

# CTT Clearwater Transit Times

Published for its employees by the Municipality of Metropolitan Seattle

May 1980

## Quick work repairs damaged pump station

**West Seattle park beaches, waters of Puget Sound unharmed by sewer discharge**



Metro workers repair a broken valve at the Murray Avenue pumping station in West Seattle. The April 22 malfunction forced diversion of wastewater into Puget

Sound, but no significant environmental impact resulted. Metro repair crews had the station back in service in two days.

A broken valve in Metro's Murray Avenue pumping station in West Seattle forced the diversion of about 3.7 million gallons of wastewater into Puget Sound on April 22.

The Barton Street pumping station was also closed because of the malfunction.

Signs were posted to warn clam diggers and swimmers about the danger near Lowman Park, the Fauntleroy ferry dock and the south beach at Lincoln Park. Residents in the area received leaflets from Metro explaining the wastewater diversion. These leaflets were delivered door-to-door by Metro public services department staff to make sure all residents of the affected area would be notified.

Metro completed repairs on the broken valve the afternoon of April 24, after crews and electricians had worked long hours to alleviate the problem. Both the Murray Avenue and Barton Street pumping stations went back into service that day.

The tides and current dispersed the wastewater within 24 hours. Water quality division personnel took water samples throughout the weekend at eight different points along the shore.

On the following Monday, the Seattle King County Department of Public Health reopened the beaches.

## Peterson delivers 'State of Metro' address

*The complete text of Neil Peterson's "State of Metro" speech appears as a special insert to the CTT.*

Neil Peterson gave his annual "state of Metro" speech before the Metro Council May 1, as he reviewed the major policy issues during the past year and addressed the upcoming issues for 1980.

Throughout the speech he stressed Metro's responsibility and responsiveness to community concerns.

The executive director talked first about water quality issues. "We can be proud of the water quality we've got here," he said. "The major issue in front of us is protecting it."

Application for a waiver from the federal government requirement on secondary sewer treatment was one of the key programs approved by the Council this year, he said.

In other areas, Peterson told the group, "You authorized a major

three-year research effort in looking at toxic substances. There is no other area in the country that is looking at toxicants with the kind of attention that we are."

He also said the Council will have to find some creative way to reuse sludge in the environment in the coming year.

Peterson addressed other key items regarding transit. He said Metro's main responsibility was "to carry more people."

"In 1979 we carried nine million more people than in 1978. Today we're carrying 54,000 more people than we carried the same day last year," he said.

Metro's bus fleet has increased 43 percent from two years ago, with a total fleet size of 1,014, Peterson said.

"We already had the largest fleet of articulated buses in the country, 150. You've also approved the purchase of 202 new articulated buses," he said.

Other important transit pro-

grams that made headway this year were the doubling of monthly pass sales, the increase of 63 firms who subsidized monthly passes for employees, and the huge increase in service hours.

Peterson said that the doubling of the number of women bus drivers in the last two years, the operation of accessible coaches and initiation of a five percent bidding preference for women and minorities were

### More articles coming

Senator Warren Magnuson announced April 28 that the Urban Mass Transportation Administration (UMTA) will grant Metro \$38 million to help pay for 202 new articulated buses.

The federal commitment came two days before Metro's contract was to expire with M.A.N., a German bus builder.

"Had we not been able to secure the federal commitment by May 1, Metro would have been forced to

re-negotiate the purchase at a higher price," Magnuson said.

Metro will contribute \$11 million along with \$4.6 million in additional federal funds to complete the total bus purchase of \$53.6 million.

The 202 new bending buses, which will begin arriving in late 1981, will increase Metro's fleet from about 900 coaches to 1,100. Metro already has the largest fleet of articulated buses in the country with 150.

# Metro cyclists: At home on all kinds of wheels



Members of the Metro Cyclists form up in driver Tom Edwards' driveway before setting out on a weekend excursion to Victoria. Anyone with a "street legal" motorcycle is welcome to join the club.

What does a bus driver do to get away from it all?

"Go for a drive" is the answer for a group of Metro drivers. But they've added a new twist to the "busman's holiday" syndrome: They go on motorcycles.

The Metro Cyclists are a far cry from a motorcycle gang, but Atlantic base driver Tom Edwards says they still turn a few heads when 10 or 12 of them roll into a small town on their big road bikes.

Edwards is in charge of public relations for the club, which has more than 29 members. More than half are Metro employees, mostly transit operators and mechanics. Atlantic base driver Jim Ross is the president, and the recording secretary is Atlantic base driver John Wade. "We'd like to get some water quality people in the club," noted Edwards.

The Metro cyclists meet at 10 a.m. Sundays at Atlantic base. Anyone with a "street legal" bike is welcome to join them. Typical activities include a recent trip to look at Mount St. Helens and a weekend visit to Victoria last month. A three-day camping trip to Hope, British Columbia is planned the Fourth of July weekend, and the club will hold a trophy run in August.

