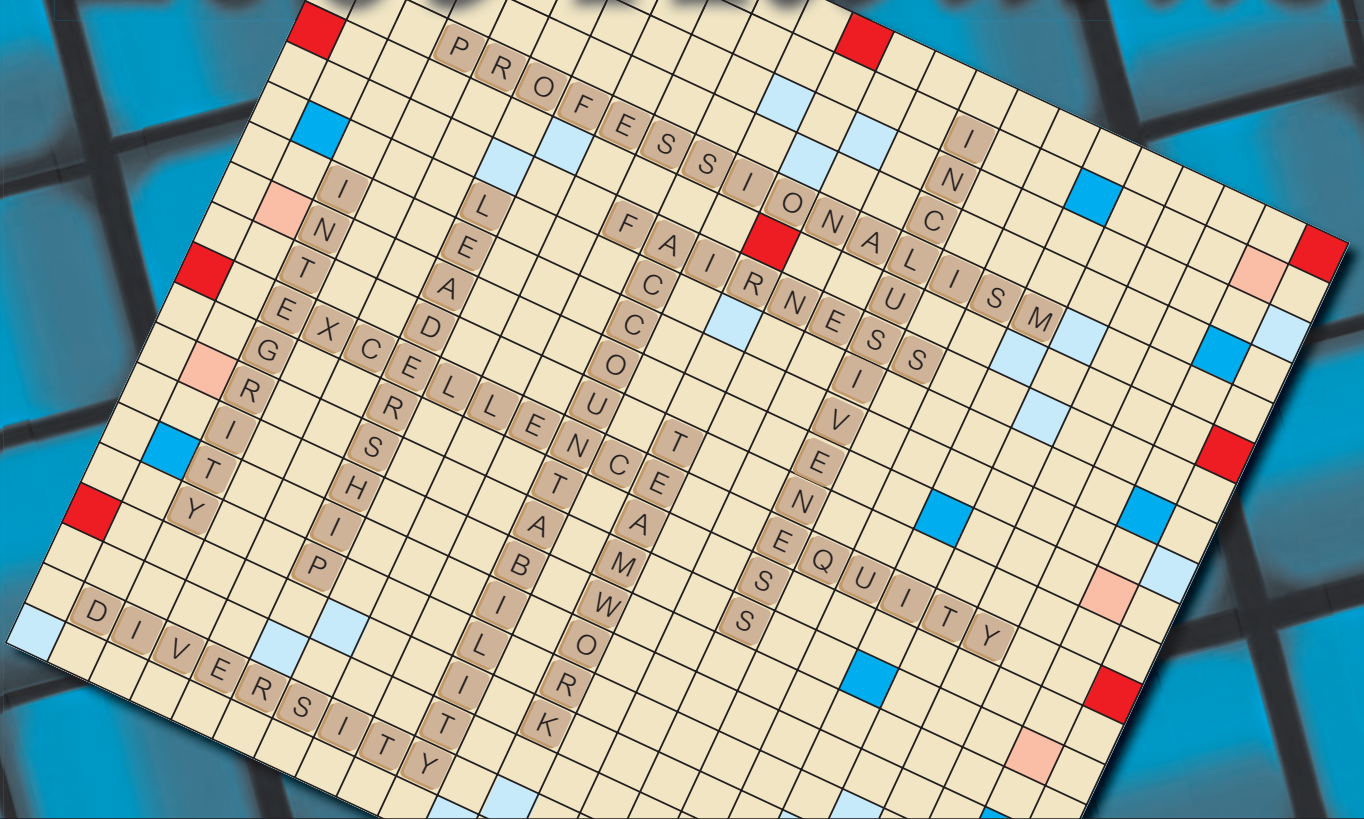


*Celebrating Excellence in the
Public Transportation Industry*

2009 Awards



OCTOBER 6, 2009
ORLANDO, FLORIDA



n behalf of the 2009 APTA Awards Committee, I congratulate the 2009 APTA Award recipients.

The prestigious APTA Awards are given to those individuals and organizations who have made outstanding contributions to the public transportation industry. Winning this award means that you are the “best of the best” and you are a stellar example of excellence in the public transit industry.

All the winners have inspirational stories to tell about their hard work and dedication toward advancing public transportation. I encourage everyone here today to take the time to learn more about the 2009 APTA Award recipients and their achievements, and to personally congratulate them on their valuable work.

Finally, as the chair of the 2009 APTA Awards Committee, I want to thank committee members for their dedication and hard work over the last year. It has been an honor to work on the APTA Awards with you.

AL HARF

Chair, 2009 APTA Awards Committee

and

Executive Director

Potomac and Rappahannock Transportation Commission

Woodbridge, VA

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.



2009 APTA Award Winners

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OUTSTANDING PUBLIC TRANSPORTATION MANAGER AWARD

John B. Catoe, Jr. **20**



Innovation

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

“UTA has a long track record of innovation and breaking new ground. When others were just learning about open bank card acceptance in transit, UTA was already doing it. UTA opened their doors to everyone to get the best advice directly from the technology suppliers and financial services providers. They believed in the smart card technology and payments industry and weren’t afraid to ask questions. Now they are freely sharing what they learned. UTA showed the market that innovation does exist in the transportation industry.”

– **Randy Vanderhoof**
Executive Director
Smart Card Alliance



UTAH TRANSIT AUTHORITY

“We are extremely proud of the efforts of our technology office and pleased UTA was recognized by this award. This new electronic fare collection system will be an enormous advantage in planning and development in the years ahead.”

– **John English**
General Manager, Utah Transit Authority

UTAH TRANSIT AUTHORITY

Salt Lake City, UT

In January 2009, the Utah Transit Authority launched an innovative new electronic fare collection system (EFC). Installed on more than 500 buses and 35 train platforms, UTA's EFC simplifies paying for transit trips for its riders and allows the agency to gather better data to plan more efficient and successful routes and schedules.

"The real innovation with our electronic fare payment is its ability to accept personal credit and debit cards in addition to passes issued by UTA," said John English, UTA general manager. "This provides our riders with greater flexibility when choosing a payment option and a simpler way to obtain a fare."

