

APTA
HONORS
Celebrating
EXCELLENCE & LEADERSHIP

OCTOBER 10, 2023

Welcome to the 2023 APTA Honors celebrating excellence and leadership in public transportation!

We are honored to celebrate with you this year as we gather in Orlando to recognize the industry's talent and potential. From executives and leaders who have helped distinguish our industry for decades to students and young professionals who are just embarking on their careers, the APTA Honors represent the best of public transportation's recent achievements, current innovations, and future aspirations.

The **APTA Awards** recognize individuals and organizations that have made outstanding contributions to the public transportation industry in North America. Their ideas, improvements and vision have greatly propelled our industry. This year, we induct six industry icons into APTA's prestigious **Hall of Fame**, a special honor reserved for individuals who have made extraordinary contributions to public transportation and who have long and distinguished careers in the industry and with APTA.

New this year is the **Excellence in Inclusive Collaboration Award** which recognizes those agencies or businesses who have demonstrated excellence in inclusion, collaboration, and partnerships to deliver outstanding results and accomplishments enriched by diversity.

APTA's **Sustainability Commitment Program** recognizes organizations for their continued achievements in sustainability.

The **AdWheel Awards** recognize the marketing and communications successes of APTA's members, whose best practices raise awareness about the critical contributions of public transit's marketing professionals.

Leadership APTA is our industry's investment in a diverse, broad-based group of highly motivated and dedicated future leaders.

The **American Public Transportation Foundation** provides scholarships to deserving students interested in careers in public transportation.

We thank you and we celebrate and congratulate all our honorees!

Orlando, Florida

2023 APTA TRANSform Conference & EXPO

Our gratitude to Genfare for sponsoring this publication.

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Excellence in Inclusive Collaboration

This award jointly honors a public transportation agency member, disadvantaged business enterprise member(s) and a private sector prime firm member who have demonstrated excellence in inclusion, collaboration, and partnerships to deliver outstanding results and accomplishments enriched by diversity.

Tri-County Metropolitan Transportation District of Oregon (TriMet), Raimore Construction and Advanced Tribal, LLC Portland, OR

From the start of its record-setting Division Transit Project, TriMet was intentional in its approach to building the first TriMet FXTM (Frequent Express) bus line. The agency's goal was to develop high-capacity bus service along one of the city's most ethnically diverse corridors, and to empower and utilize a similarly diverse workforce.



ADVANCED TRIBAL, LLC
General Contractors

By the time the \$175 million, 15-mile-long project was completed last fall, the project team had exceeded expectations. A record 82 percent of the work was completed by certified Disadvantaged Business Enterprises (DBEs), or minority-owned contractors. Notably, the initial contract award in 2018 went to Raimore Construction, a Black-owned DBE firm, and was the largest DBE contract in state history.

Both the TriMet project director, Michael Kiser, and Raimore Construction founder and president, Jeff Moreland, Sr., prioritized inclusivity. With clear communications and ground rules about transparency in cost negotiations, ethical conduct and maintaining a project-first approach to

conflict resolution, the two built a strong, trusting partnership that made more inclusive project decisions possible.

Choosing a Construction Manager/General Contractor (CMGC) contracting method enabled TriMet to select and collaborate with Raimore early in the design phase for engineering reviews and preconstruction coordination. It also gave Raimore time to develop a more effective outreach plan to the communities that would be affected by the work.

Typical public engagement strategies were unlikely to reach the largely immigrant population of Division Street, who spoke some 70 languages with the majority being non-native English speakers. Raimore partnered with the non-profit Division Midway Alliance, already working in the community, to connect the project team with residents.

The greatest impact of the CMGC method, however, was in Raimore's emphasis on hiring DBE subcontractors for the project, and further, making them "mini CMGC's" with full ownership of portions of the project. Of the 50-plus subcontractors brought on to the project, more than 40 were DBEs, among them Leon Araiza, owner of Advanced Tribal, LLC. His mini-CMGC contract included the installation of 61 bus shelters on the project, the largest contract he has won to date. Araiza is Native American and hires from his Native community, regardless of experience, for entry-level career growth.

Beyond the successful launch of TriMet FXTM, the Division Transit Project resulted in the "graduation" of Raimore Construction from DBE status, increased regional minority contracting capacity for future large construction projects, and was the first project for two newly launched minority-owned businesses.

When TriMet kicked-off the Division Transit Project, our campaign slogan was 'A Division of Possibilities' and never before has a motto felt as meaningful. This dedicated project team not only created a better, faster bus service and safer corridor; they also exemplified collaborative inclusion and promoted economic empowerment with a project built by the community, for the community.

— Sam Desue Jr.
General Manager, TriMet

Distinguished Service (State & Local)

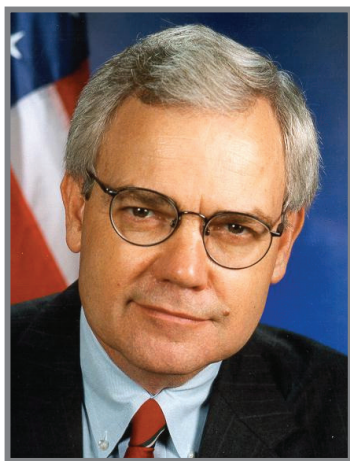
This award honors a public transportation decision maker, an elected or appointed official, or private citizen who has contributed to the public transportation industry on the local or state levels through policy, legislative initiative, and leadership.

Congressman Bob Clement (Ret.)

A self-proclaimed “railroad buff,” former U.S. Representative Bob Clement (D-TN) grew up riding trains from his home state of Tennessee throughout the United States, loving the adventure. Instead of working in public transportation, though, he decided to go into public service, where he was likely to have more of an opportunity to make significant advances in both transportation and his other priority: education.

Public service was also the family business, in a way. Rep. Clement’s father, Frank G. Clement, was Tennessee’s 41st governor, holding office from 1953 to 1959. Clement, himself, made state history in 1972 as the youngest Tennessean ever elected to state office.

To Rep. Clement, intercity passenger rail service was an essential part of a state’s economy, particularly for Tennessee, which he served as a Public Service Commissioner before his elections to State Representative (1972-78) and U.S. Representative (1988-2003). Rep. Clement served on the House Committee on Public Works and Transportation, now known as the Transportation and Infrastructure Committee, House Budget Committee, International Relations Committee and was co-chair of the House Education Caucus, and Ranking Member on the House Subcommittee on Railroads.



The inequity he saw in people's access to affordable, accessible, environmentally friendly transportation made him a strong advocate for preserving existing service and creating a nationally subsidized passenger rail system.

During his eight terms in Congress, Rep. Clement developed a reputation for his skill working across party lines to reach compromises. He successfully lobbied to help various communities in his state obtain funding for fleet and facilities development, notably, the Nashville Music City Star Commuter Rail Line, now commonly known as, "WeGo Star." He was able to secure the first-ever rail financing provision, the Railroad Rehabilitation and Infrastructure Financing (RRIF) Program, as part of the Transportation Equity Act for the 21st Century (TEA-21). The RRIF program was designed to financially assist regional and short line railroads secure capital investments through direct loans with low interest rates and flexibility. This year marks the 25th anniversary of the RRIF program, which continues to fund key investments in railroad infrastructure.

Speaking to Congress on Amtrak funding in 2001, he called for leveling the playing field between the equally essential passenger and freight rail systems, and for subsidizing a national rail system. "If you look at other countries, they subsidize their rail passenger service, and we're going to have to do the same thing in the United States if we're really serious about rail passenger service. And I hope every one of you individually and collectively will help us save rail passenger service in this country, because we need it," he said.

