

**KING COUNTY DEPARTMENT OF LOCAL SERVICES
ROAD SERVICES DIVISION**

**TITLE VI ACCOMPLISHMENTS AND GOALS REPORT
(App28.93)**

Reporting Period: April 2022 through March 2023

Submitted: May 2, 2023

Agency Administrator:

Dow Constantine, King County Executive

Title VI Oversight Officer

Anita Whitfield, Chief Equity and Inclusion Officer

Title VI Coordinator:

Tricia Davis, Road Services Division Director

Prepared by: Janel London, Program and Project Support Services Manager

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This outline is for LPA and other governmental entities to report Title VI activities that occurred over the past year and report Title VI goals for the upcoming year. Reports must be returned on or before due date to meet eligibility requirements for federal funding. Send to TitleVI@WSDOT.wa.gov

DUE DATES: Refer to Section 28.3 for scheduled reporting period and due date

Contact Information

Name and title of **administrator** (signature on Standard Assurances): Dow Constantine, King County Executive

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Name and title of **head of transportation-related services**: Tricia Davis, Road Services Division Director

Mailing Address: 201 S Jackson St, KSC-LS-0313

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City: Seattle WA Zip Code: 98104 County: King

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*When the Title VI coordinator changes, notify TitleVI@WSDOT.wa.gov within 30 days.

To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A).

The Standard Assurances are included in Appendix A.

Accomplishments

- 1. Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If Yes, please submit an update to the Title VI Plan with a new signature.**

No; the most current version of the King County, Department of Local Services, Road Services Division Title VI Plan is dated September 2022 and was provided to WSDOT on September 1, 2022.

- 2. Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.**

King County’s Title VI organizational structure is unchanged; however, staffing updates are reflected in Table 1 below.

The King County Executive continues to serve as the Title VI Administrator. The Director of King County’s Office of Equity, Racial and Social Justice (OERSJ, formerly the Office of Equity and Social Justice or OESJ) continues to provide oversight of King County’s Title VI Program. As the Title VI Oversight Officer, this role reports directly to the King County Executive on program status. The Title VI Coordinator continues to support the Title VI program implementation by ensuring Title VI procedures are in place and regularly assessing the Road Services Division’s (Roads) performance under Title VI. The Title VI Manager provides technical assistance to the Coordinator by working directly with special emphasis programs within Roads, and the County’s Finance and Business Operations Division.

Figure 1 illustrates the Title VI reporting relationships for King County. Table 1 shows the 2023 Title VI team under the Title VI Coordinator, including the special emphasis programs.

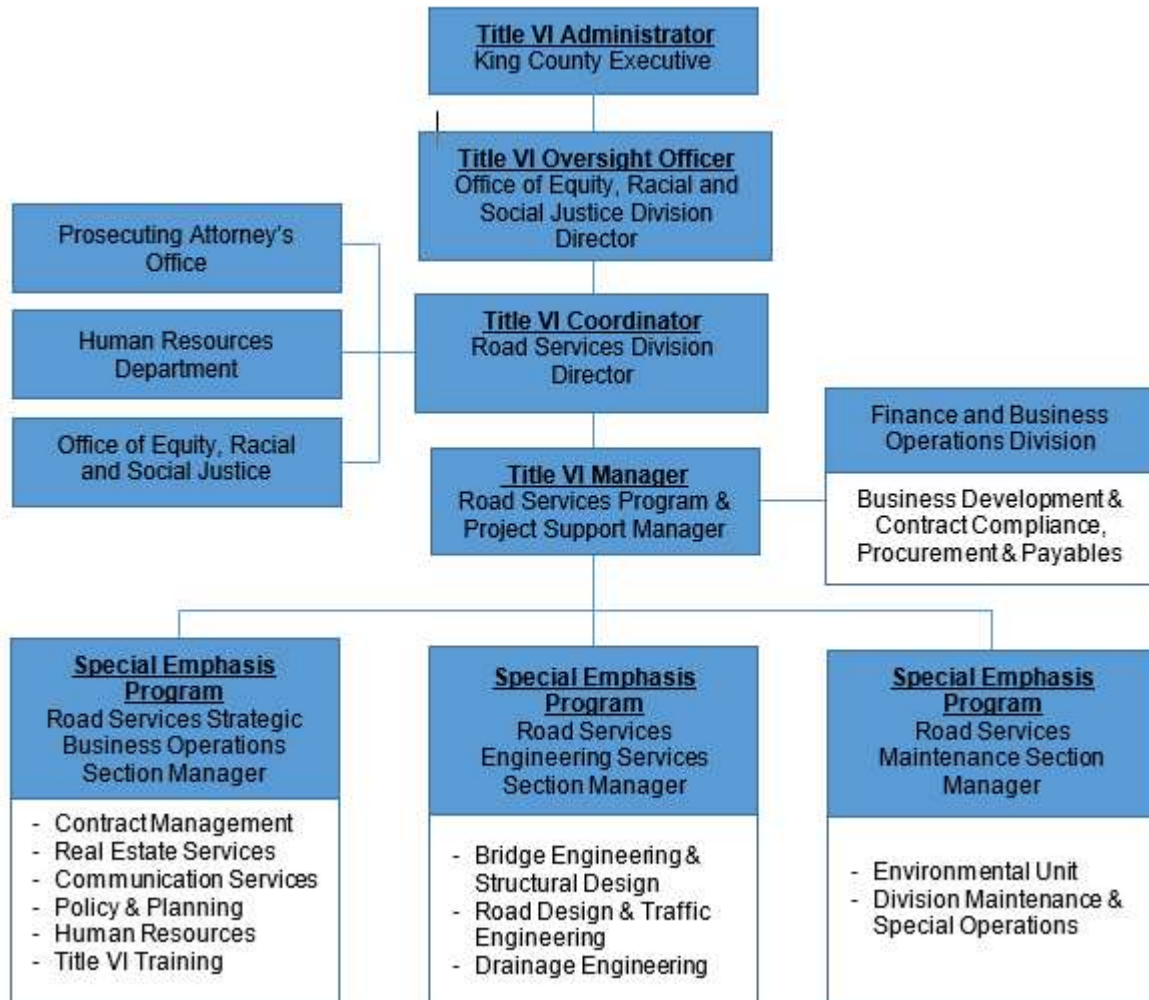


Figure 1. King County’s Title VI organizational structure.

Table 1. King County Title VI Team (Coordinator, Specialists and Liaisons).

Individual	Demographic Descriptors			Title VI Role	
	Name	Race	Color	National Origin	Title
Tricia Davis	White	White	USA	Title VI Coordinator, Roads Director	Oversees Title VI procedures, assessment, reporting
Janel London	Caucasian	White	USA	Title VI Manager, Managing Engineer	Supports Coordinator; supports all Special Emphasis Program areas; Title VI Reporting
Strategic Business Operations Section (SBOS)					
Lydia Reynolds-Jones	African American	Brown	USA	Title VI Specialist, SBOS Manager	Oversees Roads strategic and operation activities
Janel London	Caucasian	White	USA	Title VI Liaison, Managing Engineer	Contract Administration/ Management, Title VI Training
Leslie Drake	Caucasian	White	USA	Title VI Liaison, Property Program Manager	Real Estate Services
Broch Bender	Caucasian	White	USA	Title VI Liaison, Customer Service and Communications Manager	Communication Services, Community Outreach
Sarah Green	Caucasian	White	USA	Title VI Liaison, Project Program Manager	Policy & Planning
Kelly Fitzgerald	African American	Brown	USA	Title VI Liaison, Payroll Supervisor	Finance/Human Resources
Engineering Services Section (ESS)					
Rose LeSmith	Asian	Light Brown	Vietnam	Title VI Specialist, ESS Manager	Oversees all Design, Engineering and Construction for Bridge, Drainage, and Road activities

<u>Individual</u> Name	<u>Demographic Descriptors</u>			<u>Title VI Role</u>	
	Race	Color	National Origin	Title	Emphasis Area
Larry Jaramillo	Hispanic	Light Brown	USA	Title VI Liaison, Managing Engineer	Bridge Engineering & Structural Design
Wally Archuleta	Hispanic	Brown	USA	Title VI Liaison, Managing Engineer	Road Design & Traffic Engineering
Jon Cassidy	Caucasian	White	USA	Title VI Liaison, Managing Engineer	Drainage Engineering
Maintenance Section (MS)					
Jennifer Knauer	Caucasian	White	USA	Title VI Specialist, MS Manager	Oversees all Road Maintenance, Environmental, and Special Operations activities
Katie Merrell	Caucasian	White	USA	Title VI Liaison, Engineer III	Environmental Unit
Kathi Murata	Asian	Light Brown	USA	Title VI Liaison, Assistant Operations Manager	Division Maintenance & Special Operations, Education/Training

3. Community Demographics – Using a map of the LPA’s boundaries, describe the demographics of the LPA’s service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.