The EFC system has a built-in validation system. In the past, riders showed their passes to an operator or transit police officer who was required to ensure it was a valid fare. Now, pass holders or credit/debit card users "tap on" when boarding and "tap off" when exiting a bus or train platform to validate their fare. Contactless credit/debit card users are charged with their first tap and provided with a transfer when they tap off.

When a transit pass or credit/debit card is tapped on a bus, the operator receives a validation message on the bus' on-board computer and allows the individual to board. On trains, UTA inspectors carry a small inspection device that

registers the "tap" a customer made on a platform reader prior to boarding. Tap-off behavior is enforced through a combination of incentives and enforcement policies.

The tap-on/tap-off approach is an important feature of UTA's EFC system. Requiring riders to tap on when boarding and tap off when exiting allows UTA planners to better understand travel patterns, improve bus routing, and increase service for routes that experience high ridership.

EFC simplifies using transit, making it attractive to new riders who may prefer not to carry cash and like the option of paying using a card already in their wallet or purse. At train stations it also eliminates the need to purchase a ticket at a ticket vending machine; a simple tap is all that is required.

EFC also provides fraud protection against lost or stolen transit passes, which can be deactivated to prevent fraudulent use. A new card can be issued for a minimal activation fee instead of requiring full payment for a new pass. This provides greater protection to customers and pass-issuing organizations.

Since the launch of the program in January, EFC usage has steadily increased with riders making an average of 55,000 taps per day. UTA's EFC system is another example of the agency's dedication to innovation and its goal of providing the Wasatch Front with a world-class transit system.



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 am pleased to recognize GLTC’s achievements in providing quality public transportation to the Lynchburg area. As we work at the state and local levels to ensure a greener, more sustainable transportation system in Virginia, GLTC is setting an example for other leaders in the transit industry. GLTC’s use of hybrid-electric buses and development of local partnerships with universities have the potential to increase ridership while reducing traffic, greenhouse gases, and fuel consumption.”

— **Governor Timothy M. Kaine**
Virginia



GREATER LYNCHBURG TRANSIT COMPANY

“We are honored to receive this award. It is recognition of the hard work of our employees and Board in providing high-quality public transportation for Lynchburg and Central Virginia. We will continue our efforts to raise the bar for transforming travel as we move forward. Thank you.”

— **Michael J. Carroll**
General Manager, Greater Lynchburg Transit Company

GREATER LYNCHBURG TRANSIT COMPANY

Lynchburg, VA

Created in 1974, the Greater Lynchburg Transit Company (GLTC) operates 11 fixed routes in the City of Lynchburg and Madison Heights (Amherst County) and an ADA complementary paratransit service (PTS) seven days a week. Over the last three years, GLTC service has grown from 15 to 28 peak fixed route buses, and from 1 million passenger trips to 3 million. GLTC's paratransit service has increased from 3 to 7 vehicles with annual ridership increases of 20 percent.

GLTC's mission is "To provide safe, dependable, affordable, accessible, and high-quality public transportation to the Central Virginia community." With safety as its top priority, GLTC has made great strides in safety improvements over the past three years. GLTC's commitment to safety is evident in numerous ways, including certified transit operator safety training, transfer center security, automatic video surveillance system on buses, Paratransit and Fixed Route Customer Advisory Committees, and additional staff to handle customer concerns.

In 2006, GLTC revitalized its maintenance program by using a computerized maintenance and inventory program to improve vehicle availability and reliability and to better maintain its aging fleet. GLTC's maintenance program improvements have paid dividends to its customers by increased vehicle availability and reliability, as evidenced by an 88 percent reduction in road calls.

In 2007, GLTC partnered with Liberty University to create a new on-campus shuttle service to reduce campus traffic

congestion. The system included new bus routes, bus stops, and a pre-paid Universal Pass Program to provide easy off-campus transportation access for all students, faculty, and staff. The system went from planning to full implementation in 3 months, and from 6 to 13 buses over 2 years. Currently, GLTC provides over 2 million passenger boardings on campus, and Liberty University has become a major local partner with GLTC.

In 2008, GLTC purchased eight new hybrid diesel-electric buses, among the first such buses placed in regular service in the Commonwealth of Virginia. Since then, more hybrids have been placed into service, with more on order. Currently GLTC's fixed route fleet is 35 percent hybrid; by the end of 2010, it will be 56 percent. Hybrid buses benefit customers, operators, and the community through smooth and quiet operation, reduced greenhouse emissions, improved brake life, and significantly improved fuel economy.

The board of directors (which revamped its role and functions to determine short-term and long-range goals) is excited about the new opportunities that lie ahead, which include a new transfer facility, additional hybrid diesel-electric buses, and real-time vehicle location and information systems.

In offering congratulations to GLTC on winning this prestigious award, Lynchburg Mayor Joan Foster said: "Transit has played an important role in the city's history. GLTC is positioning itself as a key component in our efforts to become a more sustainable city of the 21st century."



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.

“Intercity Transit is an outstanding transit system and is a model innovator within the public transportation industry, delivering outstanding multi-modal transportation services. It takes vision and resourcefulness to create and sustain such a remarkable transit system, and we all have reason to feel proud.”

– **U.S. Senator Patty Murray**
Washington



INTERCITY TRANSIT

“Intercity Transit is proud of the range and quality of services we provide our community and, by doing so, our ability to enhance the lives of so many. Receiving this prestigious award is a tribute to our outstanding employees and board members, as well as our entire community that supports and understands the value of public transportation.”

– **Mike Harbour**
General Manager, Intercity Transit

INTERCITY TRANSIT

Olympia, WA

Intercity Transit serves the urban areas of Thurston County, Washington, including the state's capital city, Olympia. Located at the southern end of Puget Sound, Olympia lies midway between two of America's most livable cities: Portland, OR, and Seattle, WA. The Thurston County community values sustainability and enjoys a high quality of life. Citizens and community leaders alike understand that public transportation plays a key part in attaining these values.