Investments in planning and technology for nationwide access to passenger rail service continue to be at the forefront of APTA's legislative priorities. Rep. Clement's strong support for passenger rail during his career in Congress helped lay the tracks for the historic investments in the Infrastructure Investment and Jobs Act.

After retiring from Congress, Rep. Clement continues to stay active in politics and his community. He worked as the Washington Representative for the Railway Supply Institute, founded Clement and Associates, LLC, is a Board Member for the United States Association of Former Members of Congress, and established the Clement Railroad Museum, located in Dickson, TN, named after his father, former Governor of Tennessee Frank Clement.

Following his father's lead, Rep. Clement said, "Perhaps the greatest reward in politics is the opportunity to help people."

Outstanding Public Transportation Business Member

This award honors an individual, employed by an APTA public transportation business member, who has made outstanding contributions to the public transportation industry.

Anja Graves *(posthumously)*

Cardinal Infrastructure, LLC
Washington, DC

Professionalism, commitment and a thorough understanding of the ways transit systems and cities can connect and flourish together were just some of many strengths of Anja Graves. The co-founder of Cardinal Infrastructure, LLC, in Washington, D.C., she worked for more than 20 years in nearly all aspects of transit development. In the process, she earned the respect and admiration of clients for her industry knowledge and her collaborative approach to meeting federal policy challenges.



Her accomplishments include leading planning efforts between USDOT and local agencies for the multi-billion dollar light-rail extension projects of Metropolitan Council/Hennepin County in Minnesota's Twin Cities and Phoenix's Valley Metro. In the late 90s, under then HUD Secretary Andrew Cuomo, Graves led agency efforts in housing reconstruction in Central America following hurricanes Mitch and George, focusing on relief in ravaged areas where housing and transportation were routinely less than sufficient, deftly applying her Spanish fluency and cultural sensitivity to those efforts.

More recently, in the lead-up to the finalization of FY23 appropriations bills, Graves is credited for spearheading a funding effort that resulted

in an additional \$600 million in Capital Investment Grants for 12 critical local projects, over and above already large IIJA investments.

A champion for equity, in 2021 Graves worked with Minnesota leaders to establish an anti-displacement initiative focused on the area's minority populations. The following year, she initiated the work of the Hydrogen Fuel Cell Bus Council, alongside transit agency leaders seeking to reduce the industry's carbon footprint.

Her belief system embraced the transformative nature of public transit and the lifeline it provides for disadvantaged families. And although her work accomplishments are notable, Anja's legacy is her devotion to service. Active within the Transportation Research Forum and DC's local WTS chapter—including selection as their 2012 Member of the Year—Graves raised money for many non-profits including Kidsave, helping older children to be adopted. She contributed to social justice ministries including Holy Trinity Catholic Church and DC's Cathedral of St. Matthew, making sandwiches every month for Georgetown's unhoused citizens; sponsored generous holiday gifts for cancer-impacted families; and helped start a California home for developmentally disabled adults.

In 2013, she and her husband, Marco, adopted two Colombian children aged eight and nine, Mariana and Jose, and have provided unwavering love and support as the children have struggled to adapt linguistically, developmentally and socially.

Graves succumbed to cancer on Aug. 20, 2023. Even while battling the disease, she never stopped working and influencing. She didn't even stop making sandwiches! Her ability to make those around her laugh, work both harder and smarter, and truly commit to benefiting others' lives, will be felt for years to come.



I can't remember a time when thinking about transit wasn't a part of my life. That improving and expanding public transit was also my Dad's life work makes this award all the more dear to me. I have been so fortunate at nearly every turn in my career, and I am grateful to have truly loved this work and the community of caring professionals who understand the transformative nature of a person's ability to move about their city quickly and safely—to go to work, to school, to have fun, and to return home again. To have been a part of that is a privilege, and it is beyond understatement when I express that this award means a great deal to me. I offer my sincere thanks to APTA and the Public Transportation Awards selection committee.

— Anja Graves



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.

Eileen Higgins

Eileen Higgins is Miami-Dade County Commissioner for District 5, representing portions of the cities of Miami and Miami Beach. Commissioner Higgins recognizes the pressing need to increase economic access in underserved neighborhoods, deliver more affordable housing options, and improve public transportation.

An engineer by trade with an MBA from Cornell, Commissioner Higgins has brought the perspective of a true transit rider to the County Commission—showing tremendous leadership in expanding mass transit across Miami-Dade through the progression of the SMART (Strategic Miami Area Rapid Transit) corridors. Understanding that traffic congestion continues to plague her community, Commissioner Higgins pushed through legislation to implement a county-wide, advanced traffic management system that will go a long way toward keeping cars moving more efficiently, while also keeping pedestrians and cyclists safe.

Under Commissioner Higgins' leadership, mobility policies have been adopted that accelerate the construction of pedestrian priority zones and cycling infrastructure, leading to a series of "firsts" for Miami-Dade. Examples include lower speed limits in neighborhoods, protected bike lanes, a downtown cycling network, and slow streets neighborhoods. She



championed a strategic redesign of the County's bus network which is launching this fall and will bring high-frequency service to 300,000 more residents than today. And, she is committed to ensuring the completion of The Underline which is transforming the land below Miami-Dade's Metrorail into a 10 mile linear park, urban trail, and public art destination.

With a focus on transit-oriented development and understanding that transportation and affordable housing are intrinsically linked, she has increased affordable housing supply by initiating, preserving, and creating more than 3,500 affordable housing units in District 5 alone. Furthermore, she is spearheading efforts to transform over 28 acres of underutilized county land around Downtown Miami's Government Center into a walkable, car free, mixed-use neighborhood with affordable housing and open green spaces within minutes of the County's transportation hub.

Commissioner Higgins serves as the Chair of the Transportation Planning Organization's Urban Mobility Task Force and as Chair of the Board of County Commissioners' Transportation, Mobility, and Planning Committee. Her committee is tasked with the implementation of the Miami-Dade SMART Program's six mass-transit corridors, including forthcoming elevated systems and an FTA-funded Bus Rapid Transit project. She also chairs the Transportation Steering Committee of the National Association of Counties.

Commissioner Higgins' dedication continues to reshape the County's transportation landscape, driving progress through accomplishments that improve the lives of all residents.



Commissioner Higgins has consistently demonstrated exceptional leadership and an unwavering commitment to advancing public transit in our community. Her steadfast advocacy for sustainable and accessible transportation solutions highlights her as a champion in this field. Her vision and character are shaping what the future of transportation leadership should look like, and her achievements fill us with immense pride. I am especially grateful for her support of our employees who strive to deliver service excellence every day.

**— Eulois Cleckley
Director, Miami-Dade County Department of Transportation
and Public Works**



Outstanding Public Transportation Board Member

This award honors an individual serving on the governing board of an APTA public transportation system member who has made outstanding contributions to the public transportation industry.

Paul C. Smedberg

Paul Smedberg is regarded as a servant leader at the Washington Metropolitan Area Transit Authority (WMATA). He has dedicated the last 20 years of his life to advancing public transportation in the National Capital Region. Now in his fifth year as chair of the agency that, pre-pandemic, provided nearly 300 million passenger trips annually in the DC metropolitan area, he has improved overall accountability, brought significant equity changes in Metro fares and operations and led the organization with a focus on growth and the well-being of people and communities.



A member of the WMATA board since 2016, Smedberg was elected as board chair in 2019 and every year since, making him the longest continually serving chair in the organization's history. In that role, he has guided the agency through the pandemic, into two major rail expansion projects and an aggressive capital rebuilding campaign, plus the 2022 selection of a new Metro general manager and CEO by unanimous board vote, and, earlier this year, the adoption of a new strategic plan.

