Appendix A

Document Support Information

Appendix A1

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Appendix A1

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Appendix A2

List of Preparers

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Appendix A2

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Appendix A3

List of Recipients/Distribution List

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Appendix A3

List of Recipients / Distribution List

A3.1 Federal Agencies

Advisory Council on Historic Preservation
Federal Highway Administration
Federal Motor Carrier Safety Administration
National Oceanic and Atmospheric Administration
U.S. Army Corps of Engineers
U.S. Bureau of Indian Affairs
U.S. Department of Fish and Wildlife
U.S. Department of the Interior/National Park Service
U.S. Environmental Protection Agency (Region 10)

A3.2 Tribes

Confederated Tribes and Bands of the Yakama Nation
Muckleshoot Indian Tribe
Puyallup Tribe of Indians
Duwamish Tribe
Snohomish Tribe
Snoqualmie Indian Tribe
Stillaguamish Tribe of Indians of Washington
Suquamish Indian Tribe of the Port Madison Reservation

A3.3 State Agencies

Washington State Department of Ecology
Washington State Department of Fish and Wildlife
Washington State Department of Transportation
Washington State Department of Natural Resources
Washington State Department of Archaeology and Historic Preservation
Washington State Patrol

A3.4 Regional Agencies

Port of Seattle
Puget Sound Clean Air Agency
Puget Sound Regional Council

A3.5 County Agencies

King County

A3.6 Transit Agencies

King County Metro Transit
Pierce Transit

A3.7 Cities

City of SeaTac
City of Kent
City of Des Moines
City of Federal Way

A3.8 Libraries

King County Library System:

- Des Moines Library, 21620 11th Ave S, Des Moines
- Kent Library, 212 2nd Ave N, Kent
- Woodmont Library, 26809 Pacific Highway S, Des Moines
- Federal Way 320th Library, 848 S 320th Street, Federal Way
- Federal Way Library, 34200 1st Way S, Federal Way

Washington State Library: Point Plaza East, 6880 Capitol Boulevard SE, Tumwater

A3.9 Schools and Community Centers

Federal Way Public Schools
Highline College
Highline School District
Kent School District

A3.10 Utilities

Century Link
Comcast
Highline Water District
Lakehaven Utility District
Level 3 Communications
Midway Sewer District
Puget Sound Energy
Seattle Public Utilities

Appendix A4

Acronyms and Glossary

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Appendix A4

Acronyms and Glossary

Acronyms and Abbreviations

$\mu g/m^3$	micrograms per cubic meter
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	average daily traffic
APE	Area of Potential Effects
AST	aboveground storage tank
BAT	business access and transit
BMP	best management practice
Board	Sound Transit Board of Directors
BRT	bus rapid transit
Btu	British thermal unit
CAA	Clean Air Act of 1970
CAC	collision analysis corridor
CALTRANS	California Department of Transportation
CD	compact disk
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CSZ	Cascadia Subduction Zone
DAHP	Department of Archaeology and Historic Preservation
dB	decibel
dBA	A-weighted decibel
DOT	U.S. Department of Transportation
Draft EIS	Draft Environmental Impact Statement
Ecology	Washington State Department of Ecology
EDR	Environmental Data Resources, Inc.
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EMF	electromagnetic field
EMI	electromagnetic interference
EO	Executive Order
ESA	Endangered Species Act
FDL	force density levels
FGTS	Freight Goods Transportation System
FHWA	Federal Highway Administration

Final SEIS	Final Supplemental Environmental Impact Statement
FIRMs	Flood Insurance Rate maps
FR	Federal Register
FTA	Federal Transit Administration
FWLE	Federal Way Link Extension
GHG	greenhouse gas
GMA	Growth Management Act
HC	Highline College
HCDF	high-compliance direct-fixation
HCM	Highway Capacity Manual
HCT	high-capacity transit
HOV	high-occupancy vehicle
HSM	*Highway Safety Manual*
HSS	highway of state significance
I-5	Interstate 5
ID	identification
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
KOP	key observation points
kV	kilovolt
lb/day	pounds per day
Ldn	day-night average sound level
LEP	limited English proficiency
Leq	equivalent sound level
LID	low-impact development
Lmax	loudest 1 second over a measurement period
Long-Range Plan	Regional Transit Long-Range Plan (Sound Transit, 2014)
LOS	level of service
LSTM	line source transfer mobility
LWD	large woody debris
MAP-21	Moving Ahead for Progress in the 21st Century Act
Metro	King County Metro Transit
MEV	million entering vehicles
mg/kg	milligrams per kilogram
MMBtu	million British thermal units
MOS	minimum operable segment
MOVES	Motor Vehicle Emission Simulator
mph	miles per hour
MSATs	mobile source air toxics
MTCA	Model Toxics Control Act
$MTCO_2e$	metric tons of carbon dioxide equivalent
MTP	Metropolitan Transportation Plan
MVMT	million vehicle miles traveled
MWh	megawatt hour

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic Safety Administration
non-HSS	non-highway of state significance
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
O_3	ozone
OCS	overhead catenary system
OMF	operations and maintenance facility
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppm	parts per million
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RFFAs	reasonably foreseeable future actions
ROD	Record of Decision
RTIP	Regional Transportation Improvement Program
Sea-Tac Airport	Seattle-Tacoma International Airport
SEPA	Washington State Environmental Policy Act
SIP	State Implementation Plan
SO_2	sulfur dioxide
Sound Transit	Central Puget Sound Regional Transit Authority
SOV	single-occupancy vehicle
SR	State Route
SSMP	safety and security management plan
ST2	Sound Transit 2: A Mass Transit Guide; The Regional Transit System Plan for Central Puget Sound (Sound Transit, 2008)
TAZ	transportation analysis zone
TCP	traditional cultural property
TDA	tire-derived aggregate
TOD	transit-oriented development
TPSS	traction power substation
TSM	Transportation System Management
U.S.C.	United States Code
USDA	U.S. Department of Agriculture

USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
UST	underground storage tank
v/c	volume to capacity
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VOC	volatile organic compound
WAAQS	Washington Ambient Air Quality Standards
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WDNR	Washington Department of Natural Resources
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WRIA	Water Resources Inventory Area
WSDOT	Washington State Department of Transportation

Glossary of Terms

Access time. The time required to walk, bicycle, or drive from the origin of the trip (for example, from home) to a (boarding) transit stop, plus the waiting time based on the frequency of transit service, and/or the transfer time and the walking or driving time from the transit (de-boarding) stop to the destination. For auto trips, it is the time required to walk to and from parking places, and delays within parking facilities, if any.

Accessibility. The ease by which an individual can reach desired activities in any location by use of the transportation system.

Air pollutant (also, Air Contaminant). Smoke, dust, fumes, or odors in the ambient air that have the potential for harmful effects.

Air quality maintenance area. An area having the potential to violate a federal or state ambient air quality standard, based on expected growth and development in the area.

Alignment. Horizontal geometric elements, which define the location of the light rail track or roadway.

Alluvium. An unconsolidated, terrestrial sediment composed of sorted or unsorted sand, gravel, and clay that have been deposited by water.

Annualized capital cost. A one-time capital cost converted into an annual value that incorporates both the depreciation on the capital item and the foregone interest on the money invested in the project.

Archaeological sensitivity zone. An area where the potential for finding an archaeological resource is high.

Area source. A general classification of the origin of an air pollutant (e.g., park-and-ride lots are area sources of carbon monoxide emissions).

Arterial. A major thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic-carrying capacity than collector or local streets and are designed for continuously moving traffic.

Artifact. Any portable object used and/or modified by civilization (particularly during prehistoric times).

At-grade. Term used to express that a feature, such as a rail track or crosswalk, and a roadway meet at the same elevation.

At-grade crossing. Any intersection of two or more flows of traffic at the same elevation (possibly involving more than one mode of transportation), such as road crossings by light rail.

Atmospheric stability. A measure of the capacity of the ambient air to disperse air pollutants.

Attainment area. An Attainment Area is an area considered to have air quality as good as or better than the national ambient air quality standards for specific pollutants as defined in the Clean Air Act.

Average annual megawatt. The average hourly demand for or supply of electricity measured in megawatts over a year.

Average daily traffic (ADT). The total volume of traffic during a given time period divided by the number of days in that time period, representative of average traffic in a one-day time period.

A-weighted sound level. To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing system is built into sound measurement equipment. Measurements with this filter enacted are referred to as A-weighted sound levels, expressed in dBA. (See Decibel.)

Background concentration. The pollutant level that would exist at a site in the absence of air pollution sources in the neighborhood of the site (different from Modeled Concentration).

Ballasted track. A track structure consisting of rail, tie plates or fastenings, cross ties, and the ballast/subballast bed supported on a prepared subgrade. The subgrade may be a compacted

embankment or fill section, an excavation or cut section, or a bridge structure. Ballasted track is generally the standard for light rail transit routes that are constructed on an exclusive right-of-way.

Baseline energy consumption. Energy consumption, usually for a no-build alternative, that is used as a reference against which energy consumption for a build alternative is compared.

Boarding. Term describing the arrival of passengers onto a bus or transit vehicle.

Boarding trips. A trip on a transit line or group of lines where each boarding of a transit vehicle is considered the start of a new trip. Number of trips boarding (entering) transit vehicles, regardless of whether the trip involves a transfer from another transit vehicle. A fare may or may not be collected for each boarding trip, depending on whether a transfer is used.

British thermal unit (Btu). An energy unit equal to the quantity of heat required to raise the temperature of 1 pound of water 1 degree Fahrenheit. One therm equals 1,000,000 Btu.

Capacity, person. The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour.

Capacity, roadway. The maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway and traffic conditions.

Capacity, vehicle. The maximum number of vehicles that can be accommodated in a given time by a transit or highway facility.

Capital costs. Nonrecurring costs required to construct transit systems, including costs of right-of-way, facilities, rolling stock, power distribution and the associated administrative and design costs, and financing charges during construction.

Carbon monoxide (CO). A colorless, odorless, tasteless gas, and one of the criteria air pollutants released from automobile exhaust.

Carpool. A group of passengers and drivers organized to use one automobile on a regular basis, riding together, for the same trip purpose (generally the work trip).

