

CTT Clearwater Transit Times

Published for its employees by the Municipality of Metropolitan Seattle

August 1979

Waiver decision to come soon

Soon the Metro Council will decide whether Metro will apply for a waiver of the federal requirement to build secondary wastewater treatment facilities.

The council decision, scheduled for September 6, will cap almost seven years of planning, research and debate on the secondary waiver question.

Earlier this month, Water Pollution Control Director Chuck Henry recommended to the council's Water Quality Committee that Metro apply for waivers for the West Point and Richmond Beach treatment plants and a provisional waiver for the proposed Duwamish area plant.

Metro has long maintained that secondary wastewater treatment would not be cost-effective in a deep, saltwater body of water such as Puget Sound, and that resources would be better spent on solving such problems as combined sewer overflows and urban runoff pollution.

"I BELIEVE THAT WAIVERS provide the best approach to protecting our area's water quality while best managing our resources," said Henry in his memo to the committee. "The monitoring and review process built into the waiver assures a continuous check on the water quality of Puget Sound. This is an approach that provides an early awareness of developing problems and provides us the data necessary for good solutions. It also allows us to allocate resources to identified needs rather than on an arbitrary basis of uniformity."

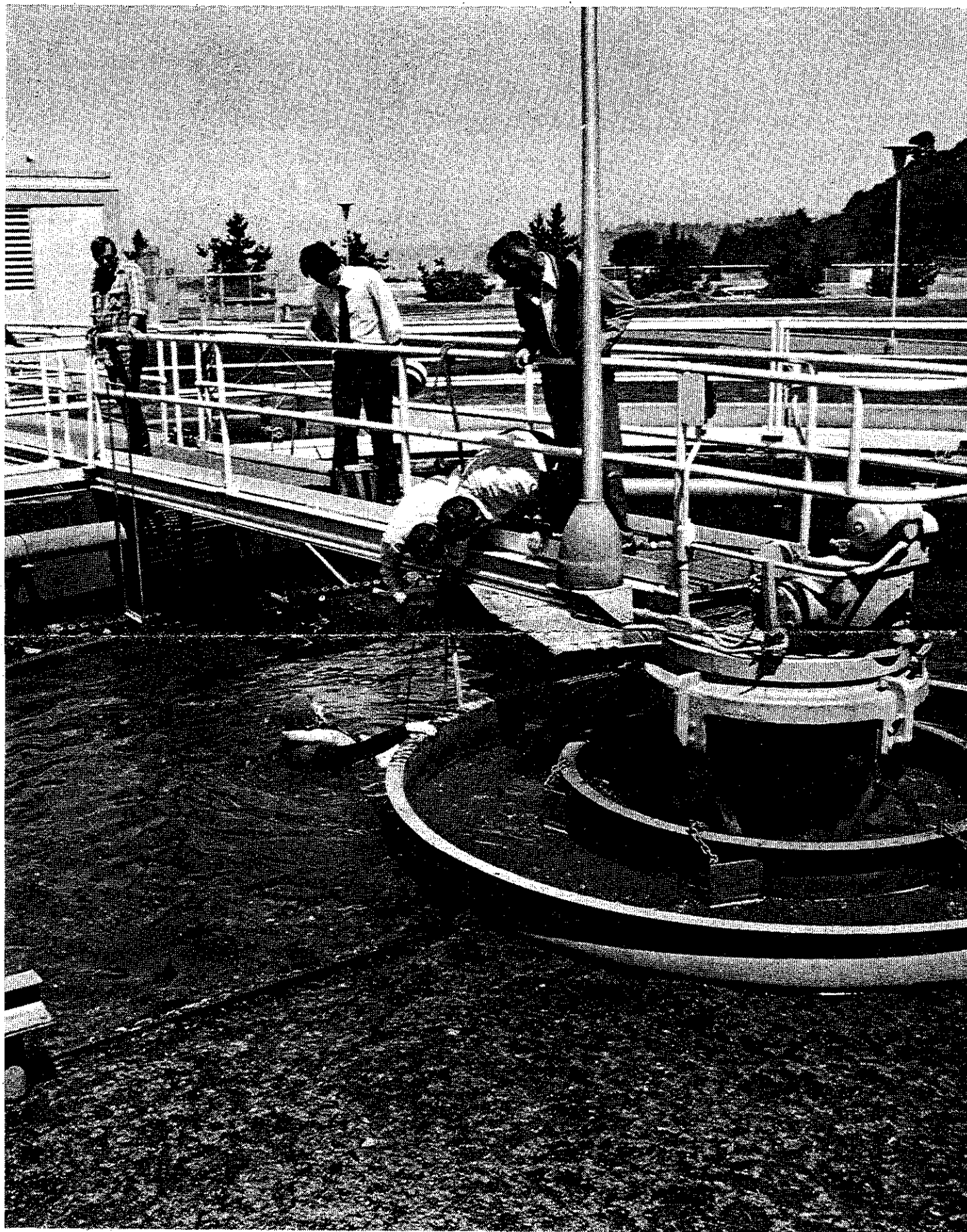
Metro's research has shown that converting Metro's plants to secondary treatment would cost approximately \$176 million and increase operating costs about \$1.7 million annually.

