

*Celebrating Excellence in the
Public Transportation Industry*

2017
APTA
AWARDS



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

OCTOBER 10, 2017
ATLANTA, GEORGIA

Welcome to the 2017 APTA Awards Ceremony! Today we are here to recognize and celebrate this year's winning individuals and organizations. As the stars of our industry, the APTA Awards recipients are stellar leaders who have significantly advanced public transportation in North America.

All the 2017 winners have inspirational stories to share about how they achieved success despite the obstacles they had to face. As leaders, instead of focusing on substantial problems, they saw significant opportunities that could be realized. As leaders, they had a vision of the future and a determination to make sure it became reality. Today, we thank them for their vision, their leadership, and their commitment to working for the common good in the public transportation industry. Let me also add that I hope you will find time to congratulate them in person.

Finally, as the chair of the 2017 APTA Awards Committee, I want to thank all the members of the Awards Committee for their hard work in making this awards program a success.

Jeanne Krieg

Chair, 2017 APTA Awards Committee
and
Chief Executive Officer
Eastern Contra Costa Transit Authority



Many thanks to GENFARE for sponsoring the 2017 APTA Awards Book.

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Innovation

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

“SRTA’s Ride Transit Commuter Credits initiative has proved to be a successful way to enhance mobility options across the Metro Atlanta area. It’s important we have programs to highlight Georgia’s ongoing strategy of integrating tolling and public transit programs, and I commend SRTA’s leadership and staff for their innovative work. We look forward to seeing additional collaborative efforts to promote transit use in the future.”

– **Governor Nathan Deal
Georgia**



STATE ROAD & TOLLWAY AUTHORITY

“SRTA’s Ride Transit Commuter Credits pilot program demonstrated that customers are willing to respond to positive incentives as a reason to try commuting with public transit while still receiving the benefits of Georgia’s tolled express lanes without having to pay the toll themselves. Our team is proud of the program, and we are grateful to APTA for recognizing our efforts with the Innovation Award.”

– **Chris Tomlinson, Executive Director**



STATE ROAD & TOLLWAY AUTHORITY

Atlanta, GA

In February 2015, State Road & Tollway Authority (SRTA) and Georgia Regional Transportation Authority (GRTA) launched an unparalleled pilot program in the transportation industry with the launch of Ride Transit, part of a three-pronged pilot program called Commuter Credits. Commuter Credits involved three innovative programs: Ride Transit, Shift Commute, and Start a Carpool to earn toll credits. The Ride Transit component of this program awarded toll credits to people who used GRTA *Xpress* routes instead of driving and using their Peach Pass toll accounts during Metro Atlanta's heavily congested morning and evening commute periods.

The goals of the Ride Transit Program were to promote alternate transportation modes for Peach Pass users; provide an incentive for Peach Pass users to change their driving behavior; increase usage of *Xpress*—the State-operated regional commuter bus system—in the I-85 corridor; and offer the option of riding public transit to offset the cost of increasing tolls due to increasing demand. Individuals who rode *Xpress* buses along the I-85 Express Lanes were eligible for a toll credit of \$2 per trip for up to five trips per month, equaling a total of \$60 over six months.

The results were positive for the Ride Transit Program. Eighty percent of the participants who signed up for the six-month Ride Transit pilot earned toll credits totaling nearly \$9,000. This equates to almost 4,500 transit trips. Assuming each commuter would have driven solo to make these trips, this

indicates a potential reduction in auto trips on the I-85 corridor of up to 4,500 trips.

The “carrot” of toll credits was perceived by participants as a welcome counterbalance to the perceived “stick” of increasing congestion-priced tolls. From an agency perspective, SRTA liked the idea of rewarding its customers who do their part to help reduce congestion by opting in to use public transit and free up the limited capacity available on Atlanta's highways. As a result of its success, SRTA plans to continue the efforts as a broader program in conjunction with the opening of the Northwest Corridor tolled Express Lanes in 2018.

Overall, the Ride Transit pilot program provided a road map for building a direct relationship between public transit and tolling. Public transit agencies can use SRTA's experience as a best practice, to show departments of transportation (DOTs) and toll agencies the benefits of collaboration and cross promotion of services. By forging these relationships early in the process, transit agencies, toll authorities, and DOTs can work together to ensure programs, such as SRTA's Ride Transit program, are employed to achieve the intended goal of enhanced mobility options for their constituents.

By rewarding commuters who “paid it forward” by using public transit instead of driving, the Ride Transit demonstrated that people are willing to try something new given the right incentive. Ride Transit is an innovative example of how public transit and tolling can work seamlessly together to increase ridership while reducing traffic congestion.



Outstanding Public Transportation System

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

CATEGORY: Providing 4 million or fewer annual passenger trips.

“When I was mayor of Knoxville, I watched KAT grow and was excited to cut the ribbon on the Knoxville Station Transit Center in 2010—the city’s first LEED certified building. Now, from the governor’s seat, I have seen KAT expand service, grow ridership, and be a vital part of all that makes Knoxville a wonderful place to live, work and play. All of Tennessee celebrates with Knoxville and KAT on this well-deserved award.”

