

June 2015

FEDERAL WAY LINK EXTENSION
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Public and Agency Comment Summary Report



CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

This page intentionally left blank.



Federal Way Link Extension
Draft Environmental Impact Statement

**Public and Agency Comment
Summary Report**

June 2015

Table of Contents

Acronyms and Abbreviations	v
1.0 Introduction	1-1
2.0 Comment Summary	2-1
2.1 Comments from Agencies and Tribes	2-1
2.1.1 Federal Agencies	2-2
2.1.2 Tribes	2-3
2.1.3 State Agencies	2-3
2.1.4 Regional and Local Agencies and Jurisdictions	2-3
2.1.5 Additional Cooperating Agency Comments	2-6
2.2 General Public Comments	2-7
2.2.1 Businesses	2-8
2.2.2 Community Organizations	2-9
2.2.3 Individuals	2-10
2.2.4 Environmental Impacts	2-15
2.3 Suggestions for Other Alternatives	2-15
3.0 Public Involvement	3-1
3.1 Public Hearings	3-3
3.2 Community and Agency Briefings	3-4
3.2.1 Community Organizations	3-5
3.2.2 Business Organizations	3-5
3.2.3 Residential Organizations	3-5
3.2.4 Agency Coordination:	3-6
3.2.5 Property Owner Meetings	3-6
3.3 Focused Outreach to Low-Income or Minority Populations	3-7
3.3.1 Social Media and Website Outreach	3-8
4.0 Individuals Who Provided Comments	4-1
 Tables	
2-1 Comment Submittals Received by Commenter Type	2-1
2-2 Agencies and Tribes that Provided Comments	2-1
3-1 Draft EIS Notices and Advertisements	3-2
3-2 Public Hearings	3-3

Acronyms and Abbreviations

EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWLE	Federal Way Link Extension
LEP	limited English proficiency
PSRC	Puget Sound Regional Council
Sound Transit	Central Puget Sound Regional Transit Authority
TOD	transit-oriented development
USEPA	U.S. Environmental Protection Agency
WSDOT	Washington State Department of Transportation

1.0 Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to expand the regional light rail system south from the city of SeaTac to Federal Way, Washington. The proposed light rail extension, called the Federal Way Link Extension (FWLE) and formerly known as the Federal Way Transit Extension, would be within the cities of SeaTac, Des Moines, Kent, and Federal Way in King County.

Sound Transit and the Federal Transit Administration (FTA) released the Draft Environmental Impact Statement (EIS) for the FWLE on April 10, 2015, starting a 45-day public comment period that ended on May 26, 2015. The project held two public open houses/public hearings in Federal Way (May 6, 2015) and Des Moines (May 7, 2015).

This report summarizes the agency, tribe, and public comments that Sound Transit and FTA received during the comment period. It also describes the ways that Sound Transit and FTA advertised the Draft EIS release and publicized the open houses/hearings and other events. The Final EIS for the project will include the public comments with the responses from Sound Transit and FTA.

During the comment period, public comments could be made in person or online. The Draft EIS open houses/public hearings were designed for the public to learn more about the project and included several stations where attendees could provide comments. The public hearing portion of the meeting allowed participants to testify before a Sound Transit Board member, project staff, and a court reporter, with an audience of other interested members of the public. Comments could also be submitted in written form using forms at the meetings, by e-mail, by mail, or directly to Sound Transit's offices. All of the ways to provide comments were advertised.

2.0 Comment Summary

At the end of the comment period, Sound Transit had received comment submittals from the public, agencies, tribes, businesses, and organizations. This report reflects the total number of comments received, although some parties submitted comments multiple times. The comments include statements made at the public hearings, as transcribed by a court reporter, and written comments.

Table 2-1 shows the number of comments Sound Transit and FTA received by commenter type during the comment period that ended on May 26, 2015.

TABLE 2-1
Comment Submittals Received by Commenter Type

Commenter Type	Number
Federal Agency	4
Tribe	1
State Agency	2
Regional and Local Agency of Jurisdiction	20
Business	62
Community Organization	8
Individual	520
Total	617

2.1 Comments from Agencies and Tribes

Table 2-2 lists the agencies and tribes that provided comments on the Draft EIS during the comment period. Comments are summarized below by the groups shown in Table 2-2. Comments from cooperating agencies that were received after the end of the comment period are summarized in Section 2.1.5, Additional Cooperating Agency Comments.

TABLE 2-2
Agencies and Tribes that Provided Comments

Federal Agencies
U.S. Army Corps of Engineers
U.S. Department of Interior
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
Tribes
Muckleshoot Indian Tribe

TABLE 2-2

Agencies and Tribes that Provided Comments

State Agencies
Washington State Department of Transportation
Washington State Department of Archaeology and Historic Preservation
Regional Agencies and Jurisdictions
Puget Sound Regional Council
King County
Local Agencies and Jurisdictions
City of SeaTac
City of Des Moines
City of Kent
City of Federal Way
Highline College
Federal Way Public Schools
Midway Sewer District
South King Fire & Rescue

2.1.1 Federal Agencies

Federal agencies that provided comments include the Federal Highway Administration, the U.S. Army Corps of Engineers, the U.S. Department of the Interior, and the U.S. Environmental Protection Agency.

2.1.1.1 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers provided comments confirming that the level of detail provided in the Draft EIS for wetlands and streams was sufficient for planning purposes and that they anticipate receiving more detailed information during the permitting phase of the project.

2.1.1.2 U.S. Department of the Interior

The U.S. Department of the Interior submitted a letter stating they have reviewed the Draft EIS and have no comments at this time.

2.1.1.3 U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (USEPA) provided comments stating that they believe the SR 99 Alternative best avoids and minimizes environmental impacts while maximizing environmental benefits. They expressed environmental concerns about the other three alternatives, specifically impacts on Bingaman Creek with the I-5 and SR 99 to I-5

alternatives. They requested that the Final EIS provide more specific information regarding ecosystem impacts and mitigation. They noted the importance of the remaining ecosystem resources in an urbanized project area and support station locations that minimize wetland and vegetation impacts. EPA commented on the additional coordination and regulatory process necessary for the Midway Landfill, if it is impacted. They also commented on greenhouse gas emissions and how to mitigate the projected increase, and made suggestions about air quality mitigation during construction.

2.1.2 Tribes

The Muckleshoot Indian Tribe provided comments requesting further detail in the Final EIS on fish passage barriers and assessment of stream and wetland impacts by watershed basin. They also requested to work directly with Sound Transit during environmental review, permitting, and the development of the mitigation plan regarding wetland, stream and vegetation impacts.

2.1.3 State Agencies

2.1.3.1 Washington State Department of Archaeology and Historic Preservation

The Washington State Department of Archaeology and Historic Preservation provided comments stating they have no issues with the Draft EIS and look forward to receiving the Archaeological Treatment and Monitoring Plan and the Inadvertent Discovery Plan prior to construction.