The Metro Council held a public hearing on the waiver issue on August 15, and the council's Water Quality Committee has held several workshops and meetings devoted to discussions of the issue. If the council votes to submit waiver applications to the Environmental Protection Agency, there will be more opportunities for public input on the issue.

IN 1972 CONGRESS PASSED the federal Clean Water Act to clean up the nation's waters. One of the provisions of the law was the requirement that all publicly owned sewage treatment plants build secondary treatment facilities.

After considerable debate on the need for secondary treatment, especially in areas where plants discharged effluent into deep, tide-mixed waters, Congress amended the Clean Water Act in 1977. The amendment allows publicly owned sewage treatment agencies to file for waivers of the secondary treatment requirement.

Waiver applications must be filed by September 13, 1979. Agencies must meet special requirements and prove that no harm will result to water quality in order to have secondary treatment waived. EPA will grant waivers for five-year periods.



He didn't do it to keep cool

Submerging yourself in the process water plant at West Point may be an extreme way to beat the heat, but diver Gregg Dunphy had a better reason. He was searching for a metal screen that had been accidentally dropped into the secondary treatment tank. Helping Gregg from the walk-

way are Mike Kiesel, Barry Uchida, Bill Burwell, Earl Roberts and Ray Phillips. Dunphy, from Lighthouse Commercial Divers in Seattle, was thankful for the equipment he had on hand. "I had on a full face mask," Dunphy said, "and that was good—because the water wasn't."

UMTA to continue trolley funding

The federal Urban Mass Transportation Administration has authorized Metro's funding plan for expanding the electric trolleybus system. UMTA's "letter of no prejudice" clears the way for continued 80 percent funding for trolley expansion construction.

Executive Director Neil Peterson said the UMTA decision is in step with the

energy situation. "Following the President's energy message, UMTA's action is a clear demonstration of the federal government's sincere dedication to advancing public transportation," Peterson said. He went on to note that, in the primarily hydro-electric Northwest, an electric trolley investment is especially timely.

The trolley system is being rebuilt with the first routes going into service in September. In addition to rehabilitating the old 32-mile system, 23 miles of expansion routes will be constructed by early 1981. UMTA's letter covers funding for the expansion portion of the trolley project.

Training begins for lift service



Residents from the United Cerebral Palsy Residential Center in the Shoreline Community practiced using the

Flyer's new Lift-U lift before it begins operation on selected 6-16 routes later this month.

Persons confined to wheelchairs or who have difficulty in climbing stairs will get some help riding buses this month with Metro's new Lift-U lift. The 6-16 routes have been designated as the first routes to offer the accessible service using the new Flyer coaches equipped with the lifts.

Route drivers for the accessible service are being trained in a two-hour classroom session on the Flyers. Part of the driver training includes sitting in and using a wheelchair on a lift. Once in place, the drivers clamp and strap their wheelchairs in so they won't roll. This training will help drivers prepare to get the wheelchairs onto buses and maneuvered into place.

