

*Celebrating Excellence in the  
Public Transportation Industry*



**2013  
APTA  
Awards**



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

**OCTOBER 1, 2013  
CHICAGO, ILLINOIS**

The prestigious APTA Awards are given to those individuals and organizations that have made outstanding contributions to the public transportation industry in North America. Winning an APTA Award means that you are “the best of the best” and a distinguished leader.

Today we are honoring individuals and organizations who are stellar examples of excellence in the public transportation industry. This year’s APTA Award recipients have led the way, successfully advancing public transportation on the local, state, and national levels. Today’s ceremony is our opportunity to acknowledge and applaud their hard work and dedication to the public transportation industry. I hope that all of you will also personally thank them as well.

Finally, as the chair of the 2013 APTA Awards Committee, I want to thank all the members of the Awards Committee for their dedication and hard work.

**Mary Jo Morandini**

Chair, 2013 APTA Awards Committee  
and  
General Manager  
Beaver County Transit Authority  
Rochester, PA

**SPX**

**> Genfare**

Many thanks to SPX Genfare for sponsoring the 2013 APTA Awards Book.



# 2013 APTA Award Winners

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# 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.

“The success of transit in Northern Arizona is a testament to the value of partnerships, community involvement, and vision. NAIPTA’s accomplishments are a key part of economic development and an important example of what we can do when we work together. Coconino County, the City of Flagstaff, Northern Arizona University and the Coconino Community College all deserve credit for not only having a transit vision, but for making it happen. Congratulations on being the best small urban transit system in America.”

- U.S. Rep. Paul Gosar  
Arizona (4<sup>th</sup> District)
- U.S. Rep. Ann Kirkpatrick  
Arizona (1<sup>st</sup> District)



## NORTHERN ARIZONA INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY (NAIPTA)

“NAIPTA is driven by a visionary board of directors, committed community partners, and an exceptional staff, all dedicated to the mission of ‘Getting You Where You Want To Go.’ This prestigious award is a reflection of the confidence our community has in the services NAIPTA provides and our ability to follow through on the promises we have made to the residents of northern Arizona.”

– Jeff Meilbeck, CEO & General Manager, NAIPTA



# NORTHERN ARIZONA INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY (NAIPTA)

Flagstaff, AZ

**T**he Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) is committed to its mission of “Getting You Where You Want to Go” in northern Arizona, operating the Mountain Line, Mountain Link, and Mountain Lift systems in Flagstaff.

Since its inception, NAIPTA has provided unparalleled service, engaging in partnerships that benefit the entire community, earning the public trust and creating a safe and engaging work environment for its employees. This commitment has paid off, with ridership increasing from less than 200,000 trips in 2001 to nearly 1.75 million trips in 2012.

As NAIPTA moves more passengers, safety is always the cornerstone of all its operations. The Mountain Line fixed route system went from one accident per 12,868 miles in 2010 down to one accident per 29,095 miles in 2012. This year-over-year decrease is a direct result of an intense driver training program, an Accident Review Committee that reviews all accidents to determine the root cause, and a safety-based Employee Incentive Program. NAIPTA awarded \$45,000 in safety incentives between 2010 and 2012, and during the same time period, accidents per mile decreased 64 percent.

NAIPTA recently built on its already successful relationships with the city of Flagstaff and Northern Arizona University (NAU) to create the new Mountain Link route. Launched in August 2011, Mountain Link connects the NAU campus to historic downtown Flagstaff and Woodlands Village, a popular residential/shopping area for students. This partnership exemplifies the “town and gown”

mentality that permeates Flagstaff and connects the university to other public sector entities. In its first year, Mountain Link accounted for more than 576,000 rides, and the second year eclipsed that total.

Well-known to be an environmentally conscious community, Flagstaff is the ideal location for NAIPTA’s use of hybrid-electric technology. Through successful grant writing, NAIPTA has purchased 17 new hybrid-electric vehicles, and six more are currently on order. Shifting to a primarily hybrid-electric fleet has enabled Mountain Line to cut emissions by almost 90 percent from the older diesel buses, improve fuel economy by 15 percent, and reduce noise pollution.

NAIPTA will build upon these successes with the recently adopted Five-Year and Long-Range Strategic Plan, which will create a high-capacity transit spine that spans the entire city. Coupled with new innovations in real-time arrival and farebox technology, this will pave the way for a bright public transit future in Flagstaff.

Perception is everything, and NAIPTA’s success ultimately depends on how Flagstaff residents feel about this service, whether they ride or not. In a recent statewide survey, people throughout Arizona were polled about their impressions of the public transit system in their community. Statewide the positive score was 42 percent, but in Flagstaff the positive score was 88 percent. This number speaks volumes to the positive image NAIPTA has created in Flagstaff, due in large part to community support, a visionary board, and dedicated staff that is committed to “Getting You Where You Want to Go.”



## *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.

“The Rapid has been a leader in many ways, from the performance data they measure and track to the implementation of the first Bus Rapid Transit line in Michigan. The Rapid staff and board have the vision our urban areas need to be centers of job creation and development. We’ve long recognized The Rapid’s success in Michigan; it is wonderful to see them get that recognition nationally as well.”

— **Governor Rick Snyder**  
**Michigan**



### **INTERURBAN TRANSIT PARTNERSHIP (THE RAPID)**

“Our success is a direct result of the talented and dedicated staff at The Rapid, the leadership of our board, and the support of our taxpayers, our city partners, and our many stakeholders. We are honored to receive this award, not just on behalf of The Rapid, but for everyone who supports our mission and helps make our community a better, stronger, and more accessible place. This great honor would not be possible without the work, commitment, and vision of many. This award is truly for all of us.”