Cathodic protection. Cathodic protection is an effective method of preventing stress-corrosion cracking. It is a technique used to control the corrosion of a metal surface by making that surface the cathode or terminal that transports the current.

Census tract. A Census tract is a small subdivision of an urban area used by the U.S. Census Bureau to identify population and housing statistics. Census blocks are subdivisions of census tracts and are the smallest unit of census geography for which the Census Bureau collects data. The boundaries of census blocks are generally streets or other notable physical features and often correspond to a city block. A census block group is a combination of census blocks, typically encompassing two to four city blocks. The Census collects some information at the block level, some at the block group level, and some at the tract level.

Channelization. The use of traffic markings or islands to direct traffic into certain paths. For example, a “channelized” intersection directs portions of traffic into a left turn lane through the use of roadway islands or striping that separates the turn lane from traffic going straight.

Circulation. The free movement or passage of a vehicle, pedestrian, bicycle, or other transportation mode through a given area.

Concentration. A measure of the air pollutant in the ambient air, having the units of mass per volume.

Conformity. A process that ensures federal funding and approval goes to transportation activities consistent with federal air quality goals. The

Federal Highway Administration and the Federal Transit Administration jointly determine that specific regions meet air quality standards.

Construction energy. In transportation analysis, the energy used to build stations, terminals, roadbeds, trackbeds, tunnels, vehicles, and other equipment and facilities. Construction energy includes the energy content of materials and the energy used to haul and place them.

Construction staging area. During construction, a site temporarily used for materials or equipment storage, assembly, or other temporary, construction-related activities.

Corridor. A general path from one point to another; the East Link study corridor begins in Seattle and travels to Redmond.

Couplet. A place where a two-way street changes temporarily into a one-way paired set of streets.

Criteria air pollutants. Those air pollutants that have been recognized by the U.S. EPA as potentially harmful and for which standards have been set to protect the public health and welfare. The criteria air pollutants are carbon monoxide, sulfur dioxide, particulates, nitrogen dioxide, ozone, hydrocarbons and lead.

Day night sound level (Ldn). Ldn, also abbreviated DNL, is a 24-hour equivalent continuous sound level (Leq), but with a 10-dB penalty assessed to noise events occurring at night. Nighttime is defined as 10 p.m. to 7 a.m. This strongly weights Ldn toward nighttime noise because most people are more easily annoyed by noise during the nighttime hours when background noise is lower and most people are sleeping.

***de minimis* impacts**. Section 4(f) *de minimis* impacts cannot "adversely affect the activities, features, and attributes" of a Section 4(f) resource. For public parks or recreation properties, a *de minimis* impact finding requires written concurrence from the agency with jurisdiction over the property. For historic and archaeological sites, a *de minimis* impact is allowed if FTA has determined "no adverse effect" in compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA). When FTA has made a *de minimis* determination, the project is not required to analyze avoidance alternatives for that Section 4(f) property.

Decibel. The unit used to measure the loudness of noise.

Direct-fixation track. A "ballastless" track structure in which the rail is mounted on direct-fixation fasteners that in turn are anchored to an underlying concrete slab. Direct fixation is generally the standard for light rail transit routes constructed on aerial structure. Direct-fixation track is also used for construction of at-grade track under unusual circumstances, such as when there is a relatively short segment of at-grade track between two direct-fixation track structure decks.

Displacement. A property acquisition that would require removing an existing use.

Disturbed habitat. A habitat in which naturally occurring ecological processes and species interactions have been significantly disrupted by the direct or indirect results of human presence and activity.

Drop-off zone. A station that provides temporary loading and unloading facilities for autos and/or buses. The station may be combined with feeder bus stations.

Ecologically sensitive area. An area, valued locally for its rare or sensitive habitat, existing in a relatively undisturbed, natural state and supporting indigenous species.

Elasticity. In economic analysis, the sensitivity of the demand or supply of a commodity to changes in another variable (e.g., the price elasticity of gasoline is the ratio of the percent change in consumption to percent change in price).

Elevated guideway. A guideway that is positioned above the normal activity level (e.g., elevated structure for light rail to cross over a street).

Embedded track. A track structure that is completely encased—except for the tops and gauge sides of the rails—within pavement. Embedded track is generally the standard for light rail transit routes constructed within public streets, pedestrian/ transit malls, or any area where rubber-tired traffic must operate.

Emission. Particulate, gaseous, noise, or electromagnetic byproducts of the transit system or vehicle.

Emission control. Method by which emissions are governed in an effort to minimize the pollutants and/or noise emitted.

Emission inventory. A listing by emission source of the amounts of air pollutants released into the atmosphere (generally, in tons or kilograms per day).

Emission source. The origin of an air pollutant (e.g., automobiles and trucks are sources of carbon monoxide, hydrocarbons, and nitrogen oxides).

Emission standards. A limitation on the release of an air contaminant into the ambient air (e.g., the federal government limits carbon monoxide, hydrocarbon, and oxides of nitrogen (NOx) emissions per mile of travel in new automobiles).

Endangered species. According to the Federal Endangered Species Act of 1973, an endangered species is any species in danger of extinction throughout all or a significant portion of its range, other than an insect determined by the Secretary of the Interior to constitute a pest whose protection under the provisions of this act would present an overwhelming and overriding risk to man.

Energy factor. A number that when multiplied by the appropriate usage units (e.g., vehicle miles, tons, dollars), yields a measure of energy consumption (e.g., 0.5 gallon per vehicle mile x 10 miles = 5.0 gallons consumed for propulsion).

Energy system. The network of major and minor routes, vehicles, facilities, and other energy-consuming entities that are considered in energy analysis.

Equity. The incidence of fairness and the distribution of benefits, costs, and impacts among population subgroups except as defined for subareas per allocations set out in Sound Move.

Equivalent sound level (Leq). Leq is a measure of sound energy over a period of time. It is referred to as the equivalent sound level because it is equivalent to the level of a steady sound which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound.

Express service. Transit service where a very limited number of stops are made.

Facilities energy (also, station energy). A portion of the operational energy that includes the energy to operate parking lots, administration buildings, and other facilities. It does not include propulsion or maintenance energy.

Facility. The means by which a transportation mode is provided. For example, a sidewalk is a facility for pedestrians as is a highway is a facility for vehicles.

Fare. The authorized amount (cash or token) paid or the valid transfer or pass, presented for a transit ride.

Fare box. A device that accepts and, in some cases, registers coins and tokens used by passengers as payment for rides.

Fare structure. The methodology of determining the fare that a passenger pays for service.

Feeder bus station. A station that provides lateral bus transportation service for riders to transfer to a light rail mode.

Feeder service. Local transit service that feeds trunkline (usually faster and at higher capacity) transit service.

Fixed route. Transit service provided on a repetitive, fixed-schedule basis along a specific route with transit vehicles stopping to pick and deliver passengers to specific locations.

Forest or woodland habitat. A habitat type generally dominated by Douglas fir, western red cedar, and western hemlock, frequently with a hardwood understory. The ground cover is generally lush. Birds and small mammals abound, and larger mammals are common in large stands.

Frequency, vehicle. Time rate of vehicle arrivals at a station stop or along a transit line.

Full acquisition. A type of property encroachment that would require the acquisition of the full parcel and displace the current use.

General-purpose lane. Term to describe a traffic lane on a highway that can be used by all types of vehicles including single occupant autos, carpools, trucks and motorcycles.

Grade-separated. Parallel or crossing lines of traffic that are vertically or horizontally physically separated from each other and do not share a common intersection.

Greenhouse gas (GHG). Greenhouse gases include CO_2, methane (CH_4), O_3, water vapor, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These gas emissions are collectively leading to the greenhouse effect, trapping the sun's solar rays and leading to an increase in Earth temperature.

Groundborne noise. Noise that is transmitted through the ground, typically reported in decibels.

Groundborne vibration. A small but rapidly fluctuating motion transmitted through the ground, typically reported as velocity or acceleration.

Guideway. Specifically designed way traversed by transit vehicles constrained to the way.

Habitat function. Terrestrial plant communities, wetlands, and aquatic systems such as streams provide a variety of functions in the environment. For instance, depending on the condition and location of a wetland, wetland functions might include water quality improvement, groundwater recharge, nutrient and sediment filtering, and habitat for a variety of animals, as well as education and recreation opportunities for people—the habitat function is one of several functions potentially performed by wetlands. Similarly, terrestrial and aquatic systems each also may perform many functions. When they provide habitat for animals, they are said to be performing or providing a "habitat function."

Habitat value. The value of plant community's function as determined by the habitat's ability to support the needs of biological species. High-value habitats are those that support or may support threatened, endangered, and/or sensitive species as determined by the federal, state, and local jurisdictions.

Headway. The headway between vehicles in public transit systems is the amount of time (usually in minutes) that elapses between two vehicles passing the same point traveling in the same direction on a given route.

High-capacity transit (HCT). A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, examples include light rail transit or express buses on exclusive bus ways and their supporting services.

High-occupancy vehicle (HOV). Any passenger vehicle that meets or exceeds a certain predetermined minimum number of passengers, for example, more than two or three people per automobile. Typically includes carpools with two or more people, vanpools, and buses.

Hours of service. The number of hours during the day between the start and end of service on a transit route, also known as the service span.

Hydrocarbon. Nonmethane hydrocarbon that contributes to the formation of photochemical oxidants (commonly known as smog), primarily ozone.

Impedance value. A factor used to weight the time spent waiting for transit. Often computed as 2.1 times the in-vehicle time.

Indirect energy. A term used to denote all energy inputs for the construction, operation, and maintenance of a system.

Indirect source. An entity that does not directly emit pollutants but attracts emission sources such as automobiles and trucks. Shopping centers, stadiums, and highways are examples of indirect sources.

Induced trips. Trips generated because of the construction of a new (transportation) facility. (Different from Shifted Trips).

Integration with other modes. Method by which a transit system interfaces with other modes of transportation.

Interchange. The system of interconnecting ramps between two or more intersecting roadways or guideways that are grade-separated.

Interim terminus. A station where the project would operate until the next portion of the project can be built. The terminus would typically include a station with tail tracks extending beyond the station for layover of trains.