The Metro Cyclists have been around since 1974. Said Edwards, "It's a great way to get away from it all."

## Ashley to run for state office



Evelyn Ashley

Evelyn Ashley, who served King County water quality and transit interests for two years as Metro's representative to the state legislature, left the agency the first week in May. The next day she officially

announced her candidacy for Washington Secretary of State.

Her Metro colleagues wished her well at a coffee and cookies reception in the Exchange Building.

In addition to her Metro position, Ashley has professional government experience on the district and Washington, D.C., staffs of Senators Jackson and Magnuson and Representative Brock Adams and on the staffs of state administrative and legislative agencies. She has been active in Washington politics for more than 20 years.

If she is elected Secretary of State Ashley said she wants "to make our state a leader in making voter registration and the voting process accessible to as large a segment of eligible voters as possible."

## Mattsen, Boggs take executive posts

Executive Director Neil Peterson has announced two major appointments in Metro's executive department: an in-house attorney and an assistant to the executive director.

Taking effect on April 8, the

appointments are aimed at allowing smoother, better coordinated and more responsive management. They will also "provide more opportunity for me to focus on long-range operational and planning issues," Peterson said.

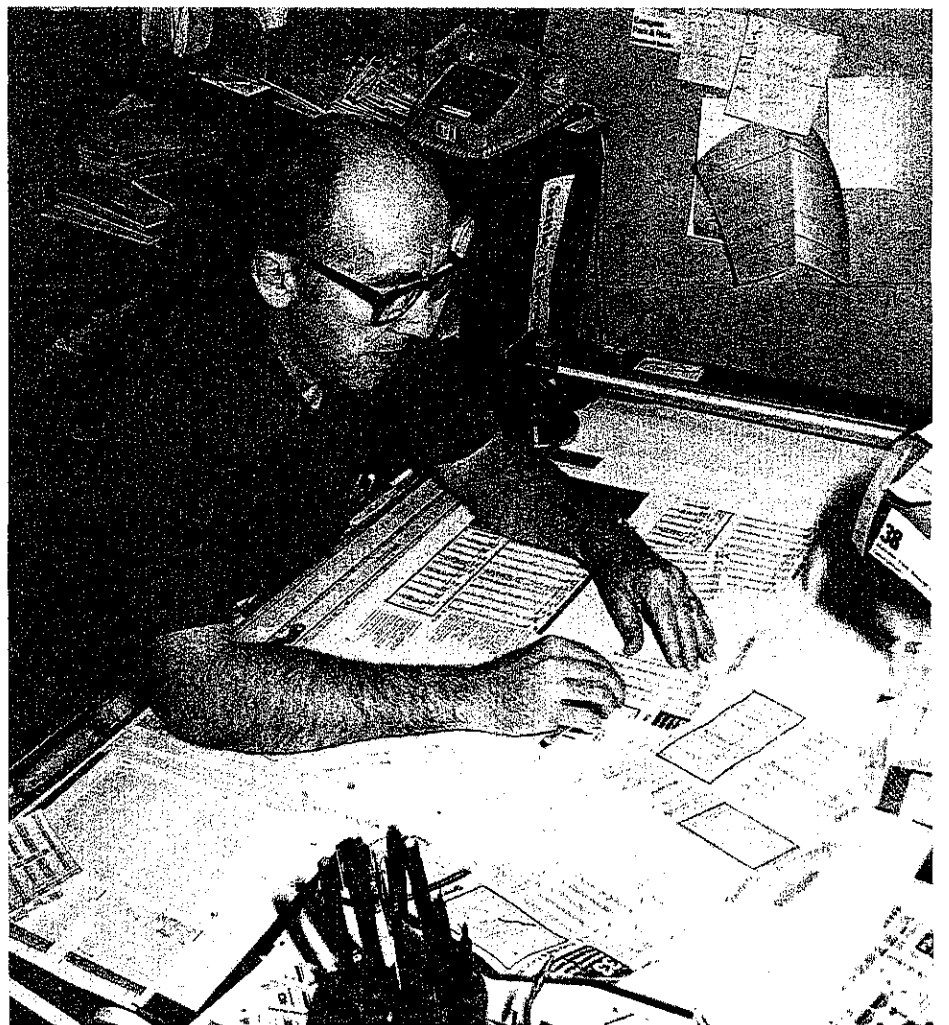
Richard A. Mattsen, a former senior attorney in the state Attorney General's office, has been appointed legal counsel for Metro.

Mattsen is responsible for administrative legal matters, such as preparing contracts and resolutions and interpreting laws and regulations. The position was created by the Metro Council in January.

"We are very pleased that Metro was able to attract a person of Dick's outstanding caliber," said Peterson.