— **Peter Varga, CEO, The Rapid**



# INTERURBAN TRANSIT PARTNERSHIP (THE RAPID)

Grand Rapids, MI

**T**he Rapid serves the greater Grand Rapids, MI, area, covering 281 square miles with a population of 569,935. The agency has seen significant growth since its inception in 2000. In that time, ridership has gone from 4.6 million to nearly 12 million trips annually. Comparing service levels from 2000 to today shows a 50 percent increase in vehicle revenue miles and a 63 percent increase in vehicle revenue hours, trends that have been intensifying over the past three years. In 2010, the board adopted a 20-year vision for transit growth. This Transit Master Plan (TMP) was the foundation for a service-enhancement package approved by voters in 2011. As The Rapid has grown, the agency has had to manage not only the service expansions, but also an expanded workforce, and the internal capability to operate efficiently and effectively.

The first phase of the 20-year TMP is nearing completion. In 2012, The Rapid added evening service, weekend service, and peak hour frequency. The improvements are paying off—growth in ridership during evening hours is outpacing overall ridership growth trends. The final segment is the construction of the state of Michigan's first Bus Rapid Transit project. Construction started in April 2013 with revenue operation beginning in August 2014.

The Rapid continues to be a leader in sustainability. After opening the first LEED-certified public transit facility in the country in 2004, a LEED Gold-certified operations center opened in 2012. In terms of economic sustainability, the recent service enhancements provided increased access

for workers throughout the area. In fact, The Rapid was rated #11 out of the 100 largest metropolitan areas in the U.S. by the Brookings Institution for job access via public transit.

There have been a number of efforts to improve operational, administrative, and customer service practices. In The Rapid's 2012 collective bargaining agreement, rostering was approved for the first time. A voluntary, unpaid leave program was begun in 2010 that now saves nearly \$100,000 annually. The agency has been continually improving its safety programs through enhanced accident/incident tracking and reporting, employee training, and hazard assessment.

The Rapid has a number of innovative partnerships. One of the most successful is the "MyGRCityPoints" program, which provides a number of incentives for residents who recycle and volunteer in the community. Rapid 10-ride transit passes are consistently among the top 10 most-popular reward certificates chosen by participants.

The Rapid has substantially improved the amount of system information available on its website by rolling out new tools over the past few years, including real time information, trip planning, and a nearest stop locator. The agency also has QR codes at most bus stops to allow direct access of real time information from smart phones.

The Rapid is committed to the continual improvement of its system, responsiveness to taxpayers, and being a strong partner in the health and vitality of the region the agency serves.



# Outstanding Public Transportation System

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

**CATEGORY:** Providing 20 million or more annual passenger trips.

“I would like to congratulate GO Transit for winning the 2013 American Public Transportation Association’s Outstanding Public Transportation System Achievement Award. For the last 46 years, GO Transit has provided commuters in the Greater Toronto and Hamilton Area with safe, reliable public transit. GO ridership continues to grow, carrying more than 65 million riders per year.”

– **Glen Murray**  
**Ontario Minister of Transportation and Minister of Infrastructure**



## GO TRANSIT (GO)

“We are truly honoured to receive this prestigious award. It is through the dedication and commitment of GO staff to provide the best possible service to the residents of the Greater Toronto and Hamilton area, that GO ridership and customer satisfaction continues to grow. I am extremely proud to lead such a great team.”

– **Gary McNeil, President, GO Transit**



## GO TRANSIT (GO)

Toronto, Canada

**G**O Transit [GO], a division of Metrolinx, is the regional public transit service for the Greater Toronto and Hamilton Area in Ontario, Canada.

Since May 1967, GO has evolved from a single train line along Lake Ontario's shoreline into a network of train lines and bus routes spanning 4,200 square miles in the Greater Toronto and Hamilton Area (GTHA) carrying more than 65 million passengers annually. GO's vision is to be the preferred choice for regional travel in the GTHA.

Customer service defines GO's culture. The Passenger Charter, launched in 2010, is a set of promises from employees to provide customers a comfortable and easy travel experience. Promises are supported with key performance indicators and communicated on the GO website. Customer comments are taken seriously and commendations are rewarded. With each customer commendation received, the Vice President of Customer Service sends a handwritten card of acknowledgement to the employee responsible—664 cards were sent in 2012!

Through its award-winning online advisory panel, *Let GO Know*, over 7,000 customers voluntarily provide feedback. Since the panel's inception in 2011, 47,000 responses have been collected, providing insight on new initiatives including the GO Train Service Guarantee, the first fully integrated electronic service guarantee system in the world. Launched in 2012, *GO Tracker*, a web tool providing real-time train location and departure information, enhances other web-based and electronic customer communications including a mobile app, e-signage, e-mail/SMS alerts and social media.

GO service continues to grow. Between 2010 and 2012, GO's daily service offerings increased from 180 to 195 train trips and from 2,045 to 2,333 bus trips. Three new rail stations have opened since 2012 (for a total of 63 stations), and through rail corridor purchases, GO now owns 68 percent of the rail network on which it runs.

GO operates 47 trainsets, using 575 bi-level coaches. GO's fleet of 57 Tier 2 MP40 locomotives is the newest in North America, both commuter and freight, with an excellent 95 percent on-time performance record. Bus operations continue to grow with 414 motor coach buses and 47 double-deck buses.