Interslab subduction zone. Interslab subduction zone is the zone between the earth's crustal plates. This zone is the source of large earthquakes off the coast of Washington.

Joint development. Opportunities for the development or redevelopment of adjacent parcels (in station areas) in a manner that would support both the transit investment and the community objectives through the use of both public and private funds.

Key observation point (KOP). A view location used to describe existing visual conditions and to analyze

Lacustrine soils. A soil that has been formed in a lake bed.

Land development pattern. The use, types, and intensity of development. Land development patterns affect trip demand, average trip length, and therefore, energy consumption.

Landscaped habitat. A habitat in urban areas having limited native species. Vegetation generally consists of mowed lawns and exotic trees and bushes.

Ldn. The day/night average sound level.

Leq. The equivalent steady-state sound level that, in a specified time period, would contain the same acoustic energy as the varying sound level during the same period; considers volume capacity, travel speeds and delay.

Level of service (LOS). A qualitative measure that represents the collective factors of travel under a particular volume condition. A measure of traffic congestion.

Light rail transit (also light rail). A mode of mass transportation comprising light rail vehicles, which travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in both at-grade and/or grade-separated environments.

Line source. A general classification of the origin of an air pollutant (e.g., highways and other roads are line sources of carbon monoxide emissions).

Line Source Transfer Mobility (LSTM). Represents the complex relationship between the vibration source such as a train that excites the ground and the resulting vibration of the ground surface. It is a function of vibration frequency and distance of the receiver from the source. In other words, LSTM is

an indicator of the efficiency with which vibration energy is transmitted through the ground.

Link. Sound Transit's light rail system.

Load factor. The average ratio of passengers to seats, during some specified period of operation of a public transit route.

Local service. A type of transit operation involving frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers as close to their destinations or origins as possible.

Locally Preferred Alternative. Following the publication of a Draft EIS, the Sound Transit Board identifies a Preferred Alternative, consisting of routes and station preferences. This will be known as a "locally" Preferred Alternative because FTA has not yet selected a Preferred Alternative.

Maintenance area. Maintenance areas are geographic areas with a history of nonattainment of National Ambient Air Quality Standards (NAAQS) but which now consistently meet NAAQS.

Maintenance energy. A portion of operational energy that is applied to repair and maintenance of vehicles and buildings in the system. It does not include propulsion or facilities energy.

Median track alignment. In rail operations, a type of alignment where tracks are positioned in the median on the street, as opposed to being positioned on one side of the street.

Megawatt (MW). 1,000,000 watts.

Microgram per cubic meter ($\mu g/m^3$). A unit of concentration equal to one thousandth of a gram per cubic meter.

Minimum operable segment. A shorter segment of the project route that could be successfully operated on an interim or long-term basis if necessary, and could be extended at a later time.

Minimum turn radius. Generally assumed to be the minimum horizontal turn radius (tightest curve).

Minority residents. Those persons who, in responding to the 1990 U.S. Census, indicated their race to be something other than "White" or reported entries that the Bureau of the Census categorized as something other than "White."

Mobility. The ease of continuous movement along the transportation system.

Mobility-limited. As defined for 1990 U.S. Census data, persons who had a health condition (physical and/or mental) that had lasted for 6 or more months and which made it difficult to go outside the home alone.

Mode. A particular form or method of travel, such as pedestrian, bicycle, automobile, bus, or light rail.

Mode share. The percentage of travelers that travel either by SOV, HOV, or transit modes on a given roadway facility.

Mode split. Forecast of proportion of total person-trips that would use each of the various modes of transportation that include transit and cars.

Model Toxics Control Act. The Model Toxics Control Act Cleanup Regulation, WAC 173-340, implements the Model Toxics Control Act, RCW 70.105D, which addresses strict requirements for site discovery and reporting, site assessments, and site remediation. Most important, the regulation defines standard methods used to assess whether a site is contaminated or clean.

Modeled concentration. An air pollutant level, excluding the background level, predicted by a model (see background concentration).

National Ambient Air Quality Standards (NAAQS). Federal limits on levels of atmospheric contamination necessary to protect the public from adverse effects on health (primary standards) and welfare (secondary standards).

National Historic Preservation Act of 1966 (NHPA). The act that established the National Register of Historic Places and State Historic Preservation program and set forth guidelines and

regulations for environmental review of projects involving federal funding.

National Register of Historic Places (NRHP). The official list of the nation's cultural resources determined to be worthy of preservation; the register is maintained by the National Park Service.

Network. A system of real or hypothetical interconnecting links that forms the configuration of transit routes and stops which constitute the total system.

Nonattainment area. An area designated by the EPA as presently violating the National Ambient Air Quality Standards, based on archival air quality data.

NO_X. Oxides of nitrogen (nitrogen oxide and nitrogen dioxide). The pollutants released during high-temperature combustion of fossil fuels such as diesel.

Off-peak. Those periods of the day when demand for transit service is not at a maximum.

Operating costs. Recurring costs incurred in operating transit systems, including wages and salaries, maintenance of facilities and equipment, fuel, supplies, employee benefits, insurance, taxes, and other administrative costs. Amortization of facilities and equipment is not included.

Operating revenue. The gross income from operation of the transit system including fares, charter income, concessions, advertising, etc. Does not include interest from securities, nonrecurring income from sale of capital assets, etc.

Operational energy. The energy used for vehicle propulsion, facilities, and maintenance for a specified period, usually one year.

Originating ride (or trip). A one-way trip taken on a transit line or group of lines, where a transfer from one line to another is not considered to be the start of a new trip.

Overhead catenary system (OCS). Electrical transmission poles and lines that supply power to the light rail system.

Ozone. A gas consisting of three oxygen atoms formed in reactions of nonmethane hydrocarbons and nitrogen oxides in the presence of sunlight. Ozone is one of the Criteria Air Pollutants.

Palustrine wetland. Freshwater wetlands dominated by trees, shrubs, and emergent vegetation.

Park-and-ride lot. A lot that provides parking for patrons of a transit facility.

Parking utilization. The number of parking spaces being utilized at a given location, it is calculated as the total number of parking spaces occupied divided by the total parking supply at a given location.

Partial acquisition. A property that would be partially acquired in order to build and operate the light rail.

Passenger load/passenger load LOS. The number of passengers on a transit unit (vehicle or train) at a specified point.

Passenger mile. A measure of travel equivalent to one passenger traveling one mile.

Patronage. The number of person-trips carried by a transit system over a specified time period.

Peak hour. The hour of the day in which the maximum demand for service is experienced, accommodating the largest number of automobile or transit patrons.

Peak particle velocity. Specifications for allowable levels of vibration from blasting, pile-driving, and other construction processes with the potential of causing building damage are almost always expressed in terms of peak particle velocity since this is thought to be well correlated with maximum stresses in buildings. Peak particle velocity is the instantaneous positive or negative peak in the vibration signal.

Peak period. A time period or periods when travel activity is at its heaviest.

Pedestrian level of service. An overall measure of walking conditions on a route, path, or facility.

Person demand. The number of persons that use a specific roadway or highway facility, thus creating a demand for usage of the facility; it is often compared to roadway capacity to determine the level of congestion.

Person throughput. The amount of persons that can pass a point on a roadway or pass through an intersection over a specified period of time.

Person trip. A trip from a point of origin to a destination made by a person by any travel mode. Within transit, transfers are not counted. That is, a person traveling from home to work on a bus with one transfer creates only one-person trip.

Photochemical oxidants (smog). Gaseous pollutants formed from reactions of non-methane hydrocarbons and nitrogen oxides (NOx) in the presence of sunlight (e.g., ozone).

Platform hours. Elapsed time from when a transit bus or train pulls out of the garage into service to when it returns to the garage after completing its service.

Point source. A general classification of the origin of an air or water pollutant, usually characterized as smokestacks or outfalls.

Pollutant-generating impervious surface. Impervious surfaces considered to be a significant source of pollutants in stormwater runoff. Such surfaces include those subject to vehicular use, industrial activities (as defined in the Ecology Manual), or storage of erodible or leachable materials, wastes, or chemicals, and which receive direct rainfall or the run-on or blow-in of rainfall.

Polychlorinated biphenyl (PCB). Hazardous environmental pollutants upon which the federal government has placed additional controls regulating disposal.

Potentially affected area. This is defined differently by each technical discipline. It includes the area that could be affected by the alternatives.

Poverty-level household. As used for 2000 U.S. Census data, the average poverty threshold for a family of four persons was $17,603 in 2000. The defined family poverty level threshold varied by total number of family members, number of children under 18 years, and number of persons over age 65. For a detailed discussion of the poverty definition, see U.S. Bureau of the Census, *Current Population Reports, Series P-60, No. 171, Poverty in the United States: 1988 and 1989.*

Power. The time rate of energy use.

Preferred Alternative. Following publication of the Draft EIS, the Sound Transit Board identifies a Preferred Alternative, including route and station options. The Final EIS further evaluates the Preferred Alternative as well as other alternatives.

Propulsion energy (also, direct energy). In transportation analysis, a portion of operational energy that includes fuels and electricity to propel vehicles and provide lighting, heating, and air conditioning within them.

Pulsing. The coordinated arrival and departure of buses on a number of different bus lines at a transit center to facilitate transferring of passengers among those bus lines. Usually, local feeder bus lines are scheduled to arrive at the transit center just ahead of the trunkline bus or train and then depart just after the trunkline bus or train.

Queue. A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slowly moving vehicles or people joining the rear of the queue are usually considered part of the queue. The internal queue dynamics can involve starts and stops. A faster-moving line of vehicles is often referred to as a moving queue or a platoon.

Region. The four-county Puget Sound Regional Council region, including King, Pierce, Snohomish, and Kitsap Counties.

Reliability. How often transit service is provided as promised; affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels.

Right-of-way. The corridor (horizontal and vertical space) owned by the transit agency for the transportation way.

Riparian habitat. A habitat type associated with stream and lake margins and characterized by dense vegetation consisting primarily of willow, alder, and cottonwood species, supporting a wide variety of waterfowl, songbirds, amphibians, and small mammals.

Route. The course followed by a transit vehicle as a part of the transit system.

Route miles. The length of a route measured in miles between its end points.