In the other executive staff reorganization move, David Boggs has been named assistant to the executive director, a new director-level position that replaces the former special assistant position.

Boggs will be responsible for day-to-day administrative matters, including management of the management-by-objectives program and formulating and coordinating executive-level assignments.



Graphic illustrator Paul Houston makes corrections on one of the 111 timetables that had to be updated for the May 24 transit service change.

## Running a bus system

### It's all in the timing

It takes more than buses, bases and treatment plants to deliver the transportation and sewerage services Metro provides. It takes the combined efforts of all 2,800 Metro employees.

While a coach and operator are the most obvious ingredients for a transit route, equally essential is reliable information on where and when to catch the bus -- the timetable.

During the past few months Metro graphic designers have worked diligently on 111 timetables for the May 24 service change.

"There are over 10,000 bits of

information on a six-panel timetable," said Paul Houston, Metro graphic illustrator. "Some changes are very complex and others only need a few words or numbers changed."

Most timetables are revised several times a year. Houston said every timetable was changed this time around because of the new fare increase information. About a third had map changes.

More than 2.7 million timetables were printed from the revised designs and distributed for the convenience of riders.

## CTT

Vol. 8 No. 5

May 1980

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

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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.

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# State of Metro Address

Executive Director Neil Peterson delivered a major State of Metro address to the Metro Council on May 1, 1980. The entire text of this address is presented here as a special supplement to the *CTT*.

Each year for the last three years, we've taken about 15 minutes out of a meeting that didn't really have that much on the agenda to review major policy issues you've addressed during the past year and which ones are coming this year. Sometimes we get lost in the nitty gritty of the agenda items and lose sight of some of the major policy issues. So several councilmembers mentioned last year that it would be helpful to take at least a few minutes out to recount where we've been and where we're going.

## Water Quality

With respect to water quality, obviously our job there is to protect the waters that we've got. There's just no question that the people in this area value that clean water more than almost anyplace in this country. It contributes to our lifestyle, our livability, our recreational opportunities and our economy. How are we doing in meeting that objective?

We said it before, and it's still true, that water quality is high right now in the Sound, in Lake Washington, the other major lakes, most of our rivers and some of our streams. We can be proud of the water quality we've got here. The major issue in front of us is protecting it, making sure nothing degrades it.

We're treating the sewage well in modern facilities with qualified personnel. We're being vigilant to future threats to water quality. The most apparent right now is the whole toxicant issue, which is getting a lot of national attention and which you've also addressed. The salmon enhancement program is an effort, obviously, to bring public attention and awareness to the stormwater urban runoff problems that each of you are dealing with in your community. The milfoil problem is one that is growing each year and is obviously one we've got to keep an eye on. We want to do all this with the least cost to the taxpayer, and we also want to do our planning with the maximum sensitivity to the land-use decisions that are being made by local governments with that responsibility.

What decisions have you made in the last year with respect to these objectives?

You adopted the 25-year facility plan for the western side of our service area -- the West Point service area. This includes the West Point treatment plant, the Alki, Carkeek, and Richmond Beach treatment plants. This facility plan had major policy statements in it that you adopted. You decided not to eliminate West Point. You also decided not to expand it but to maintain the West Point treatment plant at its current capacity for the future. You adopted a policy position to phase out at the earliest possible time Alki and Carkeek treatment plants, one of which is in a residential park area and the other in a city park. Regarding the Duwamish plant, you decided to hold off on the decision on the advisability of a new plant in that area, serving primarily the industrial waste, until we see the result of the toxicant study. And, you decided to seek a waiver from the federal government's requirements on secondary treatment.

The second major policy decision you made this year was a unanimous vote to apply for that waiver. As you recall, the federal government in 1972, with the Clean Water Act, passed a law which set national goals for clean water. But they made a mistake by also including in that law the means to accomplish that -- how to do it -- and they told us it must be done by going to secondary treatment. Well, this Council has been on record for a long period of time, even before that act, saying that obviously our goal was the same, but there are other ways to achieve that objective. The wisdom of that policy statement is even more apparent today with the federal funding cutbacks and the total review of the Clean Water Act that is occurring as a result. The Council's position is that scarce funds should

be applied where real problems exist and that public funds should not be spent on improvements--major capital improvements--that will bring no measurable improvement to water quality. We hope to hear this year on the status of that application to the federal government.

The Council also took important steps to make sure that we stay vigilant to future threats to water quality. You authorized a major three-year research effort in looking at toxic substances. This is a unique enterprise. There is no other area in the country that is looking at toxicants with the kind of attention that we are. You want to know if there are problems out there, and you want to know where they're coming from if there are and what to do about them. You want to know the most cost-effective way to deal with them if we do have problems. At the end of three years, we will know more about the toxic substance issue than anyplace in the country, and most importantly, we'll know about the problem in our area so that we will know what we can do about it.