— **Governor Bill Haslam**
Tennessee



KNOXVILLE AREA TRANSIT

“This team is so dedicated and works so incredibly hard. They see what needs to be done and they do it; they find smarter ways to work and seek out the latest innovations; they take care of our passengers and their co-workers—it’s just what they do. So, to see that kind of dedication recognized nationally lets my team know we truly are outstanding—it’s not just me telling them that.”

— **Dawn Distler, Director of Transit, City of Knoxville**



KNOXVILLE AREA TRANSIT

Knoxville, TN

In the mountains of East Tennessee, Knoxville Area Transit (KAT) has been described as “big city transit with a small-town feel.” Currently providing 3 million passenger trips per year along 26 routes, KAT has been committed over the past three years to increasing service, improving safety and efficiency, and developing effective outreach. This is being accomplished thanks to creative leadership who think big, a dedicated workforce, and a local government committed to public transit and sustainability.

KAT’s Five Year Plan calls for the calculated, gradual expansion of service later into the evenings with increased frequencies along busy routes. Coming into year three of the plan, KAT has made improvements to 14 of 23 regular fixed routes, along with restructuring three downtown trolley routes following extensive public input. During this same period, KAT has continued to emphasize the importance of safety throughout the organization, adding pedestrian awareness stickers to driver work stations and limiting speeds in high pedestrian areas. With preventable accidents down 20 percent over three years and workplace accidents cut in half, results indicate success.

Meanwhile, the operations and maintenance staff have been focused on efficiencies: the operations department recently combined the phone information and paratransit scheduling departments, resulting in 16 hours of extended phone coverage weekly, more employee flexibility, and better customer service. The maintenance department took the leadership role in forming a new statewide alliance, which created a statewide bus procurements network, resulting in a cost

savings of \$70,625 per bus on one procurement alone. The alliance also created the opportunity for city transit systems across the state to work together, share best practices, and provide mechanic skills training through a maintenance roadeo.

While all of these improvements have been made behind the scenes, KAT’s outreach and marketing efforts have been visible throughout the city. Last year, the outreach efforts reached 5,000 people and ranged from major events such as Earth Day all the way down to individual travel training. New Transit on Tap events not only spark discussions on public transit, but also allow residents to try route planning and discuss their ideas in a casual and fun setting. KAT’s marketing approach is three-pronged: an active social media presence focusing on video and visual posts; leveraging marketing dollars by building partnerships; and providing a strong internal marketing element, knowing that if KAT’s front line employees are happy in their work, that is the agency’s most effective marketing.

To what does KAT owe all of its success? KAT is a predominantly women-led organization that prides itself on the diversity of its workforce, its focus on internal employee satisfaction, and emphasis on safety and efficiency.

Dawn Distler, Knoxville’s director of transit, also gives credit to community support. “KAT is an organization of outstanding folks who enjoy the strong support of Knoxville’s Mayor Madeline Rogero and City Council, but also the support of our numerous partners who, along with us, believe in the power of transit to transform lives and cities for the better.”



Outstanding Public Transportation System

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

CATEGORY: Providing more than 4 million but fewer than 20 million annual passenger trips.

“Congratulations to the Capital District Transportation Authority for receiving the 2017 Outstanding Public Transportation System Achievement Award. The Capital Region’s economy depends on a robust, reliable, and modern transportation network. This recognition is well deserved and an important reminder; we need to continue to invest in our transit services and crumbling infrastructure if we want our economy to thrive and stay strong.”

— **Senator Charles Schumer**
New York



CAPITAL DISTRICT TRANSPORTATION AUTHORITY

“CDTA’s success in serving the Albany region would not be possible without the hard work and commitment of our 690 employees, the vision of our progressive Board of Directors, and the support of our customers and community partners. Being named APTA’s Outstanding System of the Year is humbling and a great honor and should be celebrated by all who have helped get us to this point.”

— **Carm Basile, Chief Executive Officer**



CAPITAL DISTRICT TRANSPORTATION AUTHORITY

Albany, NY

The Capital District Transportation Authority (CDTA) is changing the way people think about public transit in New York's Capital Region and its role in supporting economic development. CDTA serves four major cities, spanning 2,300 square miles with local, express, commuter, and bus rapid transit services. A new bike-share program, regulatory oversight of regional taxicab service, and ownership of two regional train stations round out CDTA's regional mobility profile.

The CDTA Board of Directors developed an Innovation Platform that has improved the service network, reduced operating costs, and sharpened CDTA's community image. The results have been outstanding with CDTA ridership increasing by 25 percent over the past six years, setting an all-time record in the process. The hallmarks of the plan include innovative projects like Upstate New York's first Bus Rapid Transit service, the successful Universal Access rider program, and community engagement.

On the street, CDTA has increased riders per revenue hour by more than 10 percent, while also increasing system wide on-time performance by 10 percent. A CDTA team created an online accident tracking system that captures 100 percent of reports electronically within 24 hours.

In the garage, CDTA is of the few U.S. transit systems that engages a consultant for an independent audit of its Preventive Maintenance Inspection program. The agency has returned a perfect score of 100 percent in six consecutive years. The CDTA maintenance team has extended the

life of older buses (12+ years) by four to six years through replacement of transmissions and rear end assemblies at a cost of less than \$50,000 per vehicle.