Intercity Transit's vision—to be a leading transit system in the country recognized for its well trained, highly motivated, customer-focused, community-minded employees committed to enhancing the quality of life for all citizens of Thurston County—is fulfilled by providing quality transportation choices and mobility options for the community; advocating for transportation alternatives; and encouraging economic, environmental, and community sustainability.

A fixed route transit system—including express commuter service—continues to be Intercity Transit's core operation, with ridership increasing over 50 percent in the past three years to 4.3 million trips in 2008. Supplementing this is a vanpool program of over 190 vanpool groups providing 700,000 trips last year alone, and a popular regional rideshare program. Intercity Transit's paratransit service, Dial-A-Lift, exceeds ADA requirements and provides door-to-door service for persons unable to use fixed route transit. And a customized travel training program introduces new riders to bus travel with personalized one-on-one, how-to-ride assistance.

Several smaller innovative programs also help address the diverse transportation needs of the region. Community Vans

is an advance-reservation transportation service utilizing retired vanpool vans to support group travel for non-profit and public sector agencies at a low per-mile charge. The Van Grant Program awards retired vanpool vans to local non-profit groups that commit to serving important and unmet transportation needs within the community. Village Vans, a Job Access Reverse Commute program operated with South Puget Sound Community College and 19 other community partners, provides fare-free transportation of low-income individuals in pursuing employment and skills training. Village Vans also provides job training opportunities for its volunteer drivers, many of whom have used the opportunity to secure permanent employment.

One of the first transit systems in the nation to use bio-diesel, Intercity Transit continues to engage in sustainable practices and has garnered local, state, and national attention for these efforts. The agency also has signed the APTA Sustainability Commitment.

Intercity Transit's philosophy is that the customer experience starts long before the customer boards a transit vehicle. To that end, employee training and installation of a CAD/AVL system, digital video recording equipment, and more shelters and stop amenities—among other initiatives—ensure that Intercity Transit consistently delivers reliable, efficient, friendly and safe transportation.

Intercity Transit will continue to meet its mission to provide and promote transportation choices that support an accessible, sustainable, livable, and prosperous community. By doing so, Intercity Transit endeavors to make Thurston County, WA, one of the best places to live, work, and play in America.



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.

“Public transportation is a key component for the future of San Diego. It supports smarter growth, helps fulfill mobility goals, and it stimulates the economy and provides thousands of jobs. All of this is proof that MTS is certainly deserving of the award and the entire San Diego region should take pride since it is really an award for our entire community.”

— **Mayor Jerry Sanders**
San Diego, CA



SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

“There can be no higher honor than to be acknowledged by your peers as the best in your industry. While this prestigious award is based on quantitative and qualitative trends, it is our employees who deserve all the credit for making our system better and more dependable.”

— **Paul Jablonski**
Chief Executive Officer, Metropolitan Transit System

METROPOLITAN TRANSIT SYSTEM

San Diego, CA

Spanning more than 570 square miles of urbanized area and 3,240 square miles of rural territory, the San Diego Metropolitan Transit System operates more than 90 fixed bus routes, 52 miles of double-tracked light rail, and a fleet of approximately 125 paratransit vehicles. Last year, MTS set a ridership record of about 91 million trips.

In earning the Outstanding Public Transportation System Achievement Award for 2009 for systems with more than 30 million trips, MTS has demonstrated that it can do more with less. Consider these trends:

Operationally, all performance measures were up. On-time performance was up 6 percent despite a 55 percent increase in wheelchair boardings. Driver-related complaints per 100,000 riders decreased 26 percent from 2006 to 2008. After a comprehensive operations analysis, resources reallocated from low-productivity to high-productivity areas resulted in gains of 200 percent on a number of routes. Despite rising costs, especially in fuel, costs per revenue hour increased only 2.6 percent over three years.

During the last three years, ridership climbed 12.3 percent from Fiscal Year 2006 to FY 2008. Fare revenue jumped 12 percent over the same time period and subsidy per passenger decreased 14.1 percent. Farebox recovery increased to 38.4 percent in 2008 (it reached nearly 42 percent in FY 2009).

MTS has also substantially renewed its bus fleet, adding 224 new vehicles over the last three years. Additionally, it consolidated four bus service contracts into one, allowing MTS to realize a savings projected at nearly \$20 million.

On the labor front, MTS re-negotiated union contracts that resulted in higher starting pay for new hires and for top-step bus operators, but implemented significant work rule changes that resulted in reduced absenteeism, limited overtime, and savings that allowed MTS to completely absorb the higher pay.

What makes the numbers more impressive is the environment in which they were achieved. During this time period, MTS extensively redesigned its entire network of service to increase operational efficiencies.

Meanwhile, the State of California, to balance its budget, totally eliminated State Transit Assistance funding, for an annual loss of more than \$30 million. The economic downturn also took its toll, reducing sales tax revenues significantly. Throw in rising fuel costs, and there couldn't be a better recipe for disaster.

MTS Chief Executive Officer Paul Jablonski credits the employees of MTS for making the difference, saying positive statistics are the result of hard and focused work by the entire staff. MTS was challenged to work with customers to communicate system changes, service reductions, and fare increases. Management and unions forged new deals in a spirit of cooperation that achieved mutual benefit. New ideas to increase non-fare revenue were implemented. Together, these actions and results recorded by MTS reflect all of the core values of APTA: Leadership, Teamwork, Professionalism, Accountability, Integrity, Excellence, Diversity, Inclusiveness, and Fairness and Equity.

Given its many positive accomplishments, it is no surprise that MTS is the 2009 best, largest public transit system.



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.

“Chicago is a city that is highly dependent on its public transportation system. Our economy and the quality of life of our citizens rely on dependable public transportation.

Bernard Ford has contributed greatly, as Executive Director of both CTA and RTA, to the excellent system we have.”

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



BERNARD J. FORD

“A look at the roster of Hall of Fame members is a look at the great history of public transportation. I’ve been fortunate to have worked with and be mentored by a number of them. It’s a great honor to join them.”