Among his early achievements as chair were a series of changes to build the community's trust through increased transparency and accountability. He implemented a new code of ethics and provided guidance to current and future board members. Supporting Metro's Office of

the Inspector General with more staff, legal counsel and resources for greater autonomy has strengthened the authority of its investigations and audits. External audits were also accepted and completed on time through Smedberg's efforts.

Reduced fares for low-income and paratransit riders, as well as increased rail and bus service frequency in underserved areas, have set WMATA on the path to achieve some of Smedberg's equity goals. So too has the board's 2020 Transit Equity Framework, which called for changes to policing and policing reviews and a focus on creating business opportunities in equity-emphasis neighborhoods. For example, Metro's Disadvantaged Business Enterprise program and the newly created Women and Minority Business Enterprise program both expand the field of qualifying businesses with an equal opportunity to compete for Metro contracts and subcontracts.

These transformations in equity and accountability have been made with the community in mind. Smedberg has worked to ensure that the voices from two community groups, the Riders' Advisory Council and Accessibility Advisory Committee, have been included in the decision-making process as Metro continues growing into a regional asset.

Smedberg has been an active member of APTA's Transit Board Members Committee and contributed to various conference panels on such topics as CEO searches, transit audit oversight and public safety. He is currently a commissioner and past chair (2014, 2018) of the Northern Virginia Transportation Commission and has served on the board of the Virginia Railway Express Operations and as chairperson (2013, 2017).

Paul Smedberg has had a great impact at the Washington Metropolitan Area Transit Authority through his leadership in championing transit as a priority for the Washington region. He has helped WMATA navigate challenging times and deliver service improvements like the Potomac Yard Station and Silver Line extension that improve the lives of people and the economy.

— Jennifer DeBruhl

Director, Virginia Department of Rail and Public Transportation

Outstanding Public Transportation Manager

This award honors a manager of an APTA public transportation system member who has made outstanding contributions to the public transportation industry.

Doran J. Barnes

The core organizational values of Foothill Transit, West Covina, CA, are prominently displayed on every floor of the agency's administrative offices and are a part of every weekly all-hands meeting. They emphasize safety, inclusion, diversity, accountability, and teamwork—the same qualities that make Foothill Transit CEO Doran Barnes eminently qualified for the Outstanding Public Transportation Manager Award.



Barnes led the agency in establishing the Core Values Commitment statement for Foothill Transit more than a decade ago and has exemplified those qualities throughout his 40-year career. Inclusion is built into daily decisions at the agency, where, through Barnes' efforts, more than 70 percent of top leadership positions are held by people of color, and 40 percent by women. All of the agency's media campaigns incorporate a multitude of nationalities and cultures, faiths, family structures, and body types, as well as multiple languages. Even gendered restrooms in the agency's headquarters, seen as excluding non-binary team members, were made inclusive for all.

Foothill Transit team members are encouraged to pursue education and certifications through a robust agency tuition reimbursement program, which has so far seen 19 employees through to completion of their bachelor's or master's degrees. This is most notable as Foothill Transit has a core team of 53. Professional development, such as leadership training, is strongly encouraged, as is community involvement. Nearly

half of all team members hold board positions on chambers of commerce, service organizations, advisory councils, and schools within their communities.

Barnes also invested in education in the San Gabriel Valley by supporting the board in creating the Class Pass, a discounted transit pass for students attending area colleges. As a result, Foothill Transit now has transit centers on two campuses and students account for 10 percent of the agency's ridership.

He is a leader in environmental responsibility, bringing the first heavy-duty fast-charge battery-electric buses to operate in North America to Foothill Transit in 2010. He has continued to pioneer efforts to advance zero-emission bus technology at the agency and in the winter of 2023, he led the deployment of 33 zero-emission hydrogen fuel cell buses. This is the largest deployment of zero emission buses in the nation to date.

Barnes is deeply committed to serving his community. He is a long-standing member of the Board of Directors of the East Valley Community Health Center. He is a member of the West Covina Rotary Club, and was recently appointed to the Planning Commission in his hometown of San Dimas. He also serves as the Vice Chair of Access Services, the regional paratransit operator for all of Los Angeles County.

Barnes served as APTA chair in 2017—the first Leadership APTA graduate (2003) to be elected to the role. In addition to terms as chair, vice-chair, and secretary of the APTA Executive Committee, he has served as treasurer of the American Public Transportation Foundation Board and vice chair of the APTA TOPS Commission and was a member of the 2017 APTA International Study Mission to Hong Kong, Singapore and Tokyo.

“Doran Barnes is an outstanding individual in transit. Through his leadership at Foothill Transit, he made the transition from diesel and CNG buses to electric and hydrogen fuel cell buses look easy. Other agencies are now following in Foothill Transit’s footsteps because Doran has been able to do the impossible while still delivering great service to the public.

— Congresswoman Grace Napolitano (CA-31), senior member of the House Committee on Transportation and Infrastructure

Hall of Fame

This special honor is reserved for individuals whose careers and contributions to public transportation and to APTA have been significant, substantial and distinguished. Induction to the APTA Hall of Fame is a prestigious honor that recognizes outstanding achievements and a lasting legacy within the industry.

Michael Allegra

Michael Anthony Allegra, retired president and CEO of the Utah Transit Authority, has spent over 40 years immersed in the rail world. Not surprising as both his grandfathers—Michael and Anthony—were in the railroad business. Combining that heritage with a fondness for skiing placed Allegra in an idyllic spot to create a world class transit system.

Both opportunities converged in the early 80s when the chance to develop Utah's extensive network of light rail, commuter rail, streetcar and bus rapid transit met with the prospects of hosting the Winter Olympics. Allegra was in a unique position to see transit growth in Salt Lake City explode from a small, 100 bus company to more than 1,300 vehicles, while simultaneously running the most cost-effective system in the country. Rides per capita have quadrupled, and 90 percent of the population are now within a mile of good public transit. The Utah way of partnering was embraced and emboldened, leading to more than 15 successful public transit referendums.

Allegra spent most of his career at UTA, but from his first posting, as transportation planning engineer for the Wasatch Front Regional Council, he was working toward service equity, developing a planning program for elderly riders and those with disabilities.



At UTA, he continued his equity focus, building diverse teams, urging his accessibility commission to make sure rail travel was accessible to all riders, and encouraging women to step into key roles at the agency, resulting in more than 30 percent of all managers being women or minorities by 2013.

Climbing his UTA career ladder from manager roles in planning and engineering to chief development officer, then president and CEO, Allegra improved efficiency, reduced costs, become a model of operational transparency, and built the Salt Lake City area's rail service, essentially from scratch. The 140 miles of rail built during his tenure included his goal of "70 miles of rail in seven years," which was completed in just over five years. Every major capital project he oversaw was delivered ahead of schedule and under budget.

Very active in APTA, Allegra has served on the Executive Committee, the Board of Directors, the Business Member Board of Governors and the Planning and Policy Committee, where he led the creation of safety improvement initiatives. He has earned numerous awards for UTA, including TSA's Gold Standard Award in 2015 for achieving the highest standard of excellence in security.

Allegra retired in 2016 with three APTA Outstanding Transit System of the Year awards, in 1993, 2002 and 2014.



Surrounded by greatness and standing on the shoulders of exceptional transit giants: John Pingree, John English, Mick Crandall, Ralph Jackson, Paul Bay and others, together, the Utah team built what they said couldn't be done. A special acknowledgment to Anja Graves—although she left us recently—as a legacy to our industry. Her unique charm, tenacity, knowledge, and insights benefited Utah as well as our entire country.

— Mike Allegra



Mike Allegra has done more to improve transit and the quality of life along the Wasatch Front in Utah than any other person in the last 50 years. Through his impeccable work at the Utah Transit Authority, he skillfully devised and implemented over 150 miles of commuter, light rail and streetcar development ahead of or on-time and under budget.

