

CTT Clearwater Transit Times

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Metro supervisors examine a Hungarian-built articulated trolley during a test run. The 55-foot trolley is on

loan to Seattle for three months.

Metro tests articulated trolley

Don't be surprised if you see an elongated electric trolleybus winding silently through the streets of downtown Seattle.

Metro is testing a Hungarian-built articulated trolley manufactured by the Ikarus Body and Coach Building Works. The company is represented in the United States by the Crown Coach Corp. of Los Angeles.

The 55-foot bending trolley carries 35 seated and 115 standing passengers. It has four double doors, and it can reach a top speed of 37 mph.

The trolley also features a Volkswagen gasoline engine that can be used in emergencies, enabling the coach to move at low speeds when it is off the trolley wire.

The coach, a factory demonstrator, is being loaned to Metro for three months. It will next travel to Vancouver, B.C.

The Metro Council's Transit Committee previewed the bending trolley on March 5.

"There are some concerns about articulated trolleys operating downtown," said Bob Neir, Transit Committee chairman. "But experience with diesel articulated buses has proven that they work very well in the central business district."

Metro is interested in articulated trolleys because they are an important part of the agency's 10-year Transit 1990 plan.

Transit 1990 plan would double bus service

Metro's comprehensive Transit 1990 plan—scheduled for final Metro Council consideration March 19—calls for doubling the hours of bus service through the next decade.

Under the plan, transit service would be increased during rush-hour and midday periods with more direct routes between residential areas and major employment centers.

Major regional transit centers would be established in Bellevue, Northgate, Southcenter and Federal Way. These, coupled with more than a dozen new community transit centers, would allow bus riders to make convenient transfers within their communities and to other areas.

"Metro is regarded as one of the very best bus systems in the United States," said Gary A. Zimmerman, chairman of the Metro Council. "But we can't afford to rest on our laurels. The Transit 1990 plan would make riding the bus an even more attractive alternative to automobiles."

THE TRANSIT PLAN suggests four alternatives for improving transit service in downtown Seattle: a transit and pedestrian mall, bus transfer terminals north and south of the business district, a bus tunnel or a combination of the mall, terminals and tunnel.

Another key element of the plan is the addition of nearly 200 miles of transit and carpool lanes and improvements in freeways and arterials. Park-and-ride lots also would be increased from 32 to 61 with capacity for about 24,000 vehicles.

Electric trolley enthusiasts would see the current trolley system more than double in size from 55 to 125 miles of electrified overhead wire. Metro also would assist in the purchase of up to 1,800 vehicles for public van-pool programs to serve areas where demand doesn't warrant full service.

TO FINANCE THE PLAN Metro would need to increase the sales tax collected for transit to the voter authorized six-tenths of 1 percent.

Bus fares, to rise with the rate of inflation, would continue to pay about 30 percent of the bus system's operating costs.

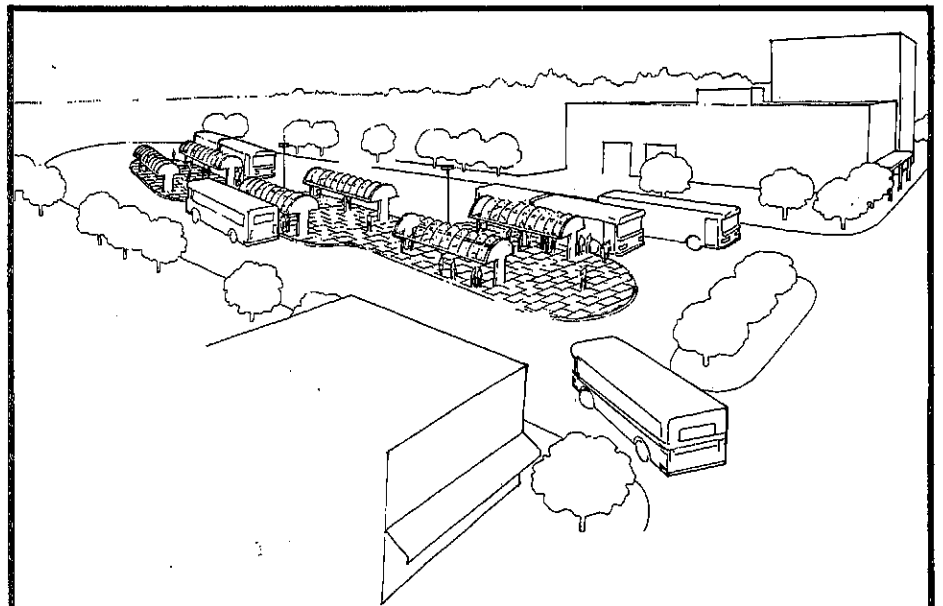
Continued federal funding would also be needed to complete the plan, and the state legislature would have to approve Metro's request to increase local transit's share of the motor vehicle excise tax from 1 to 1.5 percent.

