The prestigious APTA Awards are given to those individuals and organizations that have made outstanding contributions to the public transportation industry. Winning an APTA Award is a high honor. It means that you are “the best of the best” and a distinguished national leader. It means that you are an impressive role model of excellence.

The APTA Awards ceremony is always a joyous time to celebrate the outstanding work of individuals and organizations in our industry that are advancing public transportation with great success. Every winner is deserving of our applause and our hearty congratulations.

On behalf of the 2011 APTA Awards Committee and the more than 1,500 APTA members, I congratulate this year’s APTA Award recipients.

Finally, as the former chair of the 2011 APTA Awards Committee, I want to thank the committee members for their dedication and hard work.

**Michael P. Melaniphy**
President and CEO-Elect
American Public Transportation Association
Washington, DC

Thanks to GFI Genfare for sponsoring the 2011 APTA Awards Book.
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Through our Open Data Initiative, we have taken the guesswork out of the daily commute for thousands of people who rely on MBTA service across Massachusetts. Our Open Data Initiative shows what is possible when the public sector engages citizens around improved transparency and customer service.

— Governor Deval Patrick
Massachusetts

Over just a few months, the MBTA has enhanced transparency and revolutionized the way we provide customers with real-time information through our Open Data Initiative. By working closely with third parties, the T has spurred tremendous information and created countless choices that answer the age-old question: ‘Where’s the T?’

— Richard A. Davey, Secretary & Chief Executive Officer
Massachusetts Department of Transportation
For as long as there have been transit systems, riders have asked the questions: “Where’s the train?” or “Where’s the bus?”

Traditionally, public transit agencies answer this question by making significant investments in infrastructure to communicate with customers. Most often, this investment comes in the form of a countdown sign on a train or bus platform. In recent years, agencies have also built websites, applications, text message services, and Interactive Voice Response phone systems to relay this information to customers.

While these systems provide a tremendous benefit to transit riders, the multi-million-dollar cost of these projects can be a tough sell as agencies are constantly pushed to cut costs and do more with less. Furthermore, transit agencies aren’t always best positioned to be “retailers” of this information as they are primarily in the transportation business, not the communications, web, or mobile business.

Like many transit agencies, the MBTA has a wealth of data on transit operations in its rail and bus control centers. The MBTA’s Operations Control Centers show the location of subway trains based on track circuit occupancy, bus locations based on GPS through its CAD/AVL system, and commuter rail through a similar GPS tracking system. With this extensive amount of real-time data on the transit system, the MBTA asked what was the simplest, easiest, and most innovative way to put this information into riders’ hands.

In November 2009, instead of trying to build its own smartphone apps, the MBTA decided to give its data to third parties whose expertise is in building these tools. Third parties, such as small software developers and large media companies, already have the resources and skills to build excellent applications. In other types of real-time information such as weather and traffic, customers are already accustomed to obtaining information from third parties.

With this realization, the MBTA decided to open its real-time schedules and alert information to third parties. Within an hour, the first real-time bus app was released. Over the following months, more than 30 apps have been launched at no cost to the MBTA. Third parties continue to make regular updates and improvements to these terrific customer services apps, helping to ensure T riders have access to up-to-date information.

The Open Data Initiative has revolutionized the way the MBTA provides customers with information and spurred tremendous innovation for riders. Instead of having a single, one-size-fits-all solution, customers have many choices and frequent updates and improvements. Because third parties are developing smartphone apps, the MBTA is free to focus its energy on improving on or releasing new data. By working collaboratively with third parties, the MBTA has successfully lowered costs and improved service—a true model for public transit.
Outstanding Public Transportation System
For public transportation systems that have demonstrated achievement in efficiency and effectiveness.

**CATEGORY:** Providing 4 million or fewer annual passenger trips.

“"It’s my honor to congratulate TCAT for receiving this national recognition. TCAT’s effective policies in safety, workforce training, and customer service have earned them this great distinction. The hard-working men and women of TCAT are well deserving of this great honor.”

— U.S. Sen. Charles E. Schumer (D-NY)

— Joe Turcotte, General Manager
Tompkins Consolidated Area Transit, Inc.