Secondly, you authorized a 1980 program to deal with milfoil, which is becoming more and more a problem. It's affecting the recreational use of some of our most important lakes in the region. You also adopted an herbicide policy -- a very controversial area but one where the Council clearly warned all citizens of the danger of three specific herbicides and yet at the same time gave helpful advice about what lakeside residents can do to deal with the weed problem in their areas.

The Council also took actions to reaffirm its support of its policy position -- I'm talking about Resolution 2933 -- making sure that sewers do not create growth, but rather that all sewers should be consistent with land-use decisions made by local governments.

Specifically, you initiated the Renton treatment plant study. This is a study of the facility needs on the east side of our service area for the next 25 years. This study is looking at all of those issues. It's had involvement of some of the councilmembers in the selection of the consultants, and it's had extensive citizen involvement and will have much more before those issues come back to the Council for decision.

You also approved a revised county general sewerage plan which will assist in the future protection of wetlands, floodways, and agricultural lands, which potentially would be in danger through annexation or development in the future.

Those are the major policy decisions you made on water quality this year. What are the issues that you will be facing in the next 12 months?

First, you will be reviewing the Renton planning study drafts. As I mentioned, this will deal with the issue to establish a policy for the non-sewered areas of the county -- a policy which at the same time has to be responsive to local land-use decisions but also has to provide a protection to water quality. That will be a very difficult decision.

Secondly, in that study, you'll need to make a decision on how to deal with the increased flow of sewage that's coming into our Renton treatment plant in already-sewered areas. In the next year you'll be reviewing the results of this summer's milfoil program, and you'll want to develop a long-term herbicide and milfoil control policy.

You made a decision this past year to increase sewer rates on a graduated year-by-year basis. In the budget process during the next five weeks, you'll be facing the second year of the step increase in our rates. Having just returned from Washington, D.C., I can tell you that the federal funding situation looks

extremely bad in the water quality area. Just to give you a sense, Congress authorized a \$5-billion-a-year program. They appropriated last year \$4.1, they appropriated this year \$3.4, and now the President is deferring that. The question for next year's appropriation is wide open--there's talk about reducing the maximum to 50-50 and all other kinds of things. We've just lost our major supporter on the Senate side--Senator Muskie--on this bill. So the federal financial picture is not good and will require us to take a much closer look at our expenditures in the future.

Finally, the fourth area where you'll be spending a lot of time in the next year is in the area of sludge. On Wednesday the federal government issued draft guidelines that termed sludge "a hazardous material." This is an unbelievable decision on their part, but it gives you some sense of the types of issues that are being debated nationally about what to do with the sludge in this country and the kind of effort that we're going to have to make to try to implement the kind of direction that you've given us thus far--which is to try to find some creative reuse of that material in our environment.

Before I move on to transit I want to mention two other things that concern the agency as a whole, because one of your jobs is to make sure that this agency stays responsive and a good citizen and a good member of this community. Two things stand out that you did this year that fall into that category. The first is your continued attempt to improve our minority business enterprise program. As you know, we have one of the best going. We've had tremendous success on construction and consulting contracts. Twenty-two percent of all construction money last year went to minority firms and 29 percent of all consulting contracts did. The area where we need to improve is on purchasing of materials and supplies, and you allowed us to initiate a 5 percent bidding preference for those types of purchases in the future to see if that could help improve our performance in that area. You also allowed us to waive the bid bond and permission to utilize a performance bond in the future, which I think will also be helpful.

With respect to affirmative action and equal employment opportunity, 1979 saw a 16 percent increase in minority employees over 1978. Nineteen and six-tenths percent of all Metro employees are from minority groups. The number of women bus drivers had doubled in the last two years.

In the elderly and handicapped area, there are many things we could talk about. I would just like to focus on one. That subject is what's happened to the implementation of accessible service. There are 163 buses now operating every day in the system that are accessible. They are operating on 23 routes. In August of 1979 when we initiated the service, there were less than ten trips a day taken on those buses. In February we had 37 trips a day, and in March we had 73 trips a day. I think the message is that once the service becomes reliable and people know it's there, we're going to attract some ridership.

The second thing you did this year was to revise the special services program for the elderly and handicapped. You expanded it to more areas of the county that are not served well by taxis right now; you increased the discount from 40 percent to 60 percent on the scrip that they buy; and you also eliminated the income requirement on the disabled so that anybody who has an infirmity can utilize the scrip program.