BERNARD J. FORD

More Than 50 Years in The Public Transportation Industry

Bernard Ford has spent over 50 years in the public transportation industry—more than 30 years as a professional at the Chicago Transit Authority and the Northeastern Illinois Regional Transportation Authority and over 20 years as a transportation consultant.

During this half century, he has seen the industry evolve from a farebox-supported, capital resource-challenged business to a publicly supported program with federal involvement.

Bernard began his career at CTA at the entry level and progressed to management positions. As was the case with most CTA manager trainees, he was offered the opportunity to undergo operational training. He chose rapid transit operations and qualified as a conductor, motorman, and switchman. This experience provided an excellent background for his assignment to develop operational training programs for the rapid transit system.

In 1973, he was named superintendent of personnel administration. In this role, he hired the CTA's first female operating personnel and developed and implemented a program to increase hiring of Hispanic individuals.

In 1974 he joined the staff of the chairman of the authority and in 1975 was named chief administrative officer. After formation, by referendum, of the Regional Transportation Authority, Bernard took a leave of absence from CTA to serve as special assistant to the chairman and then director of transportation. In this role, he directed the acquisition and total rebuilding of one bankrupt commuter railroad and began acquisition of a second, and negotiated operating agreements with three other railroads.

Bernard was named general manager of the regional agency in 1979 and served in this capacity until 1982, when he was asked by the mayor to return to CTA as executive director. During his tenure as CTA's executive director, he also was privileged to serve as president (now chair) of APTA.

He joined the private sector in 1985 and became principal for public transportation projects at McDonough Associates in 1988. He was asked to join the APTA Associate Member (now Business Member) Board of Governors and was elected chairman of that body in 1996, becoming the only APTA member to have served both as APTA president and Business Members Board of Governors chairman.

Shortly after Bernard joined McDonough, the mayor asked him to return to CTA as executive director. He did so as a consultant and served for 16 months while assisting in the search for a permanent executive director. In 1994, he was again asked to return to CTA and did so as a pro-bono advisor to the chairman and executive director.

His work at McDonough Associates includes serving as project principal on the development of Chicago's famous Millennium Park—a multi-modal transportation facility with two rail lines, a new busway, and a new 2,500-acre garage, over which a park was built.

He continues to promote public transit in Chicago through his work as chairman of the Chicagoland Chamber of Commerce Transportation Committee.

Throughout his career, he has been sustained by Edna, his wife of 49 years.



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.

“Tim is an outstanding leader, an astute businessman, and a strong humanitarian. His guidance and dedication has helped Cummins succeed and prosper through very turbulent times. He has managed to balance the often opposing priorities of business, people, and the environment while still keeping Cummins viable and independent, and the only engine manufacturer courageous enough to keep building engines for the U.S. transit market.”

— **Brian Macleod**
Senior Vice President
GILLIG LLC



TIM SOLSO

“I am honored to receive this recognition from APTA on behalf of Cummins, and particularly our employees who are working hard to keep Cummins a leader in the transit bus industry. Cummins is committed to delivering on its brand promise of dependability every day in every market we serve, and this type of recognition is a gratifying validation of our efforts.”

TIM SOLSO

Chairman and Chief Executive Officer
Cummins, Inc.

Tim Solso is not only an industry leader, but an international leader in the areas of sustainability and corporate responsibility. In his position as chairman and CEO of Cummins, Inc., he has implemented numerous environmental practices and partnerships that have made Cummins a recognized socially responsible company, despite significant financial challenges.

An APTA member since 1974, Cummins, Inc. manufactures heavy duty diesel engines for large trucks and buses. It is currently the only engine supplier for diesel and hybrid transit buses of all sizes; it is also the main supplier of engines for CNG-powered transit buses.

Since the 1990s, public transit has been on the cutting edge of emission reductions, being required to meet lower emissions standards than any other market sector. At the same time, the lucrative heavy duty truck engine market experienced significant downturns, creating economic turmoil.

Tim led Cummins through these tough financial times, serving since 1988 as vice president, executive vice president, president, and finally chairman. He oversaw the company's efforts in improving its product and supporting public transit, while also improving the environment and increasing energy usage efficiency.

Through Tim's vision, courage, and leadership, Cummins is a global leader in environmentally friendly diesel engine technology. Its diesel engines have very low CO₂ emissions levels (the main concern in global warming) and very high efficiency levels (thus minimizing energy usage).

While Cummins has worked hard to deliver products that will enhance our environment, it has also worked to reduce energy use in its plants and facilities and has focused on prudent use of natural resources. Cummins operates a Recon facility—a materials reclamation effort that promotes the remanufacturing of engine blocks and other commodities, complementing its reuse and recycling of 48 million pounds of materials every year. A member of the U.S. Environmental Protection Agency's Climate Leaders Program, Cummins set a corporate goal of reducing its greenhouse gas emissions by 25 percent by 2010.

Cummins participated in the Carbon Disclosure Project and has been named to the Dow Jones World Sustainability Index each of the last four years in recognition of its economic, environmental, and social leadership. Cummins is also a member of the Business Round Table Climate RESOLVE, whose members have committed to reduce or offset greenhouse gas emissions.

Tim recognizes that a company is only as healthy as the communities in which it operates. Through its Every Employee, Every Community program, Cummins employees give back to their communities by participating in volunteer activities on company time, a program that has quadrupled in scope since its inception in 2006.

On top of his international business leadership in the areas of public transportation and sustainability, Tim is also a leader in his local community, heavily involved in humanitarian endeavors. His actions and contributions have made a difference for so many people, including those employed by the public transit industry. It is truly fitting that he receive APTA's 2009 Outstanding Business Executive of the Year Award.