“"I am constantly amazed at the level of professionalism and talent demonstrated at TCAT. This incredible honor bestowed upon us by the American Public Transportation Association validates what we do day in and day out at TCAT, and gives us even more incentive to continuously work at giving the Tompkins County region the best public transit service possible.”

— Joe Turcotte, General Manager
Tompkins Consolidated Area Transit, Inc.
Based in the scenic Finger Lakes region in upstate New York, Tompkins Consolidated Area Transit, Inc. (TCAT) is known for being a “small-town bus system with big-city service.”

TCAT was borne of three systems operated by the City of Ithaca, Tompkins County, and Cornell University. All three systems recognized the inherent inefficiencies of operating separately and, in the early 1990s, began an arduous consolidation process. In 2005, TCAT became a private not-for-profit corporation.

Today, the 124-employee organization serves a semi-rural, albeit cosmopolitan community of 100,000, which clearly embraces public transit. From 2008 to 2010, TCAT’s annual ridership jumped 7.8 percent from 3.31 million to 3.58 million. TCAT operates 34 routes, 22 hours a day and 360 days a year. TCAT’s 55-bus fleet includes eight hybrids kept in the best condition possible through an aggressive preventive maintenance program.

The past few years have been particularly ambitious for a small and lean organization with a $12 million annual budget. The Center City Project started with the 2007 rehabilitation of the Seneca Street bus shelter. That project also included the 2009 opening of TCAT’s flagship Green Street Station, a downtown cafe style hub.

Another major endeavor was the Transportation Development Plan, effective January, 2010. With expert consultation and an intense public process that netted 600 suggestions, the final plan resulted in a more efficient system with convenient interlined rides and an inaugural reservation-only demand-and-response route.

RideLogic, a next-generation fare collection system, also effective January, 2010, was created by a local company to replace TCAT’s use of outdated paper passes.

TCAT’s paratransit contractor, Gadabout Transportation Services Inc., substantially curbs the high cost of paratransit with 25 volunteer and 10 paid drivers. A vanpooling option is offered through TCAT’s contract with Michigan-based VPSI Inc.

TCAT encourages passenger feedback via its website’s e-submission forms, social media, and front desk calls. Staff responds quickly, typically within the hour, to all comments.

TCAT emphasizes community outreach via monthly meetings with advisory committees made up of both TCAT and Gadabout riders. They serve as extra sets of “eyes and ears” to help improve service. TCAT’s Board of Directors, comprising of individuals recommended by the city, county, and Cornell University, also brings valuable expertise to the table.

Finally, safety, workforce training, and cooperation among management and TCAT’s 82 bus operators and 19-member maintenance crew, represented by the United Auto Workers, are all paramount to TCAT.

And it shows. “TCAT maintains a place on the cutting edge of public transit by focusing on customer needs while delivering safe and efficient mobility,” said U.S. Rep. Maurice D. Hinchey (22nd District).
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.

“Sun Metro is a great success story of the federal Recovery Act legislation that helped bring critical assets such as the Glory Road and Bert Williams Transfer Centers and 200 new bus shelters ahead of schedule. The APTA award is a tremendous accomplishment for the community, and I hope more El Pasoans take advantage of Sun Metro’s services.”

— U.S. Rep. Silvestre Reyes
Texas (16th District)

“T
his recognition is an awesome tribute to the tireless effort of our employees who have continuously worked to improve and make Sun Metro all that it can be. We want to thank our passengers for their unending support, and also thank our Mass Transit Department Board and City Manager who propelled us to become one of the best transit agencies in North America.”

— Jay Banasiak, Director
Sun Metro
For more than 20 years, Sun Metro has strived to provide quality transportation for the growing border community of El Paso—linking counties, businesses, families, and friends from two countries and two U.S. states (Texas and New Mexico) with fixed route and paratransit services.

Covering an area of approximately 250 square miles and home to an estimated 649,121 people, the City of El Paso has seen an increase in population of about 15 percent over the last 10 years, and as the city continues to grow, so does the demand for Sun Metro. To help address this, the Mass Transit Department Board challenged the system to make El Paso the least car-dependent city in the Southwest.

To that end, Sun Metro has revitalized and strengthened its operation to make public transit in El Paso a more accessible, attractive, and viable travel option for all, thereby leading to economic development and improving the quality of life of the community.