2.1.4 Regional and Local Agencies and Jurisdictions

Regional agencies and jurisdictions that provided comments include the Puget Sound Regional Council and the King County Department of Transportation and Department of Public Health. King County Councilmember Dave Upthegrove also provided comments.

Local jurisdictions and agencies that provided comments included each of the four cities in the project corridor as well as a joint letter from the mayors of these cities. In addition, Highline College, Federal Way Public Schools, Midway Sewer District and South King Fire & Rescue submitted comments.

2.1.4.1 Puget Sound Regional Council

Puget Sound Regional Council (PSRC) provided comments focused on transit-oriented development (TOD) potential and the TOD study completed for the FWLE Draft EIS. They noted that stations along SR 99 have greater TOD potential than stations along I-5, and requested that some additional information on TOD be provided in the Final EIS, including a discussion of areas within ½ mile of stations in terms of TOD planning, a more detailed discussion of TOD in the Executive Summary, and the discussion of door-to-door travel time rather than just light rail travel time.

2.1.4.2 King County

King County Councilmember Dave Upthegrove provided comments supporting the I-5 alignment from Angle Lake to Kent/Des Moines because of support from the local cities, cost, similar ridership and TOD potential to SR 99 alignments, and to avoid unnecessary disruption to Des Moines.

The King County Department of Transportation and the King County Department of Public Health submitted comments encouraging Sound Transit to consider social equity, impacts on transit-dependent populations, and connections to destinations along the corridor, such as Highline College, when considering the Preferred Alternative. They acknowledged construction impacts could affect the long-term health and well-being of communities and families. King County stated they are in favor of maximizing development potential and ridership, and that they will work to “provide good connections and find efficiency dividends between Metro services and light rail” with whatever alternative is chosen.

2.1.4.3 City of SeaTac

The SeaTac City Council passed Resolution 15-008 in favor of the I-5 Alternative. City staff provided technical comments requesting clarification on the process for identifying the Preferred Alternative, as well as comments on the purpose and need, alternatives, land use, economics, social impacts, visual impacts, water resources, electromagnetic fields, public services and safety, parks, and cumulative impacts.

2.1.4.4 City of Des Moines

The City of Des Moines provided comments and passed Resolution No. 1297 in support of the I-5 Alternative with a Kent/Des Moines station between the west side of 30th Avenue S and the east side of SR 99. The City requests that the station be connected to Highline College by an elevated pedestrian bridge. The City also felt the Draft EIS did not completely address the feasibility and political issues of stations at S 216th and S 260th streets since they are not funded. The City is concerned about the near-term construction impacts, particularly to business and City revenues, and that any potential financial benefits are longer-term and uncertain. The City requested additional detail on construction impacts to businesses and from detours if SR 99 is identified as the Preferred Alternative. Des Moines also requested that Sound Transit enter into a formal agreement with the cities and Highline College for joint planning, design, construction, and operations following identification of the Preferred Alternative. The City seeks to ensure that disruptions to property owners, businesses, and residents are minimized; that the highest levels of urban land use and design are achieved; that TOD is maximized; that impacts to existing commercial businesses and future commercial development are minimized; and that Highline College current operations, its students, and its future development are not diminished but enhanced to the extent possible.

Technical comments provided by City staff focused on funding, traffic, access, acquisitions, TOD, economics, neighborhood impacts, public safety, and construction impacts.

2.1.4.5 City of Kent

The Kent Mayor and City Council submitted a letter in favor of the I-5 Alternative with an elevated Kent/Des Moines station on the west side of 30th Avenue S. This letter also discussed code amendments to require a pedestrian bridge over SR 99, and requirements for frontage and street improvements on SR 99 and 30th Avenue S. The City indicated that they are concerned about safety of non-motorized users in this area as well as future TOD potential. They believe this alignment and station location would provide close proximity to Highline College while maximizing future development potential in the Midway area.

Comments by City of Kent staff suggested moving the S 272nd Star Lake Station further to the east between I-5 and the I-5 on/off-ramps and providing a pedestrian bridge to the parking garage. They are also concerned about traffic on S 272nd Street with both S 272nd stations. They suggested that an I-5 alignment be located as far from residents as possible to minimize noise impacts. Other staff comments were focused on costs, traffic, access, TOD and land use, economic impacts, visual impacts, stream impacts, safety and security, and noise impacts.

2.1.4.6 City of Federal Way

The City of Federal Way passed Resolution 15-686 supporting the I-5 Alternative, with a station as close as possible to Highline College and a “hybrid” station in Federal Way generally located along 23rd Avenue S and straddling S 320th Street. The primary concerns of the City are impacts on businesses, tax revenues, and developable land; noise and visual impacts; cost; transit connections; and a future extension to Tacoma via I-5. Technical comments provided by City staff focused on safety, parking, park impacts, and neighborhoods.

2.1.4.7 Combined Mayors Letter

The mayors of SeaTac, Des Moines, Kent, and Federal Way submitted a joint letter supporting the I-5 Alternative with a Kent/Des Moines Station east of SR 99 and a pedestrian/bicycle bridge from Highline College. Their goals are: to work cooperatively with each other and Sound Transit to support the operations and future development of Highline College and its students; to minimize disruptions to property owners, businesses, and residents; to minimize adverse aesthetic, economic, and environmental impacts; to maximize TOD in the Midway area; and to provide safe vehicular and pedestrian access, utilities, and aesthetic improvements along the corridor and within the station areas to support these goals.

2.1.4.8 Highline College

The President of Highline College provided testimony at the public hearing and provided written comments on behalf of the College Board of Trustees in support of a Kent/Des Moines station on the west side of SR 99. The College supports the Highline Campus Station Option as

an alternative to the SR 99 West Station. The College feels these locations offer the best safety, access, and potential ridership compared to other Kent/Des Moines stations. The College also feels that providing the best access to Highline College will help address social equity issues present in southwest King County.

The College comments stated that the station should be within 0.25 mile of the campus center and the College opposes any station on 30th Avenue S or along I-5. They feel the SR 99 East station location would be less safe for their students, employees, and visitors. If the station is located on the east side of SR 99, they request a pedestrian bridge or a signalized pedestrian/bicycle crossing separate from other road/driveway crossings. The College does not have a preference regarding the light rail alignment from S 200th Street to the college, but does prefer that the alignment be on SR 99 from the college south to Federal Way.

2.1.4.9 Federal Way Public Schools

Federal Way Public Schools provided comments in support of the I-5 Alternative with a Kent/Des Moines Station in close proximity to Highline College and the Federal Way S 320th Station Option. In addition, they expressed concern over construction-period and long-term development impacts at Mark Twain Elementary School, and construction-period impacts and noise and vibration impacts at Truman High School with the I-5 and SR 99 to I-5 alternatives. They are also concerned about noise, vibration, and visual impacts at Federal Way High School, which is currently being reconstructed, with the SR 99 Alternative.