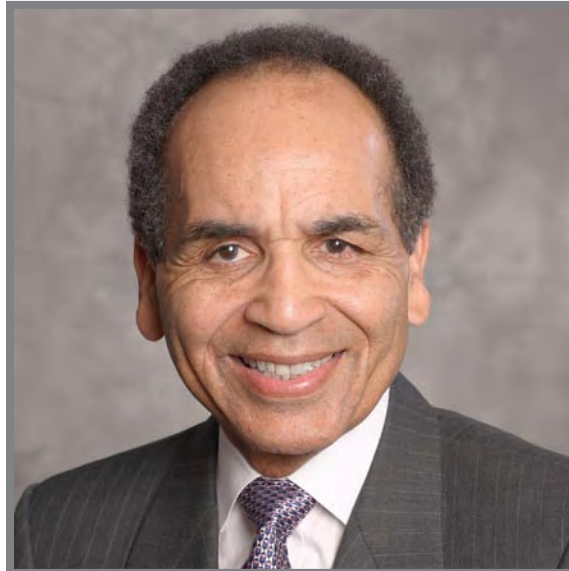


Outstanding Public Transportation Business Member

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

“Dr. Hampton is an engineering genius whose accomplishments are unparalleled in the transportation industry. His proven leadership and oversight management of civil, environmental, and structural engineering projects make him a natural selection for the 2009 APTA Outstanding Public Transportation Business Member Award.”

— **John B. Catoe, Jr.**
General Manager
Washington Metropolitan
Area Transit Authority



DELON HAMPTON

“A person can receive no greater honor than one from peers. I greatly appreciate this award and shall continue to work tirelessly to assist APTA and the transit industry in improving the mobility of all our citizens as well as visitors to our shores.”

DELON HAMPTON

Chairman, Delon Hampton & Associates
Washington, DC

Since the mid 1970s, Delon Hampton has been an active member and supporter of APTA.

During this more than 30-year span, he has had the privilege and satisfaction of serving as chair and/or member of nearly every major standing committee of APTA, including the APTA Executive Committee, where he is serving a third two-year term and is currently the vice chair–business member-at-large, representing APTA's business members. From 1996–1997, Delon was the APTA vice chair–research and technology. Additionally, he served a two-year term as Business Member Board of Governors (BMBG) chair (2006–2008), a two-year term as first vice chair (2004–2006), and is currently serving as its past chair.

As BMBG chair, he advanced the business members' efforts to focus on procurement reform, governance issues, business development activities, and communicating the business case in public transportation. Delon supported and continued the development of high profile program sessions at major APTA meetings that provide an opportunity to discuss the health of the industry and the challenges that the private sector is facing in the current economy.

One of his major initiatives was expanding the content of BMBG meetings by adding program sessions to make them informative, not only to BMBG members, but to all APTA members and visitors. Additionally, as BMBG chair, he created the Small Business Committee.

One of the key issues for APTA's business members in the last two years has been the issue of governance, and Delon has been a key leader for the private sector in these discussions. He played a leadership role in the development of a strategy to elevate the status of APTA's business members within the organization and was responsible for much of the progress made over the last few years in bringing governance equality to our association.

A member who was always very involved in APTA programs, he served on task committees such as the one that developed the Public Transportation Partnership for Tomorrow program, the last two APTA Strategic Planning Committees, and the *TransitVision 2050* Task Force.

GFI President Kim Green best summarized Delon's impact by saying: "Because of Delon's leadership, the position of APTA's business members in APTA is stronger than ever. Today APTA business members play an active role in all of APTA's committees; are actively engaged in shaping APTA's policies; and are full partners in the association's technical programs."

An accomplished individual, Delon also taught on the university level and did research for approximately 25 years. He has published over 40 papers in professional and technical journals.

In thanking APTA for the award, Delon said, "It has been a wonderful life working in the transit industry as an active member of APTA for over 30 years. I shall continue to assist APTA to enhance transit for the betterment of our nation."



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.

“Getting Sound Transit across the goal line took the vision, leadership, and passion of many people. As an early supporter and longtime board member, Mayor Nickels dedicated himself to bringing light rail to the Puget Sound region. His passion and commitment have been key to moving this important project forward.”

– **U.S. Senator Patty Murray**
Washington



GREGORY J. NICKELS

“I appreciate this recognition from APTA and share this honor with the people who stood by our efforts through the years. The opening of our first light rail service this year was an historic occasion for our entire community. It was incredibly rewarding when voters last year approved a major expansion of the line. Thank you to Sound Transit board members and staff, regional leaders, and our community stakeholders for your persistence. Having worked for two decades to bring light rail to this region, I am proud of our work to build a mass transit system that will make a difference in people’s lives for generations to come.”

GREGORY J. NICKELS

Board Chair, Sound Transit

Seattle, WA

Now that the greater Seattle region has opened its light rail line, it's time to celebrate the leaders who have toiled for years to make the vision a reality. Chief among them is Seattle Mayor Greg Nickels, current board chair of Sound Transit, the Central Puget Sound Regional Transit Authority. Nickels demonstrated leadership in the public transit arena long before the agency was even founded, starting as co-sponsor of a 1988 advisory ballot that resulted in 70 percent of voters supporting construction of a light rail system. A founding member of the Sound Transit Board and its longest-serving member, serving continuously from 1993 to the present, he has been unwavering in his leadership. He led the effort to develop and present to voters last year an ambitious transit system expansion plan supported by an additional half-cent in retail sales tax. In a down economy, voters approved the new tax with a 58 percent "yes" vote.

In the years between 1993 and today, transit plans have been formed and debated, denied, revised and then passed. When early light rail cost projections were seriously underestimated, intense public criticism and distrust followed—and nearly led to the agency's demise. The Sound Transit Board brought on a new CEO, demanding stricter controls and a commitment to transparency, eventually righting the ship. In November 2008, with the agency's initial charge to build and operate the framework of a regional transit system for the Central Puget Sound region nearing completion, voters showed renewed public confidence by approving a 15-year, \$18 billion transit expansion plan in the midst of a national economic downturn.

Today Sound Transit provides 67,000 bus and train rides every day, a number that jumped with the opening of light rail service in July. When the light rail extension to Sea-Tac Airport opens in December, another 9,000 daily riders are expected to get on board.