Sun Metro has seen drastic improvements over the last three years, including a 21 percent increase in ridership at a time when an economic downturn caused national ridership figures to drop. With 167 vehicles serving 58 fixed routes, Sun Metro makes about 15 million bus passenger trips each year, while the paratransit service consists of 65 LIFT vehicles that provide about 200,000 trips for passengers with disabilities.

Also in the last three years, Sun Metro saw the completion of four new transfer centers, a partnership with Google Transit, the installation of nearly 200 new shelters, the arrival of eight new vehicles, and the beginning steps toward developing a Rapid Transit System (RTS) for El Paso, commonly known as Bus Rapid Transit.

In 2009, Sun Metro implemented a precursor to the RTS—Routes 101 and 103—connecting three hospitals, three college campuses, and various agencies. The success of the routes reinforced Sun Metro’s plan to develop an RTS system along four of El Paso’s primary corridors—Alameda Avenue, Mesa Street, Montana Avenue, and Dyer Street.

Resources also have been directed into essential operational components such as safety, customer service, and environmental sustainability.

In 2009 and 2010, Sun Metro earned two safety awards for the lowest collision rate per 100,000 miles. In addition to keeping its clients safe, Sun Metro worked to improve the customer experience by building new facilities with amenities such as free Wi-Fi, real-time display monitors, and heated and air-conditioned waiting areas. Furthermore, the newest facilities, which were funded in part by the American Recovery and Reinvestment Act of 2009, were built with energy savings, water efficiency, and CO₂ emissions reduction in mind. Beyond green buildings, Sun Metro’s entire fleet is powered by clean natural gas and is equipped with bike racks, each of which can carry up to two bicycles.

Sun Metro has invigorated its system with new opportunities and exciting efforts that are helping to further strengthen the community’s local public transit as a first-rate operation—a key component of a lively, economically prosperous, and culture-rich border metropolis.
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.

“Santa Monica’s Big Blue Bus is exemplary in its service to its ridership and the community at large. This award is well deserved and will hopefully showcase successful strategies for transit operators around the country to enhance service, reliability, and performance.”

California (30th District)

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California (30th District)

SANTA MONICA’S BIG BLUE BUS

“All of the Big Blue Bus’ progressive programs were made possible because of the knowledge, professionalism, and dedication of our Big Blue Bus team. Through their commitment to the Big Blue Bus values of innovation, integrity, community service, continuous improvement, and teamwork, I have witnessed the transformation of our operations to a state-of-the-art sustainable public transit system.”

— Stephanie Negriff, Director of Transit Services
Santa Monica’s Big Blue Bus

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Santa Monica’s Big Blue Bus
Santa Monica’s Big Blue Bus
Santa Monica, CA

Despite the challenges facing every U.S. transit system in the current economic environment, the Big Blue Bus successfully increased ridership and implemented new service strategies and innovative, sustainable transit solutions for its community over the past year.

These accomplishments were even more notable because, less than 18 months ago, the system faced a structural deficit that threatened to cause the Big Blue Bus to operate at a loss for the first time in its history. With creative thinking, a philosophy of continuous improvement, and some long hours, the Big Blue Bus staff were able to bridge the operating funds gap while continuing to build an infrastructure for improved service in the future.

The Big Blue Bus completed a state-of-the-art maintenance facility that has greatly enhanced operations and provided additional space to maintain an expanded fleet in the future. This new facility won the 2010 Project of the Year award from the Southern California chapter of the American Public Works Association. The Big Blue Bus also added its first 16 articulated buses to its fleet to provide greater comfort and space for riders, and created improved efficiencies and expansion of its Bus Rapid Transit service.

The Big Blue Bus has always maintained a strong customer service focus, working to improve the rider experience at every level. Recently the Big Blue Bus introduced several customer-focused programs including an online store, a new fare structure featuring several pass types that provide more value, and the integration of the Big Blue Bus routes and schedules into Google Transit.

The groundwork has been laid for even greater customer features designed to make riding easier, such as a new website, an automated voice response system that will provide real-time arrival information, and a complete redesign of the bus stops throughout the system. This bus stop redevelopment program, which has already won accolades from the American Institute of Architects, will create a safe and welcoming waiting environment that will include lighting, real-time information, and new maps to promote public transit and other alternate modes of transportation.