Runoff. The rainwater that directly leaves an area in surface drainage, as opposed to the amount that seeps out as groundwater.

Screenline. A screenline is an imaginary line across a section of freeways or arterials. Screenlines are often used in traffic analyses to determine how much volume is entering or exiting a particular area.

Section 106. Section 106 of the National Historic Preservation Act of 1966 established a procedure to review the potential effects on cultural resources by projects receiving federal funds.

Section 4(f). Section 4(f) of the Department of Transportation Act restricts the United States Department of Transportation's approval of projects affecting the following properties: publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge, or any land from a significant historic site.

Section 404. Section 404 of the Clean Water Act is a permit program administered by USACE under guidelines by EPA to protect the nation's waters from dredged and fill sources.

Section 6(f). Section 6(f) of the Land and Water Conservation Act of 1965 established restrictions on, and replacement requirements for, the use of land acquired with funds authorized under the Land and Water Conservation Fund Act.

Sensitive receptor (auditory). A local area or site that supports activities easily disrupted by audio intrusions or distractions, such as a park, school, historic landmark, or residential neighborhood.

Sensitive view. A view that is identified by local jurisdictions as requiring protection.

Sensitivity analysis. A "what-if" type of analysis to determine the sensitivity of the outcomes to changes in parameters; if a small change in a parameter results in relatively large changes in the outcomes, the outcomes are said to be sensitive to that parameter.

Service frequency/frequency. The number of transit units (vehicles or trains) on a given route or line, moving in the same direction, that pass a given point within a specified interval of time, usually 1 hour.

Side-track alignment. In rail operations, a type of alignment where the tracks are positioned on one side of the street, as opposed to being positioned in the median of the street.

Signal phasing. A group of three traffic signal timed intervals (green, yellow, red) that are assigned to an independent traffic movement or combination of movements.

Signal preemption. Traffic signal options that may modify normal traffic signal phasing for preferential treatment of transit vehicles.

Signal progression. A series of traffic signals timed and coordinated to optimize the flow of selected traffic movements.

Smog. See photochemical oxidants.

Social interaction. Intra-neighborhood communication and circulation using street, sidewalk, and bikeway connections between residential areas and community facilities, retail businesses, and employment centers. Also includes verbal interaction and telecommunications facilities.

Sounder. Sound Transit's commuter rail system, which travels from Everett to Lakewood, through Seattle.

Sound Transit 2 (ST2). A package of HCT investments in the regional transit system, adopted in July 2008.

Staging area. Section of land near a construction site designated for equipment and truck storage, maintenance, and warm up prior to engagement in construction activities.

State Implementation Plan (SIP). A plan required of each state by the Clean Air Act that describes how the state will attain and maintain the National Ambient Air Quality Standards.

Stormwater detention. The temporary storage of stormwater runoff and subsequent release at a slower rate.

Stormwater treatment. Stormwater ponds and underground vaults are used to remove sediments and dissolved metals from stormwater. They collect sediments on the bottom of the pond or vault, where maintenance workers can clean them out on a regular basis.

Straddle bent. Light rail guideway support that extends across the width of the street.

Subarea. A unique portion of the Regional Transit Authority taxing district, one of five as defined in Sound Move (Snohomish County, North King County, East King County, South King County, and Pierce County).

Subduction zone. An area where one crustal plate is descending below another. The Puget Sound area is close to a subduction zone, which is formed by the Juan de Fuca plate descending below the North American plate. This action can cause significant seismic activity.

Terminal. The terminating point of transportation routes with transfer facilities and, often, amenities for passenger convenience.

Terminus. A transit station located at the end of a transit (including light rail) line.

Threatened species. According to the Federal Endangered Species Act of 1973, any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Through route. Interconnected transit lines in the downtown area, or a transit center, that allow buses (or trains) entering downtown or the transit center on one line to pass through and exit on another line. This eliminates the need to turn transit vehicles around downtown or at the transit center and allows some passengers to continue without transferring.

Title 23, Code of Federal Regulations, Part 771 (23 CFR Part 771) (Revised 1987). Federal Highway Administration and Federal Transit Administration regulations governing the preparation of environmental impact statements and related documents.

Title 23, Code of Federal Regulations, Part 777 (23 CFR Part 777) (Revised 1980). Federal Highway Administration (FHWA) and FTA regulations providing policy and procedures for evaluation and mitigation for impacted, privately owned wetlands.

Total maximum daily load. For 303(d)-listed water bodies, TMDLs are developed by Ecology for the pollutants that exceed water quality standards as a means for ultimately attaining the standards.

Total suspended particulates. Air pollutants that consist of solid particles (dust, lead, salts, etc.) suspended in the atmosphere. TSP is a criteria air pollutant.

Total suspended solids. Organic and inorganic particles that are entrained within and carried by water. The particles are typically sand, silt, and clay, but may include pebbles and larger rocks in fast-flowing water.

Total travel time. The total elapsed time between trip beginning and end, including travel, terminal, and waiting time.

Traction power substation. Electrical station that provides the power needed to drive the trains. The substations are housed in either standalone structures, or within transit stations, typically within or adjacent to the right-of-way.

Transfer ratio. The number of boarding trips divided by originating trips.

Transfer time. The elapsed trip time required to change between modes (e.g., bus to light rail) or to transfer between routes of the same mode (e.g., bus to bus).

Transfer. The portion of a trip between two connecting transit lines, both of which are used for completion of the trip.

Transit. A transportation system principally for moving people in an urban area and made available to the public usually through paying a fare.

Transit center. A station with shelters where a large number of transit vehicles and passengers can be brought together with safety and convenience.

Transit-oriented development. The Transportation Research Board provides several definitions of transit-oriented development that emphasize high-quality walking environments, mixed land uses, and high-density developments linked to transit. Generally, transit agencies agree that what constitutes a transit-oriented development is a pattern of dense, diverse, pedestrian-friendly land uses, near transit nodes that, under the right conditions, translates into higher transit patronage.

Transit service reliability. Reliability is defined as the degree to which transit service can be counted on for consistent, on-time performance.

Transportation corridor (also, corridor). The group of travel movements (or travel flows) between two or more locations. A corridor might have components or subcorridors. A corridor includes all facilities, transit and highway, that might be used to accommodate the specified travel movement.

Transportation Systems Management (TSM). Incorporates relatively low-cost approaches to improving mobility without constructing major new transportation facilities. TSM generally emphasizes smaller physical improvements and operational changes such as intersection improvements, minor widenings, traffic engineering actions, operational changes such as queue jumps or queue bypass lanes for buses, expanded bus service, transit centers, and improved transit access.

Travel time (in vehicle). The time required to travel between two points, not including terminal or waiting time.

Trip. The one-way movement of one person between his origin and his destination, including transfers and the walk to and from the means of transportation.

Trip demand. The number and type (public or private origin and destination) of trips measured, calculated, or forecasted in a specified area having a given land development pattern. Trip demand also depends on prevailing economic, behavioral, and attitudinal conditions.

Trip length. The number of miles per trip. This is usually an average number for a specified trip type, area and analysis year.

Turn pocket. Term used to describe a traffic lane that separates turning vehicles from thru lanes. For example, a left-turn pocket is also commonly known as a left-turn lane.

Unity. In visual analysis, the visual coherence and compositional harmony of the landscape.

Use of Section 4(f) land. According to regulations of the U.S. Department of Transportation, use of Section 4(f) land is defined as: (1) acquisition of title or easement to land, or (2) in unusual circumstances, serious indirect impacts, such as increase in noise, visual intrusion, or access obstruction.

Vehicle hours traveled (VHT). The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

Vehicle mile. An amount of travel equivalent to one vehicle traveling one mile.

Vehicle miles traveled (VMT). The total number of vehicle miles traveled within a specific geographic area over a given period of time.

Vehicle occupancy. The number of persons per vehicle. Usually an average number for a specified trip type, area, and analysis year.

Vehicle throughput. The number of vehicles, usually on a highway, that get through a screenline over a short time period such as an hour.

Vibration propagation. The transfer of vibration through soil or other media.

Vibration propagation test. A test that provides an estimate of vibration levels as a function of distance from a vibration source, in this case the light rail vehicle. Tests are done on the surface to evaluate propagation at-grade, or at the bottom of a bore hole for tunnel routes.

Vibration velocity. Vibration velocity is the basic measure of ground-borne vibration. It is a measure of the rate at which particles in the ground are oscillating relative to the equilibrium point.

Vibration velocity level. It is generally accepted that, over the frequency range important for ground-borne vibration from transit systems, human response to vibration is best correlated to the root-mean square (rms) vibration velocity. In this report, rms vibration velocity is always expressed as decibels relative to 1 micro-inch per second.

Viewer sensitivity: The extent of the viewer's concern for a particular view or viewshed. Viewer sensitivity to the viewed environment is classified as low, average, or high.

Visual amenity. An object or element (such as buildings or vegetation) that enhances the visual character of a view or area.

Visual character. Visual character is an impartial description of the landscape in terms of dominance, scale, diversity, and continuity. Visual character-defining environments and features include landforms, vegetation, land uses, transportation facilities, overhead utilities, open spaces, water bodies, designated viewpoints, and views to the visual environment.

Visual encroachment. The imposition of an object, or objects, on a view such that the view is disrupted, obstructed, or otherwise modified from its original state.

Visual quality. Visual quality is an assessment of the visual character and is categorized as low, medium, or high, as follows:

- **Low visual quality.** Areas that have low visual quality may have features that seem visually out of place, lack visual coherence, do not have compositional harmony, and contain eyesores.
- **Medium visual quality**. These areas can be generally pleasant appearing, but may lack distinctiveness, memorability, drama, and compositional harmony, or may simply be very common and ordinary landscapes.
- **High visual quality.** These areas may be memorable, distinctive, unique (in a positive way), intact natural or park-like areas or urban areas with strong and consistent architectural and urban design features.

Volume to capacity (v/c) ratio. The ratio of demand flow rate to capacity for a highway or arterial facility; a v/c ratio below 1.0 means that

traffic volumes are below the capacity of the roadway, when identified as greater than 1.0, the traffic volume has theoretically exceeded the carrying capacity of the roadway.