Through it all, Nickels has been an active and vocal supporter of Sound Transit, and especially of bringing light rail to the Seattle region. In the mid-1990s he opposed opening carpool lanes to single-occupancy vehicles because he believed that would impede the ability of transit agencies to adhere to their schedules.

He demonstrated regional vision as the sole board vote against an early light rail proposal that would not have extended outside the city to serve the airport and north Seattle. In many board meetings, he has redirected a parochial conversation to focus on the regional vision. The mayor of Seattle since January 2002, he is as comfortable working with smaller-town mayors and council members as he is with the governor, the state's Congressional delegation, and key stakeholders.

Nickels continues to advocate for improved transit services for the major role they play in the region's economic and environmental goals and, more importantly, in our daily quality of life. He is a nationally recognized leader on transportation policy and climate protection.

"Greg Nickels is a visionary and influential public servant, much deserving of this award," said Sound Transit CEO Joni Earl.



Outstanding Public Transportation Board Member

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

“I have known Dave for many years and I salute him for his high-impact leadership and ability to get favorable results. He has helped to build CDTA into the modern, efficient, and technologically advanced organization it is today. Dave is a credit to his family, his profession, and to the community at large. We all congratulate him on this very well deserved recognition.”

— **Michael R. McNulty**
Former U.S. Representative
21st District, New York



DAVID M. STACKROW

“*T*his prestigious honor could only happen through the development of strong partnerships between me and my fellow board members, our executive director, government officials, and community leaders. We have worked together to transform CDTA to a performance-based business model rather than a traditional government organization, which has made us the innovative and efficient transit agency we are today. The possibilities of ‘what could be’ continues to inspire us to work harder to fulfill our mobility visions of the future.”

DAVID M. STACKROW

Board Chairman, Capital District Transportation Authority
Albany, NY

“People Serving People”—that’s what CDTA and Dave Stackrow are all about. As a lifelong resident of the Capital Region and a dedicated volunteer, Dave is a believer in public transit and a bigger believer in an organization being relevant to the community it serves. With this perspective, Dave has led the transformation of CDTA from bus company to mobility leader of the Capital Region of New York.

Appointed by Governor George Pataki in 1995, Dave showed leadership skills and a strong commitment that prompted the board to elect him as chairman in 2001 at the young age of 37.

One of his first challenges in his role was to secure funding to complete the Rensselaer Rail Station. After some turbulent months, the station was constructed and operating debt-free. Today it serves more than 800,000 riders annually, a 21 percent ridership increase since it opened in 2002, and is ranked among the top 10 most architecturally beautiful stations in the country. Two years later, CDTA rebuilt the Saratoga Springs Train Station.

Dave most enjoys the wide array of challenges (from financial and labor negotiations to service improvements) that are continually presented to CDTA. “It’s rewarding to see an organization go through a lot of change and be receptive to that change while providing better service to our customers in the end,” said Dave.

Much of CDTA’s change began with Dave spearheading a restructure of the board of directors, creating a more active and engaged board. The restructured board went on

to develop a strategic business plan for employees and stakeholders to use as a roadmap of vision and mission. A new CDTA was born.

Dave and the new CDTA were charged with addressing a slowly declining ridership trend. Dave’s diligence and hard work have led to the Capital Region rediscovering transit and CDTA. In the past five years, CDTA ridership increased over 30 percent, from under 12 million to more than 15 million this year. This dramatic ridership upswing was triggered by the introduction of a simplified fare structure in 2005, penned by Dave as Simplefare, which made it easier for customers to understand and use the system. Simplefare eliminated transfers and zone and express surcharges. Part of its success stemmed from inviting employees, customers, and stakeholders to share suggestions on how the fare structure should be changed. In the first six months, Simplefare resulted in an 11 percent ridership increase, an 8 percent revenue increase, and a 24 percent increase in pre-paid monthly Swiper card sales. APTA recognized the CDTA Simplefare campaign as an Adwheel Grand Award winner.

Making riding easier for CDTA customers is among his most rewarding experience to date. His “simplicity and inclusion” philosophies to improve service and attract riders serve as the basis for all CDTA programs, including the introduction of a new hybrid bus fleet and the iRide branding campaign. They’re also the basis for many exciting projects in the making, including Bus Rapid Transit, a new bus facility in Saratoga County, and the development of an Intermodal Center in downtown Albany.



Outstanding Public Transportation Manager

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

“This is one of the toughest transit jobs in the United States. John Catoe is heaven-sent, and I mean that.”

— **Jim Graham**
Chair
Washington Metropolitan Area
Transit Authority



JOHN B. CATOE, JR.

“*I* am honored to accept this award on behalf of the 10,000 WMATA employees who share my vision for renewal and a brighter future. I am inspired by and grateful for this recognition from my peers.”

JOHN B. CATOE, JR.

General Manager, Washington Metropolitan Area Transit Authority
Washington, DC

Nothing better illustrates John Catoe's abilities as a manager and a leader than Metro's performance for the 56th presidential inauguration. Metro provided an unprecedented 17 hours of rush-hour rail service and ran express bus service along 20 street corridors to augment the rail system, all while providing the paratransit service needed to fulfill President Obama's vision of making it the most open inauguration in history.

Metro's record-breaking performance that day is more remarkable given the volatile situation at Metro when John arrived in 2007. The agency had churned through three general managers in the span of about a year when John came on board.

John shifted Metro's 30-year focus from construction to operations and customer service. He eliminated departments that did not provide or support service delivery. He cut 10 percent of the non-operations staff and, within six months, delivered a balanced budget in Fiscal Year 2008 with no fare increase or service cuts.

When the financial industry imploded, including the "sale-leaseback" agreements that were in place at more than 30 transit agencies, more than \$4 billion in WMATA's transit dollars were suddenly at risk of being in technical default. He invited chief executives in transit to meet at Metro for a strategy session, then headed to Capitol Hill to make their case and raise public awareness. John engaged the highest levels of government and media in a public campaign to prevent a financial domino effect that would have crippled the transit industry.