Perhaps the Big Blue Bus’ most important accomplishment this year has been the improvements made towards accident prevention and safety. Through a rigorous focus on training and oversight, the Big Blue Bus has significantly reduced the number of preventable accidents.

A revised accident policy was implemented that assigns points for preventable accidents and holds drivers responsible when certain thresholds are reached. The program features mandated refresher training and an appeals process ensuring equity and fairness.

As a result of these trainings, the Big Blue Bus has seen a 40.7 percent reduction in injuries per 100,000 passengers in FY 2010.

The Big Blue Bus is dedicated to delivering on high expectations, and will continue to seek out new opportunities to excel in even more meaningful ways to make taking transit the preferred way to go.
Public transportation is critical to the revitalization of New Orleans. It supports economic growth, helps to support redevelopment of neighborhoods, and improves the quality of life for our residents. We take pride in the strong recovery of our transit system post-Katrina.

— Mayor Mitchell J. Landrieu
New Orleans, LA

We are honored to receive this award. It is a tribute to the hard work and commitment of our employees and RTA Board who recovered and flourished despite extreme adversity. Receiving this award is a testament to the resiliency of the agency and the citizens we serve.

— Justin T. Augustine, III, General Manager
Regional Transit Authority
Six years have passed, but images of the devastation left by Hurricane Katrina are firmly etched in people’s memories.

The Regional Transit Authority (RTA) lost most of its bus fleet, and its streetcars, facilities, offices, and technology systems were heavily damaged. It faced a myriad of operational, financial, and administrative problems—challenges no other transit system in the country had encountered.

Despite severely depleted resources and the departure of many employees from the city, RTA leaders and employees worked tirelessly to implement partial bus service within 60 days of the hurricane, and partial streetcar service six months later. Even though most employees lost virtually everything they owned, there were countless acts of employee heroism in service to the RTA. Subsequently, RTA fully restored the beloved streetcars and tracks and made many other important improvements. To further accelerate the agency’s recovery, in 2008 the RTA Board of Commissioners contracted with a private sector company, Veolia Transportation, to operate the agency, bringing managerial expertise, technology, processes, and help in securing new funds for the system.

The transformation of the RTA and its contribution to the economic renewal of New Orleans are remarkable. The RTA now has completely new fleets for both bus and paratransit. Bus routes were revised to match resettlement patterns. Passenger information was greatly improved and a new state-of-the-art RTA website to improve customer service was created. A major focus on safety training and accountability achieved a dramatic 53 percent decrease in accidents from 2008 to 2010.

This focus on efficiency and performance in vehicle maintenance improved miles between failures by over 300 percent. Customer satisfaction went up dramatically, while complaints went down by 66 percent. Sustainability is now a top priority with hybrid buses, biodiesel, stringent environmental compliance, and reductions in fuel usage.

A $45 million TIGER Grant was secured, along with a successful $75 million bond issue for streetcar expansion. The Loyola Avenue & French Quarter expansions are underway and Loyola has already attracted $1.1 billion in transit-oriented development.

Notably, quality has greatly increased, while costs have not. The RTA is very proud that, due to its sound financial management and system-wide focus on efficiency, operating costs have been held flat for three years despite a 44 percent increase in passenger miles and 22 percent increases in ridership in 2009 and 2010.

As Barbara Major, chairwoman of the RTA board, noted: “New Orleans is back and RTA’s improvements have contributed significantly to the city’s renewal. We will continue to improve service, mobility, and access to jobs.”

U.S. Rep. Cedric Richmond, from the 2nd District of Louisiana, said: “RTA’s achievements in providing quality public transportation to folks here in New Orleans are finally being recognized! As I fight in Congress for the resources we need to fully recover and revitalize our city, I am proud to cite RTA as an example of our progress. Our success proves that, even in the most unfortunate circumstances, we can rise above adversity to achieve.”
“Cam was the quintessential transit professional and passionate about serving the people and city he loved so well. He is missed.”

— Tom Nolan
Chairman, SFMTA Board of Directors

**CAMERON (CAM) BEACH**

“Cam’s family would like to express its deepest gratitude to APTA’s members. Cam’s love for public transportation could be seen through his contributions to APTA and we are deeply honored to accept this award on his behalf.”