**— Ralph Becker
Former Mayor of Salt Lake City**



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Paul J. Ballard

Since the age of 23, Paul Ballard has served as the General Manager or CEO of seven transit systems, including in Winston-Salem, NC; St. Louis, MO; Nashville, TN; and Fort Worth, TX. As past president of three private management firms, he supervised the General Managers of dozens of systems throughout the country.

Ballard has led the startups of three commuter rail lines in different parts of the country. Two of these, the Music City Star in Nashville, and TEXRail, from downtown Fort Worth to DFW Airport, were almost hopelessly mired in planning stages before Ballard got the projects moving, constructed, and put into service. He even brought TEXRail into service \$100 million under budget. He guided his most recent commuter rail startup, Denver's "N Line," through the worst days of the COVID pandemic.

Ballard fosters a deep devotion to the collegiality of APTA and to its core principles. He has prioritized mentoring and supporting colleagues and employees. Having come through the ranks, beginning as a railroad brakeman and conductor, a bus operator, and a supervisor, he learned to value each employee, and he has incentivized several to advance their educational degrees. He continues to be rewarded by watching their career growth. Several of those he mentored are now CEOs or hold crucial



positions in public transportation. They are current and future leaders of APTA.

The American Public Transportation Foundation (APTF) has honored Ballard as a Seven Diamond Fellow of its Scholarship Fund. His generous personal donations over many years have helped support students who are interested in pursuing careers in public transportation.

In addition to continual work on numerous APTA committees, he has studiously evaluated hundreds of transportation research proposals for federal funding as part of his work on the National Transportation Research Board's TOPS, or Transit Oversight and Project Selection Commission.

Ballard retired from the Fort Worth Transportation Authority in 2019, but life after retirement eventually called him back to a second career as an interim CEO. His depth of transit experience made him the perfect transitional leader for systems undergoing change at the top, as CEOs retired or moved to other cities. The first was Denver's Regional Transportation District (RTD) where, over nine months in 2020, he guided the agency through the worst of COVID-19. The following year, Trinity Metro in Fort Worth called him back to bridge an unexpected eight-month gap in leadership. In both cases, he assisted in recruiting permanent CEOs.

He is currently serving as Interim Executive Director/CEO of the North County Transit District in Oceanside, CA.

Paul Ballard's hard work and can-do attitude toward difficult projects, spiced with a love for challenge, change and variety, have made him a voice of immense experience in the transit industry.



Paul encouraged our board to attend as many APTA conferences and meetings as possible because he understood APTA's value proposition. His encouragement at every level to learn and grow has enriched everyone he has touched. Personally, while I have served on the Fort Worth City Council, and many boards and commissions, my greatest public service joy, by far, has been to be part of Trinity Metro, as it has matured into the agency whose foundation was truly built by Paul.

**— Jeff Davis
Chair, Trinity Metro
Fort Worth, Texas**



Hall of Fame

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John P. Bartosiewicz

John Bartosiewicz's distinguished career in the field of transit is a tribute to his father's beginnings as a bus mechanic in Queens, New York during the 1950s. John's career in the transit industry commenced while at Assumption College in Worcester, Massachusetts, where he not only initiated but also managed and operated the inter-campus shuttle service. This experience paved the way for a series of bus operator roles throughout his graduate studies.



His formal foray into the realm of transit management began as the Administrative Assistant to the Transit Director in Chapel Hill, North Carolina. Bartosiewicz eventually assumed the role of Interim Director. However, his enduring legacy was forged when he joined McDonald Transit Associates in Fort Worth, Texas, where his career spanned more than four decades. In 2016, McDonald Transit merged with RATP Dev where Bartosiewicz finished his career as the Chief Operating Officer.

During his tenure as CEO, he transformed the T in Fort Worth. He elevated a small, bus-exclusive transit system into a multi-modal regional operation, complete with commuter rail and a sustainable funding source. His leadership was characterized by innovation, including early adoption of computerized scheduling, employing part-time operators, and introducing Compressed Natural Gas as a pioneering bus fuel source. He championed initiatives such as Guaranteed Ride Home for commuter

service users, Fixed Route Travel Training for ADA-eligible paratransit riders, and pre-Uber and Lyft era, on-demand cell phone-based service for the general public. Furthermore, he orchestrated the transition of low-density bus routes into vanpool services, collaborated with social service agencies to offer free bus transportation to clients and promoted extensive utilization of taxicab services to enhance paratransit options.

Bartosiewicz's corporate contributions encompassed the management of multiple transit systems and the negotiation of numerous labor agreements. These agreements improved the quality of life for employees and ushered in state-of-the-art benefits and incentives. His most cherished accomplishments were unwavering support for his team and mentorship of numerous transit managers. He acknowledged, "My induction into the APTA Hall of Fame was a true team effort, made possible by the thousands of people, both professional and in my family, who supported my career."

His commitment to the transit industry and its advancement was boundless. His role as a founding member and chair of state and regional transit associations reflected his dedication to the sector's progress. He also contributed significantly to the industry's development by serving on the Transportation Research Board TOPS Committee and participating in various expert panels. His invaluable contributions to APTA included co-leading the organization's first strategic plan, serving on the inaugural Standards Development Council, and leading APTA's first ever international study mission. His leadership roles within APTA culminated when he served as its 2000 Millennial Chair. Bartosiewicz's career earned him multiple accolades, including APTA's Diversity and Inclusion Award and Outstanding Public Transit Manager, Friend of Texas Transit and WTS Employer of the Year.



I have had the privilege to know and work with John for over forty years. His achievements leading state and regional associations as well as APTA are well documented and have resulted in a substantial and long-lasting legacy. Over the course of John's career, I always admired his passion to give selflessly of both his talent and time not only for our industry but also for the success of his company McDonald Transit/RATP Dev. John has the rare ability to always balance work life and family, while fulfilling his commitment to both. I'm proud to call him my friend.

— Tony Kouneski

**APTA Hall of Fame Recipient, former Transit CEO
and APTA Vice President**



Hall of Fame

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Julie Cunningham *(posthumously)*

Julie Cunningham served as the President/CEO of The Conference of Minority Transportation Officials (COMTO) from 2001 – 2014, leading the organization through unparalleled growth and development. COMTO is the leading national advocate for employment diversity inclusion and contracting opportunities in the multi-modal, multi-billion-dollar transportation industry.

Her commitment to service in the transit industry and ensuring opportunities for minorities and small businesses was inspiring. Cunningham was considered a visionary and elevated COMTO as an organization and its partners during her tenure in advocating for a level playing field, maximum employment and contract participation for underrepresented groups in transportation. Under her leadership, COMTO was awarded the 2005 Disadvantaged Business Advocate of the Year by USDOT.

Cunningham was a valued member of the APTA family. Before being named to lead COMTO, Cunningham was a Transit Board Member for the Laketran system in Ohio and a regional representative on APTA's Transit Board Members Committee's Executive Council.

She was instrumental in developing a formal partnership between APTA and COMTO in such areas as strategic planning, policy forums, and workforce development. She also served on APTA's Diversity Council



and helped launch a series of APTA-COMTO Assembly program sessions initiated at both organizations' conferences, focusing on best practices and ways to enhance the sustainability of Disadvantaged Business Enterprises. APTA also worked very closely with COMTO to find ways to more broadly disseminate Transit Cooperative Research Program reports, and Cunningham spearheaded its very successful Ambassador program that is still in operation and growing.

“ Julie was a visionary who used her skills and influence to elevate COMTO and its partners in the transportation industry in advocating for the underrepresented. Julie’s tenure as the President/CEO of COMTO saw lasting partnerships formed, many of which stand even now. Julie was the best of COMTO, the best of the industry.