Through its commitment to sustainable development and operations, GO pursues Leadership in Energy and Environmental Design (LEED) certification. Eight of its facilities are LEED certified or expected to be certified Silver or Gold, and six future facilities are expected to be certified. A bus maintenance facility opened in 2012 features photovoltaic panels to produce energy and heat water, a "green" roof, and bus wash water recycling.

GO's enviable revenue/cost ratio, nearly 80 percent cost recovery in 2012, is among the highest for any North American system.

GO continually works to improve safety and relationships with neighbouring communities. GO is an active supporter of Canada's Operation Lifesaver rail safety program and transit safety officers regularly speak to the public, especially children, about safety. GO is made up of proud employees who strive to improve the community and the customer experience—with customers noticing the difference.

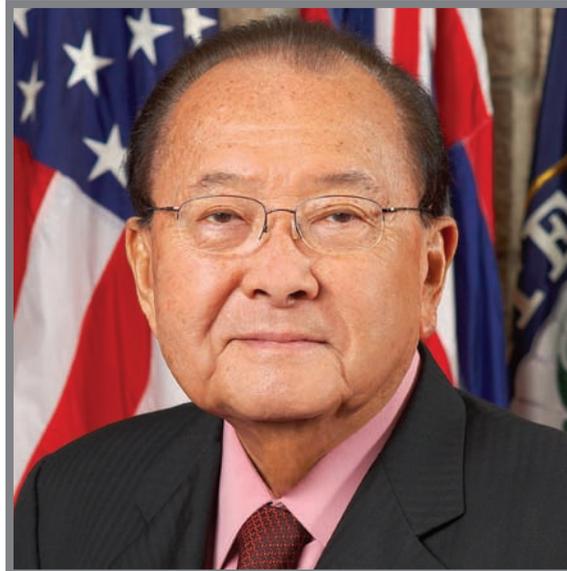


## *State Distinguished Service*

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

“I worked with Senator Inouye for many years and can attest to his tenacity, vision, and dedication to making Oahu’s public transit system the best, safest, and most reliable system possible. For decades, Senator Inouye distinguished himself as a champion of public transportation and transportation equity for all, and his accomplishments in public transit are his legacy to all of us. Countless projects stand as testimony to his belief in public transit and the benefits it delivers, and will continue to deliver, to our people and communities.”

— **Mayor Kirk Caldwell**  
**City and County of Honolulu, HI**



### **U.S. SENATOR DANIEL K. INOUE (*deceased*)**

“Senator Inouye was a true leader in support of public transportation. He was instrumental in securing federal and local commitments for Honolulu’s rail project and for many other projects in Hawaii and across the nation. It is because of the senator’s commitment and efforts that Oahu residents will soon have a transit system that will provide relief from some of the worst traffic congestion in the nation, a legacy that will improve the quality of life for future generations.”

— **Daniel A. Grabauskas, Executive Director and CEO**  
**Honolulu Authority for Rapid Transportation**



## U.S. SENATOR DANIEL K. INOUE

*Demonstrated unflagging support for public transit in Hawaii for more than 40 years*  
(1924–2012)

**T**hroughout his time in elected office, Senator Daniel K. Inouye demonstrated unflagging support for public transit in Hawaii and, for more than 40 years, championed rail transit for the City and County of Honolulu. Thanks to Senator Inouye, the rail transit system Oahu residents will enjoy boasts several one-of-a-kind attributes and will be among the most innovative in the nation.

Honolulu's rail transit system will be the first driverless light metro rail system in the United States. This feature will greatly reduce the operating and maintenance cost of public transit for the city and its taxpayers over the years.

The Honolulu rail project has been decades in the making, as government officials studied and explored a variety of options to add rail transit to Oahu's public transit system and enhance mobility throughout the island's most congested travel corridor. It was Senator Inouye's persistence and visionary leadership that kept the promise of a rail system moving forward.

Mayor Kirk Caldwell of the City and County of Honolulu said, "I worked with Senator Inouye for many years and can attest to his tenacity, vision, and dedication to making Oahu's public transit system the best, safest, and most reliable system possible. For decades, Senator Inouye distinguished himself as a champion of public transportation and transportation equity for all, and his accomplishments in public transit are his legacy to all of us. Countless projects stand

as testimony to his belief in public transit and the benefits it delivers, and will continue to deliver, to our people and communities."

On December 19, 2012, two days after Senator Inouye's death, the city of Honolulu and the Federal Transit Administration signed a historic agreement that secured \$1.55 billion in federal funding for the construction of Honolulu's rail transit system. The elevated rail project will provide Oahu residents and visitors with a safe, reliable, and efficient transportation alternative to some of the nation's worst traffic congestion. It will bring new public transit options to the growing region and create a modern transportation system that is built to last for future generations.

In a joint statement, U.S. Senator Daniel Akaka, U.S. Senator Mazie Hirono, and U.S. Representative Colleen Hanabusa said: "This Full Funding Grant Agreement for the Honolulu rail project is a living legacy for Dan Inouye. We wish Senator Inouye could have been with us for this historic signing, but this is clearly his moment. He worked tirelessly to make our Hawaii a better place to live. Securing federal funding for the rail project was a priority for him, because he knew that it will help Oahu commuters avoid traffic and spend more time with their families. It will reduce the amount Hawaii families spend at the gas pump. It will encourage the development of communities that are healthier and more pedestrian friendly. It will also reduce our need for imported oil. This project honors Senator Inouye's incredible legacy to our state."