Drivers practice coming onto the bus forwards and backwards. The way a rider enters the lift will depend on preference and ability to maneuver on the bus.

TRANSIT OPERATORS are learning the mechanical operation of the lift to see how much room they need to set the lift onto the curb. The lift requires a clear space of four feet from the front door plus a few additional feet for persons in wheelchairs or other disabled people to enter the lift.

The classroom sessions also have discussions on the roles drivers will play, needs of the disabled riders and the possible attitudes of passengers who are not disabled. Pam Salisbury, customer relations instructor, trained 31 of the drivers on the procedures for the service. A.D. Clark will work with the remainder of the drivers to be trained. Metro hopes to train 60 to 100 drivers on the lifts.

The agency is still making some technical changes Salisbury reported. "We want to do this right," she said.



Best picnic photographer? Mary Peterson!

Mary Peterson, chief of telephone information, won the "Anything Goes" photo contest with her photo of the water balloon toss taken at the employee picnic held July 15.

Benefit 'recovery' period announced

The Washington Public Employees Retirement System has announced a "recovery period" for current plan members. During this period members can review their status and have retirement credit reinstated.

The recovery affects members who served a six-month probation sometime between October 1, 1947, and June 30, 1965. This period extends through December 31, 1971, for members of the Statewide Cities Retirement System.

In order to qualify, you must have served a six-month probationary period in an eligible position during which contributions to the Washington Public Employees Retirement System were not deducted from your paycheck or later made up through additional contributions.

If you believe you qualify, write to Membership Unit, Washington Public Employees Retirement System, 1025 E. Union, Olympia, Wa 98504. Your letter should include your name, social security number, daytime telephone number and the dates and agency where the probationary service was rendered.

THROUGH AN OUTREACH program the handicapped riders are also getting a chance to learn how the lifts work before they begin operation. Flyers go to handicapped centers where residents try out the lifts and drivers get first-hand experience.

One participant in the program, Mary Catherine Shields, says she will now be able to ride the bus to Shoreline Community College next month where she will begin a music class.

The accessible bus program staff may change procedures and modify equipment in its first few months of service. During this time more Flyer coaches with Lift-U lifts will also be added to routes where potential riders will use the lifts.

Contact Cynthia Mack, personnel division, at 447-6332 if you have questions.

MetroSponse

Who gets rights?

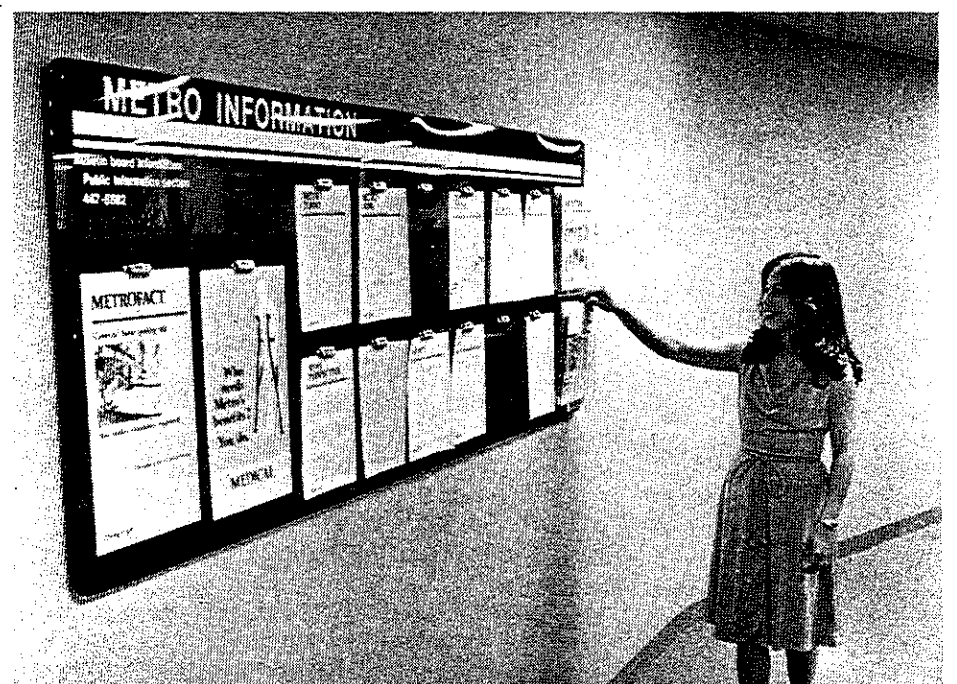
"I'm wondering what rights employees have regarding original processes and other innovative ideas that they come up with. Can employees get patents and royalties, or do these go to Metro?"