Figure 2 presents a map of the Roads service area (unincorporated portions of King County) overlaid on a base map showing the Consolidated Demographic Index, which summarizes 2016-2020 American Community Survey (ACS) census tract data for English proficiency, race, and income level. A similar base map using 2014-2018 ACS data is used in the Roads 2021-2022 Business Plan as an informative tool for evaluating proposed capital investments with respect to demographic index information. The County assesses impacts to low-income and minority populations who are subject to additional consideration in accordance with applicable Title VI and Environmental Justice provisions.

King County identifies limited English proficiency populations and translation needs on a project-by-project basis using tools provided by OERSJ, the County’s Language Access Program, as well as direct feedback from staff working on public facing programs. Information readily available for employees to use in accessing communication barriers is provided [here](#) (copy provided in Appendix B).

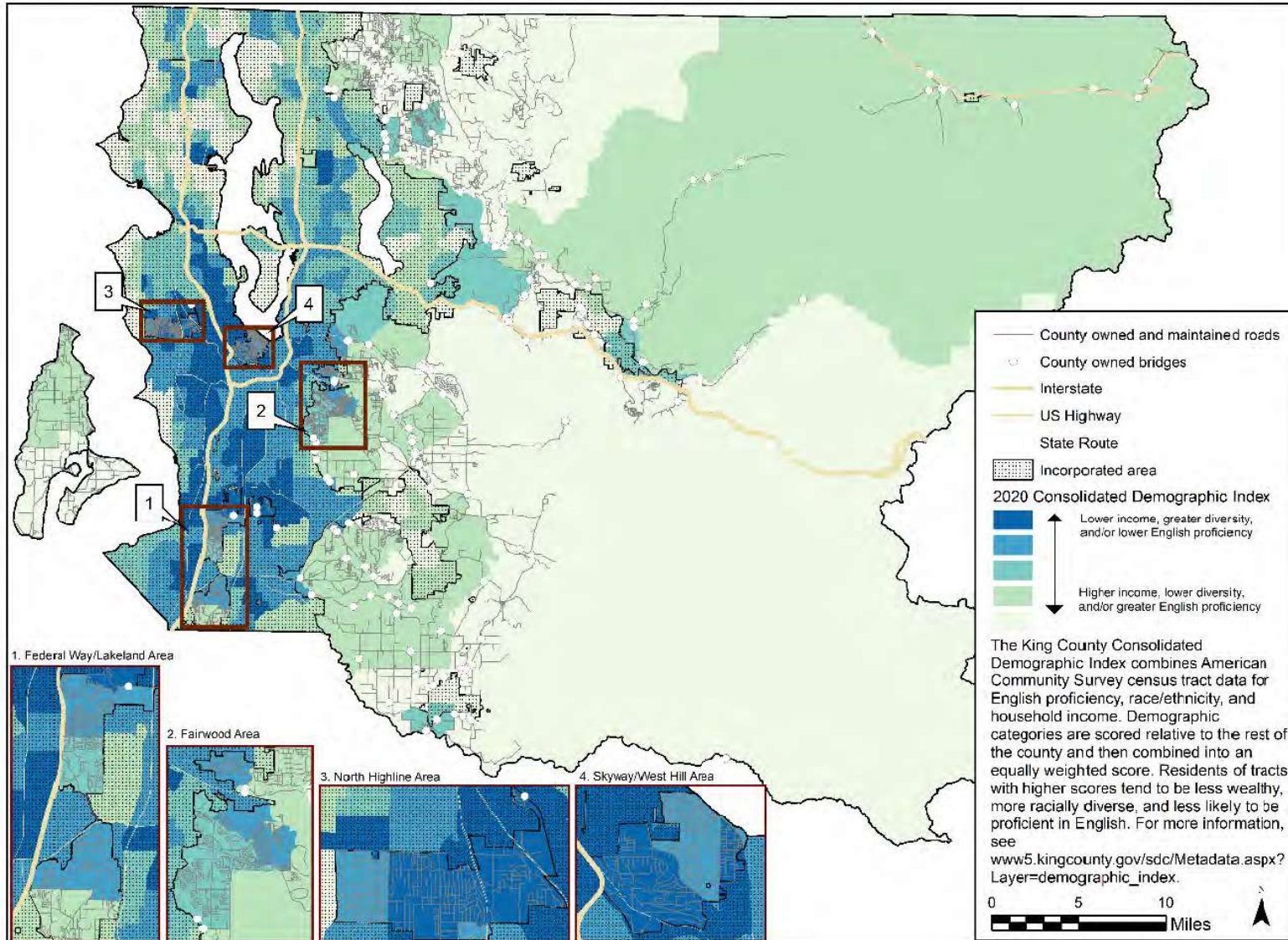
Generally, the County has identified three tiers of spoken languages that guide project needs for translation. The first tier identifies Spanish as the most common language other than English spoken within the county. The second tier identifies nine other languages that are

most frequently spoken. The third tier identifies five additional languages spoken by smaller numbers in particular communities. These languages are identified in Table 2 by tier.

Table 2. Top languages spoken in King County ranked by tier and translation protocols (2021).

Tier	Language	Translation Protocol
Tier 1: Public Communication Materials (PCM) must be translated into target language		
1	Spanish	Translation Required
Tier 2: Translation of PCM is recommended, depending on target audience		
2	Chinese	Translation Recommended
2	Vietnamese	Translation Recommended
2	Somali	Translation Recommended
2	Russian	Translation Recommended
2	Korean	Translation Recommended
2	Ukrainian	Translation Recommended
2	Tagalog	Translation Recommended
2	Amharic	Translation Recommended
2	Arabic	Translation Recommended
Tier 3: Translation of PCM is encouraged, depending on target audience		
3	Dari	Translation Encouraged
3	Punjabi	Translation Encouraged
3	Tigrinya	Translation Encouraged
3	Japanese	Translation Encouraged
3	Marshallese	Translation Encouraged

Unincorporated King County Road Network and Consolidated Demographic Index



The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions
Map created 2/27/23 by JVANDERSLUIS J:\Policy\Planning\GIS_Analysis\Map Projects\Title VI 2023\TitleVI_2022.mxd

Figure 2. Unincorporated King County road network and Consolidated Demographic Index.

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

Complaints may be logged with the Title VI Complaint Form contained within the County’s Title VI Plan or logged electronically through the King County Office of Civil Rights: [Civil Rights Program - King County](#).

No complaints related to roadway capital projects were received during the reporting period.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

Transportation Planning

a) Transportation Element of the Comprehensive Plan

During this reporting period, King County developed draft updates for the major 2024 King County Comprehensive Plan update, including the Transportation Element. The Transportation Element includes coordination across the County’s three transportation agencies (Roads, Airport, and Metro Transit) on behalf of updates to countywide policies, facility inventories, the King County Transportation Needs Report, and the King County Arterial Classification System. The King County Comprehensive Plan update will be adopted by the King County Council.

The Transportation Needs Report, adopted as part of updates to the Comprehensive Plan, contains a list of projects and planning level estimates necessary to address a 20-year projected set of priority needs, associated with the county’s system of roads and bridges. The Transportation Needs Report informs capital investment decision-making, including updates to the Roads six-year capital improvement program (CIP) and biennial budget. Projects included in the Transportation Needs Report are the result of evaluation and prioritization of needs across the road system. The evaluation process reflects input from Roads technical staff, technical studies, and engagement with other county agencies, cities, local jurisdictions and organizations, and the broader community.