— Family of Cameron Beach
Few individuals have graced the public transit industry like Cameron Beach, who is being recognized posthumously with the 2011 American Public Transportation Association Distinguished Service Award.

Cam, as he was known to all, was a highly respected transit professional on local, state, national, and international levels who possessed an exceptional mix of operations, governance, consulting, and non-profit expertise and experience over a career that spanned decades.

Cam was a consummate transit professional who, during his four decades in transportation, worked for local, suburban, and intercity bus services; a Class One railroad; a private bus charter and leasing firm; and an airline.

In 2006, after 44 years of service to the industry, he retired as the chief operating officer of the Sacramento Regional Transit District. Considered the father of Sacramento’s highly successful light rail system, he oversaw the design and construction of the original 18.5-mile train line, which began operating in 1987, and later took on responsibility for all transit operations.

For the past four years, Cam served with distinction as a member of the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors. In this policy-making role, he contributed a lifetime of passion and professional experience and served as a coach and mentor for staff. A daily Muni rider, he always listened to, advised, and supported the SFMTA’s front-line employees.

Cam was particularly dedicated to the preservation of San Francisco’s famed historic streetcars. Among his many other achievements, he championed construction of the Geneva Historic Car Barn, a protective canopy for Muni’s streetcar fleet. In recognition of his dedication to “all things public transit,” the SFMTA board recently renamed the Geneva Yard as the Cameron Beach Yard.

As a measure of his dedication to preservation, last winter Cam drove from San Francisco through a snowstorm in the Midwest to deliver parts for a celebrated railcar restoration performed by the Illinois Railroad Museum. Of course, the parts could have been shipped, but for Cam they were too valuable to risk being lost in transit. So he loaded the parts in his car and drove halfway across the country.

Cam’s committee and board memberships included serving as chair of California Operation Lifesaver, chair of the APTA Light Rail Committee, and vice chair of the Committee on Public Safety. He was also a member of APTA’s Alternate Fuels Committee, Heritage Streetcar Subcommittee, and Light Rail Transit Technical Forum.

As a devoted transit preservationist, Cam served for many years on the board and multiple terms as board chair of the Bay Area Electric Railroad Association. He was also passionate about his longtime involvement with the Pacific Bus Museum and served on the board of Market Street Railway, Muni’s non-profit preservation partner.

Clearly, Cam Beach’s dedication to our industry distinguishes him as a most deserving recipient of this honor.
As chairman of the Regional Transportation Authority, Crystal Lyons has helped deliver transportation services that are critical to tourism and the local economy while simultaneously serving as an advocate for those who need transportation options the most, including students, the economically disadvantaged, the elderly, and the disabled.

— Connie Scott
Texas State Representative and Former CCRTA Board Member

“I am honored to be recognized for work I am passionate about. Through participation in APTA, I have had the opportunity to meet some incredible people, all working together to deliver quality public transportation. Many thanks to CCRTA staff and my fellow board members for their commitment to enhancing economic development, mobility, and independence for our region.”

CRYSTAL FORTUNE LYONS
Crystal Fortune Lyons joined the Corpus Christi Regional Transportation Board in 2004, when the City of Corpus Christi appointed her to serve as the city’s appointee “designated to represent the interests of the transportation disadvantaged.” She immediately took a leadership role within the board by being appointed chair of the Operations Committee in 2005. Then in 2007 she was elected board chair and has won subsequent re-elections.

Since Crystal’s appointment to the board, she has committed an extraordinary amount of volunteer time to two major areas. She has created positive change for the environmental and transportation needs of public transit riders, and also met the educational needs of local and regional community leaders and national transit professionals related to implementing and understanding the Americans with Disabilities Act (ADA) requirements. After joining the board, she brought a broader awareness to staff of the needs of the transportation disadvantaged.

With an innovative and critical eye, Crystal facilitated regional support for a re-launch of waterborne transportation service to the Coastal Bend community. A year’s worth of preparation was involved to ensure that a proactive plan of action was in place before launching the accessible waterborne transportation service. The Harbor Ferry, as it is locally known, gained support through her leadership and has been extremely successful in its first months of service, providing more than 10,000 passenger trips.

Under Crystal’s leadership, another successful venture for the RTA has been the Bike and Ride program initiated in September 2007. Crystal promoted installation of bike racks system-wide and this resulted in increased ridership from choice riders.