## *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.

“Randall Chrisman exemplifies the role of concerned citizens involved in government. His years of service to his community as a DART board member and board chairman reflect his hard work for Carrollton and public transportation. Congratulations to him on this very well-deserved honor.”

— **U.S. Rep. Kenny Marchant**  
**Texas (24<sup>th</sup> District)**



### **RANDALL D. CHRISMAN**

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“*T*his recognition is a highlight of my board tenure. It’s a privilege to work with so many talented transit professionals and board members in both the DART service area and from around the country to deliver the service our customers deserve. I am very appreciative and humbled by this honor.”



## RANDALL D. CHRISMAN

Board Member, Dallas Area Rapid Transit (DART)

Dallas, TX

**R**andall Chrisman has been a member and chair of the Dallas Area Rapid Transit (DART) Board of Directors during one of the agency's most dynamic and challenging eras. In his 11-year tenure, the agency undertook and completed the longest rail expansion in North America, navigated sobering fiscal challenges, and weathered the occasional political storm. Through this period, he consistently made decisions that kept the agency on course and positioned it for continued growth.

Appointed in 2002 by the city councils of Carrollton and Irving to represent them on DART's 15-member Board, Chrisman has been uniquely positioned to play a key role in the agency's ambitious rail expansion. Chrisman's leadership, moderating influence, and strong communication skills have helped foster broad general agreement that public transit is indispensable.

Chrisman was elected vice chair in 2007 and became chair in early 2008, in which capacity he served for two years. During his time as chair, the agency's aggressive light rail construction activities were in full swing—the \$1.8-billion Green Line was rapidly taking shape, and the \$1.2-billion Orange Line to Irving was moving forward despite funding obstacles that threatened to delay it. As chair, Chrisman spearheaded the effort to join hands with Irving officials to develop financing strategies that ultimately minimized the projected delays to the Orange Line.

In the 11 years since Chrisman joined DART, the agency has expanded its light rail network from 44 miles to 85 miles, the nation's longest light rail network. By 2014, DART will have

opened 48 miles of new light rail since Chrisman came on board, bringing the overall rail system to more than 90 miles.

While he represents Carrollton and Irving, Chrisman's perspective is broadly inclusive, as the transit system he helps to guide is comprised of 13 cities spread over 700 square miles. During his time on the DART Board, the important role of DART in the region it serves has become well established.

Numerous new live-work-play developments—collectively valued at \$8 billion—have been built, planned, or announced up and down the rail lines—including a staggering \$4 billion's worth in Irving. DART has come to be regarded as an asset by the development community. This same reputation led the Federal Transit Administration to fast-track DART for a \$78.4 million advance on \$700 million of federal grant money—as well as \$61.5 million in federal stimulus funds.

Considering the success of the agency during Chrisman's tenure as Board member and chair, it's not surprising that non-DART cities in the region have begun to clamor for public transit. A frequent speaker throughout the region, Chrisman has helped to whet the public appetite for public transit well beyond the borders of the DART service area.

In addition to his DART board service on multiple committees, he is secretary of APTA's Transit Board Member Committee, chair of the Transit Board Members Legislative Subcommittee, and co-chair of APTA's Authorization Task Force.

Chrisman has been president of The Chrisman Company, a full service commercial real estate brokerage firm, since 1989.



## *Outstanding Public Transportation Business Member*

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

“Chuck inspires us daily to work harder at what we do for the benefit of the transit passenger. He represents the highest ideals in the American business community and is a credit to APTA. I am proud to stand beside him as a transit professional.”

— **Stephen R. Banta**  
**Chief Executive Officer**  
**Valley Metro**



**CHARLES R. WOCHOLE**

“It is an honor to be recognized by friends and colleagues for work I am absolutely passionate about. Over the years I have had the opportunity to work with incredible people from all parts of our industry, as well as APTA staff, and look forward to many more years of doing the same in the very important business of public transportation.”



## CHARLES R. WOCHOLE

Managing Partner/Owner, TransitConsult LLC  
Rochester, NY

Chuck attended his first APTA meeting in 1984 and has been an active APTA business member since the early 1990s. He was elected to the Business Member Board of Governors (BMBG) in 1999 and has been a board member ever since, serving as chair of the BMBG from 2010–2012 as well as serving two-year terms as first vice chair and second vice chair of the BMBG. Chuck has been a member of APTA's Executive Committee from 2010 to 2013, the Member Services Committee since 2002, and the Standards Development Oversight Committee since its inception in 2003. In addition, APTA chairs have appointed Chuck to serve as a member of the Buy America Task Force, the Authorization Task Force, the Governance Task Force and, most recently, the APTA Early Career Program Applicant Selection Task Force. He has also been a key player in the establishment and success of APTA's High-Speed and Intercity Passenger Rail Committee, serving as vice chair of the committee for a number of years.

Chuck's leadership and impact have been particularly effective in getting APTA's business member companies engaged in carrying the business message to Capitol Hill. His message has been that while public transportation ridership continues to grow, shape, and enhance communities, behind the scenes it is the American worker who makes it all possible.

To support the involvement of business members in the association's advocacy efforts, Chuck led the support for

a Geographic Information System legislative initiative. By identifying the congressional districts where APTA business members have plants, offices, and other facilities, APTA staff can easily identify the most appropriate business members who can convey the business message to specific Members of Congress. This effort also permits the development of maps that show the service area and facilities of public transit operators as well as business member facilities. Work is now in progress to enhance the system and to bring additional information into the network, including facilities of sub-suppliers to the industry and other APTA partners.