MetroSponse: Dave Boggs, director of finance, budget and administration, said that if innovative ideas, new processes and improvements in work applications are developed within the scope of work and job description as part of an employee's work assignment with Metro and using Metro's materials or equipment, that they usually belong to Metro.

"Ideas developed independently of Metro usually may be disposed of as the developer desires," Boggs said. "If the ideas were developed independently of Metro but use Metro's name to be saleable, the developer and Metro must mutually agree on terms and conditions of public benefit prior to implementation."

Boggs added that each case must be assessed on an individual basis. Employees are encouraged to submit appropriate suggestions that are beyond the employee's job responsibilities and that meet other criteria to the Metro employee suggestion system. If a suggestion is accepted, the employee could be paid for it.

For details contact Patty Wells, suggestion system administrator, at 447-6658.



Bulletin boards on the way

Shirley Ariz, clerk-stenographer for government relations, picks up her copy of the CTT from the new Metro Information board located on the sixth floor of the Exchange Building. Similar boards are planned for all work locations.

CTT

Vol. 6 No. 6

August 1979

Published monthly for all active and retired employees of the Municipality of Metropolitan Seattle.

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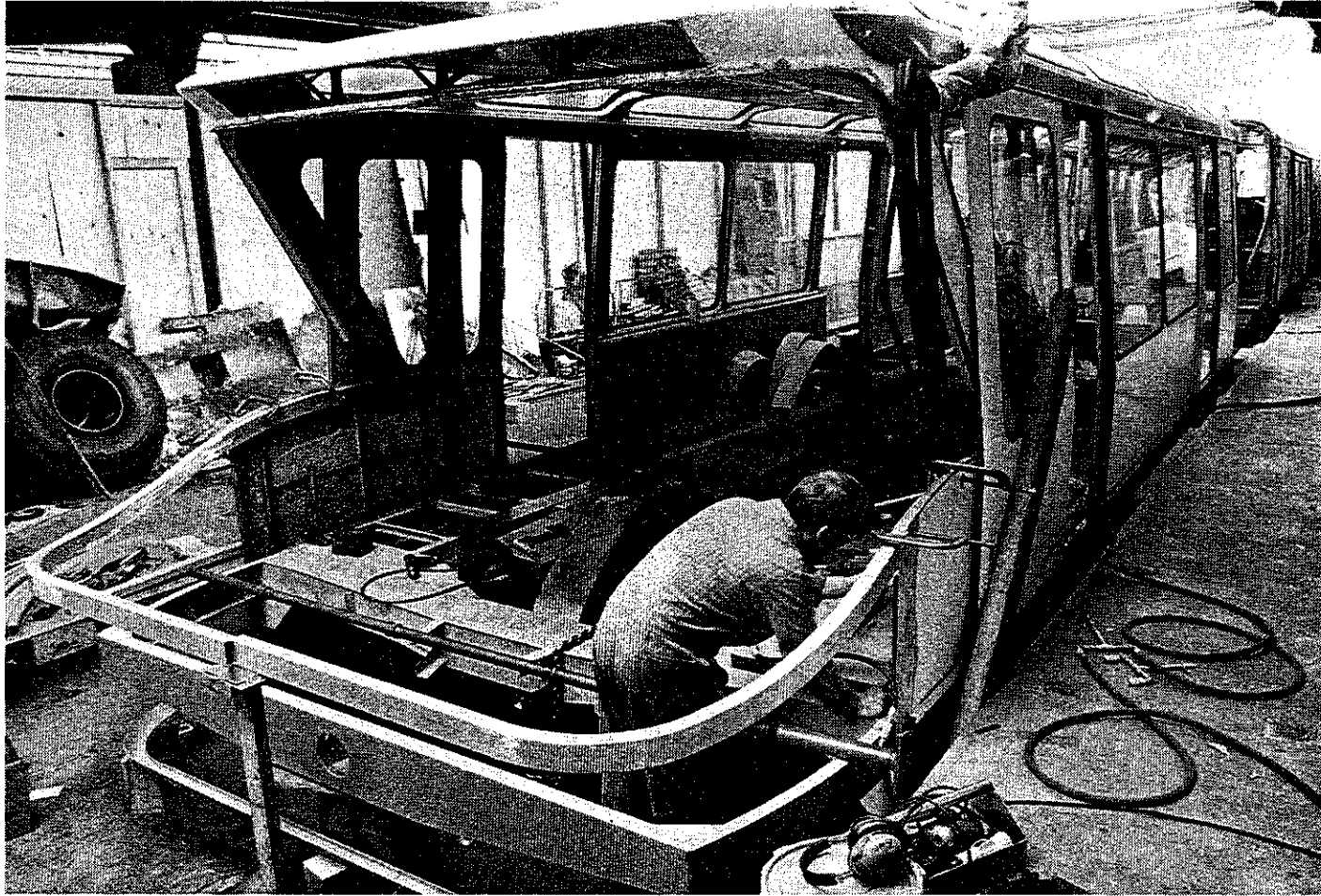
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Joseph Hawkins

