

**Public Comments on
King County Metro's Service Reduction Plans
at the Bellevue City Council's May 27, 2014 Meeting**



12111 NE First Street, Bellevue, Washington 98005 / P.O. Box 90010, Bellevue, Washington 98009-0010

May 12, 2014

Bellevue City Councilmembers
450 110th Ave. NE
Bellevue, WA 98009

Dear Mayor Balducci and Members of the Council,

Bellevue School District (BSD) appreciates being a part of the Bellevue Transit Master Plan (TMP) workshops, meetings, and communications. The TMP group's primary concern is maintaining Metro service on the Frequent Transit Network (FTN) corridors. While these services are important to the school district, having service for our students to/from neighborhoods outside of the FTN corridors is equally important. Throughout the process, BSD has been able to voice our concerns regarding our service needs for maintaining to/from school services at the regular scheduled bell times. Fortunately, the Metro service reductions addressed in the City of Bellevue's January 2014 letter will have little to no impact on BSD students' regular service. However, the TMP does strengthen services for all students accessing community and school events outside of the normal bell schedule.

Recently, BSD Board Member Ms. Thai shared with me an interest in additional service after the regular scheduled bell time service. Ms. Thai also expressed a concern about the lack of service for special programs where the District does not provide transportation. The later service would increase options for a larger student population to remain after school or take advantage of BSD special programs. The later service and service for many of the BSD special programs is not State funded and is currently a parent responsibility. The District does not guarantee this as an option for all students, but it has been a service option for many students as a byproduct of the flexibility offered for students holding an ORCA card.

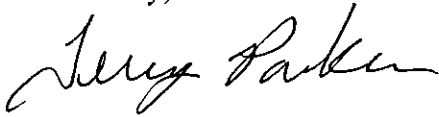
Though BSD has not been physically at the table with King County Metro for discussions regarding the currently proposed cuts, we have continued to maintain our strong working relationship with them. We have worked directly with them to maintain the level of service necessary to continue use of Metro as the primary service provider for BSD high school students. As mentioned, Metro's service reduction plan has very little direct impact on the district to/from student transportation for the 2014-15 school year.

However, the District is concerned that the reduction in service by Metro could result in overcrowding of District routes resulting in buses not stopping at bus stops, students being left behind and arriving late to school or home. Route reductions have not adversely affected our specific route coverage, but overall reductions along with increased ridership are contributing

to overcrowding. There are some reductions in service scheduled for September 2015, which could require the addition of BSD supplemental Metro routes or yellow school bus service.

We appreciate the City of Bellevue's interest in continuing transit service for BSD high school students and in providing them with an opportunity to learn how to utilize mass transit as a lifelong skill. With the City's support, and with its' influence on the service decisions of King County Metro, it is Bellevue School District's hope to maintain Metro service for BSD students in future years.

Sincerely,

A handwritten signature in black ink that reads "Terry Parker". The signature is written in a cursive, flowing style.

Terry Parker
Senior Transportation Manager
Bellevue School District

cc: David Berg, Director of Transportation
Paula Stevens, Assistant Director, Transportation Planning
Franz Loewenherz, Senior Transportation Planner

From: Al Kinisky [<mailto:ALK@concur.com>]
Sent: Wednesday, May 21, 2014 13:57
To: Council
Cc: Chris Loeffler; Sandy Bumstead; Cindy Olsen
Subject: Response to Bellevue City Council's May 27th Metro Transit Meeting

To Whom It May Concern,

After being located in Redmond for the past 10 years, Concur Technologies made strategic decision to move to Bellevue in May 2013. One of the key decision points for making this move into downtown Bellevue at the Key Center Building was not only based on an “across the street” access to the Metro Transit Center but the numerous bus and rail routes across multiple zones to support our diverse employee population getting to and from work.