With his record of supporting our industry and his approachability, Chuck has earned the trust and respect of both public and private sector members of APTA. People see his dedication and the logic he applies to getting great things done, and they want to join him in the effort.

As Lorenzo Reffreger, head of sales & marketing—systems North America, Bombardier Transportation, said, "I have worked with Chuck as a colleague, as a competitor and as an industry leader. He has managed to find that elusive mix of being at the top of his profession while also enjoying his journey and making those around him all the better for it. He has been a great mentor, an ideal sounding board, a fierce competitor but, most importantly, a good friend. Our industry is what it is today because it has people like Chuck in it."



## *Outstanding Public Transportation Manager*

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

“In more than 25 years of elected public service, I have had the opportunity to interact with hundreds of the best and brightest public sector employees throughout our metro area, and I place Phil Washington at the very top of that list. Phil has a passion for excellence in all that he does, a vision and determination to make meaningful and far-reaching accomplishments, and a concern for creating opportunities for and engaging in service to humankind. I consider it an honor to have nominated Phil for this prestigious award.”

— **Lorraine Anderson**  
**Board Chair**  
**Regional Transportation District**



### **PHILLIP A. WASHINGTON**

“I was not aware that I was nominated. However, I am truly humbled by the honor and must say that this award is a reflection of the tremendous work of our entire RTD team: the RTD board and senior leadership team, our bus and rail operators, mechanics, service and cleaning employees, and our ATU leadership.”



## PHILLIP A. WASHINGTON

General Manager/CEO, Regional Transportation District  
Denver, CO

Phil Washington has served in top leadership positions at the Denver Regional Transportation District (RTD) for 14 years, including the past four as the transit agency's general manager and CEO. During his tenure, RTD has undertaken an unprecedented number of innovative, cost-effective and customer-focused initiatives to build projects and improve service to the public. As a person and a leader, Phil serves his organization and industry with a rare combination of pride and humility.

The most visible project under Phil's leadership is RTD's FasTracks Program—the largest voter-approved public transit expansion in the nation—building 122 miles of commuter and light rail, 18 miles of Bus Rapid Transit (BRT) service, adding 21,000 parking spaces, redeveloping Union Station into a multimodal transportation hub to create vibrant, mixed-use transit-oriented communities, and redirecting bus service for better connections. Phil's actions underscore the FasTracks mantra: "Build as much as we can, as fast as we can, until it's all done."

Phil championed RTD's first industry forum in 2011. More than 200 global executives learned about the innovative solutions RTD was seeking. Several unsolicited proposals resulted, clearing the way for completion of the I-225 Rail Line by 2016 and the RFP release for RTD's North Metro Rail Line a decade early.

In 2012, he directed creation of a FasTracks Internal Savings Account to generate \$300 million by 2017. These funds are

building the first six miles of the 18.5-mile North Metro Rail and completing the U.S. 36 BRT.

Through collective determination, Phil and his construction leaders and contractors made the 2013 opening of the W Line happen eight months ahead of schedule and within budget. As RTD's first FasTracks-funded rail line, it added 12 miles of light rail for a system total of 47 rail miles. Another 69 miles of rail and BRT are in construction or under contract, representing a \$5 billion FasTracks investment across the region.

The White House recognized Phil as one of the Transportation Innovators "Champions of Change" for developing the Workforce Initiative Now (WIN) program, a collaborative partnership that creates career opportunities on transportation infrastructure, design and construction-related projects for unemployed and underemployed residents impacted by regional infrastructure projects.

As chief coach, mentor, and "encourager" to individual staff and to RTD, Phil always credits accomplishments to the combined team—employees, staff leaders, consultants and contractors—along with strong support from the RTD Board, and community, business and political leaders from across the district.

Having grown up on Chicago's south side in the Altgeld Gardens Housing Projects as a public transit-dependent youth, Phil personifies the fact that the public transportation industry offers career opportunities for all individuals.



## *Hall of Fame*

This special honor is reserved for individuals who have long and distinguished careers in the industry; who have made extraordinary contributions to public transportation; and who have actively participated in APTA activities.

“There is no one who more thoroughly embodies the values of APTA. Indeed, Bill worked diligently in creating and then articulating them in a distinctly passionate, effective, and inclusive manner.”

— **Mike Scanlon**  
**General Manager/CEO**  
**San Mateo County Transit**  
**District**



**WILLIAM W. MILLAR**

“I am thrilled to be named to the APTA Hall of Fame. I am humbled to join the pantheon of great men and women who preceded me into the Hall and I thank all those with whom I worked with throughout my career who helped me succeed.”



## WILLIAM W. MILLAR

*A 40-year career making a difference on local, state, and national levels*

**D**uring a 40-year career, Bill Millar's leadership has made positive differences in the lives of the people, agencies, and institutions he touched. They may be senior citizens in Pennsylvania who ride public transit for free; persons with disabilities in Allegheny County, PA, who use ACCESS Paratransit to attend to their daily affairs; transportation researchers around the world who rely on the Transit Cooperative Research Program (TCRP) for answers; or APTA members (in both the public and private sectors) who benefit from levels of federal transit funding that nearly tripled during the time Bill headed APTA.

With degrees from Northwestern University and the University of Iowa, Bill began his career at Pennsylvania's Lancaster County Planning Commission, where he co-authored a study that led to the founding of Lancaster's Red Rose Transit Authority. Recruited to the Pennsylvania Department of Transportation to establish a free public transit program for senior citizens, Bill demonstrated an interest in expanding public transit for underserved populations, resulting in pioneering efforts in rural public transportation, small urban area transit planning, and expanding transportation choices for senior citizens, and persons with disabilities.