2.1.4.10 Midway Sewer District

The Midway Sewer District provided comments that gave details on their planned improvements in the study areas and expressing concern about potential relocations that could increase operation and maintenance costs. The District is also concerned about staff time for review and coordination with Sound Transit on the project due to the small size of their utility. The District also provided information on planned relocations associated with the SR 509 extension project.

2.1.4.11 South King Fire & Rescue

South King Fire & Rescue submitted comments requesting more study of impacts on their service delivery.

2.1.5 Additional Cooperating Agency Comments

Additional comments were received from some cooperating agencies after the end of the comment period. Following extended coordination between the Federal Transit Administration and the U.S. Federal Highway Administration (FHWA), FHWA submitted comments on June 2. The Washington State Department of Transportation submitted comments on June 3. The City of Des Moines submitted additional comments on June 2. The comments from these

Cooperating Agencies are summarized below and will be included with responses in the Final EIS.

2.1.5.1 U.S. Federal Highway Administration

The Federal Highway Administration (FHWA) submitted comments that expressed concern over reductions in the I-5 clear zone width, particularly in combination with the SR 509 Extension Project. FHWA is also concerned about construction-period traffic impacts from road closures that could affect operation of I-5 ramps. Lastly, they encouraged finding ways to reduce vegetation removal in the I-5 right-of-way if the Preferred Alternative is located in the right-of-way, and advised FTA and Sound Transit of new FHWA transit noise policy guidance that is now available.

2.1.5.2 Washington State Department of Transportation

Washington State Department of Transportation (WSDOT) requested that coordination occur between Sound Transit and WSDOT so that the FWLE will not interfere with planned improvements in the corridor, including the I-5 - SR 509 Corridor Completion and Freight Improvement Project. WSDOT encourages non-motorized access to the stations and suggested there are opportunities with FWLE to improve habitat and habitat connectivity. Other WSDOT comments provided were related to greenhouse gas emissions and visual impacts.

2.1.5.3 City of Des Moines

The Mayor of Des Moines provided additional comments after the end of the comment period to supplement the City's previous comments described in Section 2.1.4.4. These comments addressed the support of the SR 99 Alternative and a Kent/Des Moines Station on the west side of SR 99 by some agencies, organizations, and members of the public. The letter emphasized that locating the station on the east side of SR 99 could still provide safe access to the Highline College campus if a pedestrian bridge is provided, and would provide the same safe access as a station on the west side of SR 99 to minority and low-income populations. These comments also discussed the potential impacts on minority and low-income populations due to loss of tax revenue during construction with the SR 99 Alternative. The City believes that future additional funding should be focused on expanding the system beyond Federal Way rather than adding more stations at S 216th Street or S 260th Street due to the length of time it could take for TOD to occur.

2.2 General Public Comments

Comments received from the public were categorized into three groups: businesses, community organizations, and individuals. Comments received from the public are described by these three categories below.

2.2.1 Businesses

A total of 62 comments were received from 17 businesses, primarily along the SR 99 corridor, and the Greater Federal Way Chamber of Commerce. Some businesses submitted multiple comments or multiple employees submitted comments for the same business. Businesses that submitted comments include:

- General Transmission
- Bjornby's Carstar
- Pete's Towing
- Pete's Welding and Fabrication
- Llewellyn Real Estate
- McDonald's (Corporation and local franchise owner)
- Green Acres Mobile Home Park
- Harsch Investment Properties
- Woodstone Credit Union
- Alaska Airlines
- Shamseldin Corporation
- Gateway Center
- La Plaza Center LLC
- Local 242 Home Development Corporation
- SeaMar Community Health Centers
- Muscatel Midway Properties LLC
- IHB Architects (on behalf of Highline Place Apartments)

Most businesses were concerned about being displaced and about impacts from construction if they are not displaced. Several businesses expressed concern about the disruption during construction along SR 99 after having gone through reconstruction of SR 99 in the last decade.

Several comments were received on the potential displacement of the McDonald's on S 320th Street and 23rd Ave S by the Federal Way I-5 Station Option. Comments were submitted by the franchise owner, the director of operations for the franchise, the store manager, and McDonald's Corporation. Comments noted that this location is a major employer in Federal Way, is one of the busiest McDonald's locations in the state, and serves as a training center and administrative offices for several other locations. They requested further study of the Federal Way station option suggested by the City of Federal Way on the west side of 23rd Avenue S. Gateway Center, which would also be affected by the Federal Way Transit Center Station and the Federal Way I-5 Station Option with the I-5 Alternative, provided comments opposing impacts on their property.

Approximately 30 employees of Sea-Mar Community Health Centers provided comments opposing the SR 99 Alternative because it would displace the new Sea-Mar clinic currently

under construction just south of S 240th Street. Some of these comments requested redesigning the alternative to avoid this clinic, if possible. The clinic, however, would not be displaced by the SR 99 Alternative, only by the Highline Campus Station Option and the S 260th West Station Option.

Most other major property owners and businesses that submitted comments, including Bjornby's Carstar, Pete's Towing, Pete's Welding and Fabrication, Alaska Airlines, Harsch Investment Properties, La Plaza Shopping Center, Midway Shopping Center, Local 242 Home Development Corporation, the Shamseldin Corporation, and Highline Place Apartments, own property or have businesses located on SR 99 and expressed support for the I-5 Alternative to avoid impacts on their business/property. Most stated that if an SR 99 Alternative were identified as the preferred alternative, they would want it on the opposite side of the road from their business or property to minimize noise, visual, economic, and construction effects.

The owner of Green Acres Mobile Home Park in the Midway neighborhood submitted comments supporting the SR 99 Alternative because this mobile home park would be displaced by the I-5 Alternative. He stated that this community would be difficult to relocate and the community is primarily low-income households.

The Greater Federal Way Chamber of Commerce submitted comments encouraging Sound Transit to consider economic development, regional workforce connections, the cost of strategic growth, and commuter demands when making decisions about the FWLE route. The Chamber did not specifically support any alternative or station location, but acknowledged there would be impacts and benefits to businesses in their area from all alternatives.

2.2.2 Community Organizations

The community organizations that submitted comments on the Draft EIS include:

- Associated Students of Highline College
- 30th District Democrats
- Transportation Choices
- Kent Bicycle Advisory Board
- Futurewise

The Associated Students of Highline College passed a resolution on May 5, 2015, supporting the Kent/Des Moines station on the west side of SR 99 or on the east side of SR 99 with a pedestrian bridge over SR 99. They also requested that this station be named the Highline College Station.

The 30th District Democrats passed a resolution and submitted comments in support of the SR 99 Alternative because it would be located closer to more residents, would have a similar travel time to the I-5 Alternative but greater ridership, and would have greater TOD potential.

