successfully pushed business members to advance the business case for reauthorization on Capitol Hill.

Kim was a strong supporter of APTA's (PT)² effort and the expansion of APTA's standards program. His ability to explain these programs' benefits to the private sector members was a critical factor in their approval and acceptance by the BMBG and APTA's business members.

Kim has been an effective point person for the private sector in discussions of APTA governance, a key issue for business members over the past several years. His openness and evenhandedness have earned the trust of all participants, enabling him to effectively communicate the private sector perspective and win support from key APTA stakeholders.

Because of Kim's leadership, APTA's business members play a more central role in the association than ever before. Today they actively participate in all of APTA's committees, are closely engaged in shaping APTA's policies, and are full partners in the association's technical programs. As a result, APTA is a stronger organization and a more effective advocate for U.S. public 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.

“Charles is one of the best transportation-educated individuals in Texas. His insight and expertise are a phenomenal resource to me on all transportation issues locally and nationally. His leadership has literally paved the way to a more efficient transportation system.”

— **U.S. Representative
Michael C. Burgess, M.D.
Texas (26th District)**



F. CHARLES EMERY

“*I*’m honored by this recognition. The passion I have for transportation solutions and the success of DCTA is due in part to the tireless courage and dedication of our staff and board of directors who share my desire to improve the mobility and air quality of the North Texas region.”



F. CHARLES EMERY

Chairman, Denton County Transportation Authority
Lewisville, Texas

The Denton County Transportation Authority's (DCTA) success to date is based on the strong commitment of community leaders who have taken it upon themselves to invest in their own future and to cultivate the seeds for long-term county-wide transportation solutions. One of those individuals is Charles Emery, DCTA board chairman.

Under Charles' leadership, DCTA was established in 2002 and funded in 2003. He led other concerned citizens to build a consensus of support for the new entity with the purpose of accelerating mobility solutions critical to the future growth and prosperity of Denton County and the North Central Texas region.

Appointed to the board by the city of Lewisville in 2002 and named board chairman the same year, Charles has put forth an extraordinary amount of volunteer time and effort in presiding at hundreds of public hearings and walking the halls of Austin and Washington; testifying before legislative committees; and talking with legislators to educate and answer questions concerning the DCTA and the mobility needs of Denton County and the region.

When DCTA began operation, Denton County residents had few public transit options. Charles and the board moved quickly to implement service. DCTA began managing the city of Denton's local fixed route system and demand-response system and the University of North Texas' (UNT) shuttle system. In 2006, DCTA fulfilled the bus components of the authority's service plan. DCTA added a new route to UNT's shuttle system that sparked a 20 percent increase in ridership. In May, DCTA launched the Commuter Express service,

the first new service in its history, with direct service into downtown Dallas. In November, DCTA initiated fixed route bus service in Lewisville. Ridership on DCTA's services continues to increase, and is expected to exceed 1.6 million passenger trips in 2007.

As a member of the Dallas Regional Mobility Coalition, the Regional Transportation Council of the North Central Texas Council of Governments, and an active participant in the Tarrant Regional Transportation Council, Charles has led the regional efforts to promote public transportation, most notably the development of a seamless regional rail system. Through his involvement with these organizations and his relationship building efforts with the area's other transit entities, DCTA has become an integral public transportation partner in the North Central Texas region.

In 2006, Charles received the North Texas Commission's Annual Transportation Excellence Award in Mobility for his significant contributions in the improvement of mobility in North Texas. The award is given to an individual who contributes to the ongoing success of meeting the state's transportation challenges.

"The Denton County Transportation Authority is blessed to have someone of Charles Emery's stature serving as our chairman of the board. His vision and leadership helped us make quick advancements toward improved mobility for our county and our region," emphasized John O. Hedrick, DCTA president. "His hard work and dedication are worthy of national recognition."



Outstanding Public Transportation Manager

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

“Under my leadership, Barry was appointed as TARC’s Executive Director in 1994 at a time of managerial and fiscal difficulty. Since then, TARC has rebuilt its reputation and become one of the leading agencies in the country. I have the utmost respect for Barry’s integrity, vision, and ability to be a team player, and he deserves to be recognized as APTA’s Outstanding Public Transportation Manager.”

— **Mayor Jerry Abramson**
Louisville, Kentucky



J. BARRY BARKER

“**T**hank you all for honoring me with this award. The dedication of the TARC Team and the support of the TARC Board of Directors make this recognition possible. I have a debt of gratitude to all those individuals who provided guidance, advice, and direction, even when they didn’t know it or didn’t think it was well received.”