A Metrorail accident in June of this year has ramifications for transit properties worldwide. Shortly after the accident, John testified at a Congressional hearing on rail safety. His leadership on this issue will ensure that transit riders will be safer for years to come.

Active in APTA and a leader in the public transportation industry, John has chaired Leadership APTA, been co-chair of the Legislative Committee's Reauthorization Task Force, and was recently named to APTA's Transit Development Corporation Board.

He has almost 30 years of public transportation experience. From his start in the personnel department of the Orange County Transit District, he worked his way up to become that agency's director of operations.

Then, in 1996 he became director of transit services for the City of Santa Monica, which earned recognition as the top transit agency in the nation in 1997 and 2000, when it received APTA's Outstanding Public Transportation System Achievement Award.

He next served as deputy chief executive officer for the Los Angeles County Metropolitan Transportation Authority (LACMTA), which received the 2006 APTA Outstanding Public Transportation System Achievement Award.

It takes the leadership skills that John possesses to manage one of the nation's largest public transportation systems. The 1.3 million average weekday trips riders make in our nation's capital are a testament to those skills.

APTA 2009 Awards Committee

Alfred H. Harf

Chair

Executive Director
Potomac and Rappahannock
Transportation Commission
Woodbridge, VA

John S. Andrews

Vice President, Public Transit
ABC Companies
Winter Garden, FL

Z. Wayne Johnson

Deputy General Manager,
Administration
Golden Gate Bridge,
Highway & Transportation District
San Rafael, CA

Michael P. Melaniphy

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

Stephanie L. Pinson

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Gilbert Tweed Associates, Inc.
New York, NY

Karen Antion

President
Karen Antion Consulting LLC
Stamford, CT

Frank Kobliski

Executive Director
Central New York
Regional Transportation Authority
Syracuse, NY

Mary Jo Morandini

General Manager
Beaver County Transit Authority
Rochester, PA

Marilyn Shazor

CEO/General Manager
Southwest Ohio Regional Transit Authority
Cincinnati, OH

David W. Tripp

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

Deborah Wathen Finn

President
The Wathen Group, LLC
Westfield, NJ

Gary W. McNeil

Managing Director & CEO
GO Transit
Toronto, ON, Canada

Charles Odingbe

Executive Director
Chatham Area Transit Authority
Savannah, GA

James G. Srygley

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

APTA Award Winners 1983–2008

MEMBERS OF THE APTA HALL OF FAME

Joe Alexander
John Baine
Leonard W. Bardsley
Wilbur P. Barnes
George E. Benson
Keith Bernard
Lloyd G. Berney
Peter Bigwood
Alan L. Bingham
Robert M. (Bob) Brown
Robert C. Buchanan
Fred B. Burke
S.A. (Syl) Caria
James A. Caywood
Hector Chaput
Henry C. Church
Edgar A. Claffey
George J. Clark
Carmack Cochran
Robert M. Coultas
Leo J. Cusick
Lawrence D. Dahms
John A. Dash
Jan den Oudsten
Robert G. Decker
Shirley A. DeLibero
Henry R. DeTournay
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
Frank J. Lichtanski
Anthony R. (Tony) Lucchesi
William R. (Bill) Lucius
William A. Luke
James A. Machesney
Reba Malone
Henry M. Mayer
Robert G. MacLennan
Walter J. McCarter
Alton McDonald
Peter J. Meinardi
James R. Mills
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)

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
2008	Joe Calabrese

SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP

2006	Dwight D. Brashear
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OUTSTANDING PUBLIC TRANSPORTATION BUSINESS MEMBER

1989	James A. Machesney
1990	Claude G. Robinson
1991	Mark J. Obert
1992	Richard J. Bouchard, Jr.
1993	David L. Turney
1994	Robert Graham
1995	Dan M. Reichard, Jr.
1996	B.J. (Bill) Chaddock
1997	Bernard J. Ford, Sr.
1998	Brian Macleod
1999	Alan C. Wulkan
2000	Del D. Komejan
2001	Stephanie L. Pinson
2002	Frank Di Giacomo
2003	Gary E. Griggs William H. McCloud
2004	Robert Brownstein
2005	William (Bill) Lochte
2007	Kim R. Green
2008	Jerome (Jerry) C. Premo

OUTSTANDING BUSINESS EXECUTIVE OF THE YEAR

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

OUTSTANDING PUBLIC TRANSPORTATION BOARD MEMBER

2001	George H. Ivey, Jr. Jesse Oliver
2002	H. Welton Flynn
2003	James S. Barbour
2004	Mary K. Blue Leon L. Williams
2005	Huelon Harrison
2006	George F. Dixon, III
2007	F. Charles Emery
2008	Al French

OUTSTANDING PUBLIC TRANSPORTATION SYSTEMS

1983	Winston-Salem Transit Authority Central New York Regional Transportation Authority Municipality of Metropolitan Seattle New Jersey Transit Corporation
1984	Regional Transportation Commission/CITIFARE Pierce Transit Metropolitan Transit Authority of Harris County
1985	Blacksburg Transit Ann Arbor Transportation Authority Southwest Ohio Regional Transit Authority/ Queen City Metro Toronto Transit Commission
1986	Champaign-Urbana Mass Transit District Capital Metropolitan Transportation Authority Utah Transit Authority Ottawa-Carleton Regional Transit Commission

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

1995 Durham Area Transit Authority
OMNITRANS
Foothill Transit
British Columbia Transit

1996 Boise Urban Stages
LYNX-Central Florida Regional Transportation Authority
Utah Transit Authority
Dallas Area Rapid Transit
New Jersey Transit Corporation
Southeastern Pennsylvania Transportation Authority

1997 Sarasota County Area Transit
Santa Monica Municipal Bus Lines
Citizens Area Transit
New Jersey Transit Corporation
Metra
Bi-State Development Agency
Washington Metropolitan Area Transit Authority
City of Charleston