Currently we have over 45% of our Bellevue employee population using the ORCA card regularly. This equates to over 400 employees using both bus and rail services as a part of their commute. As Concur plans to increase our employee population, we expect the number of metro riders to increase as well – especially with garage parking rates at Key Center and in the local area rising. With the proposed Metro reductions, a large number of our employees who live in the Seattle, Issaquah, Bothell and Sammamish areas (to name a few) will be impacted. The outcome will vary for each person – some might have to make an additional transfer to get to the office or take a different route altogether and in some cases some may not choose to work at Concur at all. All of this could add time to their commute and could affect our ability as a business to retain good talent. Ultimately, with nearly two-thirds of King County Metro’s routes being affected, we are now struggling to make good on what we’ve promised our employees – “easy use supporting multiple routes!” These cuts could cost us productivity and the ability to not only retain but attract the best local talent.

While we apologize that no one from Concur could attend this May 27th session, we appreciate having a voice to influence no reduction in proposed Metro routes. If we can elaborate further, please don’t hesitate to contact us.

Regards,

Al Kinisky, CFM, PMP
Sr. Director of Global Facilities, Real Estate, Procurement & Travel
Concur
601 108th Ave NE, #1000, Bellevue, WA 98004
www.concur.com
425-590-5000 (Main)

From: Singh, Gurvinder [<mailto:gurvinder.singh@pse.com>]
Sent: Thursday, May 22, 2014 15:20
To: Council
Subject: Metro's transit reduction plans

Dear Mayor Claudia Balducci and Honorable Councilmembers:

I am commuter from Seattle who comes to work in downtown Bellevue. I use the route 243 bus, which is the only convenient route for me. If I had to take two buses to come to Bellevue from where I live it would add 30 more minutes to my commute and it would make it harder for me to justify taking the bus. I like taking the bus as it is more convenient than driving, less costly to me and I feel good doing my part to help reduce congestion in downtown Bellevue reduce tail pipe emissions.

This bus route is special as it serves regular riders some of who have been taking this bus for over ten years, I have been taking it for almost 8 years. The bus is full, most of the time with standing room only both ways. If all fails and this bus route has to be affected, I hope that a mitigation proposal will be considered:

1. Eliminate one time slot in the morning (there are three time slots on the morning from Seattle), and keep the already reduced two time slots going from Bellevue to Seattle in the evenings.

I appreciate your interest and efforts to maintain and expand transit choices for Bellevue residents and commuters.

Gurvinder Singh
Resource Planning and Analysis
Puget Sound Energy
PO Box 97034
Bellevue, WA 98004-9734
425.456.2428 direct
425.531.8730 cell

From: Shannon Ellis-Brock [<mailto:shannone@psccu.org>]

Sent: Tuesday, May 27, 2014 10:59

To: Council

Subject: 243 Bus Route

Dear Mayor Claudia Baldacci and Honorable Councilmembers,

I wanted to take a moment to comment on the cutting of bus route 243 in hopes that the cities of Bellevue and Seattle can work together to find a way to save the only bus that services north Seattle to Bellevue. A bus that whenever I catch it whether it is the first morning bus, the middle bus or the last bus of the morning is standing room only. The same applies to the two evening routes, those of us that commute on the 243 work for all different employees throughout downtown Bellevue. From large employers such as Microsoft, Expedia and PSE to small employers like mine.

Cutting of this route is not just an inconvenience it has caused me and several others I have talked to, to consider employment elsewhere or face nearly doubling our commute times. I ask that you consider all of the ramifications of losing this route, from increased traffic, to parking issues to loss of revenues from those that no longer commute into Bellevue on a regular basis.

Sincerely,

Shannon Ellis-Brock
Chief Operating Officer

shannone@psccu.org

www.psccu.org

425-283-5155 | Phone

425-283-5152 | Fax

Michele Appell
Comments to City of Bellevue Regarding Transit Master Plan
Council Meeting May 27, 2014

Good evening Mayor Balducci and Honorable Council members. Thank you for the opportunity to speak with you tonight.

I live in the Crossroads area of Bellevue. My address is 1435 154th Ave NE Bellevue 98007 #3906.