The *Navigator* smartcard and mobile ticket program offers easier purchasing, account management, better security, and incentives. *Navigator* has added balance protection, auto-load capability, and easy online ordering for customers. CDTA has expanded its retail sales network and customers have a rewards program with the area's largest supermarket, along with a variety of retail partners covering the financial, hospitality and service industries.

Making the system easier to use for customers is the biggest change CDTA has made. The Universal Access program allows area businesses, schools, and universities to provide unlimited access to CDTA's route network. The agency works with 20 partners from the education, health, and service industries that account for more than four million trips annually.

CDTA's largest charitable effort is with the United Way of the Greater Capital Region, with employee donations reaching nearly \$90,000. CDTA assists communities during emergencies and severe weather by providing vehicles for cooling or heating to support law enforcement, displaced residents and firefighters.

All of this is possible thanks to outstanding financial practices, strong and effective advocacy for improving transit services, enhanced partnerships that increase ridership and revenue, and consistent community outreach that is at the core of CDTA's operation and the focus of the board.



Outstanding Public Transportation System

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

CATEGORY: Providing 20 million or more annual passenger trips.

“I would like to congratulate Andy, his executive team and all 14,000 women and men of the TTC on this magnificent achievement. It has been my pleasure as Chair, to announce record increases in operating subsidy and in capital investment, thereby enabling the TTC to add service and to build on the successes to date. I look forward to the next five years where our next plan—which is well advanced—will build on the great news that we have received from APTA.”

— **Josh Colle**
Chair, Toronto Transit
Commission



TORONTO TRANSIT COMMISSION

“I am immensely proud of this award and accept it on behalf of the 14,000 people who work for the TTC. Culture change and how we inspire, develop and manage people is at the heart of our renaissance, led by our belief that it is through their embrace of a common goal that sustainable improvement is achieved. We set out to deliver a transit system that makes Toronto proud. This honour reflects the hard work we’ve undertaken for the people of Toronto.”

— **Andy Byford, Chief Executive Officer**



TORONTO TRANSIT COMMISSION

Toronto, ON, Canada

The Toronto Transit Commission (TTC) moves 1.8 million customers a day on North America's third largest public transit system, a multimodal, integrated network of bus, streetcar, light rail, para trans, and subways.

In 2013, the TTC launched an ambitious plan of top-to-bottom modernization and developed a strategy that puts the customer at the centre of all that it does, from service planning to service delivery, including a new station management model, customer charter, fleet and infrastructure renewal, and how its people—the most important asset—are motivated and managed.

The TTC is transformed. Record customer satisfaction scores (now at 82 percent) reflect riders' increasing satisfaction with service. It is cleaner, friendlier, more punctual and more reliable. The number of short turns—long the curse of bus and streetcar riders—has been reduced by 80 percent, while subway delay minutes and delay incidents have been reduced by 17.4 percent (delay minutes) and 9.6 percent (delay incidents) on Line 1, its busiest subway line.

The TTC has secured unprecedented capital investment, hit record levels of ridership, and attracted international interest from peers. Anchored around its vision of “a transit system that makes Toronto proud,” the TTC has introduced new vehicles; rolled out a new fare payment system; commissioned an outstanding new streetcar maintenance and storage facility; re-engineered business processes; and delivered a world-class public transit plan for the 2015 Pan Am Games.

The TTC remains one of the safest public transit systems in North America and has implemented a risk-based Safety,

Health and Environmental Management System, a first for North American public transit systems.

Budget increases in 2015-16 allowed for new and enhanced public transit services. Service on more than 40 routes increased to match subway hours. Thirty-four of the city's busiest bus and streetcar routes received off-peak improvements and are projected to add 1.8 million new customer trips. Fifty-two routes now operate every 10 minutes or better and this service increase is also expected to add an additional 1.8 million new customer trips.

A second subway platform at Union Station—the busiest passenger transportation facility in Canada, serving 250,000 passengers per day—was opened to reduce overcrowding and improve passenger circulation. Another massive capital project will come to fruition this fall with the opening of the spectacular Toronto-York-Spadina Subway Extension comprising 8.6 km of new tunnels and six new subway stations.

Culture change and how staff are inspired, developed, and managed is at the heart of the TTC's renaissance, led by the belief that it is through a public transit system's people and their embrace of a common goal that sustainable improvement is achieved.

All this has been achieved on what is one of the lowest operational subsidies of any North American public transit system. After nearly 95 years in service—and at more than 31 billion customers served—the TTC puts the customer at the centre of every decision it makes, and is making Toronto proud.



Local Distinguished Service

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

“Congratulations to Chairman Kirk Dillard, who has been a positive force for public transportation in our region for decades, as a state senator and as the RTA Chairman. Working collaboratively with the leaders of CTA, Metra and Pace, he is a strong advocate for seeking the funding needed to maintain and improve our world-class transit system, including the historic modernization of Chicago’s Union Station. His efforts have made a significant difference in the lives of millions of people throughout the region and beyond.”

— **Mayor Rahm Emanuel**
Chicago



KIRK W. DILLARD

“As a lifelong transit rider, and a state legislator for several decades, I thought I understood the importance of public transportation in our region. However, it wasn’t until I took over the role of chairman of the RTA Board of Directors that I fully came to grasp the impact of public transit to our regional and state economy. I am proud to serve our region in this way and am very honored to receive this award.”



