



In Transit

January/February 2008

A Newsletter for King County Metro Transit Employees



*From the desk
of the General
Manager*

Looking back at 2007

Metro set a record for bus ridership last year for the second year in a row. We had 110.3 million passenger boardings—up 6.9 percent over 2006, which was 4.5 percent higher than 2005. In fact, Metro bus ridership has been on the rise since 2002 (see Performance Corner on page 9 for more information about ridership history.)

But as we know, Metro is about more than just buses. In 2007, our VanPool/Van Share program also set new records. Some 1,024 commuter vans were in operation at year's end, up 10 percent over 2006. And total van ridership was at 2.61 million, 20 percent over 2006.

In addition to these achievements, Metro has become a recognized leader in addressing climate change. We have a long history of environmental preservation positions and actions. Backed by executive orders issued by King County Executive Ron Sims, we are now increasing our efforts in this arena. We have led the industry in testing and adopting hybrid buses, and have another 22 of them on order. We're committed to using a 20-percent biodiesel fuel mix as our fleet-wide standard, and we are designing, building and operating energy-efficient systems and service support facilities, such as the new Central/Atlantic operations center and the Metro Transit

Continued on page 2



We'll Get You There



The RapidRide bus stations will have a distinctive appearance, as shown in this computer rendering.

RapidRide is taking shape

RapidRide, the bus rapid transit service Metro plans to launch in 2010 under Transit Now, is taking shape as staff members work behind the scenes.

The RapidRide Coordination Team and Steering Committee recently chose colors and design concepts for the RapidRide coaches, bus zones, and shelters. The bus exteriors will be painted red and yellow, and the interiors will feature red floors and gray vinyl seats. Current plans are for shelters to be metallic gray with red accents. Coaches and stop facilities will have special features to enhance passenger comfort and ease of use, such as real-time signs indicating when the next bus will arrive.

Every aspect of the buses and stops reflects three concepts that define RapidRide: frequent service, simplicity of use, and the best of Metro.

The color red suggests the speedy travel that riders will enjoy with RapidRide's frequent service. The uncomplicated lines

Continued on page 2

In this issue

Light rail open house	3
Short shots	4
Annual meeting	6
Kudos	8
Performance corner	9
Transit control center	10
Metro fare increase	10
Shifting the spotlight.....	11
On the move.....	12

Continued from page 1

General Manager

Police headquarters. We continue to influence how our community evolves through our market development and transit-oriented development programs, which help build long-term rider relationships and walkable communities and minimize greenhouse-gas emissions in the region.

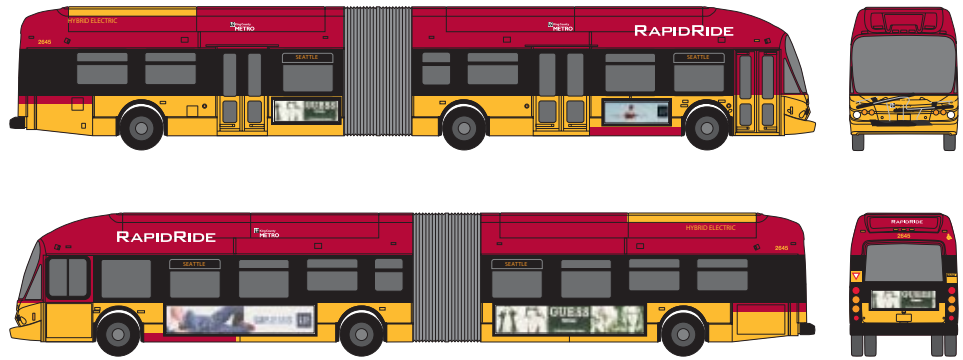
Recently, I had the honor of representing your efforts and those of the transit industry in the area of climate change before a worldwide audience. I was invited to represent the interests of the American Public Transportation Association (APTA) at the United Nations Climate Change Conference in Bali, Indonesia, in December. More than 10,000 people attended the conference, including representatives of nearly 200 nations, myriad interest groups, and the world's press.

At the conference, I participated in two panels on "Getting the Climate Right for Transport." Many of my fellow panelists pointed out that the principal challenge will be to achieve behavior change in order to realize meaningful modal shifts; that land-use planning and transit planning need to be better coordinated; and that more public investment is needed for mass transit worldwide. Here at Metro, we are already exploring those paths.