Washington State Department of Ecology 303(d) List. The federal Clean Water Act (CWA), adopted in 1972, requires states to restore their waters to be "fishable and swimmable." The CWA established a process to identify and clean up polluted waters. Every 2 years, all states are required to prepare a list of water bodies that do not meet water quality standards. This list is called the 303(d) list because the process is described in Section 303(d) of the CWA.

Appendix A5

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Appendix B

Public Involvement and Agency Coordination

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Appendix B

Public Involvement and Agency Coordination

The National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) emphasize the importance of public and agency engagement early in the environmental review process. Sound Transit is committed to early agency and public engagement, and it has been working with local public transportation agencies, local jurisdictions, state and federal agencies and the public to create an open public and agency involvement process with ample opportunities to inform and involve others in the project.

B.1 Outreach Goals and Objectives

Citizens and groups have numerous opportunities to interact with, and receive a response from, Sound Transit on issues of interest or concern in the development and evaluation of the Federal Way Link Extension (FWLE). Sound Transit has established the following goals and objectives to guide the FWLE process:

Goal 1: Promote an understanding of the purpose and need for the project and the process leading to final decisions.

- Objective A: The public outreach process will adequately inform and engage all likely stakeholders, including low-income, minority, and limited-English-proficiency (LEP) stakeholders.
- Objective B: Project milestones and decision points will drive the timing, format, and content of public involvement activities.
- Objective C: Sound Transit Community Outreach staff and consultants will coordinate closely with the engineering and environmental staff and consultants to ensure that they are hearing, considering, and addressing input from the community in project planning, design, and environmental review. Close coordination will also ensure that Sound Transit Community Outreach staff and consultants have relevant, timely, and accurate information to share with the public.
- Objective D: Sound Transit and FTA decision-makers will receive regular and frequent updates about what the FWLE project team is hearing from the public and how that input is being considered and incorporated into the decision-making process.

Goal 2: The public, Sound Transit, FTA, corridor jurisdictions, and other stakeholders will be satisfied that the Draft EIS process was clear, accessible, fair, and met the requirements of NEPA and SEPA.

- Objective A: Public outreach strategies and tactics will be convenient and accessible to a broad and diverse range of stakeholders and community members, including low-income, minority, and LEP populations.

- Objective B: Involve new and existing stakeholders by providing a range of public input opportunities early and often.
- Objective C: The FWLE project team will publicize all FWLE public outreach activities through multiple and diverse communication vehicles.
- Objective D: All public materials and talking points will clearly explain the EIS process and when, where, and how stakeholders can provide their input.

Goal 3: Sound Transit will build informed consent for the project amongst community members, corridor jurisdictions, and other stakeholders.

- Objective A: All public materials and talking points will clearly communicate the purpose of and need for this project.
- Objective B: The FWLE project team will use data and evidence to demonstrate that the FWLE is an important investment for the corridor and the region.
- Objective C: The FWLE project team will ensure that clear, honest, timely, and thorough information about the FWLE and environmental review process is available to the public, corridor jurisdictions, stakeholders, and the media.
- Objective D: The public will receive frequent updates on what the FWLE project team is hearing from them and how public input will be considered and addressed in the decision-making process.
- Objective E: The FWLE project team will research and respond to public inquiries, ideas, and concerns in a timely manner.
- Objective F: The public will have an opportunity to provide input on major decisions before they are finalized.
- Objective G: The FWLE project team will ensure that all project documents are clearly written and understandable to a non-technical audience.

Goal 4: The FWLE project team will manage risk and ensure smooth, cost-effective project delivery.

- Objective A: The FWLE project team will identify and acknowledge public involvement risks early in the project and take a proactive approach to addressing, avoiding, or mitigating for those risks.
- Objective B: Sound Transit staff and consultants – including Community Outreach, Government and Community Relations, engineering, and environmental staff and consultants will work together to ensure that public involvement, government, and Tribal engagement is coordinated.
- Objective C: The FWLE project team will keep Sound Transit Government and Community Relations and Media Relations staff informed of on-going public involvement activities; what the FWLE project team is hearing from the public; and how public input is being considered and addressed in project decision-making. Sound Transit Government and Community Relations staff will update corridor jurisdictions and elected officials about this information on a regular and frequent basis.

- Objective D: When there are conflicts between what the public or corridor jurisdictions want and technical or financial constraints, all project materials and talking point will clearly communicate the criteria that the FWLE project team used to make recommendations to decision-makers.
- Objective E: The FWLE project team will document all contacts with the public, including follow-up activities and responses.

B.2 Agency Coordination

Consistent with the Agency Coordination Plan, Sound Transit has coordinated periodic interagency meetings and other activities to collect input from interested agencies. These meetings and activities informed the development of project alternatives and technical analysis methodologies. Agency involvement was also encouraged during the NEPA/SEPA scoping process. Three categories of interagency participation were established to facilitate agency cooperation and input for the FWLE: co-lead, cooperating, and participating agencies. At the beginning of the environmental review process prior to scoping, Sound Transit invited agencies to participate, where appropriate, in these categories, as described in the following subsections. Correspondence about the FWLE with these agencies is located in the following appendices, as indicated below:

- The *Historical and Archaeological Technical Report* (Appendix G4, bound separately from the Draft EIS) contains correspondence between the Federal Transportation Administration (FTA) and the Washington State Department of Archaeology and Historic Preservation on the presence and eligibility of cultural resources for the National Register of Historic Places.
- Appendix E, Section 4(f) Analysis, contains correspondence between FTA and the Federal Way School District regarding potential impacts to a Section 4(f) resource owned by the school district.

B.2.1 Lead Agencies

The Federal Transit Administration (FTA) is the federal lead agency for NEPA purposes. Sound Transit is the lead agency for SEPA purposes. These two co-lead agencies are responsible for coordinating with the cooperating and participating agencies as early as practicable in the environmental review process.

B.2.2 Cooperating Agencies

Cooperating agencies are any other federal, state, and local public agencies with jurisdiction or special expertise with respect to any environmental issues that should be addressed through the NEPA process. Cooperating agencies are responsible for developing information, preparing environmental analyses, and making staff available to support interagency and interdisciplinary coordination. Cooperating agencies for FWLE include the following:

- Federal Highway Administration
- U.S. Army Corps of Engineers
- Washington State Department of Transportation (WSDOT)
- King County Metro
- City of SeaTac
- City of Des Moines

- City of Kent
- City of Federal Way

B.2.3 Participating Agencies

Participating agencies are the federal and nonfederal agencies that may have an interest in the project. Such agencies are invited to participate in the environmental review process and agencies may chose not to participate. The following agencies are participating:

- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Advisory Council on Historic Preservation
- Washington Department of Archaeology and Historic Preservation (DAHP)
- Washington Department of Fish and Wildlife
- Washington State Department of Ecology (Ecology)
- Highline College
- King County
- Seattle Public Utilities
- Muckleshoot Indian Tribe
- Stillaguamish Tribe of Indians

Sound Transit staff worked with FTA to determine which tribes might have interests in the project vicinity and should be included as potentially affected agencies. The project vicinity does not include any tribal lands, but tribes have interests in natural and cultural resources. Because of the government-to-government consultation responsibilities associated with federally recognized tribes, FTA initiated consultation with tribes and invited them to become participating agencies. The following tribes have been contacted via letter, telephone conversations, and, as needed, in-person meetings:

- Confederated Tribes and Bands of the Yakama Indian Nation
- Muckleshoot Indian Tribe
- Puyallup Tribe of Indians
- Snoqualmie Tribe
- Stillaguamish Tribe of Indians
- Suquamish Tribe
- Duwamish Tribe (not federally recognized)
- Snohomish Tribe (not federally recognized)

FTA and Sound Transit will continue to consult with the tribes regarding potential natural and cultural resource impacts throughout project development.

B.2.4 Resources by Agency

Federal, state, and local agencies have provided data collection, resource identification, determination of regulatory compliance requirements, and/or development of analysis methodologies. Table B-1 lists what resource information Sound Transit gathered by agency. Agencies also provided additional

information and evaluation throughout the analysis process, which will continue through the completion of the Final EIS.

TABLE B-1
List of Resources Provided by Agency

Agency	Resources Provided or Consulted On
Federal	
U.S. Army Corps of Engineers	Wetlands, Waters of the U.S.
Federal Highway Administration	Traffic; highway improvement plans
U.S. Environmental Protection Agency	Hazardous materials
U.S. Fish and Wildlife Service	Threatened and endangered species
National Marine Fisheries Service	Threatened and endangered species
Washington State	
Department of Transportation	Traffic; highway improvement plans; utilities
Department of Fish and Wildlife	Threatened and endangered species, fish and wildlife, wetlands, priority habitat
Department of Ecology	Hazardous materials, geology and soils
Department of Natural Resources	Threatened and endangered species (plant/animal), geology and soils
Department of Archaeology and Historic Preservation	Archaeological and historic resources
Local/Regional Agencies	
King County and cities of SeaTac, Des Moines, Kent, and Federal Way	Land use and economic activity; neighborhoods and population; transportation plans and traffic; archaeological and historic resources; wetlands; water quality; acquisitions, displacements, and relocations; noise and vibration; visual and aesthetic resources; parks and recreational resources; geology and soils; utilities; input on public outreach strategies.
Puget Sound Clean Air Agency	Air quality
Puget Sound Regional Council	Regional travel; land use and economic activity; population and employment growth projections
Puget Sound Energy	Energy
Highline Water District	Utilities
Midway Sewer District	Utilities
Lakehaven Utility District	Utilities
Tribes (listed above in Section B.2.3)	Cultural resources, fisheries

B.3 Outreach Activities and Tools

Agency and public outreach efforts for the FWLE began in October 2012, with varied and broad-reaching methods. Sound Transit actively worked to reach agencies and the public by hosting public meetings and workshops, attending community events, and providing briefings, and by being available to discuss the project with business, neighborhood, and other interested groups.