## Transit

If our responsibility in public transportation can be spelled out clearly, it's to carry more people. The reasons for that and the reasons why are even more apparent today than they've ever been. We know about less congestion. We know about less air

pollution as a result of more transit. We know about more livable communities, more and better utilization of existing highways and the opportunity for mobility for many of our citizens who either are transit dependent, elderly or handicapped. But now, uppermost in our minds is the energy crisis and the ability to help do something about that by getting more and more people on the bus. Secondly--as a way of helping to fight inflation--when the family budget dwindles, this is a nice alternative. So the reasons why are even more apparent today than they've ever been.

How are we doing in meeting our objective of carrying more people? Well, you know the figures. We've got a record increase over the last three years--1979 ridership was 17.8 percent more than the previous year. We carried nine million more people in 1979 than we carried in 1978. The first three months of this year we had a 28.2 percent increase over last year's record. There is no agency in the country that is close. In March this year we carried over one million more people than we carried in March last year. Each day we're carrying 54,000 more people than we carried the same day last year. In 1979 nationally, the ridership went up 6 percent.

In order to achieve these ridership gains, three ingredients are essential. First you have to have the equipment to put out on the streets. Secondly, you have to have the manpower, the organization, the people to drive and maintain that equipment. Third, you have to have the revenues to finance and pay for the new service. Let's look at the decisions you made last year aimed at those three ingredients.

With respect to the fleet, the equipment, you ordered, not only last year but the year or two previous to that, more buses. We received many buses last year. Let me just tell you what the fleet is today compared to two years ago. Two years ago, the fleet was 710. Today it's 1,014--a 43 percent increase in the fleet in two years. There are many agencies in this country that are not able to respond because they are fleet-restrained--Denver, one of the best agencies in this country, being one. This kind of a record of aggressive buying is really something to be very proud of. You've also approved, this year, the purchase of 202 new articulated buses, and Senator Magnuson announced Monday from Washington, D.C., the award of that contract--and we signed it the next day. We already had the largest fleet of articulated buses in the country, 150, and the first ones of this new order will be arriving in November of 1981. That's what you did on equipment.

With respect to people, manpower, and organization, let me just make a couple of points here. In 1979 we hired 798 new drivers. We trained them, and we put them out on the street. Our accident rate went down 11 percent, so there's no question of the ability of training in the organization. But what we've got to keep an eye on is the ability to assimilate this growth and still maintain quality.

Secondly, we responded in times of real need. I guess the snowstorm was probably the best example of where on a given day 80,000 more people would board our buses than did on a normal day. And all this occurred when we were undergoing a change in leadership in the transit department with Chuck Collins resigning, Jess Dawson coming back for six months from retirement and then Jerry Haugh assuming his new role. I think those of you that have gotten to meet Jerry know that we've got the best guy in the country to serve in this position. But what our response really speaks well to over the last year, I think, is the performance of every member of the staff from the driver, the maintenance man, all the way up the line. They obviously did the job day to day, and the performance speaks for itself.

The most significant policy decision you made this past year was the decision to attempt to, as much as we could, respond to the demand that we were receiving in transit.

First, you decided to increase service levels dramatically. We had a chart in transit--and I thought I'd just take a minute on it for those who haven't seen it--but it really tells an unbelievable story. This chart is on the amount of service hours that we've had out each year in the last five years and the amount of ridership increase that occurred for each one of those years. In 1980, this current year, you authorized a service increase which is about equivalent to the amount of service we increased for the previous four years--it was that kind of decision you made.

The second decision you made is that you realized you had to finance that service and authorized a fare increase--which was the only option you had under the powers that you had at that time in order to get this service out. It was the second increase in 18 months and was not an easy decision--it was one that was difficult to make. You also said that the 100 pass-ups that are occurring each week and the 20 percent of our service that is exceeding your own council-adopted standards on overloads--which is having to stand more than 20 minutes on a trip--are too many. Twenty percent of our service exceeds overload standards every day. One hundred pass-ups every week--maybe this figure is even low. You asked us to go to Olympia to see if we could get some additional relief. We came back with some assistance--\$3 million in a one-time appropriation to allow us to add about 7 percent more service. The legislature also increased your flexibility in dealing with future revenue issues by giving you the option to go to the voters for an increase in the local option sales tax.

All these decisions were critical to doing our job as the public has asked us to do it. These decisions also create a climate for each individual choice to take place. Essentially, what we're doing is that we're allowing individuals to make a decision in their daily lives on whether or not to take that bus. And when provided the opportunity for that choice, more and more are turning to transit. In addition, the private sector is responding. The significance of Sea-First's decision to underwrite 100 percent of the cost of transit passes for 3,000 of its 5,000 local employees cannot be overstated. It has received national attention. It signals the recognition by the employer of the value to the employer of having the employees get to and from work with the least hassle. It also signals the recognition on the part of the employee--the value of a transit pass is a fringe benefit. Sea-First, as of today, is only one of 81 firms which are subsidizing in some part the monthly pass for its employees. On this date a year ago, 18 firms were doing it. Monthly pass sales were 43,000 last month. A year ago, the figure was 24,000. A year ago we had four subscription bus routes. Today we have 27--in fact six were initiated today. The point here is that we're creating an opportunity for individual decision-making and private sector decision-making.