Among my contributions to the discussion were key findings from works commissioned by APTA. Here are just a few:

- Public transportation saves 1.4 billion gallons of gasoline annually (4 million per day)
- Households using transit average 29 vehicle miles of travel per day versus 45 for other households (from the ICF International report, "Public Transportation and Petroleum Savings in the U.S.")
- Public transportation is a net carbon

Continued on page 3



The new RapidRide buses will be painted red and yellow.

Continued from page 1

RapidRide is taking shape

of the bus and shelter designs reinforce the simplicity of RapidRide. This new service will have straightforward routing on major arterials. Buses will arrive so often that riders won't have to bother with schedules. Coaches will have three doors and a simplified fare payment system that will make boarding quick and easy.

And RapidRide's fresh, distinct look suggests innovation. It will help the public see that Metro is incorporating its best ideas into RapidRide coaches, shelters, signs, routing, and operations.

At the same time, RapidRide colors and designs have similarities with Metro's current look, so RapidRide will be recognizable as part of the well-known Metro family.

The color and design choices are the result of months of study that involved consultants, the public, and staff from all parts of Metro. Paint shop employees shared ideas about which design would be easiest to repair in case of damage to the bus. Vehicle maintenance weighed in on what interior finishes would be easiest to keep clean. Power and Facilities raised practical questions about the shelter design—would it leak on rainy days? Accessible services staff and passengers offered advice about how to make the service easy for all customers to use.

Staff throughout Metro will continue to be involved in working out detailed designs over the next year. Construction will follow, and delivery of the first buses is expected in late fall 2009. RapidRide service will be introduced in the first corridor, Pacific Highway S, in 2010.

RapidRide is:

- Metro's form of bus rapid transit: frequent, quick and reliable, easy to use, safe and secure, comfortable.
- Funded by Transit Now, an initiative approved by voters in November 2006.
- Planned for five corridors: Pacific Highway South (2010), Bellevue-Redmond (2011), West Seattle (2011), Ballard-Uptown (2012), and Aurora (2013).

In Transit online

Current and past issues of *In Transit* are available on the King County Web site at www.metrokc.gov/kcdot/aboutus/intransit



Tour the Light Rail facility and learn about job opportunities with the Light Rail Section on March 7.

Light rail open house and job fair to be held March 7

Metro's Rail Operations Section invites Transit Division employees to attend an open house and light rail job fair at the Light Rail Operations and Maintenance Facility on March 7, from 1 to 5 p.m. The facility is located at 3407 Airport Way S. Refreshments will be provided.

The event will provide an opportunity to tour the new state-of-the-art facility with light rail staff, see light rail vehicles in their new home, and learn about upcoming job opportunities and requirements for working in a light rail environment.

The current hiring plan calls for Metro's Rail Operations Section to fill more than 145 positions by the start of passenger service in 2009. Open positions include operators, chiefs, first-line supervisors, electro-mechanics, vehicle maintenance personnel, and rail service and custodial workers. Initially, these positions are open only to internal candidates.

If you go: The main gate of the Light Rail Operations and Maintenance Facility is not yet in service. Please enter through the gate on Forest Street, between Sixth Avenue S and Airport Way. Check in with the security guard, follow the road to the opposite side of the building, and park anywhere. Follow the ramp into the building and enter through the glass doors on the second floor.



A rail car waits in the Light Rail Operations and Maintenance Facility.

Continued from page 2

General Manager

reducer in the U.S., saving 5.9 million metric tons annually (from the Science Applications International Corporation report, "Public Transportation's Contribution to U.S. Greenhouse Gas Reduction.")

- Nineteen percent of all buses in the U.S. currently use alternative fuels. That number will jump to 45 percent for those ordered in the future.

Attending the conference reinforced my understanding that reducing greenhouse-gas emissions while continuing to improve standards of living worldwide will be an enormous, complex process linking science, commercial ingenuity, advocacy, politics, and diplomacy. Each nation faces its own unique set of issues and solutions. In the U.S., major advances in the transportation sector that reduce greenhouse gases are feasible, including a substantial reliance on public transportation. Soon, Washington State Governor Christine Gregoire will receive a report from her Climate Advisory Team citing transit and various transportation demand management programs among the top strategies for reducing emissions in our state.

It is not lost on me that I was merely a messenger at the Bali conference. I must share the honor of being there with all of you. Your collective efforts and the high esteem in which Metro is held in this regard made my invitation possible. Let's keep up the good work in making this world a better place for all. Our strong showing last year demonstrates how relevant we are to the community, now and going forward.

Let's enjoy the ride!
—Kevin Desmond, GM

SHORT SHOTS IN TRANSIT

News briefs in and around the Transit Division

■ **Sales and Customer Service benchmarks set** — Sales and Customer Services saw outstanding growth in customer contacts (including Web site hits), sales of fare media, and farebox cash receipts in 2007.