Public transportation gives me and other people with disabilities a way to work, socialize, and be a part of community life. I use public Metro transportation almost every day.

Today, I went to work at SME. They are a Fire and Security Company in Seattle. I do their scanning. I take Route 245 and then transfer to route 212 at Eastgate. I used a Sound Transit bus coming home and then transferred to Metro. Metro is the only way I can get to work to do my job and earn money.

I am able to be at this meeting today because of public transit. After work, I got downtown to the transfer station, was able to meet my husband Jaime, and have dinner. After I talk to you, I am going to Special Olympics track practice at the Highland Center. I will use Metro to get home from there.

There are so many people with disabilities who have jobs now. In the past, many of us didn't get a chance to work. Not working and trying to live on benefits is a hard life. You basically live in poverty. My job helps me pay my rent, buy food, and attend social events with friends. Working gives us a chance to show how capable we are and what we can do.

Public transportation, both metro and access, are the only ways for us to get to work. Even working, we can't afford to pay for a taxi to get to where we need to go. We don't drive or own cars. Sometimes I walk to places that are close. You can't walk everywhere. And sometimes the weather is bad and walking is not safe or comfortable. I am an athlete and participate in Special Olympics. Right now I am training for the state track meet coming up in a few weeks. I take metro to practice and I take metro to track meets. There would be no way for us to get home from practice or meets without the bus system.

Metro is our way of getting around and out of the house. We want to be part of the community and have a regular life like everyone else. The bus system gives us choices of where to socialize and where to shop.

We often take the bus to Bellevue Square or the mall in Redmond. We eat downtown and spend our money in local stores. Without a bus system, we would sit at home and those businesses would lose some of their customers.

We also use the bus to visit our friends. We visit Laurie in Totem Lake a lot. We go on Friendship Adventures events. I am a member of the Kiwanis Aktion Club of Salmon Country. I go to events like Concerts on the Green and Salmon Days. We raise money and do community service to help others. I volunteer at AtWork! and SODA, two nonprofits I care about. The bus lets me do all these things and contribute back to my community.

I love my job, my friends, my community, and my life. Metro makes a huge difference in my quality of life and the lives of all of my friends with disabilities.

Please consider all of us as you work on your master transit plan and consider cuts to metro and access services.

Any cuts will have a big impact on people with disabilities. No one wants to lose their job because they can't get there. No one wants to live a life stuck in an apartment or a group home with places to go and no way to get there.

Thank you.

Date: Tuesday, May 27, 2014

To: Bellevue City Council

From: Bellevue Chamber of Commerce

RE: Chamber testimony on King County Metro and important of bus service to Bellevue

Mayor Balducci, Deputy Mayor Wallace, and Councilmembers, I'm Lincoln Vander Veen representing the Bellevue Chamber. As you are probably aware, our organization opposed King County Proposition 1 primarily because we believed it would undercut any momentum that exists in Olympia for a statewide transportation package. The Bellevue Chamber is a strong supporter of transportation improvements, both in infrastructure improvements, including for I-405 and SR-520, as well as bus service for Bellevue's residents and workers. All opportunities to grow and enhance bus service for Bellevue's employment base is critical to economic growth, but we should not fund one at the expense of the other.

While Proposition 1 was proposed to provide King County Metro with financial resources because of the then on-going economic recession and decline in sales tax revenues, according to King County's most recent economic and revenue forecast, sales tax revenues have now recovered and even exceed the high water mark of sales tax generated in 2007. And in fact, King County Metro is forecast to receive approximately 4.6 percent more (and possibly even higher) annually in sales tax revenue until at least 2023, roughly double the anticipated rate of inflation. Instead of simply avoiding cuts in existing bus service, with the rebound in sales tax revenues, the Bellevue Chamber believes the discussion should be focused on expanding bus service.