The Roads Policy and Planning Program ensures alignment between the King County Comprehensive Plan’s policy framework and the agency’s capital, maintenance, and operational activities. Additionally, Roads coordinates review of development proposals, as part of other jurisdictions’ environmental review processes under the State Environmental Policy Act (SEPA), that may have an impact to the county’s road system. One dimension of this review is to evaluate alignment with the King County Comprehensive Plan’s policy framework. During this reporting period, Roads reviewed approximately 1,000 external SEPA documents and commented on two.

b) American with Disabilities Act (ADA) Compliance Work

King County completed the American with Disabilities Act Transition Plan during the previous reporting period and has begun implementing the plan through a countywide ADA improvement program. Development of the plan brought the County's pedestrian facility programs and services into compliance with the requirements of the ADA. The plan was informed by field inventory and geo-spatial data collection of existing pedestrian facilities (including 335 miles of sidewalk; 5,100 curb ramps; 2,600 crosswalks; and 436 push button pedestrian crossing units) and community engagement. During this reporting period, projects were selected for the countywide ADA improvement program using the prioritization schema developed under the plan.

c) Community Needs and Participatory Budgeting Programs

During this reporting period, the Roads Policy and Planning Program supported the launch of new departmental initiatives with a transportation nexus, including the Community Needs List (CNL) initiative and the Participatory Budgeting Program. Through the CNL initiative, the County conducted countywide community engagement to generate a catalog of community-identified needs; Roads reviewed and catalogued the road-related needs identified through this process. Through the Participatory Budgeting Program, Roads provided technical expertise to participants at public workshops and through written correspondence to assist in understanding of the resources needed to provide transportation-related projects. Participants in the program ultimately dedicated funding for one sidewalk in an historically underserved area, and multiple non-transportation projects countywide.

Promotion of Title VI

As individual capital projects are authorized and initiated, a project review process is initiated early in the project preliminary design phase. Early and ongoing project review is informed by an evolving understanding of the affected communities, constituent interests and demographic information obtained by geospatial census data. As the project evolves, so does the project team's understanding of the communities being served by the project. Specific project products are informed by this data including the Project Charter, the Public Communications Plan, and King County Green Building Ordinance documentation.

King County conducts Green Building Ordinance certification processes for all capital project investments, which includes preparation of a determinants of equity analysis and corresponding equity and social justice workplan, to guide ways in which each capital project can advance principles of equity and social justice as part of capital project delivery. Some capital investments take place in traditionally underserved communities and the equity and social justice plans often include language translation, expanded community engagement approaches, and working directly with community members as feasible, in service of minimizing unintended project consequences and maximizing project benefits.

a) Monitoring and Review Processes

The King County Green Building Ordinance requires annual reporting on capital projects as a monitoring process to ensure requirements are being tracked and routinely considered. All reports are reviewed and compiled for agency-specific and Countywide summaries of performance by a central Green Building Team. An intranet dashboard

provides a visualization of performance across County agencies. The Green Building Team is also a resource for sharing strategies across capital project portfolios. During the reporting period, Roads completed 83 annual reports.

Roads coordinated with a graduate student program to review opportunities in the Division's decision-making to better incorporate equity. The students identified emerging methods and best practices for capital project prioritization, project assessment, and operations decision-making. Roads began incorporating findings from this study into the 2023-2024 budget analysis.

b) Community Involvement

Community involvement around transportation planning topics included focused outreach and engagement activities specific to the Comprehensive Plan update, the CNL, and Participatory Budgeting, as well as our standard capital project-specific outreach.

The 2024 Comprehensive Plan Update was launched in early 2022 and will extend through most of 2024 when the update is expected to be reviewed, amended, and adopted by King County Council. The update involves a robust community involvement plan including a public facing [website](#) (copy provided in Appendix C). During the reporting period, King County developed and shared policy proposals for the 2024 update that reflect high-level and specific actions the County is considering to address social equity, affordable housing, and climate change in our region. A summary of these proposals is included on the website in English, Spanish and seven other languages (a Chinese copy is provided in Appendix C). Two virtual Townhall meetings were held (February 9th and 16th of 2023) to describe the update process, share the initial policy proposals, and solicit public feedback. A copy of the meeting presentation is provided in Appendix C.

Community engagement under the CNL initiative was performed prior to this reporting period and was included in last year's Title VI Accomplishments and Goals Report. During this reporting period, Roads participated in a County and community co-creation process to identify ways to improve the CNL outreach in the future. This process included five two-hour evening meetings with a panel of County staff and community members representing a diverse range of demographic and geographic constituencies. Meetings were held virtually from 6:30pm to 8:30pm on the following dates:

- November 29, 2022
- December 13, 2022
- January 3, 2023
- January 10, 2023
- January 24, 2023

Community involvement related to Participatory Budgeting is described under question 10 of this report.

Community outreach efforts for the Roads capital programs includes a variety of means and methods including mailed SEPA notices (see question 8 for more detail), program- or project-specific websites, community outreach meetings, social media posts, and postcard or flyer mailings. All printed and electronic communications were written in plain, reader-

friendly English, and all included information on how to access the materials in alternative formats or different languages.

Program and project websites are updated routinely as new information is available. As a sample of websites actively maintained and updated during the reporting period, please see the School Pathways [program](#) and the Renton Avenue S Pedestrian Safety Improvement [project](#) (a copy of each website is also provided in Appendix C).

During the reporting period, postcards or flyers were mailed to all residential addresses within affected neighborhoods for the following 13 projects:

- 218th Avenue SE roadway preservation project
- 26th Avenue SW sidewalk repair and tree removal
- Cedar Grove Road SE nighttime paving
- Coal Creek Bridge replacement
- Myers Way S/1st Avenue S speed revision
- NE Woodinville-Duvall Road culvert replacement project
- Redmond Ridge Drive NE & NE Alder Crest Drive roundabout project
- Renton Avenue S pedestrian safety improvement project
- S 124th Street sidewalk repair and tree removal
- SE 208th Street/Kerrison Road maintenance work
- SW 108th Street sidewalk repair and tree removal
- Upper Tokul Creek bridge replacement
- Vashon Highway SW lighting improvements

Copies of these postcards and flyers are provided in Appendix C.

6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

During the reporting period, King County Roads engaged with 154 property owners regarding Rights-of-Entry; 38 property owners for the acquisition of easements or fee interests; 12 property owners for permits, one property owner for an Agreement to Reconnect Driveways; and 25 property owners were directly engaged during the appraisal of their property. These right-of-way activities are summarized in Table 3.

Demographic information specific to individually affected properties was not collected during the reporting period (see Title VI Goals for Upcoming Year below for proposed changes to data collection). Figure 3 shows the general location of affected properties relative to general County demographic information.

Table 3. Summary of right-of-way actions taken from April 2022 through March 2023.

Right-of-way Action	Number of Properties Engaged
Right-of-Entry	154
Easement and/or Fee interest	38
Permit	12
Agreement to Reconstruct Driveway	1
Relocation	0
Engagement during Appraisal	25

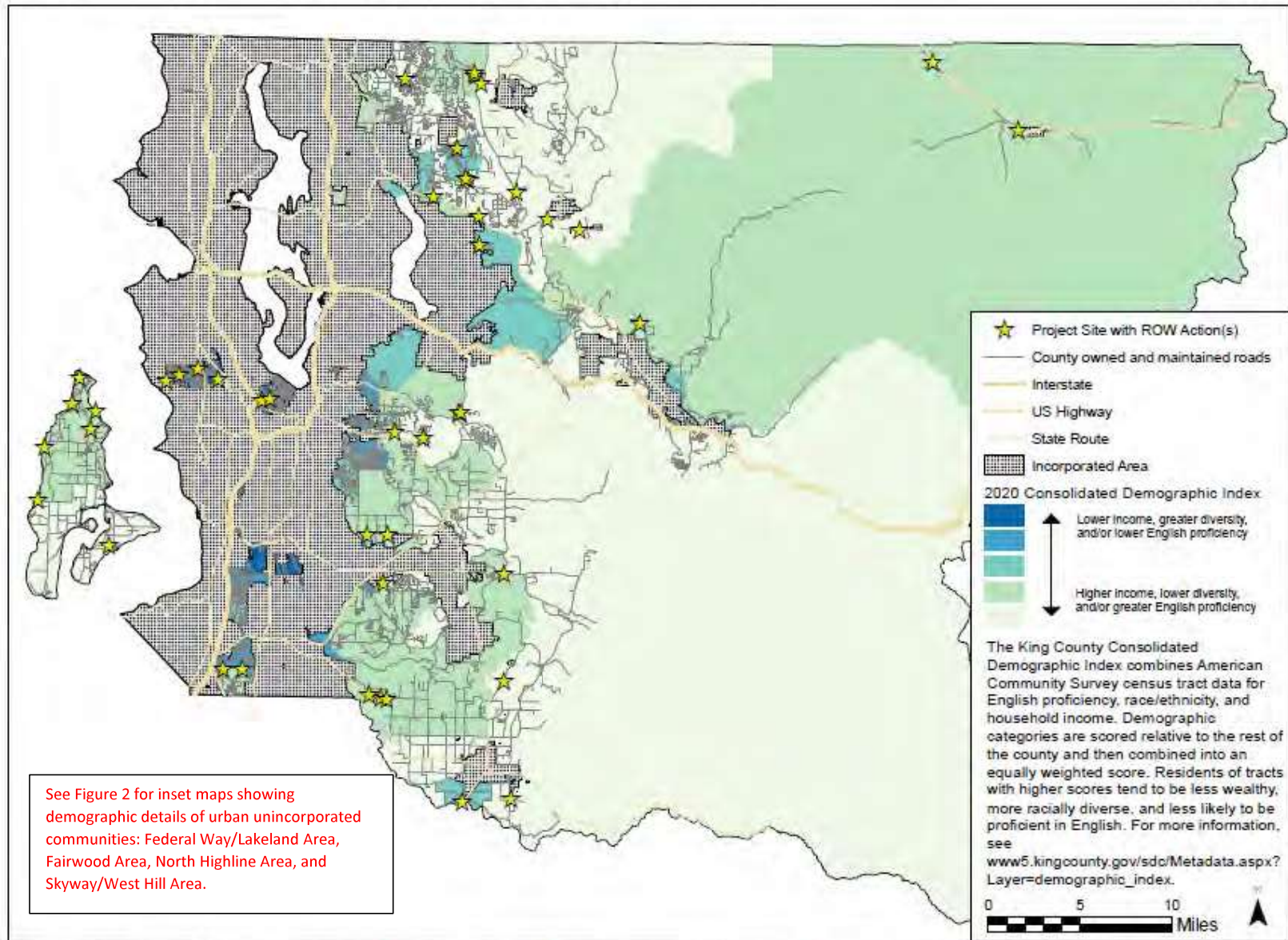
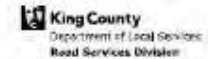
7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