- Metro Online racked up 7.3 million hits (up 10% over 2006 and 34% over 2005)
- Online Trip Planner visits totaled 5.2 million (up 26% over 2006 and 62% over 2005)
- Telephone calls to the Interactive Voice Response system totaled 1.4 million (up 8% over 2006 and 11% over 2005)
- Farebox cash reached an all-time high of \$26.3 million deposited (up 7% over 2006 and 14% over 2005)
- Total units of fare media sold reached 1.3 million (up 6% over 2006 and 10% over 2005).

The growth in internet usage greatly outpaced that of other information tools, and online visits accounted for almost 90% of customer contacts. Total information requests from customers continue to grow, and are projected to be up to 10 percent higher in 2008 than in 2007.

■ **Light Rail Operations welcomes new members** — The Rail Operations Section welcomed **Alvaro Alvarado** as its new Link Control Center chief on Dec. 10. Alvarado came to Metro from the Valley Transportation Authority in San Jose, Calif., where he was a transportation operations supervisor in their control center. Rail Operations also recently welcomed four special-duty chiefs to the Link Control Center until at least the end of March: **James Dunn, Joseph Olszewski, and Joshua Shields** are



Alvaro Alvarado is the Light Rail Operations Section's new Link Control Center chief.

first-line supervisors from Metro's Service Quality Section, and **Ian Bennett** is a building operating engineer from Metro's Transit Facilities Section.

■ **2008 King County Dr. Martin Luther King, Jr. Celebration** — If you missed the event "The Beloved Community" or would like to experience it again, visit the celebration Web site to watch footage of it on your computer (www.kingcounty.gov/exec/mlk). The video is also being replayed on KCTV (check the broadcast schedule at www.metrokc.gov/CTV/schedule/Schedule.asp), or you can call 206-296-7592 to borrow a version on DVD. A few more of the 2008 calendars featuring artwork by Jacob Lawrence are available. If you'd like one, call 206-296-7592.

■ **Metro's green practices find international audience** — Metro Transit was in the international spotlight in December when General Manager **Kevin Desmond** presented information at the United Nations

Climate Change Conference in Bali on how public transit can be an asset in reducing global warming. Desmond's presentation, "Public Transportation's Role in a Greenhouse Gas Reduction Strategy," was given on the behalf of the American Public Transportation Association. He spoke about the value of public transit in developing a climate-change strategy; new data on how transit use reduces overall fuel consumption and greenhouse-gas emissions; and how transit use can shift a nation's dependence on foreign oil imports.

■ **Husky bus service makes a comeback** — After dipping into the 133,000-140,000 range during the 2004-2006 football seasons, trips taken on Metro's Husky Football Special bus service returned to a more normal level in 2007, with 186,727 trips taken. The Apple Cup game had the largest number of riders, though the Huskies were defeated.

■ **Access handles snow and ice** — Access Transportation was able to maintain an 85-percent on-time record despite the challenges of snow and ice in late January. Service providers installed studded tires on 10 vehicles from each base, which helped significantly.

■ **VanPool to purchase new vehicles** — As a result of a recent bid process, Metro's VanPool group will purchase 97 new seven-passenger flex-fuel minivans from Bud Clary Chevrolet. The unit cost per vehicle is \$18,212, for a total purchase cost of \$1,766,564.



The South Lake Union Streetcar rolled out in December with Metro employees at the wheel.

■ **South Lake Union Streetcar staff now at your service** — The South Lake Union Streetcar opened for revenue service with considerable fanfare on Dec. 12, with a crew made up entirely of employees who transferred from other Metro bases and workgroups. Please welcome the team in their new roles:

- Maintenance and Operations Supervisors: **Patrick Daniels, Kendall Carson, Carl Jackson, and Cary Jacobson**
- Streetcar Operators: **Paul Balder, Al DeSart, Jeffrey Griffith, Randi Gustavson, Francis Lebel, John Nolan, and Paul Warner**
- Streetcar Maintainers: **Nick Caraway, Michael Gallagher, and Leo Swan**

■ **Environmental impact baseline established for Metro VanPools** — In the fall of 2007, Rideshare Operations contracted with the Green Car Company in Kirkland to develop baseline information about the VanPool program's current environmental impact in three primary areas: global warming, fossil fuel depletion, and local air pollution. The company did a thorough lifecycle cost analysis on greenhouse-gas emission and transportation energy use that included the production, refinement,

distribution, and burning of fuel; the manufacturing and recycling of the vanpool vans; and fleet maintenance and operational impacts. They concluded that Metro's Vanpool Program produced substantial annual environmental benefits. Among other things, they found that the program did the following:

- Removed more than 5,000 drive-alone commuters from our roads in 2007
- Prevented the emission of 21,000 tons of greenhouse gases
- Prevented the consumption of 2.15 million gallons of fossil fuel
- Saved its users \$7.8 million in vehicle fuel and maintenance costs.