The Metro Council Transit Committee unanimously voted to recommend adoption of the Transit 1990 plan at its March 5 meeting after

approving six amendments. These call for annual council review of priorities, establishment of transit/carpool lanes in the I-90 and route 520 corridors and improved transit in downtown Seattle.

The full council, however, voted 15

to 12 to delay final action on the plan until March 19 so that some members could study financing more carefully. Details of the March 19 meeting, not available at press time, will be covered in the *MetroFact* and *CTT*.



Typical off-street configuration

Under the proposed Transit 1990 plan, more than a dozen community transit centers would be constructed to make it easy for bus riders to transfer between routes. These centers could be built as off-street facilities depending on community needs.



George Jones, newly appointed manager of the purchasing and administrative services division, explains his plans to publicize the division's functions.

Jones named division manager

George Jones, former head of risk administration, has been named manager of purchasing and administrative services.

He has worked at Metro for seven years in the finance, budget and administration department. His appointment ended a three-month executive search for qualified candidates.

A Seattle native, Jones has not always been involved in purchasing. After graduating from high school, he worked as an engineering aide for a logging operation. And he worked in the construction industry for 15 years.

Jones has studied at Everett Junior College, North Seattle Community College and the University of Washington. He also has taken a variety of management-related courses from several colleges in the area.

The purchasing and administrative services division has been revamped to meet the needs of the agency better. The risk administrator and the energy advisor are now part of the division.

Also, the division will be evaluating possible inclusion of a function dealing with purchasing contract development and coordination.

Clerical services, office services and office facilities remain in the division under administrative services supervisor Shokichi Tokita.

A new purchasing supervisor and two new buyers will soon be added to the division.

"One of my main objectives is to enhance the purchasing function within the agency," Jones said. "I hope to make purchasing more responsive to user needs and make it more cost-effective."

Another goal that Jones has set is to publicize better the role of his division. Everyone in the agency will be invited

to a purchasing and administrative services open house. Handouts will be distributed to explain the division's role.

"We want to really make our presence known," Jones said. "We're basically service-oriented. We have to deal more effectively with people.

Reorganization: New water quality unit created

Metro's water quality and water quality planning divisions have been consolidated to improve the effectiveness of the agency's water pollution control efforts.

"The consolidation was undertaken so we can better perform our professional responsibility and improve individual potentials," said Chuck Henry, director of water pollution control.

John Lampe, previously manager of water quality planning, is in charge of the revamped division in the new

position of water quality superintendent.

Glen Farris is now manager of analysis, special projects and field activities. He is directly responsible for the conventional and toxicant laboratories, the field unit and the special project unit.

The reorganization involves relocating several employees from 410 West Harrison to the Exchange Building. There were no demotions, pay cuts or lost jobs.

Transit development revamped

The transit development division has been reorganized to increase efficiency and help clarify the department's role within the agency.

Several of transit development's work sections have been renamed. The division now includes service development, capital development, management information, transit planning and project coordination.