The King County right-of-way team consists of appraisers and acquisition staff as outlined in Table 4.

Table 4. King County Right-of-Way Team.

<u>Individual</u> Name	<u>Right-of-Way Role</u> Title	<u>Demographic Descriptors</u>		
		Race	Color	National Origin
Rey Sugui	Government Relations	Asian	Brown	Philippines
Leslie Drake	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Cindy Worrell	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Maura McCammon	Road Property Program Manager/ Acquisition	Caucasian	White	USA
Meghan Kapousouz	Road Property Program Manager/ Appraiser	Caucasian	White	USA
Cealan Clifford	Road Property Program Manager/ Acquisition	Caucasian	White	USA

Projects with Right-Of-Way Actions and Consolidated Demographic Index



See Figure 2 for inset maps showing demographic details of urban unincorporated communities: Federal Way/Lakeland Area, Fairwood Area, North Highline Area, and Skyway/West Hill Area.

The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions. Map created 4/21/23 by DAVIS\A\dot\roads\SBOS2\GIS\Projects\TitleVI\Report\MXD\TitleVI_2023_Accomplishments.mxd

Figure 3. General demographic information relative to roadway projects with right-of-way actions from April 2022 through March 2023.

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

Transportation Studies/Environmental Reviews

King County prepares transportation studies and environmental reviews typically during the preliminary design phase for capital projects. The preliminary design phase is defined as “a specific phase when evaluation and analysis of potential project alternatives occurs. Based on analysis, the preferred alternative is selected and designed sufficiently to establish a project baseline, at thirty to forty percent design. Activities requiring long lead times, such as land acquisition or permitting may be initiated during this phase. Some planning activities may occur prior to the preliminary design phase.”

During the reporting period, the County prepared eight transportation studies as described in Table 5. The County also initiated work on a feasibility study entitled: the Cross-Snoqualmie Valley Flood Tolerant Transportation Corridor Study. This study aims to evaluate the feasibility of constructing a flood tolerant, elevated roadway to cross the flood-prone Snoqualmie Valley, located in rural King County.

Table 5. Transportation studies completed from April 2022 through March 2023.

Project Number	Project Name	Evaluation Type	Date Completed
n/a ¹	SE 224th St and 148th Ave SE Intersection Improvement Project	Intersection Improvement Alternatives Traffic Analysis	04/22/22
1143519	Avondale Road NE and NE 132nd Street Intersection Improvement Project	Traffic operation analysis for intersection channelization and signal revisions	08/04/22
1139145	SE Green Valley Road and 218th Avenue SE Intersection Improvement Project	Intersection Improvement Alternatives Traffic Analysis Report	08/01/22
1136711	244th Avenue NE Roadway Lighting Project	Traffic Impact Analysis Study	08/29/22
1140858	244th Avenue NE Slide Repair Project	Traffic Impact Analysis report	11/04/22
1142850	Duvall Slough Bridge #1136B Re-Deck Project	Traffic Impact Analysis Study	02/17/23
1136294	NE Woodinville Duvall Road 172nd Street Culvert Replacement Project	Traffic Impact Analysis Study	03/30/23
1139146	Rainier Avenue S and Lakeridge Drive Intersection Improvement	Traffic Capacity Analysis, Collision Analysis, Life Cycle Cost Estimation for design alternatives	03/20/23

¹This study was conducted in support of Roads Transportation Needs Report and is not associated with a funded project.

Environmental reviews involve preparation of required information for state and federal agencies responsible for compliance with the National Environmental Policy Act (NEPA) or for County obligations under the State Environmental Policy Act (SEPA). Each applicable County division is lead agency for implementing SEPA. Under SEPA, Roads mails, posts, and publishes each Determination of Nonsignificance (DNS) and Notice of Action Taken (NAT).

During the reporting period, King County conducted two NEPA environmental reviews and 44 SEPA (or equivalent) environmental reviews related to roadway projects (see Table 6).

The environmental reviews are used together with traffic impact analyses, green building ordinance reviews, equity impact reviews, and concept design development to assess the existing conditions, project benefits and impacts/burdens, and mitigating measures. The outcome is a preferred alternative that proceeds toward final design and implementation. Through the environmental reviews conducted during the reporting period, the County analyzed the likelihood for disproportionately high and adverse impact to minority and low-income populations. None of the analyzed projects resulted in such impacts.

Table 6. NEPA and SEPA environmental reviews completed for roadway projects from April 2022 through March 2023.

Project Number	Project Name	Evaluation Type ^a	Date Completed
1138914	Fifteen Mile Creek Bridge #493C Replacement Project	SCE	04/01/22
22-3R-02	SE May Valley Rd between 150th Ave SE and 164th Ave SE	Addendum	04/11/22
22-2FC-07	SE Homestead Valley Rd between I-90 and end of County road	Addendum	04/11/22
22-4D-16	SE Kuzak Rd approximately 0.35 miles east of Veazie-Cumberland	Addendum	04/17/22
22-BR-257Z	Bridge 257Z Horseshoe Lk Creek Bridge - 310th Ave NE, 0.2 mi north of NE Carnation Farm Rd	Addendum	04/20/22
22-BR-3109A	Bridge 3109A Soos Creek Bridge - SE 216th St, 0.3 mi east of 132nd Ave SE	Addendum	04/21/22
22-4D-18	SE 380th St/SE 383rd St between 252nd Ave SE and SR169	Addendum	04/26/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	ECL	05/10/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	DNS	05/13/22
22-6S-01	Money Creek Road from Miller River Road to end (approximately 6.0 miles)	Addendum	05/16/22
22-6S-02	Lower Stevens Pass Hwy from Hwy 2 to foot bridge	Addendum	05/16/22
22-1C-06	NE 80th St from West Snoqualmie Valley Road to Ames Creek	Addendum	05/31/22

Project Number	Project Name	Evaluation Type ^a	Date Completed
22-2FC-08	Wilderness Rim - SE 168th St, SE 171st St, 420th Ave SE	Addendum	06/01/22
1131235	South 360th Street at Military Road South Roundabout Project	NAT	06/02/22
22-1C-07	17519 170th PL NE	Addendum	06/02/22
1140858	244th Avenue NE Slide Repair	SCE	06/07/22
1136234	NE Woodinville-Duvall Road at NE 172nd Street Culvert Replacement (fish passage)	SE	06/08/22
22-2FC-09	NE Tolt Hill Rd between SR203 and Tolt Bridge	Addendum	06/15/22
1140858	244th Avenue NE Slide Repair	NCE	06/28/22
22-BR-3085_a	Bridge 3085 Covington Bridge; SE Covington Sawyer Rd at 0.7mi SE of SR516	Addendum	06/28/22
22-BR-1136B	Bridge 1136B Duvall Slough Bridge; NE Woodinville Duvall Rd, approximately 0.4 mi west of SR203	Addendum	06/29/22
1136715	Flashing Yellow Arrow Program Signal Modifications 2022	SCE	06/30/22
1143519	Avondale Road NE and NE 132nd Street Intersection Improvements	SCE	06/30/22
1135998	Ames Lake Trestle Bridge No. 1320A Replacement Project	SCE	07/05/22
22-BR-5044	Bridge 5044 Four Creek Ranch Bridge; 229th Dr SE, 0.5 mi south of SE May Valley Rd	Addendum	07/19/22
22-BR-122k	Bridge 122k Norman Bridge; 428th Ave SE, 0.6 mi south of SE Reinig Rd	Addendum	07/19/22
22-4D-32	288th Ave SE b/t SE 472nd St and end of SE 480th St	Addendum	08/15/22
22-4D-28	260th Ave SE at SE 216th St	Addendum	08/23/22
22-BR-228E	Patterson Creek; W Snoqualmie River Road SE; 0.4 miles north of SE 24th	SE	08/24/22
22-BR-249B	Neal Road - C W Neal Road, 1.5 miles S of SR203	SE	08/24/22
22-BR-249C	Bridge 249C - C W Neal Road, 0.3 miles south of SR203 Deck Overlay	SE	08/24/22
22-4D-33	SE 400th St between SR169 and 268th Ave SE	Addendum	08/25/22