■ **Adverse weather plan revamped just in time** — Icy and snowy weather have been testing Metro's updated Adverse Weather Plan. Long before the onset of winter, representatives from several different Metro workgroups updated the winter-response plan, maintaining the focus on providing safe, reliable transportation, but beefing up internal and external communication procedures. Some of the plan's new features include:

- More information on the Metro Online Web site about bus reroutes due to snow and ice, including the reroute area, service status, and whether chained shuttles are in use
- Use of chained 40-foot shuttle buses to serve steep, hilly areas
- Communication with local cities to match up snow plowing priority routes with bus routes
- A new towing agreement with the Washington State Department of Transportation that will clear immobile buses more quickly from the local freeways
- A new reroute database that will provide up-to-date information to driver supervisors, maintenance workers, sanding and plowing teams, and customer service representatives about where bus service is disrupted
- New phone lines for bus drivers to report stuck coaches and other weather-related issues, to quicken response and to free Metro radio channels for the most urgent calls
- Special winter driving training for the Metro crews that respond before the buses hit the road.

Metro has beefed up its Adverse Weather Plan.

Metro leadership looks back, forward at annual meeting

Managers, supervisors, and chiefs reviewed 2007 accomplishments and revealed plans for 2008

Nearly 200 members of Metro's management team gathered at the ACT Theatre in downtown Seattle Jan. 30 for the third annual Managers, Supervisors, and Chiefs meeting. The event featured special guest speaker **Jim Lopez**, deputy chief of staff for King County Executive **Ron Sims**. Lopez recognized Metro's efforts in addressing the climate change challenge. Other topics included recognition of 2007 accomplishments, an overview of performance statistics, a discussion of key initiatives for 2008, and the unveiling of the new look for the upcoming RapidRide service, including the bus paint scheme and the shelter design.



Kevin Desmond, Mike Lemeshko, Michael Avery, and Jerry Rutledge take a bow after opening the meeting with a skit about the Downtown Seattle Transit Tunnel.

Kevin Desmond recognizes all the effort that went into Metro's record ridership year.

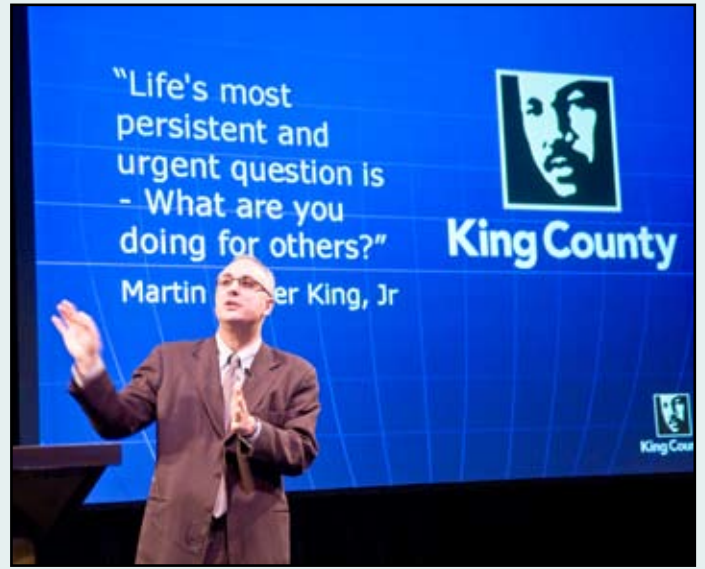


Kevin Desmond names Jerry Rutledge "Fireman of the Year" for all the hours he spent getting the transit tunnel ready to open in September.





Victor Obeso and Bob Virkelyst “reveal” the new look for Metro’s RapidRide service.