Transportation Choices submitted comments on behalf of themselves, Washington Bikes, Puget Sound Sage, OneAmerica, Housing Development Consortium of Seattle-King County, Futurewise, Forterra, Feet First, and Cascade Bicycle Club. These organizations support the SR 99 Alternative with a Kent/Des Moines station west of SR 99 and stations at S 216th Street and S 260th Street due to the high ridership, TOD potential, access, greenhouse gas emission reduction, and future development potential. In Federal Way, they support station locations close to the Federal Way Transit Center or SR 99. They also request study of an SR 99 to I-5 Alternative that has a S 216th Station and a Kent/Des Moines Station west of SR 99. Additional comments focused on the need for parking; pedestrian, bike, and transit access; environmental health; and social equity.

The Kent Bicycle Advisory Board provided comments requesting better bicycle connections to stations and to make sure that sidewalks and bicycle facilities are incorporated into the project. They encourage “people-oriented development” at stations and requested a service road the length of the light rail that can be used as a public trail. Their preference is for an alignment and station near SR 99 in the Midway area.

Futurewise submitted comments in support of the SR 99 Alternative with a Kent/Des Moines station west of SR 99 and stations at S 216th Street and S 260th Street because these choices have the highest ridership and TOD potential, better opportunities for affordable housing development, better access to jobs, schools, and basic services, and more effectively support regional and local planning goals, policies, and investments; they are healthier for future residents of TOD; and they will leverage improvements made along SR 99 by the local cities.

2.2.3 Individuals

Sound Transit and FTA received 520 comment submittals from individuals, either in writing or through testimony at the public hearings. Although these statements covered a wide range of topics, the most common are described below. Comments expressed support for either the SR 99 Alternative or the I-5 Alternative, but not for SR 99 to I-5 or I-5 to SR 99, which were regarded as less successful hybrids. Generally, support from individuals for specific alternatives was the greatest for the SR 99 Alternative followed by the I-5 Alternative.

Not all comments expressed support for a specific alternative and only discussed stations. Several expressed what they thought should be important in making the decision on the location, without expressing a preference for a specific alternative or station. What was generally found to be most important by individuals was displacements, access, estimated cost,

ridership, construction impacts, potential for redevelopment and/or TOD, and environmental impacts.

2.2.3.1 SR 99 Alternative

Reasons that commenters gave for supporting the SR 99 Alternative include:

- It provides better access.
- It has higher potential for TOD, revitalization of businesses, and stimulation of economic growth.
- It better serves Highline College.
- It has fewer residential displacements.
- It has the highest ridership potential.
- It improves walkability of surrounding areas.
- It locates parking closer to SR 99, which would be safer (less secluded).
- It would better connect the communities along SR 99 and would support the long-term vision for this area.
- It better serves low-income populations in the area and Highline College students, a large number of which are low-income.
- It increases Federal Way's "competitiveness" with Seattle and Redmond.
- It reduces SR 99 vehicular traffic.
- It provides access for senior citizens and residents with disabilities.

One speaker at the May 6 public hearing presented a petition signed by 230 people in support of the SR 99 Alternative with a station at S 216th Street. The petition was signed almost entirely by residents of cities in the corridor, although some were from outside the corridor. Many were Highline College employees. The reasons for supporting this alternative include:

- It would be a catalyst for economic development.
- The purpose should be to connect communities, not just be commuter service to Seattle.
- The large investment should have the greatest long-term potential for serving and improving the communities in the corridor.
- This area of the county is disadvantaged and the project should make an effort to improve conditions by making transit sustainable and community-accessible and encourage mixed development.

- Stations would be in visible, busy destinations and therefore safer for riders.

Reasons that commenters gave for opposing the SR 99 Alternative include:

- It would have higher estimated cost.
- It would create disruptions during construction (noise, business access).
- Major portions of SR 99 would be closed during construction.
- It would have visual impacts (on views of Puget Sound, Mount Rainier).
- It would have poor accessibility from I-5.
- It might divide the community.
- It might increase the potential for pollution, crime, noise, and accidents.
- This corridor is already served by bus service.
- It could increase traffic congestion.
- It would create more noise along SR 99.
- It would have more business impacts (business and employee displacements).
- It would have ecosystem impacts (Massey Creek, wetlands).
- It could negatively affect property values.

Many comments focused on station locations. Of comments received on the Kent/Des Moines Station location, many stated they wanted the Kent/Des Moines station as close to Highline College as possible without naming a specific station option. Some comments specifically focused on the Highline Campus Station Option, with those in favor of it saying it would have the best access for students, and with those opposed citing impacts on residences along 28th Ave S (both north and south of Kent-Des Moines), safety of children walking to school, and the influx of non-college-affiliated people to the area.

Very few comments mentioned the S 272nd Station area and generally were related to the alignment that the commenter supported. Ten comments expressed support for the S 272nd Redondo Trench Station. Most comments about Federal Way City Center station area supported the Federal Way Transit Center Station.

Over 30 comments expressed support for adding the S 216th station, with the west station location being preferred over the east station location. Three comments were not in favor of the 216th station. Some comments in support of the S 216th station referenced the announcement of the Federal Aviation Administration (FAA) to move their offices to the Des Moines Creek Business Park, located west of the potential S 216th Station.

Over 10 comments expressed support for the S 260th stations, with the east station location being preferred over the west station location. Two comments were not in favor of the S 260th stations because of the increased travel time between Federal Way and Seattle-Tacoma International Airport.

2.2.3.2 I-5 Alternative

The I-5 Alternative received less overall support from individuals than the SR 99 Alternative, with many comments expressing concern about the lack of direct service to residential and commercial areas. Reasons that commenters gave for supporting the I-5 Alternative include:

- Bus options on I-5 have been reduced in recent years.
- It uses an existing transportation corridor.
- It is more accessible for commuters and from areas east of I-5.
- It is more cost-effective/lowest cost.
- It has the least impacts on businesses.
- It keeps resulting noise close to I-5.
- Noise walls are already in place.
- It capitalizes on existing park-and-rides.
- An open area, straight-line route would provide a better riding experience.
- It would have minimal impact on street traffic through residential areas.

Reasons that commenters gave for opposing the I-5 Alternative include:

- Express buses already serve this corridor.
- It is not as accessible for people without cars and encourages driving.
- It has less TOD potential.
- It has the most residential displacements.
- It has greater noise impacts.
- Express buses and Sounder train already provide direct commuter service to Seattle.
- No proposed station is close enough to Highline College.
- It has impacts on Bingaman Creek, wetlands, and acres of surrounding trees and vegetation.
- It may impact the Midway Landfill.
- There are too few proposed stations.

- Infrastructure improvements would be required to move pedestrians to stations.
- It creates a distraction to motorists on I-5.