In 1977, Bill joined the Port Authority of Allegheny County in Pittsburgh to implement an innovative agent/broker concept to use existing transportation providers to form an integrated transportation network for senior citizens and persons with disabilities. The award-winning ACCESS Paratransit became the largest such service in the world.

In 1983, Bill was named to lead the Port Authority and began an aggressive agenda to improve all aspects of the organization. He introduced innovative, customer-focused quality management practices that are commonplace today. He was recognized for these and other efforts when APTA named him Transit Manager of the Year in 1987.

Bill has been involved in many professional organizations throughout his career. He served the Transportation Research Board (TRB) as its chair in 1992 and, in 1986-87, he chaired a TRB committee of industry leaders that analyzed the need for public transit research and recommended creation of what ultimately became TCRP. After heading the task force inside APTA that worked with Congress to include TCRP authorizing language in the Intermodal Surface Transportation Efficiency Act of 1991, Bill chaired the first TCRP governing body for four years.

As an APTA member, Bill served in many capacities—including 13 years on the APTA Board of Directors and seven years in three different positions on the Executive Committee—before being chosen as APTA's president in 1996. In his 15 years as APTA's president, he transformed APTA into a true industry-wide partnership that reflects the full diversity of the industry and the changing identity of those who work in it: women, minorities, public transit, passenger rail, waterborne services, public agencies, private entities, governing boards, and officials at every level of government. These partners—the full coalition of interests that the association has become—are directly responsible for the influence and respect APTA now enjoys.



## Hall of Fame

This special honor is reserved for individuals who have long and distinguished careers in the industry; who have made extraordinary contributions to public transportation; and who have actively participated in APTA activities.

“Rick truly was one of the ‘Best of the Best’ throughout his distinguished career. I am honored to have been his friend and colleague for 40 years.”

– **Larry Jackson**  
**Former President &  
Chief Executive Officer**  
**Long Beach Transit**



**RICHARD J. SIMONETTA**

“When the APTA Hall of Fame was created 30 years ago, I really couldn’t identify with it. The individuals initially inducted were legendary figures whose names I read about in *Passenger Transport* but never witnessed their great accomplishments. In more recent years, the inductees have been respected colleagues whom I have known and admired over many years. It is truly an honor and a privilege to be included in such a prestigious group of transit professionals who collectively have made a huge difference in our great industry.”



## RICHARD J. SIMONETTA

*More than 42 years of supporting diversity and mentoring people*

**T**he public transportation career of Rick Simonetta began in 1971, when he was offered a planning internship at the Port Authority of Allegheny County in his hometown of Pittsburgh, PA. His first boss, Planning Director Harold Geissenheimer, told Rick that he could have a successful public transit career if he embraced diversity and committed himself to developing future generations of public transit professionals. As a veteran Army combat engineer officer, Rick was accustomed to taking orders from superiors. Supporting diversity and developing people became the fabric of his long and distinguished career.

Between 1973 and 1994, Rick served as executive director, Capitol Area Transit, Harrisburg, PA; deputy general manager, Regional Transportation District, Denver, CO; executive director, Ann Arbor Transportation Authority (AATA), Ann Arbor, MI; and general manager, Central Ohio Transit Authority (COTA), Columbus, OH. During his last year in Ann Arbor, AATA won the APTA Outstanding Transit System Award. While in Columbus, COTA received the APTA Award for Best Hiring and Promoting Women and Minorities. When Rick departed AATA and COTA, his commitment to diversity and succession planning resulted in deputy general managers being promoted to general manager without a search.

In 1994, Rick became the general manager/CEO of the Metropolitan Atlanta Rapid Transit Authority (MARTA), which at the time was the 7<sup>th</sup> largest public transit system in the U.S. He also became chair of APTA in October 1994. Just 28 months after joining MARTA, Atlanta hosted the 1996 Centennial Olympic Games and MARTA became the first Official Olympic Spectator Transportation System in the

history of the games. Under Rick's leadership, MARTA successfully completed rail extensions, a new CNG bus facility, the purchase of 250 CNG buses, and a host of ITS projects to provide real-time bus and rail information in seven languages. MARTA safely and successfully transported over 25 million passengers during the 17 days of the Olympic Games.

In 1997, Rick received the APTA Transit Manager of the Year Award for his exceptional leadership over the years and for his MARTA leadership during the Olympic Games. MARTA also won the APTA Award for Best Hiring and Promoting Women and Minorities that year.

In 2000, Rick left MARTA and moved to the private sector, first as CEO of Prima Facie, a technology company, and then as a principal consultant for Parsons Brinckerhoff. In late 2003, Rick was recruited back to the public sector as the CEO of Valley Metro Rail in Phoenix, AZ, to lead the development, construction, and start-up of an initial 20-mile, \$1.4 billion light rail line. Under his leadership, the design was completed, an FTA Full Funding Grant Agreement was secured, and construction was completed on schedule and under budget. Ridership on the new line has already exceeded its 20-year projection and the system has attracted more than \$7 billion in new development.

In 2010, Rick retired from Valley Metro Rail and the public sector. He currently works for The Burns Group, leading its business development efforts in rail & transit. He continues to mentor staff at The Burns Group and throughout the public transit industry, maintaining his career-long commitment to diversity and developing future generations of transit professionals.