Project Number	Project Name	Evaluation Type ^a	Date Completed
22-BR-3063	Newaukum Creek Bridge Repair; SE 416th St, 0.6 miles west of 236th Ave SE	SE	09/02/22
1138913	Boise X Connection Bridge No. 3055A Replacement	SCE	09/15/22
1138918	16th Avenue SW Pedestrian Improvements Project	NCE	09/27/22
23-BR-225C	York Bridge 225C; NE 116th St, 0.5 miles west of SR 202	Addendum	10/03/22
23-BR-3015	Patton Bridge 3015; SE Green Valley Road, 1.5 miles SE of SR18	Addendum	10/03/22
23-BR-5024	Carnation Farm Rd Bridge 5024; NE Carnation Farm Rd, 0.6 miles west of SR203	Addendum	10/03/22
1138330	SE Covington-Sawyer Road Sightline Improvements Project	NAT	10/31/22
23-2FC-01	415th Ave SE at #14218 (Triple Tubes)	Addendum	11/15/22
22-2FC-11	SE 92nd St at #43001	Addendum	11/18/22
5-419867	21802 141st Ave SW	Addendum	12/20/22
1141001	NE Tolt Hill Road Emergency Slide Repair	SCE	02/07/23
1143512	Upgrade Overhead Flashers to LED Stop Signs	SCE	03/08/23

^a Evaluation types during the reporting period include:

Addendum: SEPA Addendum to a Threshold Determination

DNS: SEPA Determination of Nonsignificance

ECL: SEPA Environmental Checklist

NAT: SEPA Notice of Action Taken

NCE: NEPA Categorical Exclusion

SCE: SEPA Categorical Exemption (WAC)

SE: SEPA Exemption (RCW)

Transportation Plans

During this reporting period, King County developed draft updates for the major 2024 King County Comprehensive Plan update, including the Transportation Element. For more information, see question 5 above.

Environmental Justice

For non-exempt projects with federal funds, additional community partner information is provided via Environmental Justice (EJ) documentation for NEPA. The EJ review uses information within a half mile of the project from the U.S. Environmental Protection Agency (EPA). The EPA provides an environmental justice screening and mapping tool, known as

EJSCREEN. The project EJ review also includes data from the nearest public school using the Washington State Office of Superintendent of Public Instruction (OSPI) Washington State Report Card. Project sites are visited to help identify potential sensitive receptors to minimize potential impacts. Physical environments are reviewed/documentated by environmental professional staff to identify critical/sensitive areas, potential project impacts, and future mitigation. Travel habits are studied by Traffic Safety Engineers to assess local and regional mobility, potential project impacts, and future mitigation.

During the reporting period, two projects with federal funding were screened for EJ issues under the NEPA Categorical Exclusion review process. These projects were not exempt from further review due to use of a detour route and/or right-of-way needs.

An expanded EJ analysis memorandum was required for one of these projects, which confirmed that the work would not disproportionately affect minority or low-income populations. A summary of the EJ data for this project review is provided in Table 7.

Table 7. Data summary of environmental justice factors for the 244th Avenue NE Slide Repair Project (project number 1140858).

Data Element	Project Area Data	Data Source
Neighborhood(s)	<ul style="list-style-type: none"> Unincorporated King County East Sammamish Community Planning Area 	King County iMap and Assessor's Office
Minority Race(s)/Ethnicity(ies)	39% People of color	EJSCREEN
	<ul style="list-style-type: none"> 49.9% Asian 0.4% Black/African American 4.2% Hispanic /Latino 8.1% Two or more races 	OSPI
Languages Spoken by 5% or more of the Population	<ul style="list-style-type: none"> English Chinese 	2021 Census
English Learners	13.5%	OSPI
Low Income Percentages	1.7%	OSPI
	5%	EJSCREEN
Physical Environment(s)	<ul style="list-style-type: none"> Rural King County Wetland buffer Potential steep slope hazard area Erosion hazard area 	King County iMap and on-site observations
Travel Habit(s)	<ul style="list-style-type: none"> Urban Collector Arterial Annual Average Daily Traffic 6,640 (2018) 	Design Memorandum (2022)

9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects’ benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

King County capital projects within the road right-of-way that completed the final design phase and or began construction during the reporting period are listed by name and number, along with project benefits and burdens, in Table 8. King County reports on completion of final design (defined as a point that the design is completed, permits and other permissions are secured, and the project is authorized to proceed to construction or the implementation phase) and beginning of construction as there can be time lags between these milestones. The project benefits and burdens are identified during Title VI efforts described in question 5, which start early in the preliminary design phase and are revisited and updated throughout the final design phase.

Table 8. List of roadway construction projects that completed final design and or began construction during the reporting period.

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
2019/20 Guardrail Preservation Tier 3 Roadways	1141111		2/21/2023	<i>Benefits-</i> Upgrade existing guardrail systems on roadways and bridges to improve safety. <i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.
2020 High Friction Surface Treatment – 16 locations	1137862		4/20/2022	<i>Benefits-</i> Improve safety of the roadway network by applying high friction surface treatment (HFST) for 16 priority segments identified within King County’s High Collision Location Report. <i>Burdens-</i> Intermittent lane and full road closures were necessary at some locations resulting in inconvenience to the traveling public and service providers.
2021-22 School Zone Safety – 1 location	1141250	7/29/2022	8/1/2022	<i>Benefits-</i> Install school zone flashing beacons, improve and upgrade signals, and update curbs to proper standards. School zone signing was completed at Westwood Elementary in 2022. <i>Burdens-</i> Temporary and intermittent traffic delays.
2022 Pavement Preservation	1142993	6/2/2022	8/24/2022	<i>Benefits-</i> Perform pavement preservation at various locations throughout unincorporated King County, extending life of roadways by repairing deficits and sealing foundation from weather damage. Improves local roadways to ensure safety and reliability for local residents and commute traffic. <i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.
2022/23 Bridge Priority Maintenance – 20 locations	1129588	2022	2022	<i>Benefits-</i> Performed maintenance repairs to keep bridges and structures serviceable. - Bear Creek Bridge #55 - Berrydale Bridge #30860X (1143803) - Covington Creek #3084 - Covington Creek Bridge #3085 (1143349)

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
				<ul style="list-style-type: none"> - Dockton Road Seawall - Duvall Slough #1136B - Elliott Bridge #3166 (1143351) - Granite Creek Bridge #359A (1143359) - Neal Road Bridge #249B (1143355) - Neal Road Bridge #249C (1143355) - Neely Bridge #3014 (1143351) - Newaukum Creek Bridge #3063 (1144480) - North Fork Bridge #122I scour repair (1143357) - Norman Bridge #122K (1142384) - North Fork Bridge #122I expansion joint repair (1142384) - Rutherford Slough Bridge #920A (1142385) - Soos Creek Bridge #3109 (1142385) - South Park Bridge #3179 (1143551) - Whitney Bridge #3025 (1141507) - York Bridge #225C (1143351) <p><i>Burdens-</i> Intermittent noise and lane closures were necessary for short duration resulting in inconvenience to nearby residents, the traveling public and service providers.</p>
<p>218th Ave SE Reconstruction</p>	<p>1136086</p>		<p>7/7/2022</p>	<p><i>Benefits-</i> Reconstruct roadway identified on King County’s rehabilitation/reconstruction priority array. Improve drainage systems, pavement condition and non-motorized facilities; reduce maintenance frequency and road closures.</p> <p><i>Burdens-</i> Lane shifts and occasional lane closure during four-month construction, and 13-day northbound detour impacted public use and increased traffic congestion, idling, and commute times and inconvenienced community and service providers.</p>