What are the major policy issues the Council will be facing in transit for the next year?

First, in the next five weeks, you'll be addressing the issue of what level of service to provide in 1981. The major policy issue will be whether to finance that through another fare increase or by going to the voters, possibly in September, to approve an increase in the local option sales tax.

Secondly, the unbelievable inflation that this country is experiencing at this time also has an impact on Metro. Fuel costs increased more than 153 percent since January of last year. Fuel represents 11 percent of our budget. Labor costs represent 80 percent of our budget. This fall, negotiations will begin with the Amalgamated Transit Union for a new contract.

Third, in the next few months, you will be discussing and adopting a Transit 1990 plan--something similar to the plan you adopted eight years ago--a Transit 1980 plan. This long-range plan provides a blueprint for service-level decisions over the next ten years as well as capital decisions--both facilities and

equipment. The kind of question you'll be addressing--policy issues you'll be addressing in that process--is should we set a goal of doubling our service over the next ten years? Eight years ago we were carrying 30 million people. We doubled that and set a goal of 60 million for 1980. Should we double that for 1990? Where should the service be provided in the future? Should we attempt to serve the other major employment and activity centers in this region as well as we serve downtown Seattle today? Should we provide direct, non-transfer service to the major employment destinations without riders having to go through downtown Seattle? Should we provide off-peak service in the outlying areas of the county that provides riders the ability to get to and from any community at least at any hour of the day? Should we plan for the capital equipment and facilities necessary to provide the service outlined--more buses, five new maintenance bases, more park-and-ride lots? Can we make a special effort to decide to acquire exclusive rights-of-way for our buses on our major arterials, highways and at the major congestion points--particularly downtown Seattle?

To the extent that our equipment gets caught in traffic congestion, two things happen: time is added to the rider's trip, and time increases our labor costs and operating costs. Perhaps most important, though, on exclusive rights-of-way is the need to provide the rights-of-way for future advance technologies which our children will need as they begin the first years of the next century.

These are the types of policy issues that you'll be addressing in developing a 1990 plan. The financing of that plan will be as critical a decision as the plan itself. Up to now we've financed our system through a partnership--a partnership that included four entities: the rider, the taxpayers of the local option sales tax, the state through the use of motor vehicle excise tax monies collected in this area, and the federal government primarily through the capital grants program. In order to finance the systems expansion over the next decade, we will need to renew the partnership that we formed in the 1980 plan. Each partner will have to increase its contribution if we are to be able to carry out and achieve the kinds of goals that we will set out, that you will establish in the 1990 plan: the rider through increased fares that at least keep pace with inflation; the taxpayer through approving an increase in the local tax contribution; the state by recognizing the true value that public transportation plays to the state as a whole in allowing us to retain more of the MVET collected in our own area on our own automobiles; and the federal government by a major increase in capital grants so that we can build the kind of infrastructure over the next ten years that we need for mass transportation.

That's a quick run-down of the issues of the last year and the issues that I see for the coming year.





Metro runners Glenn Artim, Kim Lebert, Roy Harrington and Sue Williams, from left, start a lap around Green Lake. Williams recently qualified to enter the Boston Marathon.

## Metro group takes running seriously

Metro photographer Pia Luppino Doss met the Metro Running Club members at Green Lake. "I've never photographed joggers before," she said.

North base drivers Kim Lebert and Sue Williams and Atlantic base drivers Glenn Artim and Roy Harrington glared at her. "We're not joggers. We're runners."

Doss tried a safer subject -- the weather. "It's good the sun's out. I could never understand those people who run in the rain."

They glared again. "We run rain or shine. It doesn't make any difference." They started running and Doss took the photos.

Metro Running Club members don't eat nails and raw meat for breakfast, but they do take running seriously. Williams, for example, isn't content just to run marathons. Next year she's going to run the Greek marathon -- over more or less the same course that established the 26-mile 385-yard distance 25 centuries ago.

Serious runners like to encourage others to join their sport, so beginners are welcome into the Metro Running Club. One advantage for beginners is that the club is a good resource for finding out what equipment to use and learning sound training methods.

The club meets once a week for practice. The runners meet at 2:30 Monday afternoons near the lower Woodland Park parking lot, between the tennis courts and the track. For more information call Sue Williams at 782-2168.

## Gallagher named computer manager



Gary Gallagher

Gary D. Gallagher, former computer service systems supervisor, has been named the new manager of computer services.

Gallagher, who joined Metro in 1974, worked with the Safeco Corporation for seven-and-a-half years as a systems analyst and then as a supervisor.