KIRK W. DILLARD

Chairman, RTA Board of Directors
Chicago, IL

The Regional Transportation Authority (RTA) of North-eastern Illinois Chairman Kirk Dillard has a long history of “moving things forward” in Illinois. Kirk is a lifelong transit rider and regularly rides the RTA system from his suburban home to his offices in downtown Chicago, where he is a partner at Locke Lord LLP, one of Chicago’s oldest and largest law firms.

Before becoming RTA chairman, Kirk served as the Republican senator for the 24th District of the Illinois State Senate for nearly 20 years. As state senator, he served on the Transportation Committee, was a strong supporter of public transit, and the sponsor of the Secretary of State’s Railroad Safety Initiatives, which resulted in a significant drop in grade-crossing fatalities. During this time, he was widely known to work “across the aisle” to build consensus in a state where partisan acrimony is legendary.

This experience served him well when he became chairman of the diverse 16-member RTA board in 2014. The chairman is elected by the board (and does not represent an appointing authority) so it is a testament to his statewide accomplishments and reputation that Kirk was elected by this esteemed and diverse group of civic-minded community leaders with varying perspectives and priorities when it comes to public transportation.

The job of the RTA chairman is not an easy one. The RTA is the only agency in the region charged with regional financial oversight, funding, and transit planning for the region’s service boards: Chicago Transit Authority, Metra, and Pace Suburban Bus and ADA Paratransit.

From the moment he became RTA chairman, Kirk has thrown himself into the role wholeheartedly, walking the hallways of the state and U.S. Capitol buildings to let leaders know the importance of the regional transit system. He was critical to the agency’s work on the federal level to assure passage of the FAST and PATH Acts.

“Throughout my time working with Chairman Dillard, I’ve seen firsthand how his years of experience as a statesman and leader in Illinois have benefited our transit system,” says RTA Executive Director Leanne Redden. “Chairman Dillard’s focus on the need for investment in our regional transit system, which provides more than two million rides each weekday, has been key to our success and working towards overcoming the challenges we face.”

Whatever the situation, Kirk is an outspoken public transportation advocate. He has personally penned dozens of letters to the editor in support of public transportation funding, highlighting the importance of transit to the region’s economy. He is a much sought-after speaker, and is as comfortable speaking to a small community group as to a large audience comprised of the region’s most senior and seasoned professionals.

Whether facilitating teamwork in the redevelopment of Chicago’s iconic Union Station or testifying before his former colleagues in Springfield, IL, about the importance of transit funding, RTA Chairman Dillard has been and continues to be an important and effective proponent of public transportation in the RTA region.



Local Distinguished Service

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

“Public transit in Atlanta has no better friend than Mayor Reed. Without his leadership and steadfast support, MARTA would not have had the opportunity to ask Atlanta voters last November for their additional contribution to the system. Because of Mayor Reed, over the next few decades, MARTA will reshape how millions of Atlantans live, work, and play. Mayor Reed’s contribution to transit is legendary, making him deserving of the 2017 APTA Local Distinguished Service Award.”

— **Robert L. Ashe III**
Chair, MARTA Board of Directors



MAYOR KASIM REED

“I am honored to receive the Local Distinguished Service Award. When I reflect on my eight years as mayor, winning the MARTA expansion vote will stand out as one of my proudest accomplishments. I believe our choice to pursue the \$2.6 billion, 40-year MARTA expansion will be recognized as one of the most consequential decisions in the life of our city. I offer my thanks to Keith Parker and MARTA Board Chair Robbie Ashe for their partnership, and to APTA for this recognition.”



MAYOR KASIM REED

Atlanta, GA

Inspired by city leaders in the 1970s, including Ambassador Andrew Young and late Atlanta Mayor Maynard Jackson, a young Kasim Reed always wanted to give something back to the city that has blessed him with so much. And now, as the chief executive of his native city, Mayor Reed has repeatedly seized every opportunity to contribute to the growth and prosperity of the entire Atlanta region.

Raised on the city's southwest side, Reed routinely rode MARTA buses and rail lines. After spending his college years in the nation's capital, pursuing undergraduate and graduate degrees at Howard University, he moved back to Atlanta just as his beloved city was abuzz preparing for its moment on the world stage as host of the 1996 Summer Olympics. To everyone's surprise, Jackson, the city's first African-American mayor—and one of its most consequential mayors—was able to mobilize the business, civic and government community to bid on and execute the work of hosting the games. MARTA, which carried over 2.5 million riders that summer, played a critical role in transforming Atlanta into an international city.

Mayors Jackson and Young both served as mentors to Reed and instilled in him a deep understanding of collaborative leadership and reaching across the political aisle. In 1999, at age 31, he was sworn into the Georgia General Assembly after besting two political veterans also vying for the seat.

As a state senator, Reed routinely served as both quarterback and defensive tackle for MARTA-related bills, finding common ground in the Republican-controlled state legislature and working to block measures that would debilitate

the cash-strapped agency. Among policies he pursued, he urged his colleagues to consider state funding to beef up MARTA's security measures, and he fought to remove restrictions on how the agency allocated its operating and capital budgets.