During our month-long due diligence on Proposition 1, we found that the King County Municipal League wrote in 2013 that "Metro has a relatively high cost structure and its cost per boarding and cost per vehicle mile continue to rise." Metro received additional tax increases in 2000, 2006, 2010, and 2011. Even with the additional revenue Metro stood to gain from approval of Proposition 1 Metro still forecasted that increases in its costs would continue to outpace increases in its revenues and that an additional tax increase would be needed in 2022 to simply maintain its current service levels.

Simply put, Metro's operating costs hurt Bellevue and Bellevue's need for robust bus transit service. Continual growth in Metro's operating costs beyond the level of inflation are simply unsustainable, and the defeat of Proposition 1 illustrates that voters will not support open-ended tax and fee increases to fund Metro. King County must take the necessary – and sometimes difficult -- steps to manage those costs, because Bellevue's appetite for bus transit is exploding.

We have contributed to the work behind the Bellevue Transit Master Plan and have testified in favor of the Plan's "Abundant Access" vision statement and appreciate the work the city did to prepare for all future scenarios. We know 17 percent of commute trips to downtown Bellevue occur via transit. We know that between 2003 and 2013, daily transit ridership in downtown Bellevue increased 144 percent. We also know that many thousands of employees and employers travel to and from work within the greater 405 crescent, and bus service is the only alternative to the single-occupancy vehicle for those employees and employers. Bellevue College – by many measures the second-largest institution of higher education in Washington state – is represented on our Board of Directors and we stand in support of maintaining Metro routes 245 and 271, two routes integral to the multi-modal transportation options for students and faculty there.

In other words, the market for efficient bus service in Bellevue is growing stronger and our member companies know that. It is clear, however, that the voters of the eastside view King County Metro's budget and operating expenses with suspicion, and as the above facts illustrate, for good reason. It is vital that Bellevue speak clearly and forcefully to King County Metro that bus transit resources must remain robust and comprehensive here but that King County Metro must continue its efforts to increase operating efficiencies and cap its annual increases in operating expenses. Bellevue is the economic and cultural heart of the Eastside. Metro's service must acknowledge that reality and provide our employers and employees with the bus service the 2nd largest jobs center in the Central Puget Sound deserves.

From: Terry Pottmeyer [<mailto:terry@friendsofyouth.org>]
Sent: Tuesday, May 27, 2014 3:28 PM
To: Council
Subject: Input for May 27th Briefing re: King County Metro's Transit Service Reductions

Dear Mayor Claudia Balducci and Honorable Councilmembers,

As the primary provider of services for homeless youth and young adults in East King County, including the city of Bellevue, Friends of Youth urges the council to do all that it can to prevent, avoid or limit the proposed transit cuts to Metro service. These cuts would dramatically impact our clients' ability to access emergency overnight shelter services, housing, employment and education. It also reduces the safety net for youth in crisis under 18 by decreasing the number of Metro 'Safe Places' available, particularly during evening and overnight hours.

Homeless Youth:

Friends of Youth participates in Metro's discounted fare program, buying discounted bus tickets each year to help homeless and at-risk youth get to school, work, shelter, housing, and other appointments safely and efficiently. Transit is an essential link to education and the support services that help homeless young people move beyond the streets and prepare for life. We provide bus passes to youth in our shelter, outreach, housing, and employment programs. Public transit is the primary means of transportation for homeless youth—without transit homeless Bellevue youth cannot get to school, or to work, or to emergency shelter (our shelter, the only one serving homeless 18-24 year olds on the Eastside, is located in Redmond).

Safe Place Impacts:

Safe Place in King County was launched in August 2011 in partnership with Metro Transit. Every Metro bus is a Safe Place site where youth ages 12-17 in crisis can ask for help. Metro buses, each one a Safe Place site, have proven to be a very effective way to extend the front doors of youth shelters and counseling services throughout the county. Although Metro is one of many Safe Place sites, it is unique in not only its regional reach, but in its availability to youth during the evening and overnight hours when many other Safe Place sites, like our local libraries, are closed.

The current transit system is a critically important tool in for homeless youth as they journey to stability and independence, while providing a city wide safety net for youth in crisis. Please let us know how we can help to keep Metro services fully operational in Bellevue.