A Roosevelt High School graduate, Gallagher got into the data processing field while in the Army and stationed in Germany.

"The real challenge with computers is teaching new methods," Gallagher noted.

Metro's first and only Metro Council chairman, C. Carey Donworth, will resign July 1 after 22 years of service. Donworth, one of the leaders of the citizen movement that created Metro in 1958, served 11 consecutive terms as council chairman. The Metro Council is now in the process of selecting a new chairman.

City Fair is scheduled for the Seattle Center June 6 to 11. City Fair is a look at what citizens are doing to improve housing, food, energy, health and air, water and waste systems. Citizens, community groups and public agencies, including Metro, will have displays at City Fair. For more information, call MetroCenter YMCA in Seattle at 447-4551.

The Lift-U Company of Seattle, manufacturers of the wheelchair lift used on Metro buses, recently presented its prototype lift to the agency as a gift. The Lift-U lift was selected by Metro after testing of a number of lift models. Metro now has 160 buses equipped with lifts. All new buses purchased will be equipped with wheelchair equipment.

Special commuter transit service is now available for employees of First Hill hospitals and medical facilities. The new subscription service is part of a special program sponsored by Metro and the Seattle Area Hospital Council. The service is designed to transport workers between locations near their homes or park-and-ride lots and the First Hill medical complexes. The new subscription routes will serve employees of eight First Hill hospitals, the Seattle Mental Health Center, Shepard Ambulance and the Puget Sound Blood Center.

South base operator Lloyd Marshall is now organizing an American Legion drum and bugle corps. All Metro employees interested in joining can reach Marshall at South base. The phone number is 242-9702.

On Saturday, May 24, transit fares will go up from 40 to 50 cents for one zone and from 60 to 75 cents for two zones. Monthly passes will increase in price to \$19 for one zone and \$28.50 to two zones. The fare for elderly and handicapped riders will jump from 10 to 15 cents. Also on May 24, spring service changes will go into effect which will add about 34,000 new bus hours.

Metro will present its long-range transit plan to citizens of King County for public comment and suggestion in June. Eight "Transit 1990" meetings throughout the county are scheduled between June 9 and the 19th. For information on dates and locations of the meetings in your area, call Paul Casey at 447-6352.

Ann Bugge' was the guest speaker at the Bellevue Chamber of Commerce leadership conference on May 10. The community involvement specialist spoke on transit budgetary matters, on the 10-year transit plan affecting the city of Bellevue and on ways the Chamber of Commerce can help Metro.

## In the news

Federal budget trimming is forcing the state to defer \$512 million of highway improvements planned for the next 18 months, state Transportation Secretary William Bulley told the Transportation Commission.

Among the "indefinite" delays: Interstate 90 between Seattle and the East Channel Bridge, the Tacoma spur off Interstate 5 and I-5 improvements near Olympia. --Seattle Times

The U.S. Army Corps of Engineers apparently has agreed not to experiment with herbicides in Lake Sammamish, a Metro spokesman said.

The corps had planned to test four herbicides on five acres of milfoil-containing water near Marymoor Park in Redmond this spring, but ran into considerable resistance from residents and Metro. --Daily Journal American

A \$20.5 million federal grant was awarded to Metro Transit to buy 116 new 46-passenger buses, pay for two park-and-ride lots, expand two other lots and double the trackless system.

The buses are being built by Flyer Industries, Ltd., in Winnipeg, Canada, at a cost of \$103,000 each. The grant, from the Urban Mass Transportation Administration, was announced by Sens. Warren G. Magnuson and Henry M. Jackson, and U.S. Rep. Mike Lowry. --Seattle Post-Intelligencer

Bellevue's Bel-Hop downtown shuttle bus will keep circulating for at least another eight months, the City Council decided.

In the wake of recent adverse publicity about Bel-Hop and its lack of use, the council approved a motion by Councilwoman Mab Tocher to send a letter to Metro Transit "stating the council's full support of the Bel-Hop experiment at least through the end of this year." --Daily Journal American

Things are jumping in the way of salmon runs on Mercer Island.

Three families with "nice, available sites" and a "strong interest" have been tentatively selected to foster salmon runs on their property, pending approval by the Wash-

ington State Department of Fisheries. --Mercer Island Reporter

The state should build an electric rail-commuter line along the "western corridor" from Bellingham to Vancouver, Wash., Secretary of State Bruce Chapman proposed yesterday at a press conference. --Seattle Times

Sludge from the sewer -- Metro will dump tons of it in West Seattle.

It doesn't sound particularly attractive -- in fact, it sounds downright offensive -- but this sludge will be put to good use. Out of the sludge will rise a beautiful arboretum, titled by South Seattle Community College for the enjoyment of citizens from West Seattle and the rest of the city. --West Seattle Herald

The Metro Council has until July 6 to do what it has never done in its 22 years of existence -- hire a new council chairman.