# APTA 2013 Awards Committee

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*Chair*

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Beaver County Transit Authority  
Rochester, PA

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Sound Transit  
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AECOM  
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# APTA Award Winners 1983–2012

## MEMBERS OF THE APTA HALL OF FAME

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

## OUTSTANDING PUBLIC TRANSPORTATION MANAGER

(FORMERLY THE JESSE L. HAUGH AWARD)

1983	Warren H. Frank	1990	James E. Cowen	2002	Lawrence G. Reuter
1984	Louis B. Olsen	1991	William L. Volk	2003	Sandra L. Draggoo
1985	Alan F. Kiepper	1992	Chester E. Colby	2004	Thomas P. Kujawa
1986	Harold C. Jenkins	1993	Kenneth M. Gregor	2005	Ronald J. Tober
1987	William W. Millar	1994	Allan Leach	2006	Clarence (Cal) W. Marsella
1988	David L. Gunn	1995	Gerald T. Haugh	2007	J. Barry Barker
1989	Carmen E. Turner	1996	Shirley A. DeLiberio	2008	Joe Calabrese
		1997	Richard J. Simonetta	2009	John B. Catoe, Jr.
		1998	Roger P. Snoble	2010	Hugh A. Mose
		1999	Paul A. Toliver	2011	Stephanie Negriff
		2000	Richard F. Davis	2012	Laurence W. Jackson
		2001	John P. Bartosiewicz		

## LIFETIME ACHIEVEMENT

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1997	Rosa Parks
2000	Mortimer Downey
2006	Norman Y. Mineta

## OUTSTANDING PUBLIC TRANSPORTATION BUSINESS MEMBER

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1989	James A. Machesney
1990	Claude G. Robinson
1991	Mark J. Obert
1992	Richard J. Bouchard, Jr.
1993	David L. Turney
1994	Robert Graham
1995	Dan M. Reichard, Jr.
1996	B.J. (Bill) Chaddock
1997	Bernard J. Ford, Sr.
1998	Brian Macleod
1999	Alan C. Wulkan
2000	Del D. Komejan
2001	Stephanie L. Pinson
2002	Frank Di Giacomo
2003	Gary E. Griggs William H. McCloud
2004	Robert Brownstein
2005	William (Bill) Lochte
2007	Kim R. Green
2008	Jerome (Jerry) C. Premo
2009	Delon Hampton
2010	James G. Srygley
2011	Sharon Greene
2012	Clifford (Cliff) Henke

## OUTSTANDING PUBLIC TRANSPORTATION BOARD MEMBER

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2001	George H. Ivey, Jr. Jesse Oliver
2002	H. Welton Flynn
2003	James S. Barbour
2004	Mary K. Blue Leon L. Williams

2005	Huelon Harrison
2006	George F. Dixon, III
2007	F. Charles Emery
2008	Al French
2009	Gregory J. Nickels David M. Stackrow
2010	Flora M. Castillo
2011	Crystal Fortune Lyons
2012	Gregory A. (Greg) Evans, M.Ed. Lee Kemp

## DISTINGUISHED SERVICE

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1983	Dan Rostenkowski
1984	Alfonse M. D'Amato
1985	Ernest N. (Dutch) Morial
1986	Mark Andrews
1987	Glenn M. Anderson (NATIONAL) Thomas H. Kean (STATE)
1988	Bud Shuster (NATIONAL) Gerald Lee Baliles (STATE)
1989	William Lehman (NATIONAL) Isadore E. Lourie (STATE) James R. Mills (LOCAL)
1990	Robert R. Kiley (NATIONAL) Anthony W. Hall (STATE) George M. Smerk (LOCAL)
1991	Robert Roe (NATIONAL) Gerald H. Johnston (STATE/PROVINCE) Joseph Alexander (LOCAL)
1992	Brian W. Clymer (NATIONAL) William Donald Schaefer (STATE) Robert E. Ellis (LOCAL)
1993	Norman Y. Mineta (NATIONAL)
1994	Frank R. Lautenberg (NATIONAL) James J. Kerasiotes (STATE) Jacob V. Stuart (LOCAL)
1995	Mark Hatfield (NATIONAL) Henry L. Peyrebrune (STATE/PROVINCE) John Dockendorf (STATE) Rod Diridon (LOCAL)
1996	Frank Wolf (NATIONAL) Earl Blumenauer (LOCAL) Frankee Hellinger (LOCAL)
1997	Bud Shuster (NATIONAL) Tom Green (LOCAL) Dr. Carlos I. Pesquera (TERRITORY)

1998	Alfonse M. D'Amato (NATIONAL) Daniel T. Scannell (STATE) Richard S. Kelly (LOCAL)
1999	Paul S. Sarbanes (NATIONAL) Roy E. Barnes (STATE) Glenda E. Hood (LOCAL)
2000	James L. Oberstar (NATIONAL) Anne P. Canby (STATE)
2001	Thomas Petri (NATIONAL) Parris N. Glendening (STATE) Lee P. Brown (LOCAL)
2002	Robert F. Bennett (NATIONAL) Robert A. Borski (NATIONAL) Jeff Morales (STATE)
2003	Richard C. Shelby (NATIONAL) Don Young (NATIONAL) Robert J. Grow (LOCAL)
2004	Earl Blumenauer (NATIONAL) Doug Stoner (LOCAL)
2005	Bob Huff (LOCAL)
2006	Gerald E. (Gerry) Connolly (LOCAL)
2007	Lane Beattie (LOCAL)
2008	Julie Hamos (LOCAL)
2010	Mufi F. Hannemann (LOCAL)
2011	Cameron Beach (LOCAL)
2012	Anthony R. Villaraigosa (LOCAL)