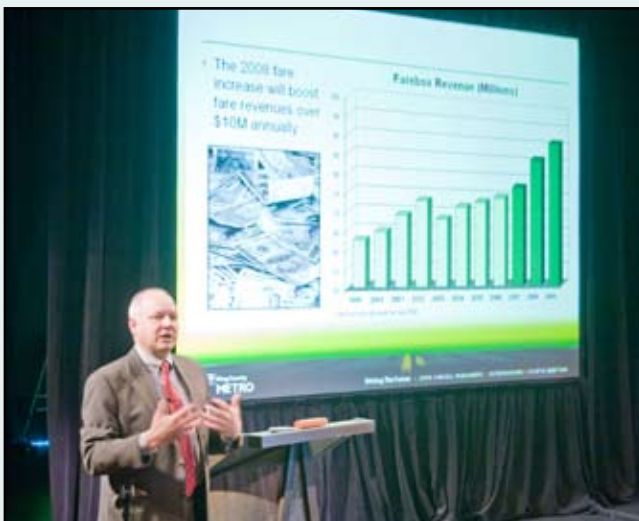
Jim Lopez, deputy chief of staff for King County Executive Ron Sims, was the featured speaker.



◀ The audience takes in the presentation.

Volunteers welcomed attendees and kept things running smoothly. ▼

Jim Jacobson provides an overview of Metro’s financial picture.



KUDOS IN TRANSIT



More riders than ever before are trusting us to “get them there.”

■ **Metro breaks records in 2007** — Our customers set several new ridership and service utilization records last year. A preliminary count showed 110.3 million bus boardings, representing a 6.9 percent increase over 2006 and the highest annual rate increase in the past 10 years. At 2.61 million rides, our vanpool participation was 20 percent higher than in 2006, doubling the 10-percent gain from 2005 to 2006. We had 1,024 vanpool vehicles in operation, crossing the 1000 mark for the first time. *In Transit* congratulates all staff involved in the development and delivery of these important Metro services.

■ **Unexpected tunnel closures** — On Dec. 17, a vital computer system in the Downtown Seattle Transit Tunnel went down without warning. The system was installed by Sound Transit and its contractor to accommodate future light rail services in the tunnel, and its failure affected the tunnel’s ventilation, elevator, security camera,

lighting, and signal systems, making it necessary to evacuate and close the tunnel. Staffs responded swiftly and efficiently, with Metro Transit Police and tunnel security personnel handling the evacuation, and facilities, rail, and operations personnel handling the closure. Bus service was moved to surface streets. Street-team

volunteers rallied at a moment’s notice, and electronic alerts went out to let passengers know where to catch their buses.



Computer problems forced closure of the Downtown Seattle Transit Tunnel for several days in December.

Rail control center employees worked through the night to ensure that the tunnel reopened on time the following morning and operated for a full day. On Dec. 19, the tunnel was closed again for several days to allow system technicians to resolve intermittent problems. Throughout the on-again/off-again ordeal, Metro employees demonstrated a willingness to go the extra mile for our customers.

Transit operators of the month

December 2007

Atlantic Base: **Paris Brown**
Bellevue Base: **Richard Boehmer**
Central Base: **Enrique Calderon**
East Base: **Lisa Nault**
North Base: **Gay Morris**
Ryerson Base: **Robert Macabata**
South Base: **Mark Pierce**

January 2008

Atlantic Base: **Edward Ritchie**
Bellevue Base: **Carl Cravens**
Central Base: **Robert Whitehurst**
East Base: **Mary Ruth Graham**
North Base: **Ross King**
Ryerson Base: **Steve McFarlane**
South Base: **Beverly Bonnell**