Sound Transit has also targeted outreach efforts to minority and low-income groups by reaching out to service providers and community groups where possible. All of Sound Transit's notices and literature for the FWLE have language blocks stating "Call us at 1-800-823-9230 to learn more about the Federal Way

Link Extension and provide your feedback" translated into seven languages (Russian, Spanish, Vietnamese, Korean, Somali, Simplified Chinese, and Tagalog). These languages were selected based on 2010 U.S. Census data for the project corridor and community input. When Sound Transit staff have been contacted by a member of the public who has limited use of English, Sound Transit staff have had available an immediate phone translation service that provides over-the-phone interpretation in 150 languages, 24 hours a day and 7 days a week. In addition, Sound Transit developed a video for SomTV-Seattle, a local Somali television network.

Sound Transit also offered to translate FWLE fact sheets and related information upon request, as well as provided articles for newsletters, websites, or other communication tools used by service providers and community groups. More information on outreach and impacts on minority and low-income persons is available in Chapter 7, Environmental Justice. Table B-2 demonstrates the tools used for each of the environmental review process milestones.

TABLE B-2
Outreach Tools Used or Planned for FWLE

Year	Environmental Review Process Milestone	 Briefings	 Public Meetings	 Public Hearing	 Mailings	 Fact Sheets/ Handouts	 Community Events	 Comment Database	 Web Page	 News Media
2012	Early Scoping, Preliminary Stakeholder Meetings and Community Briefings	✔	✔		✔	✔	✔	✔	✔	✔
2013	EIS Scoping/ Comment on Project Purpose and Need and Alternatives	✔	✔		✔	✔	✔	✔	✔	✔
2015	Draft EIS Publication	✔	✔	✔	✔	✔	✔	✔	✔	✔
2016 (Planned)	Final EIS Publication	✔			✔	✔	✔	✔	✔	✔
2016 (Planned)	Record of Decision					✔			✔	

To make information about the FWLE as widely available as possible, Sound Transit created (and is continually updating) a variety of communication tools and materials. These include maintaining a comment database and project web site and distributing fact sheets, press releases, and e-mail alerts. These materials and tools provide updated information on the FWLE and let community members know where and how to provide feedback.

B.3.1 Database

Interested individuals can request project updates through mail or e-mail. Sound Transit maintains a database of people who wish to receive regular mailings about the agency's progress and about opportunities for public input. The database also includes attendees at FWLE open houses and public meetings, correspondents, commenters, and others who have requested information on the FWLE, and contains e-mail and/or physical addresses. The database is used in addition to the list of approximately 25,000 addresses within a half mile of FWLE alternatives used when Sound Transit prepares project related mailings.

B.3.2 Briefings

Sound Transit actively seeks to provide briefings to interested neighborhood associations, organizations, and businesses in the vicinity of the FWLE. The purpose of these briefings is to allow the project staff to reach members of the public at their neighborhood, civic, or business meetings to provide project information and answer questions. In some instances, project staff met one-on-one to brief individual stakeholders to provide information and obtain input. A full list of community briefings that have been held since the environmental review process began can be found in Table B-5 at the end of this appendix. In addition, Sound Transit jurisdictional briefings were provided to city council members and staff in SeaTac, Des Moines, Kent, and Federal Way.

B.3.3 Public Meetings, Open Houses, and Workshops

Sound Transit holds public open houses, workshops, and public meetings as the project progresses to share information, answer questions, and obtain input. In addition, Sound Transit has participated in open houses, workshops, and public meetings organized by local jurisdictions or other organizations. Typically the format includes time for the public to view project information and to speak with project team members about the project alternatives.

B.3.4 Public Hearings

A public hearing is required during the Draft EIS comment period. Sound Transit will have a 45-day comment period with two public hearings, one in Des Moines and one in Federal Way. Section B.4.2, Draft EIS, provides additional information on the public hearings. Sound Transit's public hearings on the Draft EIS occur no sooner than 15 days after the Draft EIS is released to allow the public time to review the Draft EIS.

B.3.5 Fact Sheets and Brochures

Fact sheets and brochures for the FWLE have been developed to accompany public meetings and workshops, as well as for distribution at community events. The fact sheets and brochures describe the status of the FWLE, the alternatives being studied in the environmental analysis, and the names and contact information for team members to contact for more information or with comments.

B.3.6 Community Events

Project staff attend a variety of community events planned by other organizations in order to reach a broader group of community members who might not otherwise seek out information on the project. Sound Transit's presence at these community events gives people the opportunity to pick up information, sign up on the project mailing/e-mail list, and talk with project staff. Examples of the community events Sound Transit has attended include:

- Des Moines Farmers Market
- Federal Way Farmers Market
- SeaTac Music in the Park Concerts

Sound Transit has also conducted neighborhood drop-in sessions in the study area at the following locations:

- Des Moines Food Bank
- Des Moines Activity Center
- Woodmont Library
- Highline College
- Federal Way Library
- Lowe's (SR 99 and S 240th Street)

Information booth at Federal Way Farmers Market

A complete list of neighborhood drop-in sessions is provided in Section B.5.

B.3.7 Project Webpage

Sound Transit developed a web site, www.soundtransit.org/FWextension, which provides information on the FWLE. Individuals can sign up online for Sound Transit's free e-mail subscription service to receive e-mail updates on the FWLE.

The FWLE web site includes an overview of the project, project maps and images, conceptual graphics of the project alternatives, and links to frequently asked questions. The project web site also contains a document library with links to a variety of project-related documents. Some of the documents posted on the FWLE web site include the following:

- *FWTE Early Scoping Information Report*
- *Federal Way Transit Extension (FWTE)[1] Plan Review for HCT in the Project Corridor*
- *FWTE Early Scoping Summary Report*
- *FWTE Alternatives Analysis Summary*
- *FWTE Alternatives Analysis Level 1 and Level 2 screening reports*
- *Potential Alignments and Station Locations Fact Sheet*
- *FWTE Scoping Summary Report*
- *FWTE Alternatives Analysis and EIS Scoping Briefing Booklet*
- *Agency Coordination Plan*

[1] Federal Way Transit Extension (FWTE) is the previous name of the FWLE.

B.3.8 News Media

The project team uses local newspapers to inform, educate, and involve the public in the FWLE. Area newspapers in SeaTac, Des Moines, Kent, and Federal Way and at Highline College have received news releases. Additionally, Sound Transit advertises public meetings in local publications as well as posting events on community boards and applicable blog sites.

B.3.9 Affected Property Notification

Sound Transit mailed letters in the Fall of 2014 to 1,104 owners of properties that could be affected by one or more of the FWLE alternatives. Letters were sent to the owners of the properties identified in Appendix D4.1 that may need to be partially or fully acquired to construct the project. Sound Transit held one-on-one meetings with the property owners interested in doing so.

B.3.10 Targeted Outreach

As part of the development of the Public Involvement Plan (PIP) for the project, Sound Transit recognized the importance of reaching LEP populations, minority populations, and low-income populations, and providing opportunities for these populations to be involved in the project planning, design, and environmental review process.

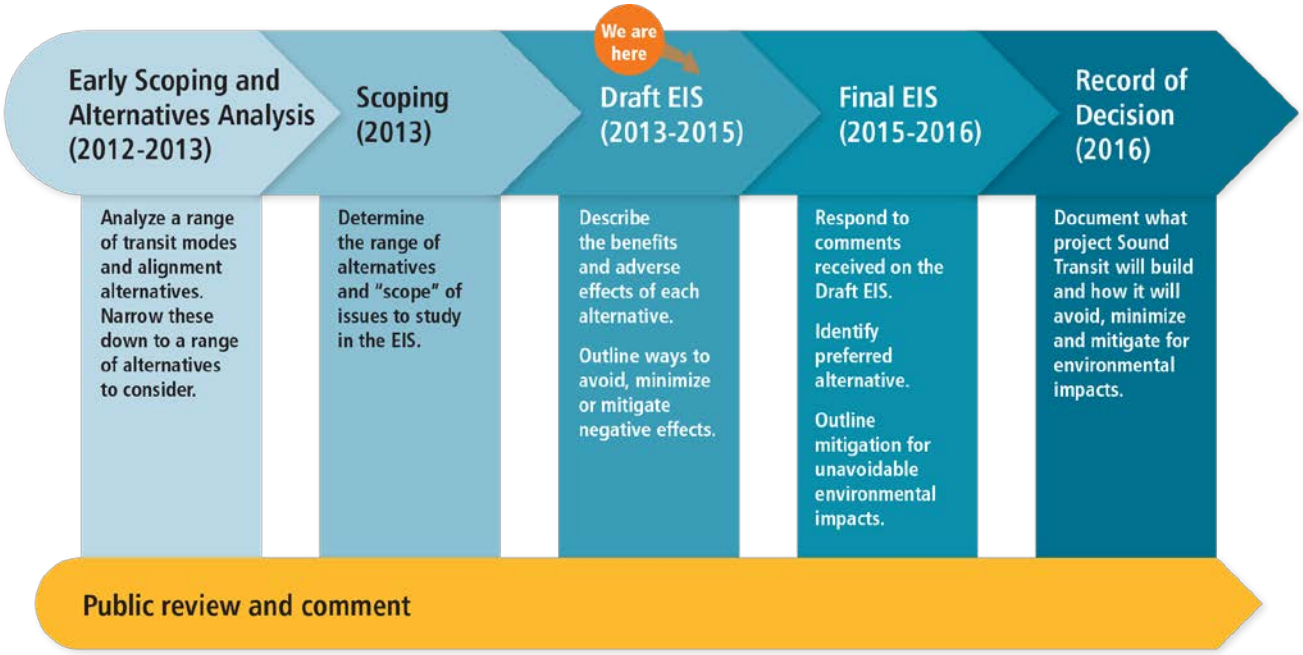
Early in project development, Sound Transit conducted a demographic analysis of the project area to identify LEP populations. In addition to the demographic analysis, interviews with stakeholder and social service providers helped Sound Transit identify languages that are prevalent in the project area. Based upon the findings, a project fact sheet is available in Korean, Russian, Spanish, and Vietnamese in addition to English. Translators in these four languages will also be available at both public hearings. The mailing to inform the public of the DEIS release also includes project and public review information translated in these four languages. All project mailers and handouts also have a notice about translation assistance in Chinese, Korean, Russian, Somali, Spanish, Tagalog, and Vietnamese.