## OUTSTANDING PUBLIC TRANSPORTATION SYSTEMS

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

1985	Blacksburg Transit Ann Arbor Transportation Authority Southwest Ohio Regional Transit Authority/Queen City Metro Toronto Transit Commission	1992	City Transit Company, Inc. Santa Monica Municipal Bus Lines Sacramento Regional Transit District Metro-North Commuter Railroad Regional Transportation District	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
1986	Champaign-Urbana Mass Transit District Capital Metropolitan Transportation Authority Utah Transit Authority Ottawa-Carleton Regional Transit Commission	1993	East Volusia Transportation Authority Peninsula Transportation District Commission Foothill Transit New Jersey Transit Corporation	1999	Montebello Bus Lines OMNITRANS Milwaukee County Transit System MTA Metro-North Railroad Bi-State Development Agency
1987	Alexandria Transit Company Santa Monica Municipal Bus Lines Milwaukee County Transit System Washington Metropolitan Area Transit Authority	1994	Laredo Municipal Transit System Champaign-Urbana Mass Transit District Oahu Transit Services Bi-State Development Agency	2000	Laketran Access Services Santa Monica's Big Blue Bus Oahu Transit Services, Inc.
1988	Beaver County Transit Authority Sun Tran San Mateo County Transit District Tri-County Metropolitan Transportation District of Oregon	1995	Durham Area Transit Authority OMNITRANS Foothill Transit British Columbia Transit	2001	Redding Area Bus Authority CityBus of Greater Lafayette Centre Area Transportation Authority MTA New York City Transit
1989	Chatham Area Transit Authority Fresno Area Express/FAX Long Beach Public Transit Corporation	1996	Boise Urban Stages LYNX-Central Florida Regional Transportation Authority Utah Transit Authority Dallas Area Rapid Transit New Jersey Transit Corporation Southeastern Pennsylvania Transportation Authority	2002	River Valley Metro Santa Clarita Transit Utah Transit Authority Port Authority Trans-Hudson Corporation
1990	St. Cloud Metropolitan Transit Commission Duluth Transit Authority VIA Metropolitan Transit Greater Cleveland Regional Transit Authority	1997	Sarasota County Area Transit Santa Monica Municipal Bus Lines Citizens Area Transit New Jersey Transit Corporation Metra Bi-State Development Agency Washington Metropolitan Area Transit Authority City of Charleston	2003	ART-Arlington Transit Space Coast Area Transit Delaware Transit Corporation Regional Transportation District
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			2004	SouthWest Metro Transit Knoxville Area Transit Interurban Transit Partnership San Francisco Bay Area Rapid Transit District

2005	Laketran Muncie Indiana Transit System Sun Tran Orange County Transportation Authority
2006	Beaver County Transit Authority Stark Area Regional Transit Authority Central New York Regional Transportation Authority Los Angeles County Metropolitan Transportation Authority
2007	City of Elk Grove, Transit Services St. Cloud Metropolitan Transit Commission Capital Area Transportation Authority Greater Cleveland Regional Transit Authority
2008	Muncie Indiana Transit System GRTC Transit System Regional Transportation District
2009	Greater Lynchburg Transit Authority Intercity Transit San Diego Metropolitan Transit System
2010	Bloomington Public Transportation Corporation Hillsborough Area Regional Transit Authority Société de transport de Montréal
2011	Tompkins Consolidated Area Transit, Inc. Sun Metro Santa Monica's Big Blue Bus

2012	Rock Island County Metropolitan Mass Transit District (MetroLINK) Metro Transit Southeastern Pennsylvania Transportation Authority
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## PUBLIC TRANSPORTATION SYSTEM INNOVATION

1983	Metropolitan Atlanta Rapid Transit Authority
1984	Toronto Transit Commission
1985	Municipality of Metropolitan Seattle
1986	Washington Metropolitan Area Transit Authority
1987	Bi-State Development Agency
1988	Chittenden County Transportation Authority
1989	Los Angeles County Transportation Commission
1990	Southern California Rapid Transit District
1991	VIA Metropolitan Transit
1992	New York City Transit Authority
1993	Los Angeles County Metropolitan Transportation Authority
1994	Bi-State Development Agency
1995	Metropolitan Transit Authority of Harris County
1996	MTA New York City Transit
1997	New Jersey Transit Corporation
1998	Ann Arbor Transportation Authority
2000	New Jersey Transit Corporation
2001	Bi-State Development Agency
2002	Chicago Transit Authority
2003	Illinois Department of Transportation Metropolitan Transportation Commission

2004	Tri-County Metropolitan Transportation District of Oregon Washington Metropolitan Area Transit Authority
2005	Massachusetts Bay Transportation Authority
2006	York Region Rapid Transit Corporation
2007	Greater Bridgeport Transit Authority Utah Transit Authority
2008	Southwest Ohio Regional Transit Authority
2009	Utah Transit Authority
2011	Massachusetts Bay Transportation Authority
2012	Washington Metropolitan Area Transit Authority

## SPECIAL AWARD FOR EXTRAORDINARY LEADERSHIP

2006	Dwight D. Brashear
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## SPECIAL RECOGNITION FOR EXTRAORDINARY RECOVERY

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

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

## APTA'S CORE VALUES

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*Leadership*

*Integrity*

*Excellence*

*Diversity*

*Inclusiveness*

*Fairness and Equity*

*Teamwork*

*Professionalism*

*Accountability*

### APTA'S VISION

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Be the leading force in advancing public transportation.

### APTA'S MISSION

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



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