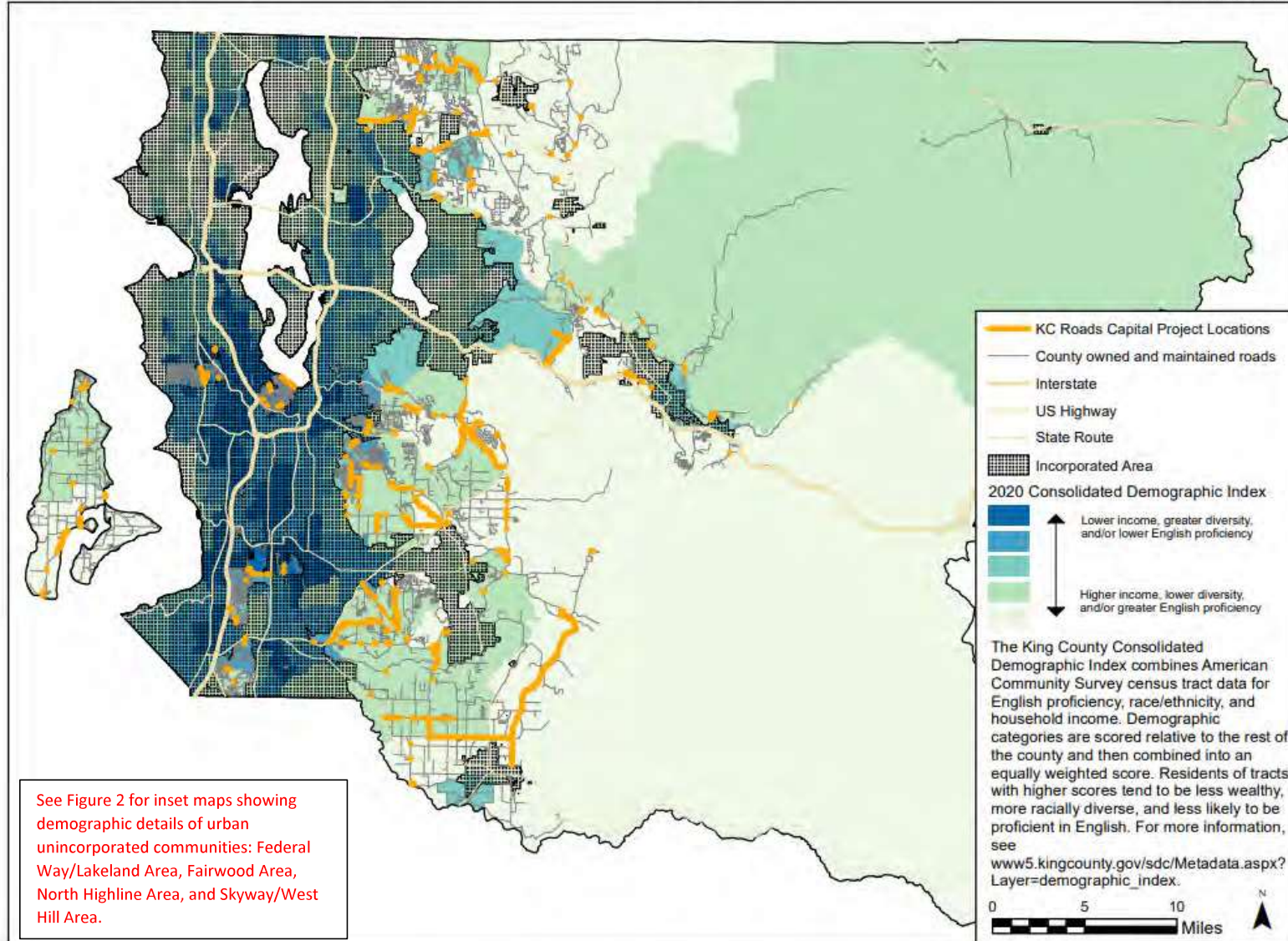
Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
244th Ave NE Winter 2020 Slide Repair	1140858	11/30/2022		<p><i>Benefits-</i> Repair a section of roadway that was damaged from a storm in February 2020.</p> <p><i>Burdens-</i> Up to 40-day full road closure during construction (summer school break) impacting access to SR 202 from the Sammamish plateau. Daytime noise and dust during construction work.</p>
Avondale Road NE at Cottage Lake Elementary	1142502	7/21/2022	9/12/2022	<p><i>Benefits-</i> Improve pedestrian and cyclist safety with several shoulder and road crossing improvements within school zone.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays along high-speed, high-volume road.</p>
Bridge Load Upgrade Program – 2 locations	1139286	6/30/2022	8/29/2022	<p><i>Benefits-</i> Performed bridge load upgrades to remove posted vehicle weight restriction limitations.</p> <ul style="list-style-type: none"> - Horseshoe Lake Creek Bridge #257Z (1143515) - Soos Creek Bridge #3109A (1143516) <p><i>Burdens-</i> Intermittent lane and full road closures were necessary for short duration resulting in inconvenience to the traveling public and service providers.</p>
Burma Road SW Slide Repair	1144754	10/18/2022	10/18/2022	<p><i>Benefits-</i> Repair roadway that was damaged and closed to traffic due to a slide in January 2022.</p> <p><i>Burdens-</i> Road was closed for about a year while repairs were planned and implemented; access to several properties and structures was limited due to safety concerns until repairs were complete.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
Drainage Preservation Program – 17 locations	1129586		2022	<p><i>Benefits-</i> Preserve and replace drainage systems to address safety concerns, protect roads from failure, and improve water quality.</p> <ul style="list-style-type: none"> - 148th Avenue SE @ #29606 - 238th Avenue NE @ NE 70th Street Repair - 56th Place South @ #12406 - 75th Avenue SW @ #25613 Phase I - 75th Avenue SW @ #25613 Phase II - 80th Avenue S B/T S 114th Street and S 113th Street - 93rd Avenue SW @ #16402 - Avondale Road NE @ #15926 - NE 165th Street @ #17777 - NE 190th Street @ #29930 (#1-59980) - NE Carnation Farm Rd @ #29307 - NE Old Cascade Highway Just East of SR-2 - SE 56th Street at SE David Powell Road - SE 165th Street @ #16316 - SW 110th Place @ #2835 - SW 257th Street @ 76th Avenue SW - SW Cemetery Road @ #9329 - Upper Preston Road SE, South of SE 97th Street <p><i>Burdens-</i> Limited access during construction, noise, dust, and occasional traffic delays.</p>
Flood Control District- S 106th St Drainage Improvement	1138339	8/1/2022	8/1/2022	<p><i>Benefits-</i> Replaced a damaged and undersized pipe to resolve stormwater flooding of roadways and adjacent properties.</p> <p><i>Burdens-</i> Traffic restrictions, noise, and dust during construction.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
Flood Control District- SE 380th Place at SR 164 Culvert Replacement	1130710	8/19/2022	8/22/2022	<p><i>Benefits-</i> Replace a failing culvert to resolve roadway flooding that isolates communities and improve fish passage.</p> <p><i>Burdens-</i> Full road closure and limited access to adjacent properties for three months during construction, noise, and dust.</p>
High Collision Sightline Improvements - S 360th St & 32nd Ave S	1131157		6/28/2022	<p><i>Benefits-</i> The program improves safety at intersections and on road segments in high collision areas. This project modified the existing shoulder to improve sight line.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures.</p>
NE Woodinville Duvall Road at NE 172nd St Culvert Replacement	1136234	8/2/2022		<p><i>Benefits-</i> Replace failing culvert to reduce maintenance and improve fish passage, and widen shoulders at the crossing to improve pedestrian and bicycle safety.</p> <p><i>Burdens-</i> 30-day full road closure of this major arterial, detour will increase travel times. An additional 10-day single lane closure will increase congestion and idling through the corridor. All closures are planned outside school days to eliminate school bus route delays. Daytime construction noise and dust.</p>
Renton Ave S Phase III Sidewalk	1129599	4/8/2022	9/6/2022	<p><i>Benefits-</i> Improve pedestrian and cyclist safety and Americans with Disabilities Act access with new sidewalks, curb ramps and bike lane.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures, pedestrian access restricted during construction, and temporary bus stop closure.</p>
S 360th St School Pathway	1136580		6/28/2022	<p><i>Benefits-</i> Added 100 feet of missing sidewalk to improve the safety of pedestrians and other users in school zones (in vicinity of two public schools).</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays.</p>