Comments received about I-5 station options focused on the Kent/Des Moines station area. Some comments supported the Kent/Des Moines At-Grade Station Option because it reduced impacts on residents and businesses. Others opposed the Kent/Des Moines At-Grade Station Option because of the distance from SR 99 and Highline College, the reduced economic benefits, and the proximity to the Midway Landfill and neighborhoods. Comments regarding the Federal Way City Center station location were evenly divided between Federal Way Transit Center and the Federal Way S 320th Park-and-Ride locations. Some comments noted that the I-5 Alternative does not have the option for a station that would serve the new FAA offices in the Des Moines Creek Business Park.

2.2.3.3 SR 99 to I-5 Alternative

Reasons that commenters gave for supporting the SR 99 to I-5 Alternative include:

- It would serve a large number of low- to middle-income residents.
- It would have a small number of business displacements.
- It makes full use of Star Lake Park-and-Ride.

Reasons that commenters gave for opposing the SR 99 to I-5 Alternative include:

- It's not a direct route.
- It would "underserve" Highline College.
- It encourages driving to stations.

One comment supported a 216th station (west) with this alternative.

2.2.3.4 I-5 to SR 99 Alternative

Reasons that commenters gave for supporting the I-5 to SR 99 Alternative include:

- It would minimize visual impacts.
- It would provide connections to key businesses and organizations, including Fred Meyer, Woodmont Library, and Federal Way High School.

Reasons that commenters gave for opposing the I-5 to SR 99 Alternative include:

- It would have high residential displacements.
- It would include out-of-direction travel between Angle Lake and Kent/Des Moines.
- It would have more difficult access.
- It would have lower ridership.

- It displaces too many residents and businesses.
- Construction would be too disruptive.
- It would have more noise and visual impacts.
- It would not directly serve Highline College.

Two comments supported a South 260th Street station with this alternative.

2.2.4 Environmental Impacts

Most comments from individuals focused on alignment and station preferences, but noted concerns for environmental impacts. Some specific environmental concerns included:

- Loss of trees along I-5 with the I-5 and SR 99 to I-5 alternatives, which would have visual and habitat impacts
- Impacts on and benefits to low-income and minority populations with all alternatives; importance of considering environmental justice and social equity
- Both residential and business displacements and how they would affect residents and businesses
- Geologic issues, such as soil settling and earthquakes
- Visual impacts from all alternatives
- Noise impacts
- Safety of pedestrians and particularly school children related to light rail and street traffic to and from stations

Many commenters noted that additional parking options were important, particularly at the Federal Way Transit Center and Tukwila, while others felt that park-and-rides should not be encouraged.

Several comments mentioned that expansion of light rail and the possible reduction of single-car commutes will ultimately mitigate any negative impacts associated with construction.

2.3 Suggestions for Other Alternatives

One comment suggested a Federal Way High School station.

3.0 Public Involvement

Throughout the Draft EIS phase and the 45-day comment period Sound Transit hosted public open houses/public hearings, attended community events, and held briefings with property owners, business organizations, neighborhood/residential associations, city councils, chambers of commerce, and other interested groups. Public involvement efforts were designed to meet residents where they live and work. This section summarizes the tools used leading up to and during the comment period to make the public aware of the Draft EIS availability, the ways to find out more about the project and to comment on it, the meetings and briefings conducted during the Draft EIS comment period, and social media and website outreach.

3.1 Outreach Tools

Sound Transit developed a range of materials and methods to share information and engage the public during the Draft EIS phase. The goals of the Draft EIS outreach tools were to provide community members project information clearly outlining the key features, benefits and impacts of each alternative, and providing convenient ways to comment on the project.

The Draft EIS document was made available for review on the project website (www.soundtransit.org/FWextension), at public libraries (Des Moines Library, Kent Library, Woodmont Library, Federal Way 320th Library, Federal Way Library, and Washington State Library), and at Sound Transit offices. In addition, a Draft EIS informational website (www.federalwaylink.org) was created to share the project video simulation (available in English and Spanish), provide summarized information on the alternatives and options, and encourage visitors to provide written comments via an online comment form. Interested parties could also provide comments via mail, e-mail, postcards provided in project mailers, and at the public hearings in either written or oral form.

Summary of the Draft EIS Comment Period Outreach

- 617 comment submittals
- Two Draft EIS open houses/public hearings attended by 214 people
- Direct mailers to 26,500 addresses in the project corridor advertising the public hearings and comment period
- Notifications mailed to 1,104 potentially affected property owners
- Meetings with owners of approximately 150 potentially affected properties
- 24 briefings with 20 community groups and agencies
- E-mail updates to more than 1,500 people on the project listserv
- An interactive project website available in 90 languages
- Discussions with over 90 people at residential organization briefings
- Meetings with three social service agencies

Sound Transit placed a Notice of Availability of the Draft EIS and notification of the open house/public hearing and comment period in print publications, posted advertisements in online publications, and placed legal notices in newspapers as shown in Table 3-1.

TABLE 3-1
Draft EIS Notices and Advertisements
Notice of Availability
<i>Federal Way Mirror</i> (April 24, 2015; May 1, 2015)
<i>Westside Weekly</i> (April 22, 2015; April 29, 2015)
<i>Kent Reporter</i> (April 24, 2015; May 1, 2015)
<i>Korea Daily</i> (April 22, 2015; April 29, 2015)
<i>La Raza</i> (April 24, 2015; May 1, 2015)
<i>Nguoi Viet Bac (NW Vietnamese Weekly)</i> (April 24, 2015; May 1, 2015)
<i>Russian World</i> (May 4, 2015)
<i>The Thunderword</i> (Highline College) (April 23, 2015; April 30, 2015)
Advertisements in Online Publications
<i>B-Townblog</i> (April 20-May 25)
<i>FederalWayMirror.com</i> (April 20-May 25)
<i>HighlineTimes.com</i> (April 20-May 25)
<i>FederalWayNews.net</i> (April 20-May 25)
<i>KentReporter.com</i> (April 20-May 25)
<i>Runta News</i> (April 20-May 25)
<i>SeaTac Blog</i> (April 20-May 25)
<i>Seattle Transit Blog</i> (April 20-May 25)
<i>SOMtv.org</i> (April 20-May 25)
<i>Waterland Blog</i> (April 20-May 25)
Legal Notices
<i>The Seattle Times</i> (April 10, 17, and 24, 2015)
<i>Tacoma News Tribune</i> (April 10, 17, and 24, 2015)

Additional informational outreach tools included a project mailer with a postage-paid reply card, a project briefing booklet, a Reader's Guide to the Draft EIS, a fact sheet translated in multiple languages, advertisements, and paid social media posts. Two Draft EIS open houses/public hearings were held in accessible locations in the project corridor where visitors could learn more about the project and provide written or oral comments.

3.1 Public Hearings

Sound Transit hosted two public hearings with open houses during the Draft EIS 45-day public comment period (Table 3-2). Hearings were held on Wednesday, May 6, 2015, at Federal Way Community Center, and Thursday, May 7, 2015, at Highline College Student Union Building. The open houses were from 4 to 7 p.m., with the public hearings beginning at 5:30 p.m.