All Metro employees are encouraged to contribute stories, photographs and ideas to the CTT. Send contributions no later than the end of each month for publication in the following month's issue.

CTT, 821 Second Avenue, Seattle 98104. Phone-447-6582.

Monorail reconstruction on the move



At the Seattle Center terminal, Bob Erdmann positions the jig during the reconstruction of the monorail. The train crashed last May when its triple-braking system failed.

The monorail crashed last May, and many of us have more or less forgotten about it.

The few who haven't forgotten include six Atlantic sheet metal workers currently reconstructing the front end of the blue monorail train that crashed on May 21 at the Seattle Center terminal.

The accident occurred when the train failed to stop at the Seattle Center terminal. Investigation of the cause won't be complete until the train's front end is repaired and it can be test-driven.

The front end of the blue train was caved in nearly one foot when it jammed into a vertical steel I-beam safety bumper on the end of the track. Driver Dave Carter estimated train speed at impact at 10 miles an hour.

GEORGE TAGUE, LEAD MAN for the repairs, and worker Al Blanes have some knowledge of how to do the

repair work. That's because they both worked on the reconstruction of the present green train when it was wrecked in 1971.

Tague said when he first heard of the accident he recalled the grief of working on the monorail because everything had to be hand-made.

The crew had its work cut out even before the construction began when the men had to learn how to use the metric system to read the blueprints. "The blueprints are so accurate," Tague said, "that if they say it's 2,196 millimeters, then that's what it is."

All of the new parts for the train are being made at the Seattle Center terminal except for one of the front support bars. Using a jig kept from the first accident, Seattle City Light made the support bar that has saved about two weeks of design and construction time.

TO MAKE MONORAIL parts machi-

nery was brought in from the East base. "It was quite a task to get the machinery in and to get the electricity going," Tague said. One piece, called a shear, was not lifted to the working platform because of its weight and shape. "The movers had a hard time just getting it into the terminal for us to use because of the small area it had to get through," Tague said.

Other workers besides Tague and Blanes who have found their work very interesting include Ralph Arnold, John Cunningham, Bob Erdmann and Fred Zingleman. The only problem the workers have encountered has been the Seattle heat wave.

The train in the 1971 accident wasn't returned to the tracks until March 1973—almost two years later. Tague said he hopes to see this train completed by late September, when it will be tested. The test may help to determine what caused the accident.

Metrograms

Energy Forum Northwest will sponsor a two-day conference on "Energy and Neighborhoods" in the HUB at the University of Washington on September 29 and 30. Panels, speakers, bus tours to local sites and small group workshops will be featured. For more information contact Don Pendleton or Ellen Kampel, Energy Forum Northwest, 316 Lewis Hall, UW, Seattle 98195, or call 543-0980. Energy Forum Northwest is a part of the Office of Community and Organization Development in Continuing Education at UW.