In 2005, Reed co-sponsored a bill to provide tax abatements that would fund the creation of the Atlanta BeltLine, a 22-mile loop around the city, intended to connect many neighborhoods by paths and light rail transit. Eleven years later, Reed traveled the few blocks from his mayoral office to visit the state Capitol to again continue his transit crusade.

Atlanta made history by overwhelmingly passing two transportation referenda in the 2016 election cycle. Mayor Reed, MARTA CEO Keith Parker, and Board Chairman Robbie Ashe teamed up to galvanize support for the one-cent sales tax. The result was a resounding win—71.4 percent approval at the ballot box—and the highest approval percentage of any transit referendum in the country.

Over the next four decades, the transit-focused sales tax will generate \$2.5 billion dedicated to MARTA expansion and major transit upgrades around the city.

Mayor Reed is an outspoken advocate for MARTA, pointing to the potential for economic growth throughout the region. Recently, he announced major companies—NCR, Kaiser Permanente, and Anthem, among others—were relocating their corporate headquarters to Atlanta, and that MARTA was crucial to their decision.



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.

“While Pennsylvania was advancing new legislation to fund public transit, I often cited the Beaver County Transit Authority’s long history of innovation and performance as a shining example of the value and utility of public transportation in suburban and rural areas. That would never have happened without Dick Ober’s leadership. His DNA was and is a combination of continual improvement and innovation.”

– **Allen D. Biehler**
Secretary, Pennsylvania
Department of Transportation
2003-2011



RICHARD J. OBER

“While I’m extremely honored to be this year’s recipient of the Outstanding Public Transportation Board Member Award, know that I do not do this alone. This is the direct result of the dedication and hard work of my fellow board members, the management team, and all of our employees at BCTA who strive for excellence every day. I share this honor with each of them.”



RICHARD J. OBER

Board Chairman, Beaver County Transit Authority

Rochester, PA

In 1980, the Beaver County Commissioners appointed Dick Ober, then a manager at the Port Authority of Allegheny County, to the very first Beaver County Transit Authority (BCTA) Board of Directors. The BCTA board elected him chairman 17 times since 1985. Dick was instrumental in building a public transit organization that grew from a company with no assets and only a handful of leased buses, operated by a subcontractor, to one that now owns \$37.5 million in assets, operates service directly, and employs nearly 100 people.

BCTA achieved ridership records unmatched by any other public transit authority in Pennsylvania. Its overall performance earned it two APTA awards (1988 and 2006).

Dick formulated a simplified employee pension plan unique to the industry. He invested heavily in all employees, brought stability to the management team, and diversity to the workforce. BCTA has had only two general managers in its 37-year history. It was during Dick's chairmanship that the BCTA board hired the first woman to run a small urban public transit authority in the state of Pennsylvania. In addition, three out of four of BCTA's senior executives are women.

Under his leadership and vision, BCTA constructed the Rochester Transportation Center in 1991. A park-and-ride was built at the same time and later that decade, in 1998, BCTA partnered with the Port Authority to build the first regional park-and-ride in southwestern Pennsylvania. In 2001, BCTA built the \$14.5 million Expressway Travel Center, a new operations and maintenance facility that became an example of a public transit agency's role in economic development.

In 2003, Dick led the charge for BCTA to become a self-operating authority, followed by a string of nine consecutive record ridership years, nearly doubling its fixed route ridership to almost one million annual passengers.

In 2006, BCTA had the first project in Pennsylvania funded under a newly created community revitalization planning initiative. The following year, BCTA was awarded a "Smart Transportation" grant to complete one of the key infrastructure projects—a roundabout adjacent to the BCTA transfer center. The \$1.8 million project, completed on time and within budget, became recognized as a transportation industry "Best Practice" and went on to receive five awards.

Dick's board leadership can be noted in other ways as well. BCTA maintains the highest ridership/service productivity of all small urban and rural public transit agencies in southwestern Pennsylvania; has historically received the largest per capita local share of any public transit agency in Pennsylvania; has never terminated any productive service; has never had any negative financial audit findings; has never had a fixed route bus longer than 12 years; has never had any debt; and has never laid off an employee.

Dick's achievements as a leader and innovator are remarkable. His passion and his love of public transportation are embedded in the Beaver County Transit Authority with a footprint that extends beyond county lines and a career that spans nearly five decades.



Outstanding Public Transportation Business Member

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

“Congratulations to Patrick Scully for being named APTA’s 2017 Outstanding Public Transportation Business Member recognizing his many years of service to APTA and the transit industry. Millions of riders benefit each day from the products and ideas he has advanced to public transportation systems across North America. Congratulations and thank you!”

— **William W. Millar**
APTA President, 1996-2011



PATRICK SCULLY

“*T*o be recognized by the industry and my peers is truly an honor. I hope that the work I have contributed to the industry on behalf of APTA and its members has improved mobility for our communities and our industry as a whole. It is my sincere conviction that business and operating members working cooperatively on industry issues is critical to our mutual success.”