Terry Pottmeyer
President/CEO
Friends of Youth
13116 NE 132nd
Kirkland, WA 98034
www.friendsofyouth.org
425.869.6490 x313

From: Walter R Weston [<mailto:wweston@comerica.com>]
Sent: Tuesday, May 27, 2014 08:27
To: Council; council@seattle.gov
Subject: Petition to Save King County Metro Route 243

Honorable Mayors and Council members of the City of Seattle and City of Bellevue:

As a SR-520 bus commuter from my home in Seattle to my office in Bellevue, I am writing to ask that you urge the King County Council to reconsider the elimination of Metro route 243. In September 2014, this and numerous other peak-only routes will be eliminated. This means longer and more crowded bus commutes and more congestion that will hurt businesses throughout the region.

The elimination of King County Metro route 243 can and should be avoided. The City of Seattle and City of Bellevue have a responsibility to act regionally and work together under King County Executive Constantine's Community Mobility Contracts program to maintain route 243 funding. This funding partnership between the cities of Seattle and Bellevue would be a temporary bridge to keep buses on the road until King County can get permanent and sustainable revenue authority from the Legislature for the regional system.

In the attached petition, employees of Microsoft, Expedia, Puget Sound Energy and many others have joined together in asking that the City of Seattle and City of Bellevue act quickly to preserve King County Metro route 243.

(See attached file: 243.pdf)(See attached file: 243 Continued.pdf)


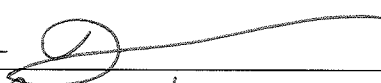

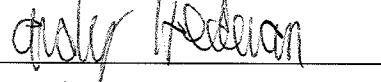


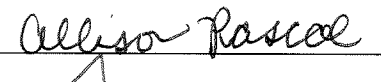




Thank you,

Walter Weston
Vice President
Comerica Bank
Technology and Life Sciences Division
10500 NE 8th Street
Suite 1905
Bellevue, WA 98004
425.452.2539 direct
425.452.2510 fax

 @ComericaTech

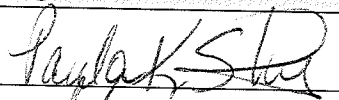
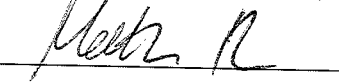



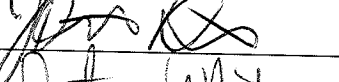
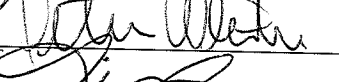

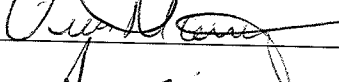

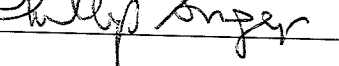
Petition to Save King County Metro Route 243

Petition	We, the undersigned transit riders urge the King County Council to remove Metro Route 243 from the list of routes scheduled for deletion in September 2014. Additionally, we urge the cities of Seattle and Bellevue to work together under King County Executive Constantine's Community Mobility Contracts program to maintain Metro Route 243 funding. This funding partnership between the cities of Seattle and Bellevue is seen as a bridge to keep buses on the road until King County can get permanent and sustainable revenue authority from the Legislature for the regional system. Please save our North Seattle to Downtown Bellevue peak period commuter route.
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Printed Name	Signature	City of Residence	Employer	Date
Michael Means		Seattle	Bungie	5/22/14
Jenny Brans		Seattle	Appt, D	5/22/14
Drew Luper		Seattle	Aerotek	5/22/14
Andy Holdeman		Seattle	Symetra	5/22
Julie Letcher		Seattle	Microsoft	5/22/2014
Wyatt Smith		Seattle	Mulvanny G2	5/22/14
Allison Pascoe		Seattle	Bellevue Downtown Association	5/22/14
Chris Ludwig		Seattle	Microsoft	5/22/14
Michael Carreira		Seattle	Roof Metrics	5/22/14
Rachel Warren		Seattle	Guidant Financial	5/22/14
ALEX MILLER		SEATTLE	GUIDANT FINANCIAL	5/22/14