— April Rai
President & CEO, COMTO

“ Julie was relentless in ensuring that COMTO always had a seat and a voice at the table. Her legacy is the countless individuals who have served, and are still serving, in influential roles in transportation because of her. Not only was she a champion for diversity, equity and inclusion long before the industry, or the country, committed to DEI, she dedicated herself to empowering others and ensuring minority voices were heard in the workplace, and she did it with passion and conviction. Her tenacity, enthusiasm, commitment and vision for an inclusive transportation industry made a considerable difference that we continue to celebrate today.

— Robert Prince
Former Chair, COMTO

Hall of Fame

This special honor is reserved for individuals whose careers and contributions to public transportation and to APTA have been significant, substantial and distinguished. Induction to the APTA Hall of Fame is a prestigious honor that recognizes outstanding achievements and a lasting legacy within the industry.

Sharon Greene

In her 45-year career, Sharon Greene has been a leader in nearly all areas of transportation, from highways and transit services, to commuter, intercity, and high-speed rail, to the freight industry. She is a strategic transportation planner, expert in infrastructure finance and has earned accolades for her innovative work in financing projects, both in the U.S. and internationally.

Most of all, Greene is now, and has always been, a woman with ground-breaking ideas. She was one of only two women in her graduating class when she received her master's degree in urban planning from Harvard.

Greene has achieved many firsts: she managed the first federally funded multimodal alternative analysis for the I-5 Corridor, which included a multi-county and multi-agency commuter rail demonstration project; as the founding executive director of the Los Angeles – San Diego Rail Corridor Agency (LOSSAN), she oversaw the creation of the first-ever intercity rail Joint Powers Agreement in 1989; her work funding a \$2.4 billion financial implementation program for the Alameda Corridor Transportation Authority combined a variety of sources from bonds to user fees, plus a federal loan that became the template for the Transportation Infrastructure Finance and Innovation Act (TIFIA).

Her financial expertise and innovations were particularly evident in



her role as principal consultant and regional development manager of Southern California Regional Rail Authority (Metrolink), where she not only helped to create the joint powers board governing the five-county project, but also developed cost-sharing agreements for the \$1.8 billion program for construction and operations.

Greene continued to find new strategies for developing funding for transportation clients worldwide as president of Sharon Greene + Associates, LLC, and as senior vice president and director of global financial consulting practices at HDR, to whom she sold her firm. Her detailed financial analyses earned her accolades from USDOT and FTA.

In her current role as managing partner at InfraStrategies LLC, Greene consults with transportation agencies on every aspect of their projects. She remains active in several research and improvement boards, in particular the Transportation Research Board, where she has the distinction of being the first private-sector member elected to chair the Transit Cooperative Research Program.

Greene has been active in APTA for more than 40 years, serving as chair of the Federal Funding, Finance, and Tax Policy Legislative Subcommittee; chair of the Business Member Board of Governors and co-chair of the Finance Subcommittee of the Intercity and High-Speed Rail Committee. She is immediate past chair of the Innovative Funding, Finance, and P3 Committee and has served on the Legislative Steering Committee, among others.

Among her numerous awards are being named by the Conference of Minority Transportation Officials as one of the 2017 Women Who Move the Nation and the APTA 2011 Outstanding Public Transportation Business Member of the Year award.



Sharon Greene's professionalism, initiative, and interpersonal skills have played an important role in advancing APTA as an organization and in shaping our industry to meet current challenges and the challenges of the next decades. She has led our industry through the intricacies of transit funding and finance, innovative program deliveries, and public private partnerships to name a few. Sharon is a consensus builder and passionate advocate, she has played an important role in moving forward legislative and policy solutions for which APTA and the industry. For this, and so much more, we celebrate with great joy Sharon's induction into APTA's Hall of Fame.

— Nathaniel P. Ford Sr.

Chief Executive Officer, Jacksonville Transportation Authority



Hall of Fame

This special honor is reserved for individuals whose careers and contributions to public transportation and to APTA have been significant, substantial and distinguished. Induction to the APTA Hall of Fame is a prestigious honor that recognizes outstanding achievements and a lasting legacy within the industry.

Phillip A. Washington

After an extraordinary active-duty career in the United States Army, Phil Washington retired as a disabled veteran with the rank of Command Sergeant Major, the highest non-commissioned officer rank an enlisted soldier can achieve. His military service included positions as a senior enlisted advisor to scores of senior military officers.

Upon military retirement, Washington joined Denver's rapidly developing Regional Transportation District (RTD) as assistant general manager and held that position for nearly a decade before he was named chief executive officer. As CEO, he led the implementation of the agency's multi-billion-dollar FasTracks light and commuter rail program. Under his leadership, RTD completed major additions to its rail system and revitalized the enormous downtown Union Station under budget and ahead of schedule.

Union Station is now the centerpiece of public transportation in Denver. Washington was also instrumental in implementing the nation's first transit rail public-private partnership (P3) project; the \$2.2 billion commuter rail line connecting Union Station and Denver International Airport.

Washington also served as CEO of the Los Angeles County Metropolitan Transportation Authority (LA Metro): leading an 11,000-person team serving more than 1.2 million daily riders. There, he oversaw more



than \$20 billion in capital projects. Underpinning the capital program was Measure M, a perpetual half-cent sales tax passed by Los Angeles County voters. Over time, it is estimated Measure M will create some 750,000 jobs and provide more than \$133 billion in economic impact for the region.

Wherever he has served, Washington has leveraged his positions and his organizations' status to benefit underserved individuals. At LA Metro, Washington led the establishment of the SEED School of Los Angeles County which became the county's first college-prep boarding school for career readiness in transportation infrastructure. In his current position as CEO of Denver International Airport, the third busiest airport in the world in 2022, he is already well on his way to creating his legacy in aviation.

In recognition of his contributions to the industry and reputation for getting things done, Washington was awarded a Champion of Change Award by the Obama Administration, was named the 2013 APTA Outstanding Public Transportation Manager and was asked to serve as Captain of then-President-elect Joe Biden's transportation transition team. Phil also is a past chair of APTA and created the nationwide Stand Up 4 Transportation initiative in 2015. President Biden later nominated Washington to head the Federal Aviation Administration.

Whether working at the highest levels of government, or at local levels of public service, Phil Washington has proven to be a public transportation leader dedicated to inclusive, accessible, and environmentally conscious transportation solutions.



Overall, Phil's transformative leadership, commitment to sustainability and equity, and his contributions to transportation infrastructure development make him an outstanding candidate for APTA's Hall of Fame. His local, state, federal, and international leadership and innovative approaches have inspired transportation agencies across the world to adopt similar strategies and pursue sustainable, equitable and forward-thinking transportation solutions.

— Michael B. Hancock
Former Mayor of Denver



Innovation

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

Bay Area Rapid Transit (BART)

Oakland, CA

The Bay Area Rapid Transit District (BART) and its police department are at the forefront of progressive policing and nowhere is that commitment more evident than the Progressive Policing and Community Engagement Bureau (PPCEB). Launched in 2020, the PPCEB builds on



more than a decade of progressive reforms aimed at elevating equitable policing and ensuring BART is welcoming to all riders. This reimaged safety approach is key to our efforts to regrow ridership.

The homelessness crisis and opioid epidemic are nationwide problems larger than any transit agency could tackle alone, but doing nothing is not an option. BART realizes not every unwanted behavior on a train or in a station requires response by an armed police officer. The PPCEB is comprised of unarmed Crisis Intervention Specialists (CISes) and Transit Ambassadors who work in special engagement teams to boost visible presence in the system and connect people with support services. Both positions are full time and represented, and they signal a vested interest in the success of the program. Their efforts are diverting hundreds of calls for service that would ordinarily require a response from an armed officer, freeing up sworn personnel to respond more quickly to emergency situations.