PATRICK SCULLY

Executive Vice President, Sales and Marketing, Motor Coach Industries
Des Plaines, IL

An industry leader, Patrick is known for his business acumen and authenticity. A strong public transportation advocate, Patrick understood its value to communities early on. As a boy, he accompanied his father to a stop for a morning commute to his Toronto law office via streetcar and subway, a commute his father made for nearly 50 years. Patrick also rode Toronto Transit Commission buses and subways to and from school, keenly noticing the differences between various General Motors buses. The early experience made a lasting impression. Yet, little did Patrick know that one day he would influence the entire industry.

After earning an MBA, Patrick began his transportation career when he joined Ontario Bus Industries' aftermarket parts group in 1988. He transitioned to Detroit Diesel Corporation in 1994, joining Daimler Buses North America in 2001 and Motor Coach Industries (MCI) in 2012. Patrick currently serves as MCI executive vice president, sales and marketing, where he contributes to long-term planning and tactical execution, leading a strong team representing MCI coach models in the private and public sector markets.

MCI colleagues will attest that goals are accomplished because people work together. Patrick values such collaboration between APTA's business and operating members. "He always displays a businesslike approach to 'getting things done' in all of his APTA activities," noted Kim Green, an APTA business member peer.

Since the early 1990s, Patrick has been active in several industry associations, first serving APTA when he assumed Detroit Diesel's Business Member Board of Governors (BMBG) seat in 1995, listening and learning from the industry's brightest. He contributed to BMBG involvement in the growth and equality of the business members within APTA, enjoying camaraderie in committee work, a mainstay for Patrick. His many committee appointments have provided APTA with a clear focus on industry procurement issues. He helped draft the industry's Standard Bus Specifications and Procurement Guidelines, and has worked with operating members to gain common ground on areas such as risk sharing and bonding.

Most critically, Patrick has been active in APTA's efforts in lobbying Congress, FTA, and elected officials on key industry issues, leading business member fly-ins to Washington, DC. During his two-year term as chair of BMBG beginning in 2015, Patrick gained business member support for APTA's highly successful Stand Up for Transportation Day on April 9, 2015.

Now, as an Executive Committee member, Patrick has been instrumental in representing business members on the task forces and work groups on Member Consensus, Revenue and CEO Search.

Patrick looks forward to continuing his work for APTA and the industry for years to come and to mentoring our next round of leaders.



Outstanding Public Transportation Manager

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

“Mr. Leahy has dedicated his life to public transportation and is respected nationally for his work as a transportation professional. Under his leadership, Los Angeles has undertaken some of the most ambitious local transportation programs in the nation’s history. The vast expansion of multi-modal transportation services has the potential to redefine life in Los Angeles. These projects take cars off the road, reduce emissions, and improve mobility for people of all communities.”

— **Mayor Eric Garcetti**
Los Angeles



ART LEAHY

“I have been fortunate to have a long career in transportation in the city that I love. Being born and raised in Los Angeles, I am pleased to receive this distinguished honor while serving Metrolink. Metrolink provides a critical service for the entire Southern California region by providing commuters transportation options that relieve some of the most congested freeways in the country. I work for a visionary board, alongside dedicated employees. I am pleased to accept this award on behalf of the entire team.”



ART LEAHY

Chief Executive Officer, Metrolink
Los Angeles, CA

Throughout his 46-year public transportation career, Art Leahy has cemented his reputation as a visionary with the ability to take on projects that transform the fabric of a region. Art, currently the CEO of the Southern California Regional Rail Authority (Metrolink), has distinguished himself as an innovative and engaged leader for the four agencies he has headed, and his work has positively impacted the lives of millions of people in the communities he has served.

Art transitioned from LA Metro to Metrolink in 2015. The commuter rail system was facing ridership and management issues at the time of Art's appointment, but in just two years Art addressed some of the organization's most pressing problems. Metrolink is now a thriving agency, spurred by Art's desire to embrace innovative ideas such as mobile ticketing and cleaner fleets. Under Art, Metrolink has enjoyed a freshly positive relationship with its board of directors and five member agencies.

In 1971, Art got his start in public transportation as a bus operator for the Southern California Rapid Transit District (now LA Metro). Over the years, his responsibilities expanded, and he was promoted to chief operating officer in 1988. In his first senior role, Art redefined mobility in a Los Angeles community hampered by congested roads and poor air quality. He led the push for the city's first light rail/subway system, overseeing the operations and management of the popular Blue, Green and Red Lines in just eight years.

In 1997, Art accepted the head role at Minneapolis-St. Paul Metro Transit. There too, Art left a permanent mark, securing funding for Minnesota's first light rail. The Hiawatha Line was an immediate success and exceeded its 2020 ridership projections in 2006, less than two years after opening.

In 2001, Art returned to Southern California as CEO of the Orange County Transportation Authority (OCTA). Art's reputation as a prudent leader made him the ideal person to lead the OCTA as it invested \$12 billion from voter-approved Measure M. Art's regional acumen allowed him to smoothly navigate the political and social landscapes of Southern California and undertake delicate but essential projects like the purchase of the SR-91 toll lanes.

Art was named the CEO of LA Metro in 2009 and helped turn the organization into one of the most dynamic public transportation operators in the nation. Under Art's watch, LA Metro undertook some of the largest public works projects in U.S. history, including five rail extensions.