This fall employees in King County will have the chance to give to the American Cancer Society through United Way in King County. "The major share of our increased funds will be used to establish and promote a new cancer detection and education program among employees," said Dr. William Bush of the Cancer Society. The Cancer Society joins 100 other United Way agencies in King County. Services include adoption, counseling and foster care for youth and special workshops for people with handicaps.

Metro's safe driver recognition program will begin in mid-September as part of transit's overall safety program. Drivers will be awarded belt buckles, plaques, watches and rings depending on the number of safe driving years they have. These awards will be presented by transit department management to operators with no preventable accidents at special events three times annually.

The 2nd Car Owner's Manual is fresh off the press. Each employee may get a complimentary copy from the Customer Assistance Office on the fourth floor of the Exchange Building. The manual includes a Seattle-King County transit service map.

Mike Myers, training specialist in water pollution control, says employees can get their names on a mailing list for the free newspaper *Northwest Photography*. To get your name on the mailing list call Mike at 477-6578. The newspaper is published monthly by the Yuen-Lui Gallery. Myers would also appreciate suggestions about what kinds of activities a Metro photo group could participate in.

Candidates in the State Retirement Board elections held this year included Eunice J. Cochran, senior secretary in transit development, Ray Drebin, right-of-way and property supervisor, and Glen E. Meldahl, transit operator. None of the Metro candidates won, however. Louis DeWaele, Highline School District Number 401, was reelected to office. Harry Fujita, records coordinator, served as Metro's election officer.

In the news

After at least a year in which to identify compelling reasons for having King County take over Metro's water pollution control and transit operations, county officials still have not made a persuasive case for the merger.

Among those who remain unconvinced: The Seattle City Council and dozens of mayors and other local officials in suburban communities.

—Seattle Times

Application of herbicides to kill milfoil growth in Star Lake near Federal Way was blocked yesterday by King County officials.

Several Greenpeace demonstrators who had threatened to stage a "swim-in" to thwart the herbicide treatment found no need for the protest, but went swimming in the 90-degree sunshine anyway.

—Seattle Times

Downtown Bellevue bus riders will get quick and efficient service starting September 17, and the fare—if a passenger stays downtown—will only be a dime.

The Bellevue City Council authorized City Manager Bill Parness to sign the agreement with Metro Transit for upgraded service for which the city will subsidize the costs.

—Seattle Times

Following two accidents, one of which hospitalized a woman, Metro has asked the City Engineering Department to cure a "very hazardous condition" created by the Pike Place renovation at First Avenue and Pike Street.

Metro buses slide out of control, at times when drivers apply the brakes on the bricks laid last year at the intersection.

—Seattle Times

The toxic herbicide 2,4-D, that has been linked with cancer and birth defects, was sprayed near the Green Lake reservoir, but Water Department officials are certain none entered residents' water.

—Seattle Times

President Carter's call for an extra \$10 billion to finance public transit over the next decade could prove a big financial boost for Metro and similar agencies around the country, Metro Executive Director Neil Peterson said.

Metro Transit should be able to get at least \$200 million of that sum, Peterson said, but he added that he'd like to see Carter go farther in emphasizing transit in the Administration's energy program.

—Seattle Post-Intelligencer

Metro wants people to stop for a moment and think about water.

And to bring across the point that clean water is everyone's job, Metro is sponsoring lakeside gatherings, tours, a sailboat race and even a special night at a Sounders soccer match.

—Kent Daily News Journal

Two trolley lines will go into service September 15, the Metro Council was told. They are Route 2 Queen Anne-Madrona, and Route 10, downtown-Capitol Hill.

A third trolley route, Route 14, serving Mount Baker, will go into service in October.

—Seattle Times

In what may be a classic confrontation over state versus government authority, the State of Washington says the Environmental Protection Agency is over-interpreting its power in regulating the federal Clean Water Act.

The state Department of Ecology filed suit here Friday in United States District Court asking that the EPA not be allowed to implement a rule which permits the federal agency to bypass the state in granting money to Indian tribes.