The public hearings/open houses were held to inform area residents and interested members of the public about the four alternatives and their associated impacts and benefits. Attendees were encouraged to submit comments at the hearings or by mail, e-mail, on the project website, or in person to Sound Transit before the end of the 45-day comment period on May 26, 2015.



Residents review project materials at the May 6 Draft EIS public hearing/open house.

TABLE 3-2
Public Hearings

Date	Time	Location
Wednesday, May 6, 2015	Open house: 4-7 p.m. Public hearing: 5:30 p.m.	Federal Way Community Center 876 S 333rd St. Federal Way, WA 98003
Thursday, May 7, 2015	Open house: 4-7 p.m. Public hearing: 5:30 p.m.	Highline College Student Union Building 2400 S 240th St. Des Moines, WA 98198

Sound Transit advertised the open houses/public hearings using a variety of methods in addition to the print and online advertising already described, including a mailing to addresses within a half mile of the project area (approximately 26,500 addresses); a media advisory; notification on the project website and various community calendars; announcements on the City of Federal Way, City of Des Moines, City of SeaTac, and City of Kent websites; e-mail notification; posters; and social media outreach.

Posters advertising the public hearings were placed in the following locations:

- Des Moines Activity Center (2045 S 216th Street, Des Moines, WA)
- Starbucks (23325 Pacific Hwy S, Kent, WA 98032)

- Fred Meyer (25250 Pacific Hwy S, Kent, WA 98032)
- Woodmont Library (26809 Pacific Hwy S, Des Moines, WA 98198)
- Federal Way Library (848 S 320th Street, Federal Way, WA 98003)

Approximately 214 community members attended the two open house/public hearings and signed in. Staff members at the sign-in table greeted attendees and explained the open house and public hearing format. Draft EIS project booklets and copies of the Draft EIS Executive Summary, Draft EIS reader's guide, and project fact sheets were available at the sign-in table. Somali, Russian, Vietnamese, Spanish, and Korean interpreters were available to translate for participants, including walking through the open house displays and translating testimony during the public hearing. Non-English written comments could also be translated. Both open house/public hearings were held in Americans with Disabilities Act (ADA)-accessible and transit-accessible locations.

The project team invited open house attendees to view informational displays to learn about all facets of the project, including the timeline; the alternatives studied during the Draft EIS; construction, noise, and vibration impact information; and real estate impacts. Project team members were available to answer questions about project design, noise and vibration, general property acquisition, and other environmental impacts.

After gaining familiarity with the studied alternatives, participants were invited to submit comments in writing, one-on-one to the court reporter, or verbally at the public hearing. The public hearing allowed participants to testify before a Sound Transit Board member, project staff, and a court reporter, with an audience of other interested members of the public.

A three-person panel hosted the public hearing at both events:

- Dave Upthegrove (Sound Transit Board)
- Kent Hale (Sound Transit)
- Jamie Strausz-Clark (facilitator)

Members of the public signed up to provide testimony at the sign-in table. Each commenter was allotted 3 minutes to speak on the record. Comments were recorded by a court reporter.

Sixty-six people provided verbal testimony at the public hearings, and 59 people submitted written comments.

3.2 Community and Agency Briefings

To maximize FWLE outreach, Sound Transit partnered with community organizations to organize events, hosting information tables and outreach events at familiar, trusted community gathering places. Sound Transit staff contacted potentially affected property owners to offer one-on-one briefings with Sound Transit staff and real estate representatives. Sound Transit

held 24 briefings with 22 community groups and agencies during the Draft EIS phase. This outreach and coordination is described below.

3.2.1 Community Organizations

Community organizations that were offered briefings in anticipation of the release of the Draft EIS or during the comment period included:

- South King County Human Services (2/24/2015)
- International Rescue Committee (3/27/2015)
- Kent Youth and Family Services (4/17/2015)
- South County Area Transportation Board (4/21/2015)
- Kent Rotary Club (4/28/2015)

3.2.2 Business Organizations

Briefings were requested by and provided to the following business organizations in anticipation of the release of the Draft EIS or during the comment period:

- Federal Way Chamber Regional Prosperity Breakfast (2/24/2015)
- Federal Way Chamber Board (3/17/2015)
- Kent Chamber Policy Makers and Business Leaders (3/25/2015)
- Southwest King County Chamber Membership Luncheon (4/10/2015)
- Federal Way Chamber Business Workshop (5/12/2015)

3.2.3 Residential Organizations

Briefings were requested by and conducted for the following residential organizations and groups in anticipation of the release of the Draft EIS or during the comment period:

- Salt Air Neighborhood Council (3/19/2015)
- Greenfield Park Homeowners Association near Star Lake Park & Ride (4/16/2015)
- 28th Avenue neighborhood in Des Moines (4/21/2015)
- Access Condos in Des Moines (5/9/2015)
- North Hill Community Club in Des Moines (5/12/2015)
- Green Acres Mobile Home Park in Kent (5/20/2015)

Over 90 residents participated in these briefings.

3.2.4 Agency Coordination:

Each local jurisdiction requested a briefing for their city council regarding the Draft EIS. City council briefings occurred on the following dates:

- SeaTac City Council (3/12/2015, 4/14/2015)
- Kent City Council (4/7/2015)
- Federal Way City Council (3/17/2015, 4/21/2015, 5/5/2015)
- Des Moines City Council (3/12/2015 [Finance and Economic Development Committee], 3/26/2015, 4/30/2015)

Sound Transit provided an information table at the April SeaTac City Council meeting. Over 30 residents attended this meeting. The City of Des Moines also hosted an open house for the project on April 30, 2015, prior to its council meeting. Sound Transit representatives were available to answer questions during this open house. Over 100 business owners and residents of Des Moines attended.

The City of Kent partnered with Neighbors of West Hill to host a briefing about the FWLE project and SR 99 enhancements in Kent. Sound Transit representatives presented information and answered questions about the project. 110 residents and property owners attended the meeting.

A briefing of the Highline College Board was provided on May 7, 2015, and of Federal Way Public Schools on May 12, 2015.

3.2.5 Property Owner Meetings

The project team worked to ensure full and fair information-sharing and dialogue between Sound Transit and all potentially affected property owners in the project corridor. Owners of 1,104 potentially affected properties received letters from Sound Transit in October and November 2014, before the release of the Draft EIS. These letters:

- Notified property owners that their property was along one or more of the alternatives being studied in the Draft EIS and could be partially or fully acquired.
- Offered a one-on-one briefing with Sound Transit staff to discuss potential impacts and the general property acquisition process.

To date, owners of approximately 150 properties have met with Sound Transit. These meetings were conducted between November 2014 and May 2015. Some property owners own more than one potentially affected property, and some properties had multiple owners. At these property owner meetings, Sound Transit staff discussed:

- The proposed FWLE alternatives and the project schedule

- The general property acquisition process and timeline when owners could be contacted by Sound Transit

3.3 Focused Outreach to Low-Income or Minority Populations

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit’s outreach policy, multiple federal laws and guidance encourage and/or require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Executive Order 12898 directs federal agencies to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations. FTA and U.S. Department of Transportation guidance further describes how to incorporate environmental justice principles into plans, projects, and activities. This guidance includes a section on achieving meaningful public engagement with environmental justice populations.