Performance corner

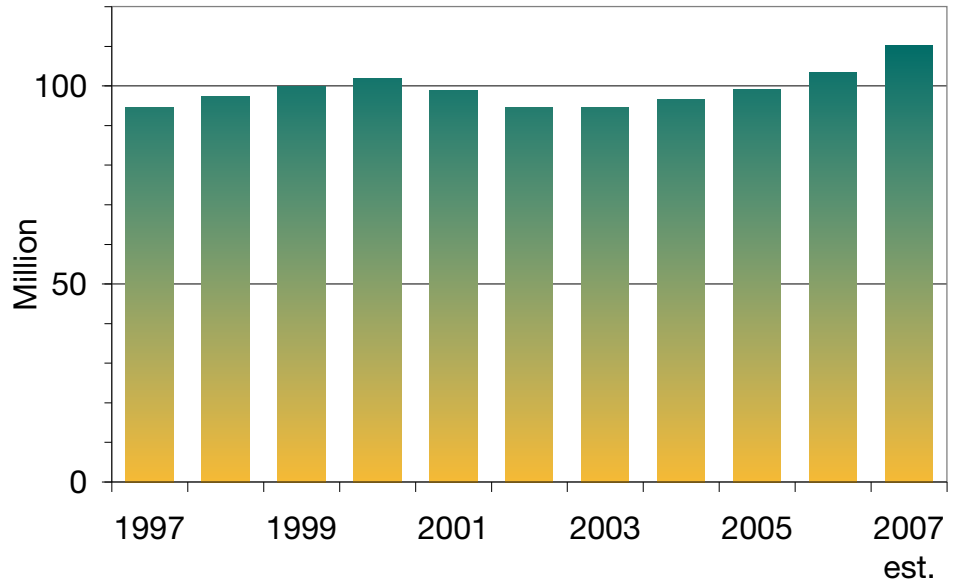
Winding up a record-breaking year

Year-end estimates put Metro bus boardings at 110.3 million for 2007, making it our second consecutive year of record ridership. At nearly seven percent above the 2006 total, this also is the largest one-year increase in the past decade.

A “boarding” is a trip taken by a single passenger on a single transit vehicle. If a rider transfers to a second bus, the trip counts as two boardings. This ridership total represents only boardings on Metro bus, DART, and special-event services; it doesn’t include the use of our VanPool/Van Share services, Access Transportation, the Water Taxi, services operated by Metro for Sound Transit, or the South Lake Union Streetcar.

Gasoline prices and local employment numbers affect ridership, and both rose in King County in 2007. Gas prices went up an average of 11 percent, and employment rose by 2.5 percent. These increases helped drive our ridership gains, but we also helped our own cause as service restructuring and other service improvements made in the past few years began paying off. Revisions to Route 150 and the new Route 180 in the Kent and Auburn areas have generated a combined ridership growth of more than 13 percent since the fall of 2006, with about 900 daily rides on the new “airport connector” portion between Kent, Sea-Tac, and Burien. Two-way express service was also introduced during peak periods in South King County, including morning Seattle-to-Burien and afternoon Burien-to-Seattle express trips. These “reverse commute” express trips have generated many new riders.

Metro Transit bus boardings



A number of marketing and communications programs introduced new customers to Metro’s many services during the past year. Commute-planning sessions and community-based incentive programs encouraged people to use Metro services or change their travel habits. Our messaging also stressed the environmental benefits of using Metro — namely, reductions in greenhouse-gas emissions, pollution, and congestion. And as customers sought to learn more about our services, information requests grew almost 20 percent, with nearly 90 percent of them received and handled via the Internet.

2007 also saw new records in Rideshare Operations:

- 1,024 commuter vans were in operation at year’s end, up 10 percent from 934 in 2006 (VanShare vehicle use was up 35 percent)

- Total commuter van boardings surpassed 2.61 million, up 20 percent from 2.17 million in 2006 (VanShare ridership was up 39 percent).

In Transit



We'll Get You There

If you have any questions, comments or story ideas, send them to **In Transit**, M.S. KSC-TR-0824, or contact **Anna Peekstok**: 206-263-6482 or anna.peekstok@kingcounty.gov.

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Operators: Transit Control Center has your back

Metro's Transit Control Center has moved into a new custom-built facility on Sixth Avenue S, between Ryerson Base and the Central/Atlantic bases, and celebrated the move with an open house on Jan. 8.

The center works around the clock to keep our buses operating safely and efficiently, providing a direct radio link between personnel on the road and the resources they need to keep service rolling and secure. During weekday peak hours, somewhere between 1,100 and 1,200 coaches are on the road. Each of them is logged onto one of four bus radio channels. On a typical day, coordinators handle a combined total of about 1,000 radio calls about subjects ranging from a loose outside mirror to a serious accident or emergency alarm. During adverse weather, that number may swell to 4,000 calls in a 24-hour period. Control



In the new Transit Control Center, Transit Coordinator Jeff Craig covers a radio channel used by about 300 coaches during peak hours.

Center personnel document each radio call and notify appropriate managers in Operations and the Transit Division of significant or unusual events.

Under the supervision of **Nancy Wilson**, the center is staffed by transit chiefs **Doug Beatty, David Magidman,** and **Charlie Weeks**, administrative

specialist **Carol Neff**, and 20 highly trained first-line transit coordinators. The coordinators interact with many work units within Transit and King County. In the event of a security or medical incident on a Metro coach or at a Transit facility, coordinators work with King County dispatchers to initiate responses from Metro Transit Police or fire/aid agencies.

Coordinators also work with base dispatchers, vehicle maintenance shops and trucks, rider information staff members, district supervisors, and others to achieve the center's primary mission: to assist and support coworkers throughout Transit and to keep everyone, including Metro customers, well-informed.