—Seattle Times

Riders flock to buses in July

As fuel prices climbed and gasoline lines stretched for blocks early this summer, Seattle and King County residents turned to public transit at a phenomenal rate. Over 4.7 million passengers rode Metro buses last month, 17.8 percent more than rode in July 1978.

Metro normally experiences about a ten percent annual rider increase, but monthly growth figures since February have been consistently higher.

Suburban ridership, based on a smaller base of total riders, grew even faster during July than Seattle city ridership did. Metro had more than a million suburban passengers in July. That total is 51 percent higher than ridership for last July.

Suggestion awards

William Howson, transit operator at the Atlantic base, was awarded a merit certificate for his suggestion to give each driver an update of driving, transfers and safety procedures and techniques every 18 months to two years. Transit instruction said a four-hour refresher course will be developed for drivers to take every year.

Fred Jorgensen, senior operator at the Renton treatment plant, was awarded a merit certificate for his suggestion to paint or glue numbers on the sludge depth samplers 5 through 8 and to remove the paint from 1 through 4 and do the same. The water pollution control department said the idea has been suggested before, but it was not successful because the paint stains and chips off. Pieces of white formica or plastic, however, will be installed in the troughs of samplers 5-8.

Drivers-of-month named for July and August

Metro's operators of the month for July and August have been chosen.

The outstanding drivers for July are William E. Harden, Kim G. Mortensen, Kenneth R. Strom and Robert D. Mertel.

Atlantic driver William E. Harden has received safe driving awards for the last five years along with excellent attendance and discipline records. He has also received many commendations for helpfulness and superior driving ability.

Kim G. Mortensen, from East base, has a perfect safety record—six years of safe driving in six years of employment. He also has excellent attendance and discipline records, along with three commendations for thoughtful, courteous service.

Kenneth R. Strom, from North Seattle, has received safe driving awards for the last 26 years. In 31 years of service he has maintained excellent attendance and discipline records and received several commendations for helpful, courteous driving.

From South base, Robert D. Mertel has exhibited excellent performance in attendance, safety and discipline.

The August operators of the month are John A. Thompson, Arthur J. McLeod, Robert M. Calton and Thomas W. Spell.

Atlantic driver John A. Thompson has received safe driving awards for the last 15 years. In 19 years with Metro, he has accumulated many commendations citing his helpfulness and courteous service.

Arthur J. McLeod, from North Seattle, has received safe driving awards for 22 years and been recognized for good work performance.

From South base, Robert M. Calton has exhibited good work performance,

Lab equipment coming

The water quality division is developing a new laboratory at 410 West Harrison. It will be equipped with the most modern instrumentation available.

Metro needs the laboratory to fulfill requirements for federal Environmental Agency grant-funded project to determine the presence of toxic materials in the wastewater and the effect these materials have on the environment.

One of the instruments Metro will buy is a mass spectrometer. This instrument will be used to test for trace quantities of organic materials that EPA has identified as highly toxic or capable of causing cancer or birth defects in humans. Knowledge about their existence and quantities present



Backward glance

The aeration gallery is a pretty noisy place, according to the expressions of these Lake Hills Elementary School children. Tom Horan, operations supervisor at the Ren-

ton treatment plant, gave the students and their cadet teacher, Janet Reagan, a tour of the plant in 1972.

with excellent attendance, and a good safety record.

In his 11 years of service with Metro, Thomas W. Spell from East base has received safe driving awards for nine years with five commendations for helpful service to elderly and disabled citizens. He has established himself as an outstanding operator.

Retirements



Esther B. Nelson



Florence Peters

Rita Domde	Secretary	7/7/79	11 years
Wendell Duncan	Transit Operator	6/9/79	23
Glenn Lambert	Transit Cashier	6/21/79	33
Norman Lancaster	Transit Operator	6/20/79	33
Esther B. Nelson	Accounting Technician	5/4/79	27
Florence M. Peters	Senior Clerk	8/3/79	21
John A. Senear	Transit Operator	7/11/79	30
Don Zier	Transit Operator	7/7/79	33