Looking to the future of the RTA, Crystal’s foresight steered the Corpus Christi RTA Board of Directors to an exciting future that includes an alternative fueled fleet, implementation of a long-range system plan, development of a modernized and multi-use Customer Service Center, and the full utilization of GenFare technology on board RTA fixed route vehicles. Crystal has embedded sustainability into the RTA culture, from recycle bins to alternative fuel and livable communities.

Crystal continues her dedication in the community and transit industry by serving as vice chairman of the Corpus Christi Metropolitan Planning Organization (MPO) and, on a regional level, through the South West Transit Association (SWTA). In 2011, she received the 2011 SWTA Executive Director’s award for outstanding service to the organization and to the executive director. She also serves on the APTA Board of Directors and is vice chair of the APTA Transit Board Members Committee.

“Crystal Lyons has been a believer that mobility provides an individual with independence and independence provides for individual dignity. She has been a believer in overall community mobility and supports the development of a comprehensive transportation network. She is truly an outstanding advocate and supporter of the transportation industry,” said Tom Niskala, transportation planning director for the Corpus Christi MPO.
Outstanding Public Transportation Business Member
An APTA public transportation business member who has made outstanding contributions to the public transportation industry.

“Sharon Greene brings people together. She has made invaluable contributions to numerous and critical APTA projects and plans, recently including the success of the new governance initiative and as a key member of the APTA Presidential Search Task Force. Sharon is a gifted financial consultant who possesses extraordinary intelligence, insight and business acumen. Quite simply, she’s a rock star.”

— Michael J. Scanlon
2010–2011 APTA Chair

SHARON GREENE

“T
here is no greater honor than to be selected by our industry leaders to receive this award. It has been a lifelong honor to work with people I respect on projects that will improve mobility and quality of life, enhance our communities, and leave a legacy for future generations. An award for this? It’s sweet icing on the cake.”
Sharon Greene has been instrumental in the planning and implementation of major public transit, highway, and goods movement projects across the country since establishing Sharon Greene + Associates in 1980. As an expert in financial analysis and evaluation of major transportation system capital investments, she has developed and implemented financial models and funding and financing programs that have been key to assisting transit agencies in obtaining new sources of transit funding. Her firm has been at the forefront of the emerging focus on innovative project delivery, defining new approaches to sharing risk, and creating partnerships between public agencies and the private sector to meet the needs of our communities and the public.

While responding to the demands required of her firm, Sharon has also devoted her energies to contribute to the transportation industry by active participation in public transportation-related organizations and activities. Shortly after forming her firm, Sharon joined APTA and became active in its affairs including participation in the Business Member Board of Governors (BMBG), where she rose to become its chair. Her vision and leadership skills benefited both APTA and BMBG as she passed through the BMBG leadership chairs, both chairing and working with other chairs to initiate and expand new programs in BMBG’s Government Affairs, Outreach, Business Development, Small Business, Programs, and Procurement committees.

Sharon’s knowledge, expertise, and skills have been recognized by APTA’s leadership and led her to be selected for key special assignments, including membership on the APTA Presidential Search Task Force, charged with selecting APTA’s new president. Sharon served as co-chair of the APTA Governance and Committee Structure Task Force, which led to the reshaping of APTA’s Executive Committee and Board of Directors, providing new opportunities for members within APTA’s leadership. She also served on the Transit Vision 2050 Task Force, Buy America Task Force, Public-Private Partnership Task Force, Authorization Task Force, and the (PT)^2 Task Force.

Sharon currently serves on the APTA Executive Committee. Reflecting the wide range of transit issues she is interested in, Sharon has been an active member of six other APTA committees and five BMBG committees. In addition to the BMBG, she also chaired APTA’s Metropolitan Financial Planning Subcommittee and BMBG Government Affairs Subcommittee.

Outside of APTA, Sharon has been active on the Transportation Research Board (TRB) and Women’s Transportation Seminar (WTS). Recognizing the breadth of her knowledge of the industry and her appreciation for the importance of research on transit issues, Sharon was selected to chair the Transit Cooperative Research Program and the board of the Transit Development Corporation. She also serves on TRB committees including the Revenue and Finance Committee and the Intercity and High Speed Rail Committee. Active in WTS locally and nationally, Sharon was selected by WTS National to be on its 2011 Executive Women’s Roundtable and as one of the top 25 women in transportation in southern California.