"Capital development used to be spread among three sections," said Jerry Dow, transit development man-

ager. "Now that function is handled by one section. We've tried to package work into different groups logically."

Transit-related liaison activities between the agency, the Metro Council and the Puget Sound Council of Governments is handled by the project coordination section in cooperation with the government relations division.

The new management information section, formerly called data management, includes the project control function.

Max performance: Robinson 'syncs' to the top

Who has the soul of Ray Charles, the energy of Jerry Lee Lewis and the audacity to impersonate both?

If you answered "Curtis Robinson" you probably were at the Blue Max a few weeks ago watching Metro's customer relations chief compete in the restaurant's lip-sync contest.

For the unenlightened, lip syncing is mouthing the lyrics of a song in sync with the recording.

To excel at this artform, the lip syncer must punctuate his or her performance with dramatic aplomb.

Robinson became interested in lip syncing after stopping by the restaurant for a drink one evening.

"There was a lip-sync contest going on featuring the music of the '50s and '60s," Robinson said. "I thought it looked like fun and decided to try it myself."

After competing in and winning several contests, Robinson advanced to the lip-sync championship, sponsored by the Blue Max and a local travel agency. The grand prize: an all-expense-paid trip for two to Hawaii.

For his performance, Robinson selected Ray Charles' "Wha'd I Say" and Jerry Lee Lewis' "A Whole Lot of Shakin'."

"I picked those songs because they're two of my favorites," he said. "And there's no breaks in the singing, which makes it a lot easier to do."

Contestants were judged on six criteria: choice of song, lip-sync ability, style of dress, crowd participation, crowd appeal and overall presentation.

When Robinson stepped on stage as Ray Charles he wore a black suit, a white shirt, white bow tie and, of course, the ever-present dark glasses.

"I practiced the Ray Charles' number with tape over my eyes," Robinson said. "And my eyes were taped during the actual performance."

The only props Robinson used during his performance were a microphone and a miniature piano that he borrowed from his 9-year-old niece.

The transition to the Jerry Lee Lewis song was emphasized by a costume change. Off came the dark glasses, the top coat, the bow tie, and on went a white blazer.

Robinson's seven-minute act was good enough to earn him first prize.

"I may take my vacation next fall," he said. "A friend of mine who lives in Hawaii is getting married, so I might fly over then and surprise him."

If you missed Robinson's performance, Channel 9 is televising the contest March 26 at 8:30 p.m.



Curtis Robinson, Metro customer relations chief, practices his Ray Charles impersonation at the Rainier Square.