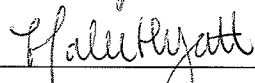
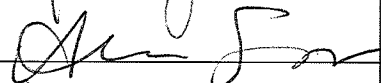

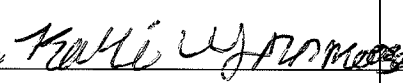
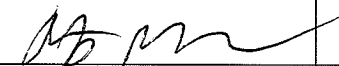
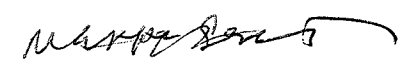
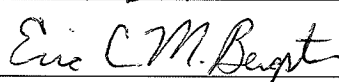

Petition to Save King County Metro Route 243

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Printed Name	Signature	City of Residence	Employer	Date
PAULA STEVENS		BELLEVUE	CITY OF BELLEVUE	5/21
MATTHEW HURST		SEATTLE	MICROSOFT	5/22
Walter Weston		Seattle	Comerica Bank	5/22
Dandan Zhu		Seattle	Bill Gates Investment	5/22
Kris Bristol		Seattle	Walgreens	5/22
Jon Duarte		Seattle	Overlake Medical Center	5/22
Peter White		Seattle	Inviso	5/22
Lisa Edge		Seattle	Intellectual Ventures	5/22
Onis Martinez		Seattle	SELECT STAFFING	5/22
Anuj Gadhave		Seattle	MICROSOFT, BELLEVUE	5/22
Phillip Singer		Seattle	Intellectual Ventures	5/22


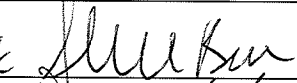
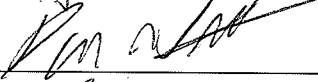
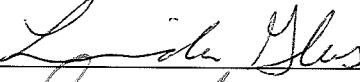
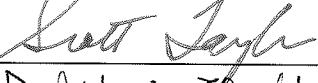


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Printed Name	Signature	City of Residence	Employer	Date
Margaret Chipman		Seattle	UW	5/22/14
ZHONGWU HUANG		Seattle	Flagstar Bank	5/22/14
Corrie Smith		Seattle	Buildingi	5/25/14
Chad Teye		Seattle	Sunyon Builders	5/22
Halee Hyatt		Seattle	UW	5/22/14
Himee Schellentrager		Seattle	PSE	5/22/14
Sara Wathenire		Seattle	Meydenbauer Center	5/22/14
Karilynn Moosa		Seattle	ARRIS	5/22/2014
Bylamba SOREN		Seattle		5/22/2014
Eric Bergstrom		Seattle	HDR Engineering	5/22/14
Dana Hamry		Seattle	Expedia	5/22/14

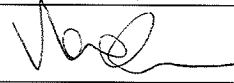

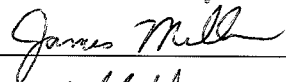




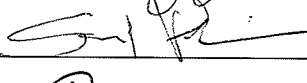
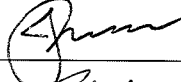

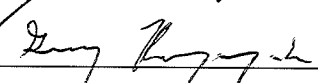
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Printed Name	Signature	City of Residence	Employer	Date
CASEY HARMON		SEATTLE	PURET SOUND ENERGY	5/22/14
Shannon Ellis-Brock		SEATTLE	PSCCU	22 MAY 2014
Daniel Wills		Seattle	Optima International	5-22-14
Linda Glas		Seattle	City of Bellevue	5/22/14
Scott Taylor		SEATTLE	CITY OF BELLEVUE	5/22/2014
Rob Chelton		Seattle	HDR	5/22/2014
Kevin Koffe		Seattle	Overlake Hosp	5/22/14