Project Name	Project Number	Completed Final Design	Began Construction	Benefits/Burdens
SE Kent Kangley Rd at Landsburg	1141625	4/21/2022	10/3/2022	<p><i>Benefits-</i> Improve safety with intersection improvements designed to accommodate truck turning and pedestrian facilities at a high crash location.</p> <p><i>Burdens-</i> Temporary and intermittent traffic delays due to lane closures at this major arterial intersection.</p>
Upper Tokul Creek Bridge #271B Replacement	1135999		9/6/2022	<p><i>Benefits-</i> Replace a sole access, load restricted and deteriorated bridge with a longer and wider bridge. The project will improve public safety with new bridge meeting current standards and including multi-use shoulders on each side of the vehicular travel lanes.</p> <p><i>Burdens-</i> A temporary one-lane bridge will maintain access to the community during construction but will reduce traffic capacity and impact travel times through the construction zone. Construction is anticipated to be disruptive to adjacent property owners with noise, dust, and increased activity in the vicinity.</p>

King County Engineering Services Projects and Consolidated Demographic Index



The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions.
Map created 4/13/23 by DAVISIA \dot\roads\SBOS2\GIS\Projects\TitleV\Report\MXD\TitleV1_2023_without_insets_woLabels.mxd

Figure 4. Locations of roadway capital projects that completed final design phase or began construction during the reporting period.

10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

Participatory Budgeting Meetings

During the reporting period, King County completed an initial participatory budgeting process. Participatory budgeting is a democratic process in which community members directly decide how to spend part of the public budget. The program is designed to empower people to decide together how to spend public money and, in the process, deepen democracy, build stronger communities, and make public budgets more equitable and effective. For more information on this process, see [Participatory budgeting in unincorporated King County - King County](#) and [Participatory Budgeting in Urban Unincorporated King County - PublicInput.com](#).

During this first round of participatory budgeting, King County engaged with a public steering committee and the broader urban unincorporated community to identify projects to construct or implement with a dedicated \$10 million capital fund. Roads participated in three virtual community meetings during the reporting period to share transportation-specific information. These meetings were held:

- April 6, 2022, 5:30pm to 6:30pm
- June 1, 2022, 12:00pm to 1:00pm
- June 21, 2022, 5:00pm to 6:30pm

Community members cast more than 2,600 ballots and chose 45 projects that King County will fund in the following unincorporated areas: East Federal Way, East Renton, Fairwood, Skyway and White Center. A copy of King County Executive's press release announcing the projects is provided in Appendix D. From September 2022 through March 2023, King County worked with direct grant awardees to set up and approve contracts to get most of the projects underway. The first project to begin was announced on social media, including the King County Local [blog](#). A copy of this announcement is provided in Appendix D.

A call for new steering committee members was put out in January 2023 with applications due March 17, 2023. The second round of participatory budgeting will extend through 2024.

Other Public Meetings

King County engages with the public through a variety of meeting styles including large meetings of more than 10 participants, small meetings of 10 or less participants, one-on-one appointments, and local lunches. In general, public meetings and all project engagement opportunities are publicized (postcards, e-mail, websites, social media, etc.) to residents in affected neighborhoods. All printed and electronic communications were written in plain, reader-friendly English, and all included information on how to access the materials in alternative formats or different languages. A King County Local blog post announcing community office hours highlights one public engagement effort (see announcement in Appendix D).

Identify members of the LPA's transportation planning and/or advisory groups by race, color, and national origin

King County did not have any transportation planning or advisory groups in place during the reporting period.

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

During roadway transportation-related public meetings, the County distributes a voluntary demographic data collection form. Gender or racial/ethnic designation data is collected at public meetings only when members of the public voluntarily fill in the data. During the reporting period, fewer than normal meetings were held and all conducted virtually. While Roads has an [online survey](#) system for data collection during virtual meetings, the distribution method has not provided useful data to report during this reporting period (see Title VI Goals for Upcoming Year below for proposed changes to data collection).

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

Public communication materials are translated on a project-by-project basis based on the tiered language translation guidelines managed through the County's Language Access Program described in question 3 above. Roads received no specific requests for document translation during the reporting period.

During the reporting period, King County began to unveil a new website designed to offer all content in English plus seven languages (Spanish, Korean, Russian, Somali, Ukrainian, Vietnamese and Chinese (simplified)). One of the initial pages within the website to be available in this full translation series is the 2024 Comprehensive Plan Update site described under question 5 above. A copy of the page in both Spanish and Korean is provided in Appendix D.

Specific to right-of-way activities, Roads offered translation services during a standard door knocking activity on February 16, 2023, in the Skyway community. After demographic research, the King County right-of-way team suspected a language barrier may have contributed to the low response from residents that were mailed a right-of-entry request. The team reached out to other Roads employees and requested volunteers fluent in Chinese, Tagalog, and Vietnamese. Four volunteers accompanied right-of-way team members to offer translation. The team knocked on four doors. Two residents requested right-of-entry documents be translated verbally to Vietnamese prior to signing.

11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

King County's E-Procurement System is managed centrally by the King County Procurement and Payables (P&P) Section for all County contracting needs. E-Procurement is used for all

solicitation types including Construction, Architectural and Engineering (A&E), and Professional/Technical Consulting (part of the Goods & Services (G&S) solicitation type). Through E-Procurement, businesses can search for upcoming contracts, register as a supplier, and respond to solicitations. Contract Specialists representing individual County agencies, submit contracting requests through E-Procurement, and then work directly with P&P staff to prepare the applicable advertisement documents.

For advertised procurements, Project Managers in coordination with Construction Contracts Engineers submit subcontracting and apprenticeship opportunities information into the E-Procurement system to King County's Business Development and Contract Compliance (BDCC) Section. The submitted information identifies the specific scopes of work that may be available for performance by subcontractors. Contract Specialists in BDCC review the scope of work for all advertised solicitations on a contract-by-contract basis. These reviews identify potential subcontracting opportunities so that the scopes of the work can be broken down to encourage participation of smaller firms. These reviews can lead to the establishment of mandatory or aspirational Apprenticeship and Small Contractor and Supplier (SCS) goals (also known as Good Faith Effort requirements), when applicable, establishing conditions of award governing the participation of Disadvantaged Business Enterprises (DBE), including minority- and women-owned firms.

The advertisement identifies the specific scopes of work that are available as subcontracting opportunities. Title VI requirements are included in the bid/proposal specifications. This part of the specifications identifies and defines the Title VI requirements that are a part of the contract documents. The specifications include a requirement for these provisions to be included in all lower-tier subcontracts entered into by the successful contractor. The nondiscrimination/affirmative action language in King County construction contracting documents is identical to General Special Provision 1-07.11 of the Washington State Department of Transportation (WSDOT Standard Specifications).

King County follows WSDOT Local Agency Guidelines on all federally funded projects. The County consults with WSDOT Local Programs to establish DBE or apprenticeship goals on federally funded projects. BDCC inserts DBE goals established by WSDOT into solicitation documents.

King County advertises contract solicitations in local papers and on its E-Procurement website. King County solicits some small A&E contracts (under \$500K) from consultants using its Architecture and Engineering Roster. Projects solicited under the Roster system are not advertised by King County.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

Specifications defining Title VI requirements based on USDOT 1050.2 are included in the contract documents with a requirement that these provisions be included in all amendments, supplements and lower tier contracts entered into by the contractor. (Construction contract documents also include GSP 01-07.11 language relating to the Requirements for Non-

discrimination.) Goals are established for the participation of Disadvantaged Business Enterprises, when applicable.

After contract execution, the contractor is responsible for reporting requirements outlined in the contract, and adherence to all affirmative action and non-discrimination provisions for itself and its subcontractors in accordance with King County Code. For consultant contracts, the County utilizes the Diversity Compliance Management System (DCMS) for tracking DBE participation. DCMS requires prime consultants and subconsultants to report payments monthly for tracking participation percentages for certified firms. Division contract administration staff routinely review the database as part of monthly progress payment approvals. Additionally, BDCC communicates these requirements to bidders/proposers and tracks compliance following contract execution.

During the reporting period, one consultant contract was under suspension in part for noncompliance with the mandatory DBE requirement. Roads was working with the consultant to develop an approved plan for recovery of performance.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

Eight construction contracts and 15 consultant contracts were executed for Roads projects. Table 9 lists the construction contracts for King County roadway projects executed during the reporting period. Table 10 lists the consultant contracts, including those with right-of-way activities, for roadway and transportation planning projects executed during the reporting period. One listed consultant contract is a right-of-way specific contract; others with right-of-way acquisition work are multidisciplinary contracts.