Targeted outreach has also included other means to ensure effective communication with LEP, minority, and low-income populations, such as presenting information at community meetings and gatherings including two presentations to Highline College English as a Second Language (ESL) classes, having interpreters available upon request at public meetings, advertising in ethnic media for early scoping and scoping and the July 2014 open house at the Federal Way Transit Center, relaying information through community leaders and social service agencies in the community, and holding a number of tabling events in the community at a variety of locations including one that included a Spanish Interpreter. These methods have allowed Sound Transit to better reach the different communities in the corridor and to involve people representative of the corridor in the project. Chapter 7, Environmental Justice, provides information on specific targeted outreach that has been done to reach LEP, minority, and low-income populations.

B.4 Outreach During EIS Process

Public input to the FWLE is an essential element of the alternatives development, environmental analysis, documentation, and review process as diagrammed below. As described earlier, Sound Transit has used a variety of methods to reach out to the public, including briefings, open houses, workshops,

and public meetings. The NEPA process encourages lead agencies to make diligent efforts to involve the public in implementing NEPA for projects that would affect the community. This includes providing public notice of public hearings, holding public meetings, and making environmental documents available. Sound Transit's outreach and coordination efforts for the preparation of the EIS are described in the following sections.



B.4.1 Agency Involvement

Sound Transit has received early and continuous information and guidance from many agencies throughout the FWLE environmental process. Sound Transit is holding periodic interagency meetings and coordinating activities to collect input from interested agencies. Initial meetings and activities were designed to obtain suggestions regarding the development of project alternatives and regarding analysis methodologies prior to beginning the analyses. Subsequent coordination occurred as design and analysis of FWLE alternatives progressed.

Early Scoping Meeting at Highline College

B.4.2 Early Scoping

Sound Transit initiated the environmental review process by publishing notices of Early Scoping in the *Federal Register* on October 16, 2012, and in the SEPA Register on October 18, 2012. Early scoping initiated the alternatives analysis phase of the FWLE and provided the first opportunity for the public to learn about the project and provide their comments at the early planning stage. During early scoping, Sound Transit asked for comments from the public and agencies on:

- The range of alternatives to be considered
- The draft purpose and need statement
- The criteria that should be used to evaluate project alternatives

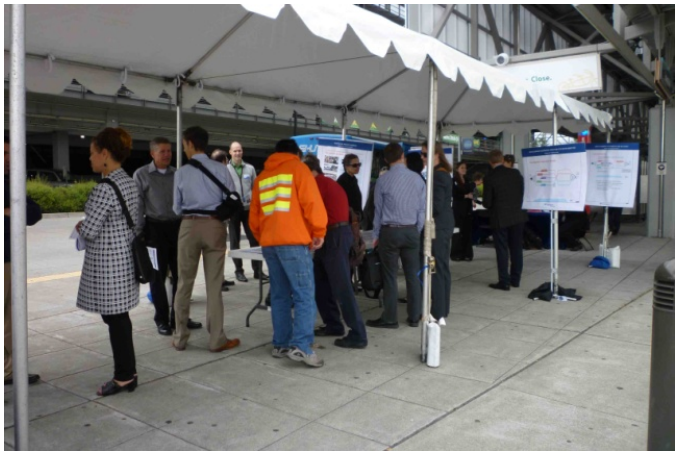
The early scoping notices provided information about the FWLE, dates and times of agency and public early scoping meetings, how to learn more about the project, and how to provide comments. Advertisements for the meetings included a postcard mailed to approximately 24,900 residences and businesses within the 0.5-mile study area, print and online advertising, a media advisory, posters at community gathering places, and notification on the Sound Transit FWLE website. In addition, Sound Transit prepared an Early Scoping Information Report to provide details on the early scoping period, project background, ways to provide comments, and the draft purpose and need for the project. It also discussed next steps in the project timeline and the environmental process. Table B-3 lists the early scoping meeting dates and locations.

TABLE B-3
FWLE Project Early Scoping Meetings

Date	Location	Type of meeting
Wednesday, November 7, 2012	Online webinar	Agencies and tribes early scoping meeting
Thursday, November 8, 2012	Highline College, Des Moines, WA	Public early scoping open house
Tuesday, November 13, 2012	Truman High School, Federal Way, WA	Public early scoping open house

B.4.3 Notice of Intent and Scoping

Sound Transit published a Notice of Intent (NOI) in the *Federal Register* on June 17, 2013. A determination of significance was issued in the SEPA Register on June 12, 2013. The NOI informed the public that Sound Transit will prepare an EIS for the proposed FWLE and formally announced the beginning of the EIS scoping process and solicited input on the preliminary purpose and need of the project. The NOI described the project and its termini, length, and general location of the alternatives Sound Transit is considering; provided information on the issues and potential impacts; anticipated federal approvals required; and invited comments, questions, and suggestions on the scope of the EIS.



Scoping Meeting at Federal Way Transit Center

The purpose of scoping is to share information about the public process, purpose and need, environmental resources, and potential alternatives with the public and agencies in the FWLE vicinity. During the scoping phase of the project, Sound Transit sought community input on which routes and stations to study, the environmental resources to be evaluated, and

the project's preliminary purpose and need statement. The public and agencies were asked to identify areas of concern, opportunities, and stakeholder interests to be further addressed in the EIS.

During the 30-day scoping comment period, Sound Transit hosted two public scoping meetings in Federal Way and Des Moines, and one scoping meeting for agencies and tribes in Seattle. Written comments were accepted at the meetings. In addition, comments were submitted by mail, e-mail, and through an on-line survey/questionnaire. Table B-4 lists the scoping meeting dates and locations.

TABLE B-4
FWLE Project Scoping Meetings

Date	Location	Type of meeting
Wednesday, June 19, 2013	Federal Way Transit Center, Federal Way, WA	Public scoping open house
Tuesday, June 25, 2013	Sound Transit, Union Station, Ruth Fisher Boardroom, Seattle, WA	Agencies and tribes scoping meeting
Wednesday, June 26, 2013	Parkside Elementary School, Des Moines, WA	Public scoping open house

Sound Transit performed the following outreach and communication activities to inform the public and obtain input during the scoping process:

- Prepared and distributed a scoping information report prior to the start of the 30-day scoping period to provide a general understanding of the project to affected agencies. This information described the preliminary purpose and need statement, project planning history, proposed project alternatives, and environmental resources to be evaluated in the EIS, and the project schedule and public involvement process. The report was available at the public open houses, at the agency scoping meeting, and on the Sound Transit web site for public review and input.

Scoping Meeting at Parkside Elementary

- Sent postcards to approximately 25,000 residents and businesses announcing the beginning of the scoping process, the public meetings, and the availability of the Environmental Scoping Information Report.
- Placed paid advertisements in five print publications (*Federal Way Mirror*, *Highline Times*, *Korea Daily*, *La Raza*, and *Ngoui Viet Tay Bac*) and four online publications (Highline Times Blog, SeaTac Blog, Waterland Blog, and Seattle Transit Blog).
- Posted notifications of meetings on the project website and various community calendars.
- Placed legal notices in the Seattle Times.

- Met or corresponded with affected local, regional, state, and federal agencies, tribes, and other organizations about issues within their jurisdiction or concern.
- Reviewed comments made at the scoping meetings or received during the scoping period and, as appropriate, refined the proposed alternatives, issues, and public involvement program.
- Summarized the scoping process and comments in the FWTE Scoping Summary Report (August 2013). This report is available to the public on the project website at www.soundtransit.org/FWextension.

Following the public scoping process, in September 2013 the Sound Transit Board identified the alternatives to be evaluated in the Draft EIS and changed the project name from Federal Way Transit Extension (FWTE) to Federal Way Link Extension (FWLE).

B.4.4 Draft EIS

The FWLE Draft EIS describes the project purpose and need, the alternatives analyzed, compares the potential environmental impacts of the alternatives and their implementation, and provides additional information on the methodologies and assumptions used for the analyses.

The Draft EIS has been distributed to federal, state, and local agencies and parties of interest listed in Appendix A3 for comment. A Notice of Availability (NOA) was published in the *Federal Register* and a notice in the SEPA Register. The following approaches were also used to notify the public about the Draft EIS availability and public process:

- Legal notices placed in newspapers
- Public notices placed in local newspapers
- Notice of availability and announcements of public hearings sent to carrier routes of addresses one-half mile from the alternatives and to individuals in the project database
- Project mailer send to approximately 25,000 residents and businesses in the corridor, announcing the availability of the Draft EIS, how to comment, and the public hearings and providing information about the Draft EIS alternatives
- E-mail notification sent to e-mail addresses in the project database
- Notice posted on the Sound Transit FWLE web site at www.soundtransit.org/FWextension

The Draft EIS documents are available to the public as described on the Fact Sheet and at public meetings. An electronic copy of the Draft EIS has also been posted on the Sound Transit FWLE web site. The public comment period began upon publication of the NOA for the Draft EIS in the *Federal Register*.

Public meetings will be held to present the Draft EIS findings, including alternatives development and associated environmental impacts, for public review and comment. The meetings will consist of an open house to present the Draft EIS findings and where project team members will be on hand to answer questions and talk to the public. The meetings will also include a transcribed formal public

hearing. Comments will be accepted in writing, transcribed by a court reporter, or through e-mail. The dates and locations of these hearings are:

May 6, 2015 - Federal Way
4:00 p.m. to 7:00 p.m. (public hearing begins at 5:30 p.m.)
Federal Way Community Center
876 S 333rd Street
Federal Way, WA 98003

May 7, 2015 - Des Moines
4:00 p.m. to 7:00 p.m. (public hearing begins at 5:30 p.m.)
Highline College Student Union Building
2400 S 240 Street
Des Moines, WA 98198

B.4.5 Final EIS

After Sound Transit reviews and considers the Draft EIS findings as well as the public and agency comments on the Draft EIS, the Sound Transit Board will identify a Preferred Alternative for evaluation in the Final EIS. The Preferred Alternative will undergo preliminary engineering to approximately 30 percent design to further avoid and minimize impacts discovered as part of the environmental evaluations in the Draft EIS. The Final EIS will analyze the effects of the Preferred Alternative and all of the other alternatives and respond to comments on the Draft EIS. The Final EIS will be issued by FTA and Sound Transit. A Notice of Availability will be posted in the *Federal Register* and the SEPA Register, and notices in local newspapers and on the Sound Transit web site. Notification of the Final EIS will be sent to the project's distribution list of interested parties and agencies, Sound Transit's mailing lists, and addresses in the project vicinity.