Art is a true ambassador of public transportation whose impact on the sector will last well beyond his time as an executive. Art has always taken the task of grooming the next generation of transportation leaders seriously, and the employees who have worked under him are prepared to extend his legacy of leadership, integrity, excellence, diversity, inclusiveness, fairness and equity, teamwork, professionalism, and accountability in public transportation.



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 congratulate Bob Prince on being recognized by the American Public Transportation Association both for his leadership and mentoring of young people of color in the transportation industry. Bob has worked his way from a bus driver to becoming a General Manager of one of the largest and oldest transportation systems in the country. He serves as a towering model of what is possible through dedication and hard work.”

— **Mayor Martin J. Walsh**
Boston



ROBERT PRINCE

“I am humbled and honored for this recognition. It’s been said, “what we leave behind is not what is carved in stone monuments but what is woven into the lives of others.” Transit is my passion because you make a difference in people’s lives everyday. I am blessed to have been mentored and befriended by so many, none of which would have been possible without the support of my family.”



ROBERT PRINCE

A Groundbreaking Leader: From the Bus Seat to the Board Room

Bob Prince's career in the public transit industry is defined by his outstanding management of transit operations at the Massachusetts Bay Transportation Authority (MBTA), his work in renewing and expanding the T's historic infrastructure, and his dedication to support and mentor the next generation of public transit leaders.

Bob started his career in Boston as a bus operator at a time when forced school busing was tearing the city apart. Over the next 25 years Bob held more than 20 jobs at the MBTA, culminating in July 1997 as the first African-American general manager of the fourth largest multimodal transportation agency in the United States, carrying more than one million passengers a day.

Given that the MBTA has the oldest subway system in America, Bob's first objective was to take care of the infrastructure. He initiated a program to identify and classify all of the work that needed to be done to the core system, establishing program indicators and priorities, and started work on the most critical items. Bob was a pioneer and a leading voice for the state of good repair while other public transit agencies were still focused on expanding their systems.

Other key projects that Bob championed included the reopening of 35 miles of track on the Old Colony Line and developing the Silver Line BRT, which replaced a section of the Orange Line in the heart of the black community that was torn down years before. He led the development of the agency's strategic plan—the first one in 50 years; the implementation of a Community Policing Patrol Plan; and the development of employee diversity training. During his

tenure at the agency, minority and women employment grew to 32 percent and the MBTA was recognized with APTA's 1998 Minority and Woman Advancement Award.

After retiring as the general manager in 2001, Bob subsequently joined AECOM and served as its vice president, transit business development director for 14 years. Projects he worked on included Tren Urbano in Puerto Rico; program management for COTA in Columbus, OH, for the North Corridor light rail project; Miami-Dade's implementation of the "People's Transportation Plan" and assistance in obtaining a full funding grant agreement; MARTA's infrastructure reinvestment in systems, track and signals; and LA Metro's Downtown Light Rail Connector.

Bob loves public transit: from the people who rely on it to the people who provide it. He has brought that attitude to the industry in many ways. He served as APTA's vice chair for rail transit, was on the APTA Executive Committee for three years, and on the APTA Board of Directors for four years. He was a member of the American Public Transportation Foundation for 11 years, chaired the foundation for four years and is currently an emeritus member. Bob also served on the Rail Standards Policy and Planning Committee, the Rail Safety Committee, Conference Planning Committee, and the Meeting Site Committee.

Bob has also been a key leader for COMTO, having been a member since 1985 and sitting on the board for several years culminating as national chair from 2012-2015. Additionally, Bob participates in Leadership APTA and the ENO Transportation Leadership Program.

APTA 2017 Awards Committee

Jeanne Krieg

Chair

Chief Executive Officer
Eastern Contra Costa Transit Authority
Antioch, CA

Michael A. Allegra

President

KivAllegra Consulting
Salt Lake City, UT

Christopher P. Boylan

Director, Governmental &
Strategic Partnerships
The General Contractors Association
of NY, Inc.
New York, NY

Lester W. Bryant

Board Secretary
VIA Metropolitan Transit
San Antonio, TX

Ronald J. Kilcoyne

Chief Operating Officer
North County Transit District
Oceanside, CA

Lolalisa DeCarlo King*

President

Architect for Life—
A Professional Corporation
Houston, TX

**deceased June 2017*

Frank T. Martin

President

Frank T. Martin Consult, LLC
Clermont, FL

Bacarra Sanderson Mauldin

Vice Chair

Birmingham-Jefferson County
Transit Authority (MAX)
Birmingham, AL

Elizabeth Presutti, AICP

General Manager

Des Moines Area Regional Transit Authority
Des Moines, IA

Tina Quigley

General Manager

Regional Transportation Commission
of Southern Nevada
Las Vegas, NV

Beverly S. Silas

Vice Chair

Capital Metropolitan
Transportation Authority
Austin, TX

Lauren Skiver

CEO/General Manager
SunLine Transit Agency
Thousand Palms, CA

Jonnie L. Thomas, P.E.