CTT

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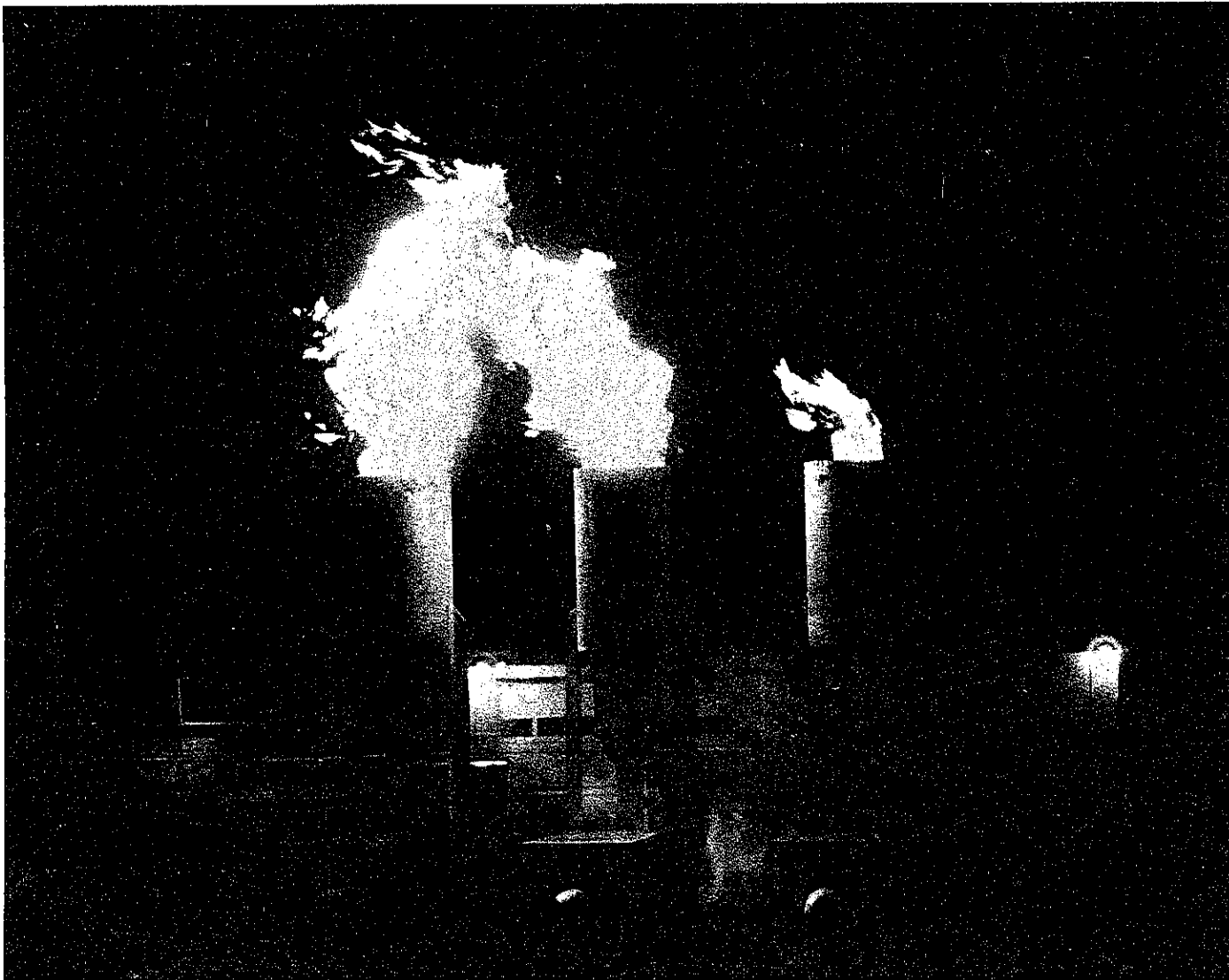
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Bonnie Mattson, librarian, has been named acting clerk of the Metro Council while Maureen Varni is on leave.

Constance W. Rice, manager of the communications division, has been elected to serve a three-year term on the board of directors for United Way of King County. Rice has been active in several United Way efforts including the panel on aging and physical health and the downtown human services program.

Operators-of-the-month have been named for January. Honored were: **Rodney D. Lovdahl**, Central base, one-year safety award in one and one-half years of service; **Charles T. Dion**, East base, 27-year safety award in 34 years of service; **Lesley J. Lockwood**, Jefferson base, four-year safety award in five years of service; **Franklin V. Euse**, North Seattle base, 17-year safety award in 19 years of service; **Paul F. Schwartz**, Ryerson base, good safety record in one year of service; and **Billy Welch**, South base, 9-year safety award in 13 years of service.

Photographs by **Steve Moss**, equipment servicer at the Central base maintenance garage, are now on display at the Central base gallery. The exhibit includes scenics of Mt. Rainier, Mt. Adams, wild flowers and Niagara Falls. Moss has been involved in photography for 11 years.



Surplus digester gas now being burned at Metro's West Point treatment plant may be used for electrical power generation.

Digester gas may provide electric power

Surplus digester gas produced at the West Point treatment plant may be used for electrical power generation, if the Metro Council OKs a resolution to make needed energy improvements at the plant.

Changes are needed in West Point's power generation system to supply more heat during cold weather.