The Executive Summary and a CD of the Final EIS will be distributed to the project's distribution list, including to those who commented on the Draft EIS. The Final EIS documents will also be available to the public, and an electronic copy will be made available on the Sound Transit web site. Following completion of the Final EIS, the Sound Transit Board will review the Final EIS, including the comments and responses, and will select the project to be built. FTA will subsequently issue a Record of Decision that will document how Sound Transit will build the project as well as avoid, minimize, and mitigate environmental impacts. If a build alternative is chosen by the Sound Transit Board, Sound Transit will continue to coordinate throughout final design and construction with affected agencies and local communities.

B.5 Public and Stakeholder Outreach Meetings

While preparing and issuing the Draft EIS, Sound Transit has hosted and/or participated in numerous public meetings, workshops, and stakeholder meetings. Table B-5 lists the public and stakeholder outreach meetings held to date for the FWLE.

TABLE B-5

Public and Stakeholder Outreach Meetings Held to Date

Event/Meeting	Date
Interagency Work Groups	
Cites of SeaTac, Des Moines, Kent, Federal Way, King County Metro, Highline College, WSDOT	9/10/2012, 10/8/2012, 11/13/2012, 12/10/2012, 1/21/2013, 2/18/2013, 3/18/201, 4/15/2013, 5/20/2013, 7/15/2013, 8/9/2013,9/16/2013,10/21/2013, 1/27/2013, 2/24/2014, 4/28/2014, 6/2/2014, 7/28/2014, 8/25/2014, 9/22/2014, 10/27/2014, 11/17/2014, 12/15/2014 ,1/26/2015, 2/23/2015
Pre-application Meetings	
U.S. Army Corps of Engineers	5/8/2013
Stakeholder Interviews	
City of Des Moines	8/14/2012
King County Department of Transportation	8/14/2012
Southwest King County Chamber of Commerce	8/17/2012
Highline College	8/23/2012
Federal Way Community and Economic Development	8/27/2012
Kent Chamber of Commerce	8/27/2012
City of SeaTac	8/29/2012
Coordination Meetings	
Federal Transit Administration	7/10/2012, 7/17/2012, 8/22/2012, 9/11/2012, 10/9/2012, 11/20/2012, 12/11/2012, 1/8/2013, 2/12/2013, 3/12/2013 4/9/2013, 5/14/2013, 5/21/2013, 6/11/2013, 8/3/2013 9/10/2013, 8/13/2013, 9/10/2013,11/12/2013, 12/10/2013, 12/16/2013, 1/14/2014, 2/7/2014, 2/11/2014, 2/21/2014, 3/12/2014, 4/22/2014, 6/18/2014, 7/16/2014, 8/11/2014, 9/19/2014. 9/23/2014, 10/14/2014, 11/18/2014, 12/3/2014, 12/17/2014, 1/12/2015, 2/17/2015
Washington State Department of Transportation	7/9/2012, 7/17/2012, 8/16/2012, 10/26/2012, 12/5/2012, 1/9/2013, 2/6/2013, 2/27/2013, 4/3/2013, 4/10/2013, 5/1/2013, 5/16/2013, 5/21/2013, 6/5/2013, 7/2/2013, 7/10/2013, 8/6/2013, 8/9/2013, 9/4/2013, 9/17/2013, 10/1/2013, 10/2/2013, 10/8/2013, 10/15/2013, 10/18/2013, 11/1/2013, 11/6/2013, 11/15/2013, 12/4/2013, 12/11/2013, 12/19/2013, 1/8/2014, 2/5/2014, 2/7/2014, 2/18/2014, 2/21/2014, 3/12/2014, 3/19/2014, 4/23/2014, 6/5/2014, 6/19/2014, 7/9/2014, 8/6/2014, 9/3/2014, 9/17/2014. 9/19/2014, 1/15/2015, 2/4/2015, 3/4/2015
Federal Highway Administration	7/17/2012, 5/21/2013, 8/6/2013, 11/1/2013, 11/15/2013, 12/19/2013, 2/7/2014, 2/21/2014, 3/12/2014, 9/19/2014
Highline College	8/6/2012, 12/20/2012, 4/2/2013, 7/10/2013, 8/29/2013, 10/31/2013, 12/18/2013, 1/15/2014, 2/19/2014, 3/26/2014, 1/15/2015
City of SeaTac	8/14/2012, 12/18/2012, 4/9/2013, 6/3/2013, 10/4/2013, 10/29/2013,11/12/2013,11/26/2013, 3/26/2014
City of Des Moines	8/15/2012, 12/19/2012, 2/7/2013, 3/21/2013, 4/2/2013, 6/6/2013, 10/10/2013, 10/29/2013, 11/14/2013, 12/5/2013, 3/27/2014, 5/13/2014, 1/22/2015
City of Kent	8/21/2012, 12/17/2012, 4/4/2013, 4/30/2013, 5/13/2013, 6/7/2013, 10/10/2013, 10/29/2013, 11/12/2013, 11/26/2013, 3/27/2014, 9/18/2014, 10/13/2014, 2/11/2015
City of Federal Way	8/22/2012, 12/18/2012, 2/7/2013, 4/4/2013, 5/29/2013, 10/11/2013, 10/28/2013, 10/29/2013, 11/12/2013, 11/26/2013, 3/27/2014
King County Metro	9/6/2012, 10/3/2012, 12/12/2012, 3/21/2013, 4/12/2013, 6/11/2013, 9/13/2013, 10/7/2013, 10/30/2013, 11/13/2013, 12/2/2013, 3/25/2014, 6/18/2014, 7/23/2014, 1/8/2015

TABLE B-5
Public and Stakeholder Outreach Meetings Held to Date

Event/Meeting	Date
Highline Water District	10/17/2012, 9/24/2013, 10/28/2013
Puget Sound Energy	10/22/2012, 9/26/2013, 10/31/2013, 3/14/2014, 4/24/2014, 5/29/2014
Seattle Public Utilities	10/25/2012, 4/25/2013, 5/13/2013, 10/8/2013
Muckleshoot Indian Tribe	6/11/14
Puget Sound Regional Council	12/21/2012, 6/10/2013, 2/13/2014
U.S. Environmental Protection Agency	5/8/2013, 5/13/2013, 6/11/2014, 9/10/2014
U.S. Army Corps of Engineers	6/11/2014
Washington Department of Ecology	5/13/2013, 6/11/2014
Federal Way Public Schools	5/2/2014
Stillaguamish Tribe of Indians	9/23/2014
Study Sessions	
Des Moines City Council	10/18/2012
SeaTac City Council	10/23/2012
Briefings	
King County Mobility Coalition	1/8/2014
Federal Way Chamber of Commerce	1/22/2012, 6/18/2013, 5/13/2014
South County Area Transportation Board	9/28/2012, 4/16/2013
Kent Economic and Community Development Committee	10/8/2012, 3/11/2013, 4/14/2014, 10/13/2014
Kent Public Works Committee	10/22/2012, 12/12/2012, 3/18/2013
Federal Way City Council	11/20/2012, 3/19/2013, 6/18/2013, 4/28/2014, 7/15/2014
SeaTac City Council	12/11/2012, 3/26/2013, 6/25/2013
Des Moines City Council	3/28/2013, 6/27/2013, 7/24/2014
Kent City Council	7/2/2013
Grace Lutheran Church, Des Moines	9/15/2013
South King County Good Eggs breakfast	9/18/2013
Community Network Council Community Transportation Forum	9/28/2013
West Hill Neighborhood Council, Kent	6/19/2013, 12/18/2013
Saltair Neighborhood Council, Kent	6/20/2013, 2/20/2014
Federal Way Chamber of Commerce Membership Luncheon	12/4/2013
Community Neighborhood Council Community Leaders Training	12/7/2013
King County Mobility Coalition	2/18/2014
South King County Human Services Coalition monthly meeting	3/25/2014
South King County Human Services Coalition meet and greet	3/26/2014

TABLE B-5
Public and Stakeholder Outreach Meetings Held to Date

Event/Meeting	Date
FWLE Citizen's Oversight Panel	4/17/2014
FWLE Mayors Meeting	7/14/2014, 10/23/2014, 1/30/2015
28th Avenue S Neighborhood	6/1/2014, 12/10/2014
Information Tables	
Woodmont Library	3/4/2013, 3/11/2014
Des Moines Library	3/6/2013
Kent Commons Community Center	3/7/2013
Kent Library	3/12/2013
Highline College	3/14/2013, 6/5/2013, 3/13/2014
Des Moines Activity Center	3/18/2013, 6/18/2013
Kent Senior Activity Center	3/19/2013
SeaTac Community Center	3/21/2013
Valley View Library	3/25/2013
Federal Way Library	3/27/2013, 5/7/2014
Des Moines Food Bank	4/3/2013, 3/7/2014
Federal Way Transit Center	4/8/2013
Tukwila Light Rail Station	4/10/2013
Federal Way Community Center	4/30/2013
Tukwila International Blvd. Station	5/1/2013
Starbucks at the Commons, Federal Way	5/8/2013
Federal Way Farmer's Market	5/11/2013, 7/26/2014
Puget Sound Equity Summit	10/8/2013
Des Moines Farmer's Market	6/15/2013, 7/19/2014, 9/13/2014, 10/18/2014
Federal Way Library (848 S 320th location)	3/27/2013, 3/20/2014
City of Des Moines Pacific Highway South Subarea Planning Open House	3/26/2014
The Market at La Plaza (Spanish language interpreter provided)	4/8/2014
Lowe's (SR 99 and S 240th Street)	4/10/2014, 4/17/2014
Federal Way Library (34200 1st Way S location)	5/7/2014
S 200th Extension Open House	5/22/2014
Project Public Meetings/Open Houses	
Early Scoping Meeting	11/8/2012, 11/13/2012
Scoping Meeting	6/19/2013, 6/26/2013
FWLE Phase 2 Open House	7/31/2014

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