Sharon Greene’s dedication to public transportation and to the American Public Transportation Association make her eminently qualified for APTA’s Outstanding Public Transportation Business Member Award.
“I commend Stephanie for 25 years of dedicated service to the Santa Monica community. Stephanie has led on many important community initiatives: from creating a 100 percent alternatively fueled fleet to leading our city employees’ annual food drive to working with local and state associations to secure funding for better transit services. Her commitment to service is reflected throughout the Big Blue Bus family and led to a national honor from the American Public Transportation Association.”

— Mayor Richard Bloom
Santa Monica, CA

STEPHANIE NEGRIF

“Receiving this recognition from colleagues across the country is an honor I look forward to sharing with my staff, since they make my vision a reality every day. I take great pride in APTA’s endorsement that I have led them in developing some of the most sustainable, safe, and popular transit services in the nation today.”
Public transit would not be what it is today in the beachside city of Santa Monica without the considerable influence of Stephanie Negriff. For the past quarter of a century, Stephanie has had an extraordinary impact on public transit at both the regional and national levels.

As the director of transit services for Santa Monica’s Big Blue Bus, Stephanie oversaw transit service delivery to more than 22 million customers a year and a system that spans 52 square miles across the most densely populated area of Los Angeles County. In the past decade under her leadership, the Big Blue Bus has become a leader in environmental sustainability, systems innovation, and alternative fuel technology.

During her tenure, the Big Blue Bus flourished. She has directed a period of rapid growth that has seen significant expansions of both the fleet and transit facilities. She also oversaw the development of transit services that reach new and diverse markets, greater community involvement through public outreach programs, and the further adoption of green technologies and operations policies. This has been accomplished to such a degree that the Big Blue Bus has become a model of excellence.

Stephanie’s management style has been described as decisive, empowering, and respectful. The Big Blue Bus employees say they value her longstanding open door policy, her ability to stay on top of every project, and her confidence in them, which gives them the freedom and authority to do their jobs. Employees say they are proud to wear the Big Blue Bus uniform because of what it stands for, and for the camaraderie they feel every day coming to work.

Known as a forward-thinking, customer-focused, and motivating leader, Stephanie is also appreciated in the community for the work she does on non-transit-related projects such as the city of Santa Monica’s human rights commission. She has been known to ask at the Big Blue Bus staff meetings: “What else can we be doing to help the community?” Her sustaining support of local schools, nonprofits, and environmental organizations is deeply felt in all corners of Santa Monica and surrounding communities.

Stephanie’s commitment to improving public transit extends beyond the local community she is serving to the national industry as well. She has been an experienced member of many APTA committees over the years, including the Bus and Paratransit Chief Executive Officers’ Committee, the Legislative Committee, and the Mid-Sized Operators Committee, and has participated on special projects including APTA’s Mentor Program and co-chaired the Authorization Task Force.

What has she learned from her decades of service with transit leaders all over the country? “There is no one way to run a transit system. Every transit system has the opportunity and potential to be great. You just have to have the right people and the right resources and the right connection with your community,” she said.
Roger’s tenure at Metro was outstanding. Under his leadership, public confidence in Metro soared to the point that 68 percent of the voters approved a half-cent sales tax for transit and highways in the midst of the 2008 economic collapse. He most certainly deserves to be inducted into the APTA Hall of Fame.

— Zev Yaroslavsky
Los Angeles County Supervisor

"Being named to the American Public Transportation Association’s Hall of Fame is one the most cherished honors of my life. This award is only possible for me because of all of the thousands of dedicated transportation professionals, transit policy board members, and elected officials that worked with me to provide our customers with the safest and best transportation systems possible."

ROGER SNObLE
Roger Snoble's career in creating better public transportation systems spans four-and-a-half decades.

From his beginning days as a planner for the Akron Metro Transit District in 1965 to an unprecedented eight-year term as chief executive officer of one of the largest transportation agencies in the nation, Roger Snoble is distinguished as a leading expert and practitioner in the transportation sector.

Roger became the CEO of the Los Angeles County Metropolitan Transportation Authority (Metro) Oct. 1, 2001. Under his leadership, the agency garnered top national awards for excellence.