Key project materials, including information in the project mailer and fact sheets, were translated into Korean, Russian, Spanish, and Vietnamese. Somali, Russian, Vietnamese, Spanish, and Korean interpreters were available at each public hearing to translate for participants, including translating testimony during the public hearing. Non-English written comments could also be translated. The project video posted on YouTube was available with Spanish subtitles and closed-captioning.

Offering a range of opportunities to participate was a priority. Evenings were the best time to reach many residents in the community, and the project team was available to meet with residents in the evening. Translators were available to attend these small briefings as necessary.

The FWLE team found connecting through community leaders and local social service leaders an effective method for engaging hard-to-reach populations. Sound Transit offered briefings to the following organizations that serve these populations and held three meetings with social service providers to distribute project information during or in anticipation of the comment period (names in bold are organizations that accepted briefing opportunities):

- Angle Lake Family Resource Center
- Community Network Council
- Des Moines Food Bank
- **International Rescue Committee**
- **Kent Youth and Family Services**
- King County Mobility Coalition
- Korean Women’s Association
- **South King County Human Services**
- South King County Mobility Coalition
- United Way of King County

Briefings were also offered to the following places of worship (none accepted briefing opportunities):

- Hansarang Church
- Korean American Calvary Baptist Church
- Slavic Gospel Church
- Compass Christian Center
- Agape Presbyterian Church
- Bethany Slavic Church
- Federal Way Russian Adventist Church
- Christian Faith Center
- St. Vincent Catholic Church
- St. Luke's Lutheran Church
- Grace Lutheran Church
- St. Philomena Catholic Church
- All Saints Lutheran Church

3.3.1 Social Media and Website Outreach

Social media were used throughout the Draft EIS comment period to interact with members of the public about the FWLE. Social media connected Sound Transit with residents across the large geographic project area. Social media also allowed the project team to reach a younger, tech-savvy portion of the population who may not attend a project hearing or otherwise learn about the alternatives studied in the Draft EIS.

During the comment period, five FWLE-related posts were posted on Sound Transit's Facebook page. Facebook posts targeted users who "like" Sound Transit on Facebook, residents living within 10 miles of Federal Way, and major area employers, including Boeing, Microsoft, Amazon, and Highline College. Over 19,000 Facebook users were reached by Sound Transit's FWLE Facebook posts.

Three tweets were posted on the Sound Transit Twitter page during the comment period. Sound Transit's posts advertised the public hearings and the comment period, and directed users to the project website (www.federalwaylink.org).

Five hundred fifty-five people were referred to the project website from Sound Transit's Facebook page. Sixty-nine people were referred to the project website from Sound Transit's Twitter page.

During the 45-day comment period, the project website received 16,227 page views. Visitors submitted 242 comments during the 45-day comment period using the project website. The following sources linked the most visitors to the project website:

- Soundtransit.org
- Facebook
- Reddit

- FWLE Listserv e-mail
- Federal Way Mirror
- Seattle Transit Blog

4.0 Individuals Who Provided Comments

A

Abbott, Lee
Adair, Marie
Adkins, Angie Renee
Aflatooni, Leslie
Almaarroof, Yousif
Almarroof, Frkad
Anderson, C Robert
Anderson, Donald M
Anderson, Matthew
Anonymous (76)
Arslangiray, Ismail
Asfaha, Alexander
Ashurst, Shannon
Ashurse, S
Avelar, Eduardo
Azeez, Nimotalai

B

Bah, Abdul Aziz (2)
Bailey, Courtnei
Bailey, Stephen
Barajas, Angelica
Bardwell, Tyron
Barkley, Dan
Barkley, Bobbi
Bartholomew, MaryAnn
Beel Petersen, Autumn
Bell, Larry
Bell-Fait, DJ
Bellinghausen, Jeff
Bell, Larry
Belts, Daniel
Bennett, Cassandra
Bernal, Gerardo
Biddlecom, Mark
Boldt, Mary
Bonata, Richard
Bonner, Brian
Boosman, Frank
Brackett, Daniel

Branch, Greg and Michelle
Brooks, Ben
Brooks, Walter (2)
Bui, Loc
Burlon, Edna
Burtis, Lisa B

C

Caldon, Brandon
Camp, Anthony
Campbell, Clinton B.
Carey, Vicki
Carlson, Cathy
Carter, Reginald
Cathcart, Richard
Cha, Yun
Chalhal, Tim (2)
Chick, Ronald
Clark, Daniel and Vyvyan
Clark, Justin
Cochran, Teresa (2)
Cohen, Stuart A.
Coleman, Nikole
Condon, William (2)
Cook, Stu
Coog, Anath and Shree
Copeland, Lorene
Cordova, Jose A.
Creager, Josiee
Curry, Ken and Sylvia
Curry, Trina
Curry, Verna Lee

D

Dahl, Alan
Dailey, Sarah
Dandy, Ellicott
Davidson, Bree
Davis, James
Davis, Michael
Deeth, Greg

DeLorenzo, Linda
DeMeerteer, Jared
DePoppe, Richard
Deppe, Rober
Deriugin, Alex
Diaz, Rebecca
Dodge, Adam
Door, George
Dugan, Andrew (2)
Duong, Tram
Dupleich, Marlys
Durkan, Martin

E

Easterling, Ruth
Egan, Bobbie
Eicke, Reynold
Elley, Gordon
Elliott, Jr., William R.
Emiley, Mark
Engracia, Ricky
Enrico, A
Enriquez, Richelle
Ericksen, Parveen
Escobedo, Adrian
Esser, Cindy
Estes, Kenneth (2)
Eustaquio, I.J.
Evans, Kendall
Evans, Scott (2)

F

Fagan-Schmieder, Kellie
Fazilova, Sevda
Ferguson, Daniel
Floy, Warren
Frangello, Jeri
Franklin, Seiji
Frederick, Lauren
Furbes, Lori

G

Gall, Chris
 Gelling, Jan
 Gemmill, Matthew
 Gomez, Emerson
 Goritsas, Philip
 Gostisha, Zachery
 Gouldman, Stephanie
 Greenlaw, Martin
 Greer, David
 Gretzner, Nancy
 Gutschmidt, Jeffrey
 Guzman, Stacy
 Gyselman Jr., Jim