The task is to find a successor to C. Carey Donworth, a Seattle labor-relations consultant who has held the part-time job since Metro was created in 1958. --Seattle Times



## Backward glance

Seattle Transit takes delivery of a bus from the Office of Defense Transportation in this photo taken in 1943.

## Drivers get safety incentive awards

The 106 drivers cited here earned incentive awards from October through December last year. As a group, these operators have amassed a total of 1,004 years of safe driving.

During 1979 Metro honored 594 safe transit operators with a total of 3,836 years behind the wheel without a preventable accident. "While training and equipment contribute to safety, the most important factor is sensitivity," Transit Director Jerry Haugh said at award ceremonies April 22. "Those who are sensitive to safety at home are generally safe drivers."

The October-December honorees are:

Jack Field	31 years	Dan Kylo	14 years	James Ditolla	9 years	George Baker	4 years
Clifford Tabb	30 years	William Etheridge	13 years	Roy Donnelly	" "	James Gorham	" "
Freedly Cunningham	28 years	Howard Loss	" "	James Downs	" "	Donald Kane	" "
James Gardner	25 years	Neil Myren	" "	Eigil Hornli	" "	Larry Kingsbury	" "
Robert Burston	23 years	Willis Burton	" "	Harley Jones	" "	Russell Mayhew	" "
George Curtis	" "	Leon Ketner	12 years	Joseph Recchia	" "	Michael Moodie	" "
Arthur McLeod	" "	John Rice	" "	Robert Reed	" "	Joe Patterson	" "
Harry Keller	22 years	Charles Carlton	11 years	Richard Kinsey	8 years	George Richter	" "
Willard Schoellhorn	" "	James Craddock	" "	George Weeks	" "	Loretta Wood	" "
Adrian Aschenbrenner	21 years	Lawrence Johnson	" "	William Haberman	7 years	Susan Blue	3 years
Raymond Greggs	" "	Lloyd Marshall Jr.	" "	James Snoozy	" "	Larry Davis	" "
Cecil Talbert	" "	Robert Rothwell	" "	Robert Turner Jr.	" "	David Deal	" "
James Barnett	19 years	Gerald Bertellotti	10 years	David White	" "	Judith Fisher	" "
Vern Grove	" "	Charles Buren	" "	Roger Caldwell	6 years	Roy Holliday	" "
Harrison Neuharth	" "	Joe Ringland	" "	Thomas Day	" "	Robert Hubbard	" "
Vincent Cravens	18 years	John Sowden	" "	John Freberg	" "	Kenneth Huycke	" "
William Yakovich	" "	Kenneth Tate	" "	Donald Kneebone	" "	Charles Jackson	" "
Lawrence Fishel	17 years	Forrest Wright	" "	Ronald Robinson	" "	Elmer Johnson III	" "
Myron Carr	16 years			Terry Craighead	5 years	Thomas Keefer Jr.	" "
Edward Horspool	" "			John Gossett Jr.	" "	Douglas King	" "
Robert Summers	" "			Timothy Hale	" "	Mary Kirk	" "
John Thompson	" "			Brian Harris	" "	Raymond Long	" "
Roger Brewer	15 years			Mark Hartman	" "	Herbert McKenzie	" "
William Sellers	" "			Bryan Kibbey	" "	Donald Melton	" "
				Robert Lehnert	" "	Helen Roach	" "
				Edward Merida	" "	Donald Sciacca	" "
				Edward Merida	" "	Richard Sheetz	" "
				Martin Neiffer Jr.	" "	Donald Smith	" "
				Michael Queree	" "	Frank Smith Jr.	" "
						Lynn Swart	" "
						James Thompson Jr.	" "
						Michael Vietenhans	" "
						Paulette Washington	" "
						George Wirth	" "
						Loren Womack	" "
				William Anderson	4 years		



Jack Field receives a watch in honor of his 31-year safe-driving record.

## March drivers-of-month named

Mike Greene, Gene Austin, Jim Snoozy, Harrison Neuharth and Keith Daubenspeck were named Metro's "Operators of the Month" for March. Every month drivers are honored from each of the five bases in recognition of outstanding performance.

Michael N. Greene, Atlantic base, has earned a six-year safe-driver award and received five passenger commendations.

Elbert "Gene" E. Austin, East base, has earned an 18-year safety record during his 25 years of service. He has maintained excellent perfor-

mance records and received seven commendations.

Jim Snoozy, Jefferson base, has received numerous passenger commendations and earned a 27-year safe-driving award.

Harrison "Pinky" T. Neuharth, North Seattle base, has earned a 19-year safe driving award in his 20 years as a driver and received three commendations.

Keith M. Daubenspeck, South base, has earned a 9-year safe-driving award in his 12-year career and received six commendations.