An energy study of the plant conducted by a Kirkland firm last year identified the heat-system improvements that could be made at the plant in lieu of adding a third boiler.

The study also confirmed that excess digester gas could be used to produce electricity. The generation system would be installed within existing space in the plant's boiler room.

Since the early 1960s, Metro has used digester gas containing low-grade methane to power the main sewage pumps and heat the plant.

More gas is now produced than West Point can use. At present that surplus is burned outside the plant's discharge pump building.

The energy resolution proposes that excess digester gas be used to produce electricity. The Metro Council's Water Quality Committee recommended the resolution March 12.

Seattle City Light, which supplies power to West Point, is interested in

buying as much power as Metro can generate.

The utility would negotiate a contract that would pay for Metro's capital, operation and maintenance costs—and provide an incentive.

"This is the first time Metro has had the opportunity for a cost-effective method of using surplus digester gas,"

said Gordon Gabrielson, West Point division manager. "And it demonstrates Metro's commitment to energy conservation."

Metro has the potential to produce enough electricity to supply the annual needs of 1,100 average-sized Seattle homes.

Metro awaits decision on secondary waiver

Changes in the administration of the federal Environmental Protection Agency appear to have delayed word on whether Metro will receive a waiver from secondary treatment for its deep-water marine discharges.

The waiver would allow consideration of more conservative improvements to Metro's marine discharges than had been allowed before the Clean Water Act was amended.

Metro has applied for individual waivers from secondary treatment for the Richmond Beach, Carkeek Park, West Point, Alki and proposed Duwamish treatment plants. The Carkeek Park and Alki applications came just this year.

"Obtaining waivers from EPA would allow local decision-makers greater flexibility in determining the appropriate level of treatment for each site,"

said Charles Henry, director of water pollution control.

METRO IS SEEKING the waivers because scientific studies have shown there would be no significant improvements in the water quality of Puget Sound if the agency upgraded its marine treatment plants from primary to secondary treatment.

"All available data indicates that after Metro spent millions of dollars for secondary treatment there would be no measurable improvement in the Sound's water quality or biological life," Henry said.

"The money and energy required for secondary treatment could be better spent on other programs such as combined sewer overflow abatement, sludge management and toxicant research and possible control," he added.

In the news

OLYMPIA—A controversial bill to allow private salmon ranching in Puget Sound and other state waters was passed by the State Senate Natural Resources Committee.

Senator Art Gallaghan, committee chairman and a longtime ocean-ranching advocate, cited the bill as evidence of "a new attitude that private enterprise is coming up front" in the salmon industry.

—Seattle Times

Citizen opposition to a Metro sewer plan, containing a proposal that could locate an outfall into Puget Sound, has apparently united under one banner.

The Puget Sound Water Quality Committee was forged during a meet-

ing between two previously independent groups, the Ad Hoc South Sound Citizen's Committee and Southwest Citizens Against Metro.

—West Seattle Herald

George Benson's seven-year struggle to put streetcars on Seattle's waterfront got another shot in the arm when a majority of the private property owners along the route agreed to help pay part of the \$3.4 million construction cost.

—Seattle Post-Intelligencer

The three-week search for "bugs" in the new electrical system serving Metro trolley buses has run into a problem—the equipment has worked

almost perfectly since the search began.

The investigation was requested by Neil Peterson, Metro executive director, after a series of electrical problems stopped Metro's new AM General trolleys, sometimes during the rush hour.

—Seattle Times

Reagan administration policies so far amount to anything but a joy ride for Americans who commute to work.

Decontrol of domestic crude oil prices has boosted the cost of fueling an automobile, and proposed cuts in federal mass-transit subsidies likely would increase fares and reduce service on bus and subway routes if the cuts clear Congress.