H

Hagin-Lillevik, Severin
 Hallock, Jeanne
 Hamilton, Ron (2)
 Hampton, Evon
 Han, Junhee
 Hansen, Alyne
 Hanson, Madge
 Harris, J.C.
 Harveys, The
 Haskins, Martin
 Hassen, Bill
 Hayden, Alice
 Haynes, Shijuan
 Hedman, Christie
 Hedt, Stephen
 Hendersen, Dale
 Henry, Craig (2)
 Hensley, Kathleen
 Hernandez, Isaura
 Higley, Rus
 Hills, Jennie M.
 Hills, Tracy
 Hnin, Charis
 Hobbs, Michael
 Hobbs Jr., Thomas
 Hoel, Shan
 Hoeschen, Kristina
 Hoffman, David
 Hoose, Gene
 Hopkins, Jacquelyn
 Karen Hopper (2)
 Hosick, Dave

Howell, Dana (2)

Hrisko, Cynthia
 Huang, Baipeng
 Hudak, Douglas
 Hudson, Amy
 Hunziker, Scott
 Huo, Edeline
 Huxtable, Brandon
 Hyde, Jack
 Hylan, Dwight

I

Ihlenfeldt, Mike

J

Jacobson, Eldon
 Jenses, Anita
 Jia, Di
 Jobe, Pa Ousman
 Jollimore, Jim (2)
 Jones, Jennifer (2)
 Jones, Ruth
 Joo, Tom
 Jordan, Ebony
 Jordan, Rufina
 Juberg, Terri

K

Karalus, Megan
 Kari, Elizabeth
 Karnes, Chris
 Kesterson, Stephanie
 Kim, Albert
 Kim, Noory (2)
 Kingsley, Gwen
 Kirk, Suzannah
 Klein, David
 Knedlik, Will
 Koistinen, Heather
 Krizan, Ruth (3)
 Kuzstyukov, Oksana
 Kuznetsov, Alexey

L

Lamb, Corey
 Lanady, Daniel
 Lane, Jessica
 Lasersohn, Jim

Laurel, Suzanne
 Lawrenson, Gary
 Lawson, Imani
 Legaspi, Charizz
 Lemoine, Monica
 Lentini, Marc
 Leong, Michael
 Leslie-Haug, Kara
 Lim, Adrian
 Lin, Lewis
 Loeffler, Brian
 Lopez, Esnesto
 Lopez, Jesus
 Loubet, Teresa
 Lu, Yuan
 Lucas, John

M

M, Eric
 Main, Jess
 Mamonov, Ben
 Maney, Mary Ann (2)
 Maran, Nina
 Marley, Isaiah
 Martin, Jeff
 Martin, Robert
 Matsycek, Tatyana
 Mead, Alex
 Mengistu, Flkre
 Merrill, Patricia
 Meyer, Pat
 Miller, Eva
 Miller, LeAnn
 Mitchell, Ben
 Mitchell, Michael
 Mobini, Dario
 Monroe, Marquita A.
 Moore, Dereck
 Morlas, Ruth
 Moroney, Pat
 Morris, Kevin
 Mustaf, S. Adnan

N

Nam, Janice
 Neary, Sally
 Nelson, Andrea
 Nelson, Evan

Nelson, Larry
Neumann, Jeff
Newman, Craig
Newport Village
Nguyen, Duong
Nguyen, Truc
Null, Blake
Nunez, Angela
Nunez, Randy
Nyholm, Debra

O

Oakeley, Amanda
Odwyer, William
Ojeda, Reyes
Ojeda Espinoza, Ivette
Ojeda II, Reyes
Olsen, Elizabeth
Olander, Hannh and Clayton
Olivier, Carol
Olsen, Elizabeth
Ordon, Ashli
Osborne, Kerry

P

Pace, Tricia
Padron, Eufresina
Pai, Tony
Pandey, Apsara
Parcher, Andrew
Parker, Jane
Parnel, Felicia
Parris, Robin G.
Parsons, Becki
Pasta, Diane
Pearson, T
Pederson, Holly
Peffer, Doug
Peitz, F
Percival, Stephen
Petesen, Gary and Adele (2)
Peyton, James
Phillips, Bryce
Phinney, Anne
Pina, E Gary
Pines, Roger (2)
Pinney, Rebecca
Pond, Bob

Puetz, Matt (2)

R

Raak, Cherie
Rack, Perry
Rader, Deana
Ranganathan, Shefali
Ransom, Jerome
Reeves, Andre (2)
Reeves, Tanya (2)
Reidy, Cornelius
Renner, Cassandra
Renney, Justin
Richards, Mike
Richards, Shawn
Ride, Mark
Roberts, Kevin
Roberts, Stephanie
Robertson, Gary
Robinett, Jolene
Rogers, Alena
Rogers, Jinnger
Rollins, Dana
Rosas, Lizeth
Rubio, Natalie
Ryf Family

S

Saeed, Muhamed
Sandler, Brian
Sandler, Jenni
Sandon, Dan
Schanzenbach, Evelyn (20
Schaplow, Jason (2)
Schuler, Eric
Scott, Mary
Sell, Phillip
Sellers, Joyce
Seymour, Erik (2)
Shasha, Emmanuella
Shelton, Jim
Sieler, Kevin
Simpson, Seth
Simpson, Yvonne
Singh, Baljeet
Sing, Sarabjit (2)
Sloper, Janelle
Smith, Amy

Smith, Dorothy M. (2)
Smith, Megan
Smith, N
Smith, Randall
Smith, Suzanne
Smiths, The
Stacey, Anna Maria
Staiger, Virg
Stephenson, Andrew
Steussy, Denny
Stillwell, William
Strader, Ian
Strawser, Ruth
Stuessy, Denny
Sum, Leakhena
Sumner, Janreed
Swanson, Hilmer
Sweet, M. Anne
Szender

T

Tabor, Ross
Talkington, Barbara
Taratuta, Iryna
Taylor, Francis
Taylor, Joey (2)
Terrana, Jody
Thapa, Khadga
Thielman, Lauren
Thomas, Ariana
Thompson, Brad
Thompson, Mike (2)
Thorpe, Robert (2)
Tian, Zhen
Timulak, Shawn
Todd, T.D.
Tomaszewski, Walter
Truong, Victor (2)

U

Uering, Donna
Uhrich, Lisa
Upton, Shawn
Urban, Jamie

V

Valencia, Ilesha
Van Dinter Sr., Michael S.

Vance, Adam
Vandehay, Kevin
Vasquez, Jenny
Villiers, Ana

W

Walag, Joseph
Walker, Janine
Walter, Christopher
Walton, Allan
Walton, Richard
Wasiewicz, Leon
Watling, Richard (2)
Wax, Jason
Wayne, Jason
Wedin, Linda
Weerts, Jon
Wells, Chris
Wert, Jerry
West, Ken
Whalen, David
Whisner, Jack
Willey
Williams, Ricky
Williams
Wills, Michelle (2)
Woo, Lynda
Workman, Barbara
Wu, Ming Zhen

X

Xu, Yan

Y

Yates, Robert
Yester, Steve
Young, Levi
Young, Shawn
Yu, Shuk Han

Z

Zhan, Xiaoli