J. BARRY BARKER

Executive Director, Transit Authority of River City
Louisville, Kentucky

Serving 33 years in the public transit industry, J. Barry Barker began his career in 1974 and has been executive director of the Transit Authority of River City (TARC) in Louisville, Ky., for the past 14 years.

Barry is well known in the transit industry for his innovative leadership; his ability to forge into uncharted territory; and his compassionate response to the needs of public transportation passengers. Perhaps his greatest contribution has been his focus on quality-of-life benefits, particularly mobility options for older adults and persons with disabilities. His active involvement and contributions are leading the way for agencies to move beyond specific modes to a customer focus where the travel and access needs of customers are paramount and transportation options are designed accordingly.

At the federal level, Barry has been integrally involved with United We Ride, serving as the industry's key person interacting with FTA, the U.S. Department of Health and Human Services, and the U.S. Department of Labor. He participated in the dissemination of the Surface Transportation Policy Project's report, "Aging Americans: Stranded Without Options," participating in the briefing of House and Senate members and staff. He represented APTA at the White House Conference on Aging listening session in January 2005, and ultimately as a delegate to the White House Conference on Aging in January 2006. These efforts and many others demonstrate that Barry is a leading force in the issue of fair and equitable mobility for all.

As executive director of TARC, Barry has garnered support for a community transportation network of non-profit and government agencies to find solutions for the growing demand

for transportation in the region. His proactive and creative actions resulted in the selection of Louisville as one of eight cities to receive federal funds for a demonstration project to plan and design a Travel Management Coordination Center.

When Barry came to TARC, it was leaderless and employee morale was at an all-time low. He focused on creating a team and engaged the staff at all levels, developing systems for team involvement, empowerment, and recognition. His tireless and devoted leadership has resulted in a strong team that puts the customer first; has "TARC Pride"; and broke union/management barriers to develop a set of Shared Values that guide the entire TARC team. As a result, TARC has received recognition statewide for labor-management relations and as a psychologically healthy workplace.

Barry leads the TARC team of 690 members in providing approximately 57,500 passenger trips every weekday, using a fleet of 260 vehicles. Barry has made customer needs a priority, and his efforts have increased TARC ridership and impacted public perception, with 70 percent of non-riders giving TARC an excellent or good rating on providing public transit to the Louisville area.

Barry has unlimited energy when it comes to transit, community, and the needs of individuals. Under his leadership, the TARC team is achieving its mission to enhance the social, economic, and environmental well-being of the Greater Louisville area. His work at the state and national levels demonstrates a passion for reaching this goal universally. Barry Barker leads with excellence.

APTA 2007 Awards Committee

Stephanie Griffin Negriff

Chair

Director

Santa Monica's Big Blue Bus
Santa Monica, CA

Karen A. Antion

President

Karen Antion Consulting LLC
Stamford, CT

Paul C. Jablonski

Chief Executive Officer

San Diego Metropolitan Transit System
San Diego, CA

Stephanie L. Pinson

President and COO

Gilbert Tweed Associates, Inc.
New York, NY

Jane Chmielinski

Chief Operating Officer

DMJM Harris An AECOM Company
New York, NY

Stephen B. Kingsberry

Executive Director

Delaware Transit Corporation
Dover, DE

Karen J. Rae

Deputy Commissioner for

Policy and Strategy

New York State DOT

Albany, NY

Alfred H. Harf

Executive Director

Potomac and Rappahannock
Transportation Commission (PRTC)
Woodbridge, VA

Frank Kobliski

Executive Director

Central New York
Regional Transportation Authority
Syracuse, NY

James G. Srygley

Chief Executive Officer

S & A Systems, Inc.

Rockwall, TX

Cliff Henke

Senior Analyst, BRT and Streetcars

Parsons Brinckerhoff
Arcadia, CA

Michael P. Melaniphy

Vice President, Public Sector Sales

Motor Coach Industries, Inc.
Schaumburg, IL

Peter Varga

Executive Director/CEO

Interurban Transit Partnership

(The Rapid)

Grand Rapids, MI

Mark A. Imhoff

Principal

Carter & Burgess, Inc.
Denver, CO

Mary Jo Morandini

General Manager

Beaver County Transit Authority
Rochester, PA

Deborah Wathen Finn

Senior Vice President /

Global Director of Transit and Rail


CH2M HILL

New York, NY

Charles Odimgbe

Executive Director/Chief Executive Officer

Stark Area Regional Transit Authority
Canton, OH



APTA Award Winners

1983–2006

MEMBERS OF THE APTA HALL OF FAME

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

LIFETIME ACHIEVEMENT

1997	Rosa Parks
2000	Mortimer Downey
2006	Norman Y. Mineta

OUTSTANDING PUBLIC TRANSPORTATION MANAGER

(formerly the Jesse L. Haugh Award)