CISes serve as liaisons between BART Police and community-based organizations that provide mental health, housing, and other services. CISes have a background in social work and are specially trained to work in the unique transit system environment. They deter and diffuse acts of violence, harassment, and vandalism using conflict-resolution and de-escalation techniques.

Transit Ambassadors are a highly visible presence in the system equipped with radios to report safety concerns and biohazards. They are outfitted with Narcan to respond to drug overdoses.

BART's goal is to lead the way with new approaches that address systemic societal issues. The PPCEB was formed in direct response to feedback from riders who want a greater safety presence on BART with less reliance on traditional, armed police officers. The agency has embraced this holistic approach acknowledging that people perceive and experience safety differently.

BART's approach diverts people in crisis away from the criminal justice system and emphasizes harm reduction. The work is helping the agency and its police department build trust, transparency, and accountability, while demonstrating how sworn and non-sworn personnel can work together to enhance safety on BART.



By boldly reframing safety efforts to focus on holistic solutions, we've deployed a community-oriented model that is delivering positive results. Members of the Progressive Policing and Community Engagement Bureau receive special training, offer support services to people in crisis, and serve as additional eyes and ears in our system. This innovative safety approach is making BART more welcoming and is critical to helping ensure our transit system is the safest way to travel around the Bay Area.

— Bob Powers
General Manager, BART



Innovation

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

King County Metro Seattle, WA

In the fall of 2022, King County Metro introduced into the greater Seattle area Transit Go Rewards, a customer loyalty program that rewards riders for using public transportation.



Many companies have tried rewards programs, but few have succeeded like the 'gamification of commuting' that Transit Go Rewards has become.

More than 30,000 riders opted into the program upon launch, with 85 percent of them increasing ridership in the past year. Participants have almost doubled their use of Metro's Transit Go app and have been redeeming rewards at the amazing rate of 70 percent.

Rewards include discounts on Metro tickets and services—buses, water taxis, Access paratransit, Community Vans, Seattle Streetcar, Vanpools and on-demand services—plus micro-mobility options such as bike or scooter credits, car shares and ride-hailing options. More than 11,000 transit tickets have been issued through the program, along with more than \$40,000 in scooter subsidies.

Much of the program's success is in its responsiveness. Riders accumulate points quickly and are encouraged to use them quickly, redeeming points for more transit discounts in the mobility marketplace. Metro was intentional about developing "micro" earnings and redemptions to keep riders engaged, thus the time between rewards, based on an average commuter's use, is 36 hours or less.

Using data collected through the app, the program can segment riders and set them specific tasks, or "campaigns," to earn additional rewards. Behavior-focused incentives could call for a rider to buy an

online ticket, finish setting up their reward profile, or increase their ridership streaks by one trip. Riders who signed up for Transit Go Rewards in June during Major League Baseball's All-Star week in Seattle received an additional \$10 in rewards. The streak increase campaign alone resulted in a 22 percent increase in riders per week.

Transit Go Rewards is overseen by Metro's Innovation and Mobility team, which continues to explore the possibilities that the program's connectivity, scalability and feedback collection could lead to. A confirmed goal for the coming year is an in-app integration with bike and scooter rentals.

The program was developed with Bytemark, specializing in transit fare collection, and Velocia, a mobility awards platform.



King County Metro has a proud history of innovation, whether it is finding new ways to encourage ridership or leveraging technology to improve transit. With incentives to use the many available transit options, riders can earn rewards for their future rides while reducing their carbon footprint. We are honored to be recognized by APTA for this latest innovation in customer engagement.

— Michelle Allison
General Manager, King County Metro



Innovation

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

MTA Metro-North Railroad

New York, NY

Advances in railroad technology in the last few years have created



Metro-North Railroad

AI-driven scheduling, autonomous trains, the Internet of Trains (IoT), drones that assess tracks, decarbonization technology and a list of changing cybersecurity best practices. As a result, rail travel today is faster, safer, and better for the environment.

The cost of these advances is the significant time and resources that public transit agencies must invest in designing, building and testing each upgrade, as well as removing trains from service for fitting and installation. MTA Metro-North Railroad, the second largest passenger railroad in North America, set out to eliminate impractical procedures and restraints in the face of these increasing technological advancements.

Metro-North Railroad was using its in-house metal shop to create upgrade prototypes in a labor-intensive process that was often further delayed when higher-priority jobs came into the shop. A non-rail technology, 3D printing, helped the agency speed up its prototyping process by working in plastic first.

While the polylactic acid (PLA) filament used in 3D printing melted too quickly to be useful in any final component, it could be an excellent medium for designing, testing and fitting many upgrade components. Metro-North Railroad engineers acquired a Pro3 3D printer from Raised3d and began using it to design, test and redesign products to confirm the possibility. Only the final designs were sent to the metal shop for fabrication, saving the agency time, labor and expense. Also, because PLA is made from renewable resources, failed prototypes can biodegrade in

industrial composting facilities, which supports Metro-North Railroad’s environmental goals.

In less than a year, the agency has completed 15 projects, ranging from adaptors that link new technology with their existing fleet, to custom tools that improve efficiency. Each project has addressed a unique issue and provided ongoing savings to the organization. Beyond lowering costs and decreasing production time, this program has had a tremendous impact on employee engagement. Open-source trainings and guides have lowered the barrier of entry, creating the opportunity for people throughout the agency to get involved. 3D printing is an affordable way to develop solutions that fit unexpected and unique situations, enabling Metro-North Railroad to be as agile as the world we live in.

Metro-North Railroad anticipates many more ways this process can be used and adapted to help public transit agencies keep pace with continuing advances in the industry.

“
We know that our performance directly impacts the quality of life for the communities that we serve, so we’re constantly looking for ways to improve efficiency and deliver even better service.

— Justin Vonashek
Senior Vice President, Operations, MTA Metro-North Railroad

“
With the new ability to rapidly prototype, design and refine new parts, tools and other solutions we’ve just scratched the surface of possibilities for simplifying and optimizing equipment repair processes.

— Catherine Rinaldi
President, MTA Metro-North Railroad

Innovation

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

Park City Transit

Park City, UT

Park City Transit (PCT) in the resort town of Park City, UT, operates a free, year-round bus service for its residents. PCT needed to find an



innovative solution to a problem that many public transit agencies have faced since well before the pandemic exacerbated it: how to hire and retain reliable, skilled workers who cannot afford to live where they work.

For Park City, where the largest employers are two ski resorts, the lack of affordable housing options in the winter adds another layer to the challenge. Transit employees, especially bus drivers, who commute to work from neighboring communities, face long commutes and sometimes are unable to start their routes on time when they are stuck in slow-going traffic on snowy highways.

Housing prices in this desirable destination were already high, averaging \$1.4 million to buy and \$1,600 and up to rent monthly. Housing prices have seen a significant increase since the pandemic. Working, much less living in Park City, quickly became a challenge.

PCT, struggling with the same hiring and retention problems as other Park City businesses, had already been working toward providing subsidized employee housing. The agency sought options that were affordable and near its transit operations building, making it possible for employees to stretch their dollars even further by walking or cycling to work, or taking the bus.

The agency built a 13-unit property in 2013 and another 23 units in 2018. The program currently has 36 employees in affordable housing located in the Park City area. These employees can rent for \$600 per

month, first-come, first-served. Since PCT hires nearly 100 people each winter, including 75 full-time drivers, it is exceeding the 20 percent housing goal that the city set for new developments.

Providing this employee housing has helped PCT to attract skilled employees, and to hire them back in succeeding years, meeting hiring goals and fostering a productive, efficient working environment. Employee satisfaction is increasing, along with employees' connections to the community as they enjoy the parks, trails and many local events; in other words, to "live like locals."