Chief Executive Officer

Triunity Engineering & Management Inc.
Denver, CO

Thomas R. Waldron

Global Transit Market Sector Director
HDR
New York, NY

APTA Award Winners

1983–2016

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
John B. Catoe, Jr.
James A. Caywood
Hector Chaput
Henry C. Church
Peter M. Cipolla
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
Rod Diridon, Sr.
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
Bernard J. Ford
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
Elonzo (Lonnie) W. Hill
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
Frank Thomas Martin
Henry M. Mayer
Robert G. MacLennan
Walter J. McCarter
Alton McDonald
Peter J. Meinardi
James R. Mills
William W. Millar
Albert Paul Moniz
Robert Wayne Nelson
Thomas G. Neusom
W.H. Paterson
Milton Pikarsky
Robert Pollock
Jerome (Jerry) C. Premo
Thomas O. Prior

Walter S. Rainsville, Jr.
James Reading
Dan Reichard, Jr.
David Ringo
William J. Ronan
Leonard Ronis
Michael Scanlon
Daniel T. Scannell
Herbert J. Scheuer
Victor Sharman
Bernard Shatzkin
Carlton Sickles
John Duncan Simpson
Richard J. Simonetta
Robert Sloan
Roger Snoble
Virendra K. (Vic) Sood
Frank Julian Sprague
Alan Sterland
Edward R. Stokel
B.R. Stokes
Harley L. Swift
Erland A. Tillman
Ronald J. Tober
Carmen E. Turner
Kenneth S. Voigt
William L. Volk
H. Donald White
Harvel W. Williams
Alan C. Wulkan

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
2009	John B. Catoe, Jr.
2010	Hugh A. Mose
2011	Stephanie Negriff
2012	Laurence W. Jackson
2013	Phillip A. Washington
2014	Paul C. Jablonski
2015	Keith T. Parker
2016	Gary C. Thomas

LIFETIME ACHIEVEMENT

1997	Rosa Parks
2000	Mortimer Downey
2006	Norman Y. Mineta

LIFETIME OF ACADEMIC DISTINCTION

2014	Dr. George M. Smerk, Jr. Dr. Vukan R. Vuchic
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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
2009	Delon Hampton
2010	James G. Srygley
2011	Sharon Greene
2012	Clifford (Cliff) Henke
2013	Charles R. Wochele
2014	Raul V. Bravo
2015	Angela Iannuzziello
2016	Michael I. Schneider

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
2009	Gregory J. Nickels David M. Stackrow
2010	Flora M. Castillo
2011	Crystal Fortune Lyons
2012	Gregory A. (Greg) Evans, M.Ed. Lee Kemp Randall D. Chrisman
2013	Pasquale T. Deon, Sr.
2014	John C. Spsychalski
2015	Shirley Harris
2016	Thomas Nolan

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)

2007 Lane Beattie (LOCAL)

2008 Julie Hamos (LOCAL)

2010 Mufi F. Hannemann (LOCAL)

2011 Cameron Beach (LOCAL)

2012 Anthony R. Villaraigosa (LOCAL)

2013 Daniel K. Inouye (STATE)

2014 Barbara Boxer (NATIONAL)
Tom Petri (NATIONAL)
Ed Pastor (LOCAL)

2015 Jeff Morales (STATE)

2016 Peter DeFazio (NATIONAL)
Daniel Lipinski (NATIONAL)
Bill Shuster (NATIONAL)

OUTSTANDING PUBLIC TRANSPORTATION SYSTEMS

1983 Winston-Salem Transit Authority
Central New York Regional
Transportation Authority
Municipality of Metropolitan Seattle
New Jersey Transit Corporation

1984 Regional Transportation
Commission/CITIFARE
Pierce Transit
Metropolitan Transit Authority of
Harris County

1985 Blacksburg Transit
Ann Arbor Transportation Authority
Southwest Ohio Regional Transit
Authority/Queen City Metro
Toronto Transit Commission

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

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

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

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

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

1991 Athens Transit System
Capital Area Transportation
Authority
San Diego Trolley, Inc.
Westchester County Department of
Transportation/The Bee-line
System
Municipality of Metropolitan Seattle

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

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

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

1995 Durham Area Transit Authority
OMNITRANS
Foothill Transit
British Columbia Transit

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2014 Eastern Contra Costa Transit
Authority
Lane Transit District
Utah Transit Authority

2015	Connect Transit Metropolitan Transit Authority of Harris County (METRO)
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2016	EMBARK Jacksonville Transportation Authority Metro Transit
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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
2009	Utah Transit Authority
2011	Massachusetts Bay Transportation Authority
2012	Washington Metropolitan Area Transit Authority
2014	Capital Metropolitan Transportation Authority Regional Transportation District
2016	Chicago Transit Authority Regional Transportation Commission of Southern Nevada

SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP

2006	Dwight D. Brashear
2016	Joni Earl

SPECIAL RECOGNITION FOR EXTRAORDINARY RECOVERY

2011	Regional Transit Authority, LA
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OUTSTANDING BUSINESS EXECUTIVE OF THE YEAR

2004	G. Richard Wagoner, Jr.
2006	Carl Guardino
2007	William F. Valentine
2009	Tim Solso

APTA'S CORE VALUES

Leadership

Integrity

Excellence

Diversity

Inclusiveness

Fairness and Equity

Teamwork

Professionalism

Accountability

APTA'S VISION

Be the leading force in advancing public transportation.

APTA'S MISSION

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



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ASSOCIATION

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