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

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

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

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

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

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

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

2005 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

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

2008 Muncie Indiana Transit System
GRTC Transit System
Regional Transportation District

PUBLIC TRANSPORTATION SYSTEM INNOVATION

1983 Metropolitan Atlanta Rapid Transit Authority
1984 Toronto Transit Commission
1985 Municipality of Metropolitan Seattle
1986 Washington Metropolitan Area Transit Authority
1987 Bi-State Development Agency
1988 Chittenden County Transportation Authority
1989 Los Angeles County Transportation Commission
1990 Southern California Rapid Transit District
1991 VIA Metropolitan Transit
1992 New York City Transit Authority
1993 Los Angeles County Metropolitan Transportation Authority
1994 Bi-State Development Agency
1995 Metropolitan Transit Authority of Harris County
1996 MTA New York City Transit
1997 New Jersey Transit Corporation
1998 Ann Arbor Transportation Authority
2000 New Jersey Transit Corporation
2001 Bi-State Development Agency
2002 Chicago Transit Authority
Illinois Department of Transportation
2003 Metropolitan Transportation Commission
2004 Tri-County Metropolitan Transportation District of Oregon
Washington Metropolitan Area Transit Authority
2005 Massachusetts Bay Transportation Authority
2006 York Region Rapid Transit Corporation
2007 Greater Bridgeport Transit Authority
Utah Transit Authority
2008 Southwest Ohio Regional Transit Authority

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)	2003	Richard C. Shelby (NATIONAL) Don Young (NATIONAL) Robert J. Grow (LOCAL)
2000	James L. Oberstar (NATIONAL) Anne P. Canby (STATE)	2004	Earl Blumenauer (NATIONAL) Doug Stoner (LOCAL)
2001	Thomas Petri (NATIONAL) Parris N. Glendening (STATE) Lee P. Brown (LOCAL)	2005	Bob Huff (LOCAL)
2002	Robert F. Bennett (NATIONAL) Robert A. Borski (NATIONAL) Jeff Morales (STATE)	2006	Gerald E. (Gerry) Connolly (LOCAL)
		2007	Lane Beattie (LOCAL)
		2008	Julie Hamos (LOCAL)

APTA'S CORE VALUES

Leadership

Integrity

Excellence

Diversity

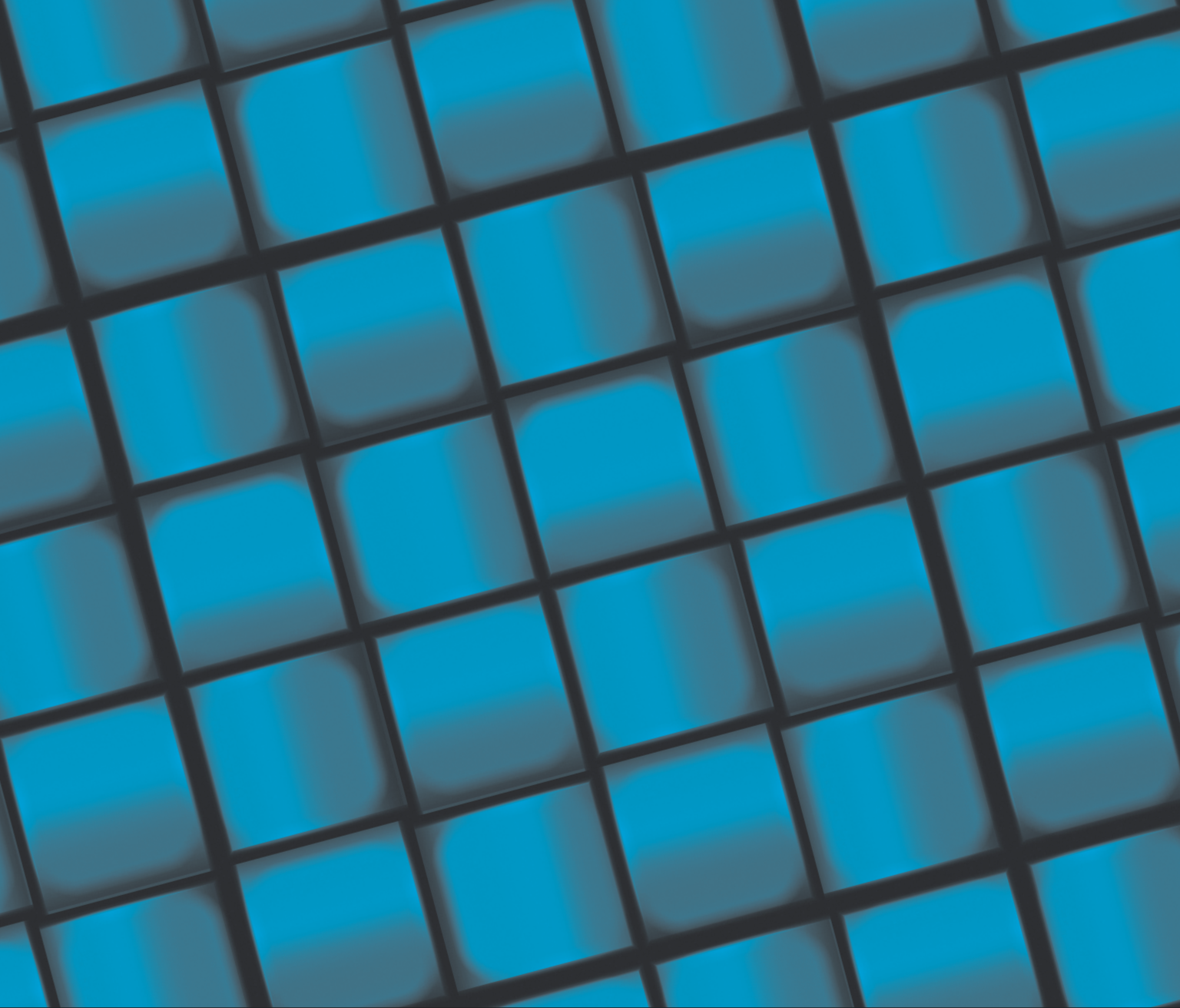
Inclusiveness

Fairness and Equity

Teamwork

Professionalism

Accountability



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