—The Christian Science Monitor

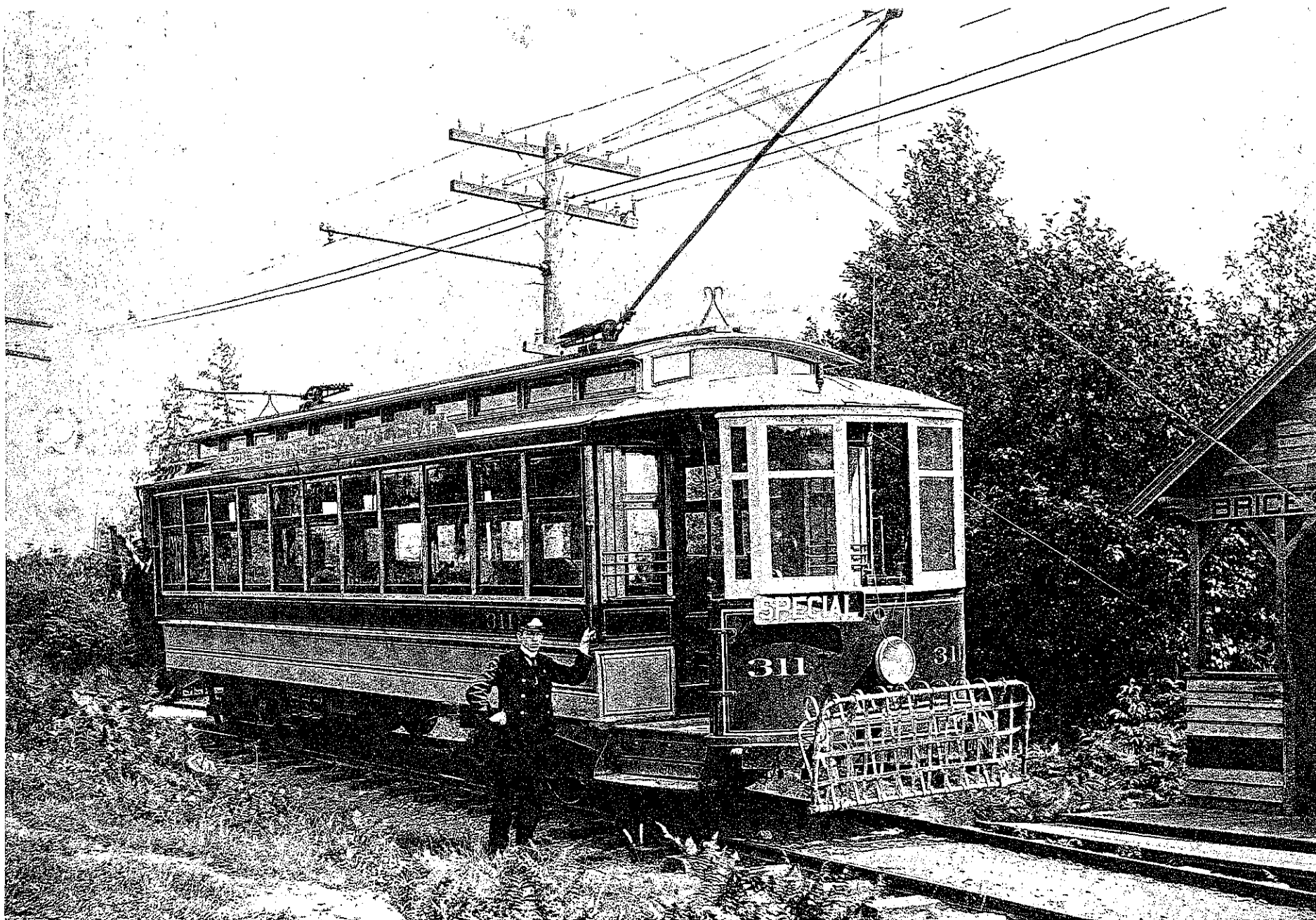
Higher gasoline prices are forcing Washington motorists to drive less, take the bus more often, and ease up on the gas pedal, according to a report by the Washington State Department of Transportation.