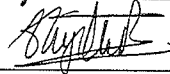
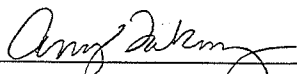
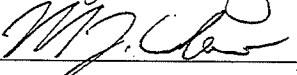
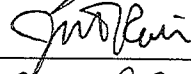
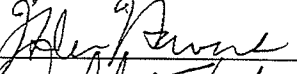

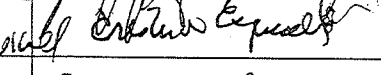
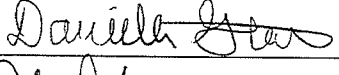
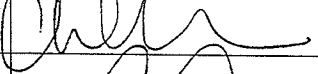
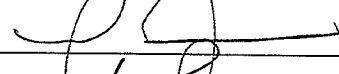


Petition to Save King County Metro Route 243

Petition	We, the undersigned transit riders urge the King County Council to remove Metro Route 243 from the list of routes scheduled for deletion in September 2014. Additionally, we urge the cities of Seattle and Bellevue to work together under King County Executive Constantine's Community Mobility Contracts program to maintain Metro Route 243 funding. This funding partnership between the cities of Seattle and Bellevue is seen as a bridge to keep buses on the road until King County can get permanent and sustainable revenue authority from the Legislature for the regional system. Please save our North Seattle to Downtown Bellevue peak period commuter route.
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Printed Name	Signature	City of Residence	Employer	Date
Maeda		Seattle	Social Security Adm.	05/22/14
Tamlyn Thomas		Seattle	UWMC	5/22/14
James Miller		Seattle	T-Mobile	5/22/14
Yuzo Pigott		Seattle	Nextite	5/22/14
Erin Beck		Seattle	Greenpoint	5/22/14
Heather Boydell		Seattle	Jewish Day School	5-22-14
Beverly Ikeda		Seattle	Puget Sound Energy	5-22-14
Sophie Pattison		Seattle	Bureau of Education & Research	5/22/14
Jessie Reiser		Seattle	AAA travel	5/22/14
Joe Seabrook		Seattle	Puget Sound Energy	5/22/14
Greg Kazanyak		Seattle	Expedia	5/22/14

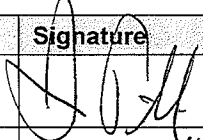

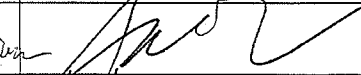
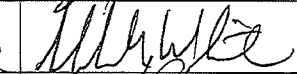
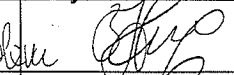
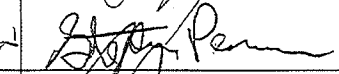
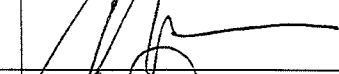
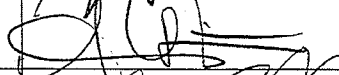

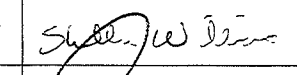
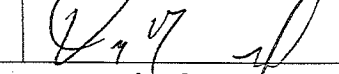

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Printed Name	Signature	City of Residence	Employer	Date
Jackson Taylor		Seattle	Puget Sound Energy	5/22
Abhijith		Seattle	Student	5/22
Amy Takmaz		Seattle	Market Leader	5/22
Melvin Gruschow		Seattle	Radian Logistics	5/22
JIM ROSSI		Seattle	Eddie Bauer	5/22
Allen Haworth		Seattle	Infospace	5/22
Jeff Cole		Seattle	Expedia, Inc	5/22
CRISTINA ESPARtero		Seattle	Puget Sound Energy	5/22
Danielle Grant		Seattle	Concur	5/22
Tina Chen		Seattle	Microsoft	5/22
WHITNEY THOREN		SEATTLE	EXPEDIA	5/22
TOPP LAVENDER		SEATTLE	EXPLORE CONSULTING	5/22
JAKE DUNN		SEATTLE	CH2M HILL	5/22

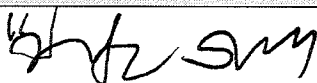
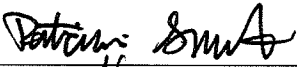