Why Metro fares are going up

Almost all Metro Transit fares will increase by 25 cents this year, with adult fares going up March 1 and Youth, Senior/Disabled, and Access fares going up July 1. Prices will also increase for FlexPasses, the bus passes that employers provide to their employees.

The new fares will bring Metro an additional \$11.7 million each year. Since the last fare increase in 2001, our operating costs have gone up by 37 percent. The cost of a gallon of diesel fuel went from 75 cents in July 2001 to \$2.15 in July 2007; a significant portion of the fare increase will cover increasing fuel costs, which are expected to continue climbing.

Capturing more operating costs from riders

Most of Metro's operating revenue comes from two sources: countywide

sales tax and rider fares. For 2008, Metro's projected revenues include \$348 million from sales tax, \$87.5 million from the farebox, and about \$6 million from advertising on buses. Sales-tax revenues can vary dramatically with changes in the economy, so increasing the percentage of our funding that comes from fares will provide Metro with a more stable, predictable revenue source.

The fare increase will move us closer to the county's target of recovering 25 percent of transit costs from the farebox. Riders currently cover about 21 percent of Metro's costs, and the increase will bring that percentage up to 23. It will also match our fares to those of neighboring transit agencies, which is important as the region moves toward a single regional transit pass system.

How fares will change

Fare Category	Current	New
Cash		
Adult Off-Peak	\$1.25	\$1.50
Adult Peak 1-Zone	1.50	1.75
Adult Peak 2-Zone	2.00	2.25
Youth	0.50	0.75
Senior/Disabled		
Off-Peak	0.25	0.50
Senior/Disabled Peak*	0.50	0.50
Access*	0.75	0.75
Pass		
Adult Off-Peak	\$45.00	\$54.00
Adult Peak 1-Zone	54.00	63.00
Adult Peak 2-Zone	72.00	81.00
Youth	18.00	27.00
Senior/Disabled	5.50	9.00
Access	13.50	18.00
All-Day Pass	2.50	3.50
* No increase		

Transit Now is for expansion

After passing the Transit Now initiative, which increased the sales tax by one-tenth of one percent to pay for expanded transit services, county

Continued on page 11

We'll Get You There

Shifting the Spotlight

Transit marketing: creating value, increasing ridership

For the past two years, this space in *In Transit* has showcased Metro employees and workgroups that exemplify the six core values (safety and security, courtesy, reliability, responsiveness, professionalism, and innovation) that give meaning to our promise of “We’ll Get You There.” Having seen so much excellence in action, we believe our record-breaking ridership numbers reflect, in part, the way our employees do their jobs.



(Left to right) Metro marketers Linda Wraith, Kelly Lindsey, Susan Rudolph Loos, Deborah Brockway, and Deena Ratner are helping to get the word out about the advantages of using Metro.

as well as the values that guide them in developing our marketing messages and promotions.

The 2008 Metro Marketing Plan lists six priority projects: the launch of the ORCA Smart Card; Transit Now; promoting the many green benefits of Metro; “Fill It Up” promotions for the VanPool, VanShare, and Carpool programs; a redesign of the Metro Online website; and the upcoming fare increase. The plan also includes many new and ongoing core projects, such as promoting special events, a new green bike project, Metro operator recruitment, and various programs in support of efforts by the Market Development, Rideshare Operations, and Commute Trip Reduction groups to get more people to use Metro services.

Watch this space for details about the ways in which Metro’s marketing staff will work to change market behavior and keep those ridership numbers growing in the coming year, giving added significance to Metro’s “We’ll Get You There” promise.

Metro employees can look back on 2007 with pride, knowing that their efforts contributed to the growth in ridership described elsewhere in these pages. There is increased public awareness of Metro services, and more individuals are being encouraged to become new riders or use transit more often. Metro’s marketing programs provide many of the “vehicles” that help drive this change, and our employees are a key part of our total service offering.

This year, the We’ll Get You There spotlight will shift from our core values to the way those values guide the marketing and promotional programs Metro is planning in an effort to continue to increase ridership.