During his eight years as CEO at Metro, he was responsible not only for bus and rail operations that transported more than 1.5 million boarding passengers on an average weekday, but also for the construction of new transportation projects and county-wide programming of local, state, and federal transportation funds.

As the architect of Measure R, a new half-cent sales tax that is providing an estimated $40 billion to fund a comprehensive package of new rail, bus, street, and highway improvements in Los Angeles County over the next 30 years, he played a key role in securing passage of the voter-approved referendum in 2008.

As CEO, Roger opened the 13-mile Metro Gold Line to Pasadena in 2003 and guided the six-mile eastside extension of the Metro Gold Line light rail project from its inception. He also oversaw development of the highly successful Metro Orange Line busway and the expansion of the Metro Rapid BRT system. In 2006, APTA named Metro “America’s Best” in the Outstanding Public Transportation System Achievement Award category.

Under Roger’s leadership, the agency expanded its green power initiative to include solar-powered bus divisions and the nation’s largest clean-air bus fleet. Attracting $6 billion in investments to rail station sites, he established a model program in transit-oriented development that expands alongside growth in transit.

Before coming to Los Angeles in 2001, Roger served for seven years as president/executive director of Dallas Area Rapid Transit (DART), receiving APTA’s Transit Manager of the Year honor in 1997. His customer-first approach led to the doubling of DART ridership—to nearly 100 million annual passenger trips—in just five years, making DART a national success story.

He also worked for 20 years with the San Diego Transit Corporation, rising through the ranks to become its president and general manager.

Carving a path of mobility across the nation, Roger has applied steadfast principles to achieve crucial goals—intelligently, strategically, and successfully.

Today, Roger remains a perpetual force in the transportation industry, leaving us determined to follow his lead in establishing and reaching each new goal—from innovative funding strategies to transportation projects designed to keep pace with regional growth.
### APTA 2011 Awards Committee

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<thead>
<tr>
<th>Name</th>
<th>Role</th>
<th>Company</th>
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<td>Michael P. Melaniphy</td>
<td>Chair</td>
<td>President and CEO-Elect</td>
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<td>Joseph A. Calabrese</td>
<td>Chief Executive Officer, General Manager/Secretary-Treasurer</td>
<td>Greater Cleveland Regional Transit Authority</td>
<td>Cleveland, OH</td>
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<td>Carolyn Flowers</td>
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<td>GENIVAR</td>
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<td>Howard Silver</td>
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<td>Golden Empire Transit District</td>
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<td>Karen Antion</td>
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<td>Central Oklahoma Transportation &amp; Parking Authority</td>
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<td>President &amp; CEO</td>
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<td>Shirley A. DeLibero</td>
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<td>Vice President, National Director of High Speed Rail &amp; Special Projects</td>
<td>URS Corporation</td>
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2011 American Public Transportation Association Awards
### APTA Award Winners 1983–2010

**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  
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. Heinele  
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

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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

SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP

2006  Dwight D. Brashear

OUTSTANDING BUSINESS MEMBER

1989  James A. Machesney
1990  Claude G. Robinson
1991  Mark J. Obert
1993  David L. Turney
1994  Robert Graham
1995  Dan M. Reichard, Jr.
1996  B.J. (Bill) Chaddock
1998  Brian Macleod
1999  Alan C. Wulkan
2000  Del D. Komejan
2001  Stephanie L. Pinson
2002  Frank Di Giacomo
2003  Gary E. Griggs
2004  William H. McCloud
2005  Robert Brownstein
2006  William (Bill) Lochte
2007  Kim R. Green
2008  Jerome (Jerry) C. Premo
2009  Delon Hampton
2010  James G. Srygley

OUTSTANDING BUSINESS EXECUTIVE OF THE YEAR

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

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
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**PUBLIC TRANSPORTATION SYSTEM INNOVATION**

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**DISTINGUISHED SERVICE**

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<td>Julie Hamos (LOCAL)</td>
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<td>Mufi F. Hannemann (LOCAL)</td>
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**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.

**APTA’s Core Values**

- Leadership
- Integrity
- Excellence
- Diversity
- Inclusiveness
- Fairness and Equity
- Teamwork
- Professionalism
- Accountability