—Seattle Post-Intelligencer

Treated sewage from the King County area may concentrate around Tacoma waters of Puget Sound south of Vashon Island if Seattle's Metro builds a new sewer outfall at Three Tree Point.

That is the conclusion of a U.S. Environmental Protection Agency environmental impact statement on Metro's proposal to expand its sewer treatment system.

—Tacoma News Tribune



Backward glance

This 42-foot streetcar built by John Stephenson Co. was part of "Seeing Seattle Tours," sponsored by the Seattle Electric Co. around 1904. The

tours were a popular warm-weather pastime for visitors and natives alike. The streetcar, featuring rattan seats, weighed six tons.

MetroSpeak

With the President's proposed cuts in federal spending, do you think the new administration will be good for Metro?



Barry Uchida, process control supervisor—"Yes, I think they will be. They're obviously going to make us spend our money more cost-effectively. I guess the general rule of thumb is that the money that was once available under Carter isn't going to be available now."



Sam Mason, traffic coordinator—"I think the new administration will be good for Metro simply because a lot of people will be put out of work, which will eventually put them on the buses."



Maggie Behrens, information operator—"From what I've read, transit funding will be cut by as much as \$10 million a year over the next several years. So I think it's probably going to affect capital purchases like buses and new equipment. But as far as operational costs, I think that's still something that Metro's going to be getting from taxes or the state government. But that could also change."



Sherry Bergstrom, senior secretary—"The Reagan administration's cuts in federal spending will certainly affect Metro. We're going to have to find more local sources of funding. Transit will be affected more than water quality because more federal funds supporting transit will be cut."

Seminar aids Metro supervisors

Transit supervisors from Los Angeles to Seattle now should be well prepared to deal with the many problems they encounter every day on the job.

Thirty participants from six states attended an operations supervisors seminar at the Edgewater Inn, March 1-6, sponsored by the Regional Transit Training Center.

Metro hosted the five-day workshop, which was designed to develop communication skills and promote a greater understanding of transit organizations.

The seminar addressed many topics including the role of the supervisor, setting objectives and priorities, administering the labor contract, how to handle employee grievances and discipline.

CASE STUDIES, LECTURES and interaction of group members were used to present information relating specifically to the participants' own job situations.

Attending the seminar from Metro were first-line supervisors Willie Clanton, Dwight Boyce, Mike Rounds, Doyle Wood, Lloyd Moore, Wayne Betts, Buzz Stambaugh, Dave Wyrick and Morrie Bateman.

"I found the session on managing time to be of greatest value," Bateman said. "The speakers went right to the

heart of things. I didn't hear of anyone who was dissatisfied with the seminar—and I talked to almost everyone."

Mike Sharar, public services director, spoke to the group about the importance of good communication. And Monty Lish, superintendent of base operations, talked about leadership style and management planning.

THE REGIONAL TRANSIT Training Center is funded by the Urban Mass Transportation Administration. The center provides training for large and small Western transportation properties.

Although some transit agencies—like Metro—have employee development programs, certain training needs can be met more effectively and economically by pooling resources. The seminars provide that opportunity.

The Southern California Rapid Transit District administers the Regional Transit Training Center. The University of Southern California helps develop and evaluate the center's curriculum.

An executive-level committee, composed of representatives from Western transit properties, provides guidance for the center. Gera'ld Haugh, director of Metro's transit department, serves on the committee.

Retirements

Henry Santos	Utility Worker	1/15/81	6 years
Kenneth Hilson	Senior Operator	1/31/81	18 years
Delbert Parsons	Senior Auto Parts Worker	12/31/80	28 years
Clarence La Clair	Senior Auto Parts Worker	1/30/81	11 years
William Yakovich	Transit Operator	1/3/81	32 years
Edward Horspool	Transit Operator	3/13/81	25 years
Grover McCoy	Chief of Paint Group	2/14/81	22 years
Raymond Greggs	Transit Operator	1/2/81	32 years