Probably the best indicator of the positive effects of this program is that PCT is continuing to explore acquiring more properties to increase employee housing.

“

As a rural agency providing fare-free transit in a resort town, affordable housing is essential to recruiting seasonal and full-time employees. Our affordable housing improves our team's quality of life as they get to live close to work and experience the mountain lifestyle for a reasonable price.

— Kim Fjeldsted
Transit Manager, Park City Transit

”

“

Park City Transit's innovative approach to employee housing has delivered for both our team members and the organization as a whole. As a leader in the field, our team continues to pave the way for other entities to explore innovative ways of supporting their employees and enhancing their communities.

— Nann Worel
Mayor of Park City

”

Outstanding Public Transportation System Achievement

For public transportation systems that have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.

CATEGORY: Providing 3 million or fewer annual passenger trips.

SunLine Transit Agency

Thousand Palms, CA

SunLine Transit Agency provides public transit services in California's Coachella Valley—also known as the Greater Palm Springs region—with a service area spanning 1,120 miles. While SunLine is recognized internationally as a pioneer in zero-emission bus deployments, its commitment to clean fuels began over three decades ago when the Agency's visionary Board adopted a policy of pursuing alternative fuel solutions with the lowest possible emissions.



That decision in 1993 was the catalyst for SunLine's many milestones contributing to the region's clean air quality, starting with becoming the first transit agency in the state to convert its entire fleet to compressed natural gas (CNG). Since then, SunLine has developed several generations of hydrogen electric fuel cell buses, each of which showcased its own unique advancements in zero-emission technology.

In 2003, the Agency put into service the first hydrogen fuel cell bus in the world to incorporate hybrid electric technology. SunLine continues to do its part to provide environmentally responsible public transportation in order to protect the environment and ensure natural resources are preserved. This includes training the emerging workforce necessary to service zero-emission buses through the Agency's future plans to

build and develop the country's first zero emissions technology training facility—the West Coast Center of Excellence.

Receiving APTA's coveted Outstanding Public Transportation System award is a distinguished honor that recognizes the Agency's numerous accomplishments, such as its commitment to enhanced safety by providing buses to serve as cooling centers for CALFire during wildfires and implementing a bus operator training program to raise awareness and identify the signs of potential human trafficking. SunLine has also implemented services that deliver convenience and flexibility for riders including the Haul Pass program that allows high school and college students to ride for free as well as the SunRide microtransit service that provides on-demand rideshare transportation in specific Coachella Valley zones. The Agency's outreach programs enrich members of the community and those in need, including Fill the Bus (a holiday food drive), the Student Art Contest (which wraps buses with the winning artwork by elementary, middle and high school students) and Pack the Bus (which collects backpacks and school supplies for local youth).

Prior to this APTA recognition—the pinnacle of transit distinctions—SunLine also received the 2022 California Transit Association Agency of the Year Award, the 2021 Caltrans Excellence in Transportation Award, the 2021 Community Transportation Association of America Urban Transportation System of the Year Award and the 2021 Southern California Association of Governments Sustainability Award.



SunLine is known as an innovator and pioneer of zero-emission technology in the transit industry, but beyond that, we are committed to delivering a variety of mobility solutions for those in our community.

Being named one of APTA's Outstanding Public Transportation Systems is an extraordinary recognition which reflects the dedication of our team to continually think outside the box in order to develop transit plans that not only meet riders' needs, but also contribute to improving air quality by utilizing clean fuels.

**— Lisa Middleton
Board Chair, SunLine Transit Agency**



Outstanding Public Transportation System Achievement

For public transportation systems that have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.

CATEGORY: Providing more than 3 million and fewer than 15 million annual passenger trips.

Pinellas Suncoast Transit Authority St. Petersburg, FL

The Pinellas Suncoast Transit Authority (PSTA) is deeply appreciative and honored to receive the Outstanding Public Transportation



Award, the agency's first in its 39-year history. Despite the huge challenges the pandemic posed for PSTA, the agency weathered the storm, continued to innovate and actually grew. Although PSTA encouraged only essential workers to ride PSTA during the height of the pandemic, ridership numbers have exceeded our expectations post-pandemic. What's more, PSTA also managed to use this uncertain time to develop our partnership with Uber and Lyft with Mobility-on-Demand and Access, our paratransit service.

In 2022, PSTA launched its highly anticipated, first-of-its-kind Bus Rapid Transit line called SunRunner. On May 29, 2020, PSTA was awarded \$21.8 million in federal grant funding from the Federal Transit Administration (FTA)'s Capital Investment Grant program, which covered approximately half of the capital cost for building the SunRunner. This is the first Capital Investment Grant awarded in the Tampa Bay region. The route and bus design, branding, and deployment of the line were all executed during the pandemic, with many employees working remotely for social

distancing. Despite the many hurdles PSTA faced, the SunRunner has been a massive success and continues to exceed expectations.

During this three-year period, we were also able to obtain funding for a new transit center in Clearwater to replace the older transit center. After attempting to obtain funding 12 times and striking out, PSTA was finally able to get funding and is excited to bring new and exciting features to an area of the county that desperately needs an upgrade in transit facilities.

PSTA has learned so much from the past three years. We intend to carry the lessons learned and innovations gained into the next three years—and beyond.



Achieving this award is a great honor and speaks volumes of the high commitment to excellence that every PSTA employee carries with them, day in and day out. There's no question in my mind that PSTA, our employees, partners, and riders have performed admirably during the uncertainty the COVID-19 pandemic brought with it. What we've managed to accomplish in the past three years, despite the challenges, makes me even more excited for our future plans and innovations for the agency and beyond. Receiving this distinction only shows the nation what I've always known—that PSTA is an incredible agency full of passionate people that work hard to move transit forward for our community and the nation as a whole.

— Brad Miller
Chief Executive Officer, PSTA



PSTA, from day one, has been an enormous asset to Pinellas County and a role model for transit agencies around the State of Florida. Seeing the agency recognized for its tremendous accomplishments over these past three years only strengthens my belief that PSTA is truly a leader in transit. As chair of the PSTA board, I am honored to celebrate this award. I can't wait to see what PSTA will achieve next.

— Gina Driscoll
Chair, PSTA Board of Directors



Outstanding Public Transportation System Achievement

For public transportation systems that have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.

CATEGORY: Providing more than 15 million and fewer than 50 million annual passenger trips.

Alameda-Contra Costa Transit District (AC Transit)

Oakland, CA

AC Transit has provided reliable, safe, and sustainable transit service for the past 63 years. This historic milestone for AC Transit in



being honored with the Outstanding Public Transportation System award is a testament to the agency's ability to adapt and respond to the needs of its riders. Despite the COVID-19 pandemic, AC Transit has sustained 69 percent of its ridership and has significantly invested in improving its bus service.


During the height of the COVID-19 pandemic, AC Transit advanced an ambitious capital project, Tempo Bus Rapid Transit. This \$232 million investment has resulted in improved service which operates in dedicated bus-only lanes, stopping at 21 medians and 12 curbside stations. Tempo offers 10-minute service during peak times, covering a 9.5-mile corridor in some of our highest ridership neighborhoods. The project employed over 180 local residents, with over \$7.6 million in earned wages, and supported the training and hiring of disadvantaged workers.

Investing in our local communities is just one reason AC Transit is a beloved institution in the San Francisco East Bay. We have built the

premier zero-emission program in the nation, with a growing fleet of zero-emission buses, a robust fleet maintenance and training program, and ongoing performance evaluation. Our zero-emission fleet has achieved 6 million miles and counting, offsetting 14,000 metric tons of CO₂ emissions. We have translated our zero-emission program into a training tool for the rest of the industry by completing a two-year study that serves as a roadmap for other transit agencies just starting their zero-emission journey.