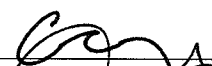
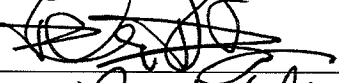


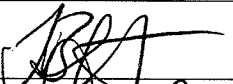
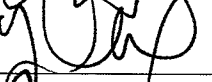
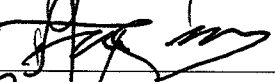

Petition to Save King County Metro Route 243

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Printed Name	Signature	City of Residence	Employer	Date
John Phillips		Seattle	Puget Sound Energy	5/22/14
Valerie Graber		Bellevue	City of Bellevue	5/22/14
Joshua Landrum		Seattle	Microsoft	5/22/14
Sheldon White		Seattle	G2 LLC	5/22/14
Latina Koronitobou		Seattle	City of Bellevue	5/22/14
STEPHEN JOARSON		SEATTLE	IPSOS	5/22/14
Max Jacobs		Seattle	City of Bellevue	5/22/14
Sierra Christman		Seattle	Microsoft	5/22/14
Chris Pollock		Seattle	Walgreens	5/22/14
Shelley Williams		Seattle	Symetra	5/22/14
Deniz Kiral		Bellevue	Self	5/22/14
Eric Bodinew		Seattle	Ipsos	5/22/14










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Printed Name	Signature	City of Residence	Employer	Date
Wyatt Smith		Seattle	MG2	5/23
Patricia Smith		Seattle	Pokemon	5/23
Zlatina Zappia		Seattle	Vina	5/23
Covira Zappia		Seattle	Expedia	5/23
PHILIP ROGAN		Seattle	Microsoft	5/23
PATRICK KILCLINE		SEATTLE	VISA	5/23
Sharon Wolda		Seattle	Intellectual Ventures	5/23
Jeran Bek		Seattle	Expedia	5/23
Ryan Cox		Seattle	NetApp	5/23
ALEX JONES		SEATTLE	GLU GAMES	5/23
Paul Derham		Seattle	Pokemon	5/23



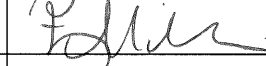


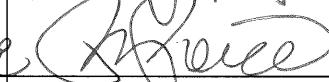
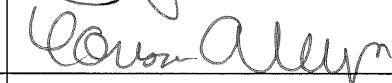

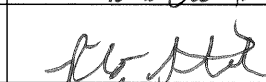

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Printed Name	Signature	City of Residence	Employer	Date
BYRON WILLIAMS		LAKE FOREST PARK	VACATION INTERNATIONAL	5/23/14
Steven Chalmers		Seattle	Experis	5/22/14
Lindsay Handford		Seattle	A:ilon	5/23/14
Ivan Brinones		Seattle	WORK FOOD	5/20/14
Colby Chapman		Seattle	MG2 Architecture	5/23/14
Jared Randall		SEATTLE	EXPERIA	5/23/14
Kegan Waldo		Seattle	N/A	5/23/14
Erin Strom		Seattle	Point Inside	5/23/14
DAVID SCHELLENS		SEATTLE	WORTHINGTON CUSTOM HOMES	5 23 14

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Printed Name	Signature	City of Residence	Employer	Date
Erin Boyt		Seattle, WA	Arena Sports	5/24/14
Katherine Tassony		Seattle, WA	City of Bellevue	5/27/14
Elizabeth Miller		Seattle, WA	Vacation International	5/27/14
Eric Delalo		Seattle, WA	Melia	5-27-2014
Kelsea Fortner		Seattle, WA	Group Health	5/27/14
Priscilla Pierce		Seattle, WA	HDR	5/27/14
CORISSA Allyn		Seattle, WA	PACIAB (pamc)	5/27/14
Charlotte Fallame		Seattle WA	Smartsheet	5/27/14
Ricardo Sitchin		Seattle WA	Symetra	5/27/14
Nathan Anthor		Seattle WA	Accelerite	5-27-14