1983	Warren H. Frank
1984	Louis B. Olsen
1985	Alan F. Kiepper
1986	Harold C. Jenkins
1987	William W. Millar
1988	David L. Gunn
1989	Carmen E. Turner
1990	James E. Cowen
1991	William L. Volk
1992	Chester E. Colby
1993	Kenneth M. Gregor
1994	Allan Leach
1995	Gerald T. Haugh
1996	Shirley A. 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

SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP

2006	Dwight D. Brashear
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DISTINGUISHED SERVICE

1983	Dan Rostenkowski
1984	Alfonse M. D'Amato
1985	Ernest N. (Dutch) Morial
1986	Mark Andrews
1987	Glenn M. Anderson (NATIONAL) Thomas H. Kean (STATE)
1988	Bud Shuster (NATIONAL) Gerald Lee Baliles (STATE)
1989	William Lehman (NATIONAL) Isadore E. Lourie (STATE) James R. Mills (LOCAL)
1990	Robert R. Kiley (NATIONAL) Anthony W. Hall (STATE) George M. Smerk (LOCAL)
1991	Robert Roe (NATIONAL) Gerald H. Johnston (STATE/PROVINCE) Joseph Alexander (LOCAL)
1992	Brian W. Clymer (NATIONAL) William Donald Schaefer (STATE) Robert E. Ellis (LOCAL)
1993	Norman Y. Mineta (NATIONAL)
1994	Frank R. Lautenberg (NATIONAL) James J. Kerasiotes (STATE) Jacob V. Stuart (LOCAL)
1995	Mark Hatfield (NATIONAL) Henry L. Peyrebrune (STATE/PROVINCE) John Dockendorf (STATE) Rod Diridon (LOCAL)
1996	Frank Wolf (NATIONAL) Earl Blumenauer (LOCAL) Frankee Hellinger (LOCAL)
1997	Bud Shuster (NATIONAL) Tom Green (LOCAL) Dr. Carlos I. Pesquera (TERRITORY)
1998	Alfonse M. D'Amato (NATIONAL) Daniel T. Scannell (STATE) Richard S. Kelly (LOCAL)

- 1999 Paul S. Sarbanes (NATIONAL)
Roy E. Barnes (STATE)
Glenda E. Hood (LOCAL)
- 2000 James L. Oberstar (NATIONAL)
Anne P. Canby (STATE)
- 2001 Thomas Petri (NATIONAL)
Parris N. Glendening (STATE)
Lee P. Brown (LOCAL)
- 2002 Robert F. Bennett (NATIONAL)
Robert A. Borski (NATIONAL)
Jeff Morales (STATE)
- 2003 Richard C. Shelby (NATIONAL)
Don Young (NATIONAL)
Robert J. Grow (LOCAL)
- 2004 Earl Blumenauer (NATIONAL)
Doug Stoner (LOCAL)
- 2005 Bob Huff (LOCAL)
- 2006 Gerald E. (Gerry) Connolly (LOCAL)

**OUTSTANDING
PUBLIC TRANSPORTATION
BUSINESS MEMBERS**

- 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

**OUTSTANDING
BUSINESS EXECUTIVE
OF THE YEAR**

- 2004 G. Richard Wagoner, Jr.
- 2006 Carl Guardino

**OUTSTANDING
PUBLIC TRANSPORTATION
BOARD MEMBERS**

- 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

**OUTSTANDING
PUBLIC TRANSPORTATION
SYSTEMS**

- 1983 Winston-Salem Transit Authority
Central New York Regional Transportation Authority
Municipality of Metropolitan Seattle
New Jersey Transit Corporation
- 1984 Regional Transportation Commission/CITIFARE
Pierce Transit
Metropolitan Transit Authority of Harris County

1985	Blacksburg Transit Ann Arbor Transportation Authority Southwest Ohio Regional Transit Authority/ Queen City Metro Toronto Transit Commission	1992	City Transit Company, Inc. Santa Monica Municipal Bus Lines Sacramento Regional Transit District Metro-North Commuter Railroad Regional Transportation District
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
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
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
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
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
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		

1998 CityLink–Abilene Transit System
Metropolitan Transit Development Board Contract Services
LYNX–Central Florida Regional Transportation Authority
MTA Metro–North Railroad
Port Authority Trans–Hudson Corporation
Broward County Division of Mass Transit

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

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

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

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

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

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

2005 Laketrans
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

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

APTA'S CORE VALUES

Leadership

Integrity

Excellence

Diversity

Inclusiveness

Fairness and Equity

Teamwork

Professionalism

Accountability





*AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION*

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