We’ll look at the roles played by employees

Continued from page 12

On the move

Light Rail

Alvaro Alvarado, link control center chief — Dec. 10

Transit Human Resources

Joyce Erickson, senior human resources analyst — Jan. 30

Jen Tawatao, Human resources associate (term limited.) — Dec. 31

Vehicle Maintenance

Patrick Fulton, mechanic — Jan. 7

Michael Harris, equipment service worker — Jan. 7

Sheri Keelan, technical information processing specialist III — Jan. 7

David Tucker, equipment service worker — Jan. 7

In Our Thoughts

Toni Bukowski, former operator (mid-1990s); passed away on Feb. 1

Don Licht, retired operator (36-year safe driving award/1995 Operator of the year); passed away on Feb. 12

Continued from page 10

Metro fares

residents may wonder why fares still need to increase. The budget on which Transit Now was based included periodic fare increases. Without these increases, Metro will not be able to deliver on all the promises made to the citizens who supported Transit Now.

King County expects to add 1.2 million new residents by 2020, and Transit Now is intended to expand Metro’s system countywide to keep up with this growth, not to pay for increasing costs to maintain daily services and operations.



ON THE MOVE

Transit Division retirements, promotions/job changes, new hires, and remembrances

Retirements

Light Rail

Austin Jenkins, light rail manager — Dec. 14; 2 years

Operations—Operators

Doug Comstock, Ryerson Base — Dec. 20; 30 years

Lafayette Moore, Ryerson Base — Feb. 1; 26+ years

Johnny M. Wade, South Base — Jan. 31; 37+ years (2001 Operator of the Year)

Operations—Non-Operators

Mark Hartman, first-line supervisor/coordinator — Jan. 30; 34 years

Julia Greenlee, Operations administrator — Feb. 28; 15 years

Sales and Customer Service

Grant Capell, rider information specialist — Feb. 1; 22 years

Service Development

Anita Barreca, supervisor of scheduling — Jan. 31; 30+ years

Vehicle Maintenance

Oly Childress, millwright (Atlantic Base) — Mar. 7; 24+ years

Thomas J. Ferry, transit parts specialist — Feb. 15; 35 years

Dan Hale, mechanic — Jan. 31; 10 years

Ron Phillips, lead mechanic — Jan. 31; 34 years

Promotions and Job Changes

Information Technology

Steve Krippner to IT project manager II from senior application developer, GIS

Wayne Watanabe to acting transit IT manager; maintains IT service delivery manager position

Light Rail

Michael Avery to acting light rail manager from light rail operations superintendent

Metro Transit Police

Major Carol Cummings to chief of special operations, King County Sheriff Office, from Metro Transit Police unit chief

Major Dave Jutilla to Metro Transit Police unit chief

Captain Lisa Pepin to Metro Transit Police operations captain from King County Sheriff Office Precinct 3 operations captain.

Power and Facilities

Annabelle Astudillo to maintenance worker from temporary maintenance worker

Matthew Canady to radio equipment specialist from transit communication technician

Tim Reutebuch to radio equipment specialist from transit communication technician

Sales and Customer Services

Judy Bass to communication specialist III from graphic designer

Charles Belcher to senior accounting representative from customer assistance representative

Deborah Johnson to functional analyst III from rider information specialist

Paul Gilkes to functional analyst III from senior rider information specialist

Carol Merrill to acting customer service administrator from customer service supervisor, employer retail products

Lisa Muhammad to acting lead customer service coordinator, rider information from customer assistance representative, customer services

John Riley to acting customer service supervisor from lead customer coordinator, rider information

Saravan Thangavelu to acting AM senior rider information specialist from PM rider information specialist

Lois Watt to acting customer service supervisor from lead customer coordinator, employer retail products

Service Development

Jonathon Bez to supervisor of scheduling from project/program manager III

Jack Whisner to transportation planner III from transportation planner II

Transit Human Resources

Peter Hu to Senior HR Analyst from HR Analyst

Vehicle Maintenance

Gary Cirillo to acting in-plant inspector from mechanic

Bonnie Davis-Losey to lead mechanic from mechanic

Brian Hathaway to equipment service worker from utility service worker

Gary Irby to acting in-plant inspector from lead transit parts specialist

Tom Jordin to acting in-plant inspector from sheet metal worker

Doug King to acting in-plant inspector from mechanic

Julian Marquez to mechanic from equipment service worker

Steve Meyer to acting in-plant inspector from mechanic

Edwin Miller to lead mechanic from mechanic

Brian Nussbaum to acting in-plant inspector from mechanic

David Wright to lead mechanic from mechanic

Rich Zelinsky to lead electronic technician from electronic technician

New Hires

Design and Construction

Victor Kalmykov, electrical engineering intern — Jan. 4

Charlene Reyes, electrical engineering intern — Jan. 4

Information Technology

Dean Bryant, IT senior systems specialist — Dec. 10

Pam Odden, senior applications developer — Oct. 22

Continued on page 11