To further expand and invest in the green economy, AC Transit secured a \$25.5 million grant from the Federal Transit Administration to develop a Zero-Emission Bus University or ZEB University - an advanced training center for zero-emission technology for the public transit industry. This cutting-edge workforce development center will serve AC Transit employees, and we will partner with academic institutions and community-based organizations to provide training programming to the industry at large.

These incredible accomplishments have gone a long way in attracting riders back to the system, with one of the highest recovery rates in the region, and we are continuing to improve. AC Transit has recently embarked upon an endeavor to redefine our bus service network to better match how people travel in the post-pandemic era. We are confident this comprehensive operations analysis will position AC Transit to meet the present and future needs of riders, and continue to uphold the highest standards of transit service for our customers and the vibrant communities we serve.



AC Transit has persevered through an unprecedented time and emerged on the other side a stronger, smarter, and more nimble system. This renewed AC Transit results from the grit and determination displayed by our workforce, who have focused on fulfilling our mission of delivering safe, reliable, sustainable transit service that responds to the needs of our customers and communities. I have had the distinct pleasure of guiding this agency for the past eight years, and from day one, I knew that AC Transit's team was an exceptional group of people. On behalf of AC Transit, I am deeply honored to receive the Outstanding Public Transportation System Award from APTA.

— Michael Hursh
General Manager

Outstanding Public Transportation System Achievement

For public transportation systems that have demonstrated significant leadership, are outstanding role models of excellence, and whose accomplishments and innovations have greatly advanced public transportation.

CATEGORY: Providing 50 million or more annual passenger trips.

NJ TRANSIT

Newark, NJ

Covering a service area of over 5,000 square miles, NJ TRANSIT is New Jersey's public transportation

corporation and the nation's third largest provider of bus, rail, and light rail transit, linking major points in New Jersey, New York, and Philadelphia.

The agency operates an active fleet of more than 2,000 buses, over 1,200 trains and 93 light rail vehicles across 250+ bus routes and 12 rail lines statewide, providing nearly 270 million passenger trips each year.

The employees of NJ TRANSIT are humbled to be recognized for this award. This achievement reflects the hard work and dedication that has transformed the agency over recent years, delivering significant improvements across every area of the organization, including operations & service, customer experience, technology and innovation, and advancing major capital projects.

Through dynamic leadership, a strategic vision and disciplined execution, NJ TRANSIT has been transformed from a deteriorating and underfunded system into an award-winning, national model for operational excellence, capital project delivery, safety & security, and delivery of high-quality public transportation.

This award builds on other recent national recognition, including three APTA awards for its advancements in safety and security. Earlier this year, NJ TRANSIT was presented APTA's Bus Safety and Security



Excellence Gold Award for its De-Escalation/Operator Assault training program. In 2021, the agency was honored with the APTA Bus Safety Gold Award for its implementation of the Lytx DriveCam Event Recorder, a system of onboard cameras, data collection, and assessments designed to address safety hazards proactively. Also in 2021, NJ TRANSIT was named the winner of APTA's Rail Safety Certificate of Merit award for Commuter/ Intercity Rail Systems for its work on Positive Train Control (PTC).

Over the past three years, NJ TRANSIT has made significant strategic strides in improving and expanding its network. It has undertaken numerous infrastructure projects, including station renovations, track upgrades, and the single biggest capital project in the agency's history: construction of the new Portal North Bridge. These investments have not only enhanced the efficiency and reliability of the system but also created opportunities for economic growth and greater connectivity within the region.

NJ TRANSIT's remarkable accomplishments are a testament to its employees' unwavering commitment to providing reliable, efficient, and sustainable transportation services, along with a relentless focus on customer experience, innovation, safety and security, infrastructure development, and community engagement.

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Receiving the Outstanding Public Transportation System award for 2023 truly validates NJ TRANSIT's remarkable turnaround since 2018. This honor from APTA and our peers is akin to winning the Super Bowl for a transit agency. It is not just a recognition of our successes over the past five years, it's a testament to all the hard work, dedication, and contributions of every one of the nearly 12,000 NJ TRANSIT employees.

— Kevin S. Corbett
President & CEO, NJ TRANSIT

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This is a remarkable achievement and a reflection of the improvements we've made to once again position NJ TRANSIT as an industry leader. During the height of the pandemic, it was critical to maintain full service for essential employees. We called and the hard-working men and women of NJ TRANSIT delivered.

— Phil Murphy
Governor of New Jersey

Sustainability Commitment Program

Platinum Level: HDR

HDR provides clients with economic, social, and environmental value through integrated solutions. For example, HDR's Regenerative Design Framework is an online tool that allows their multidisciplinary teams to look at key performance indicators for carbon, water, air, biodiversity, nutrients, human health and community when designing projects. This framework was honored as a *Fast Company* World Changing Idea.

HDR joined over 60 international architecture, engineering, and construction firms in 2021 to issue a communiqué to government leaders attending the United Nations Climate Change Conference of the Parties. Thus, HDR reaffirmed its commitment to the 2030 Challenge for reducing carbon emissions in the design and building professions, and to its internal commitment to reduce environmental impact through sustainable business practices.



Gold Level: Capital Area Transportation Authority (CATA) Lansing, Michigan

In fiscal year 2019, the executive employees of CATA formulated a strategic plan that includes dedication to sustainable business practices and operations as responsible stewards of the community and the planet. To achieve this, the agency promptly appointed a sustainability champion and transitioned all three facilities to utilize 100 percent renewable energy sources.

In April 2022, CATA's Board of Directors took a significant step and approved transitioning to a zero-emission fleet by 2035, aiming to decarbonize its operations and contribute to a cleaner, healthier, and more sustainable transportation future for the Capital City region and Michigan as a whole.



2023 AdWheel Grand Award Winners

Best Marketing and Communications on Workforce Development

C-TRAN, Vancouver, WA

Community Transit, Everett, WA

AC Transit, Oakland, CA

Siemens Mobility, Inc., Sacramento, CA

Best Marketing and Communications to Support Ridership or Sales

Rio Metro Regional Transit District, Albuquerque, NM

Metrolink, Los Angeles, CA

TransLink, New Westminster, BC

Transit app, Montreal, QC

Best Marketing and Communications Educational Initiative

Ventura County Transportation Commission, Camarillo, CA

Spokane Transit Authority, Spokane, WA

OC Transpo/City of Ottawa, Ottawa, ON

GoMedia, an Equans Company, Rockville, MD

Best Marketing and Communications to Highlight Transit Needs

Pinellas Suncoast Transit Authority, St. Petersburg, FL

Connecticut Department of Transportation, Newington, CT

Siemens Mobility, Inc., Sacramento, CA

Leadership APTA Class of 2023

Lucy Andre

Chief of Staff and General
Counsel
Standler US, Inc.
Salt Lake City, UT

Jeffrey Arbuckle

Manager, Project & Construction
Management
King County Metro Transit
Seattle, WA

Ryan Armstrong

Department Manager, Marketing
and Customer Engagement
Orange County Transportation
Authority
Orange, CA

Shannon Lee Bailey

Senior Director of Public
Transportation
Miovision
Newton, NJ

Cristina Barone

Planning & Development
Manager
Link Transit
Wenatchee, WA

Amy C. Barry

Senior Vice President–
Innovation and Mobility
MV Transportation, Inc.
Vacaville, CA

Alvin Burns

Director of Procurement and
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The American Public Transportation Foundation (APTF) aims to increase and retain the number of individuals choosing the public transit field as a career by providing scholarships and engagement opportunities to deserving students and transit professionals. Since its inception in 1988, the APTF Board of Directors has awarded over \$2 million in scholarships to more than 400 deserving students. This year, the Foundation achieved a new record: \$338,850 to 43 students and transit professionals who represent the future of our industry.

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