Table 9. Construction contracts executed from April 2022 through March 2023.

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged
Roadway Lighting 2	KC000460	\$236,804.06	Local	Elcon Corporation	No
Upper Tokul Creek Bridge No. 2718	KC000519	\$3,060,684.56	Local	Stellar J Corporation	No
218th Avenue SE Roadway Preservation	KC000541	\$3,684,684.00	Federal/Local	Active Construction, Inc.	No
S 360th Street and 32nd Avenue S	KC000571	\$387,387.00	Local	Northwest Cascade	No
Renton Avenue S Sidewalk Phase 3	KC000586	\$1,471,634.50	Local	Marshbank Construction	Yes (DBE/MBE)
SE Kent Kangley Road at Landsburg Road SE	KC000590	\$202,222.00	Local	ICON Materials	No
2022 Countywide Pavement Preservation	KC000633	\$3,614,923.50	Local	ICON Materials	No
Tier 3 Guardrail Preservation	KC000694	\$1,530,297.69	Local	Petersen Brothers	No

Table 10. Consultant contracts executed from April 2022 through March 2023.

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged	ROW Included?
Engineering Services for the Intersection Improvement at Issaquah Hobart Road and SE May Valley Road	KC000335	\$170,031.94	Federal	Transpo Group	No	Yes
Work Order Archaeological Consulting Services	KC000486	\$350,000.00	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Engineering Services for the SE 240th Street Culvert Replacement Project	KC000554	\$286,770.87	Local	Otak, Inc.	No	Yes
Snoqualmie Valley Major Flood Mitigation Study	KC000647	\$287,446.76	Local	Jacobs Engineering Group	No	No

Project Name	Contract #	Dollar Value	Funding Source	Contractor	Certified Disadvantaged	ROW Included?
Engineering Services for the NE Tolt Hill Repair Project	KC000737	\$320,724.49	Federal	David Evans and Associates	No	No
Community Rating System Repetitive Loss Area Analysis	KC000147C_30714	\$ 65,508.85	Local	Perteet Inc.	No	No
Bridge Railing Upgrade	KC000250A_39897	\$ 56,475.73	Local	KPFF, Inc.	No	No
Tier 3 Guardrail Preservation Contract – Construction Engineering Services	KC000250B_39897	\$7,121.12	Local	KPFF, Inc.	No	No
284th Avenue SE Culvert Replacement Archaeological Survey	KC000486A	\$6,591.33	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
S 360th and Military Road Intersection Improvement Cultural Resources Assessment	KC000486B	\$13,474.46	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
NE 165th Street Compensatory Storage Addendum Archaeological Survey	KC000486C	\$5,367.09	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Work Order Cultural Resource Services: Boise X Connection Bridge Replacement Archaeological Survey	KC000486D	\$ 21,723.87	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Baring Bridge Replacement Project Section 106	KC000486E	\$ 8,525.20	Local	Willamette Cultural Resources Associates	Yes (SCS)	No
Real Property Acquisition Services for the South 360th Street and Military Road South Intersection Improvement Project	KC000573_132407	\$178,238.54	Local	Epic Land Solutions, Inc.	No	Yes ¹
2022 Concurrency Program Update	6312753	\$49,999.99	Local	Fehr and Peers	No	No

¹This contract is for right-of-way services only.

14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

The King County Executive (Title VI Administrator) has laid out a Countywide vision known as True North and Values that guides the work performed by King County agencies. Our True North is what we aspire to: *Making King County a welcoming community where every person can thrive*. Our values define the way we act, what's important to us, and our expectations for ourselves and one another. These values encompass the intent and myriad ways that the County approaches Title VI compliance. For more detailed information on this vision, visit [True North and Values - King County](#). Division-level leadership encourages regular discussion and sharing amongst teams and work groups about how this vision is integrated into the work being done. Specifically, during the reporting period Roads took the following actions to educate and train employees and partners on Title VI related issues:

a) Monthly Business Reviews

Roads holds Monthly Business Reviews for the purpose of sharing key performance data and promoting problem solving among leaders. Monthly Business Review topics during the reporting period included reviewing equitable hiring processes, developing workforce diversity, improving equitable budgeting and advancing equitable infrastructure.

b) Roads Equity Journey Presentation

In November 2022, the Division Director (Title VI Coordinator) and the County Road Engineer gave a presentation to Washington State Association of County Engineers (WSACE) on the Roads equity journey. Developing this presentation, which focused on methods to advance equitable decision-making in capital investments and operations, reinforced the value Roads has gained through this progressive journey and the lessons learned along the way. The presentation inspired WSACE to request an additional appropriation from the state to support counties in addressing equitable infrastructure issues.

c) Update to the King County ESJ Strategic Plan

Roads is supporting the county's update to the Equity and Social Justice Strategic Plan. Through this effort, Roads is working to refresh the vision of equitable transportation, land use, and mobility. This work involves reviewing Roads-specific contributions and ensuring the organization is on-track to reach the County's future goals.

d) Updated Roads Mission and Vision Statements

Roads updated the division's mission and vision statements in February 2023 to better reflect the organization's purpose and direction. The following refreshed mission and vision, together with the Roads Strategic Priorities, were shared at a virtual All Hands Meeting on March 29, 2023:

- Mission: *Why we exist* – Connecting communities with a safe and reliable road network for all.
- Vision: *What we want to be/What does success look like?* – Deliver a road network that reflects the needs of all users, enhances the quality of our communities and environment, and supports a healthy economy. Create an environment where

employees feel safe, experience a sense of belonging, and have equitable access to opportunities.

- Strategic Priorities: *What we're doing to achieve our vision* – Keeping roads safe and open, investing in our facilities, supporting environmental sustainability, investing in our people, advancing equitable infrastructure, and improving sustainable funding.

e) Jobs and Housing program

The Jobs and Housing Program provides work experience and job skills training to people who are on the pathway to permanent housing and employment. During the reporting period, Roads provided work opportunities to support 25 crew members. Crews provide litter collection, graffiti removal, invasive weed removal, and other tasks along unincorporated King County roads within communities including White Center, Skyway, Fall City and Vashon Island.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

The Title VI Coordinator did not attend formal Title VI training within the reporting period. The Coordinator participated in on-the-job training during the first several months in the Roads Division Director position, which began in December 2020.

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

Formal Title VI internal training was not available during the reporting period; however, Roads employees were offered training through the WSDOT Local Training Assistance Program (LTAP) [website](#). The training, titled "Title VI Basics for Local Public Agencies," is a self-paced e-learning course sponsored by the WSDOT Office of Equity and Civil Rights. The training consists of videos and resources for local agencies on Title VI and nondiscrimination responsibilities. Twenty-seven employees completed the course during the reporting period; a list of the employees with job titles and self-identified demographic descriptors is provided in Appendix E.

During the reporting period, internal training focused on broader equity and social justice topics coordinated by the King County Department of Human Resources Learning and Development group. The department developed a three course training series in support of the County's efforts to build a racially diverse workforce and workplace with the knowledge, skills, and abilities to advance a pro-equity racially just workplace and community. The series includes:

- Equity and Social Justice Fundamentals – designed to support King County employees in learning about equity and social justice and racial justice at King County; this course is offered once a month
- Race: The Power of Illusion – uses a three-part video series of the same name to explore the construct of race, how it has been used to channel benefits to those viewed as white, and why racial inequities persist; this course is offered once a quarter

- Building Gender Inclusive Spaces – explores the intersection of race and LGBTQ+ identities to establish foundational knowledge of gender and sexuality and best practices to support a gender diverse workforce; this course is offered once a quarter

The courses have been regularly filled throughout the reporting period.

In September 2022, Roads had a cohort of five employees participate in an equity and social justice focused lean six sigma certification course. The course focused on how to use lean processes and data to ensure equity; the subject areas chosen by the Road cohort included equity in hiring practices and community engagement/co-creation strategies specific to the CNL.

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

No additional local civil rights training was documented by the Title VI team in the reporting period.

Title VI Goals for Upcoming Year

What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

Goal 1 – Internal Dissemination of the Title VI Plan (updated September 2022)

Road Services Division intends to continue development of our internal dissemination of the Title VI Plan by:

- Annually distributing the Title VI Plan to Title VI Specialists and Special Emphasis Area Liaisons (as defined in the plan).
- Developing opportunities to share Title VI information across special emphasis areas through established communication channels, such as project coordination and project control meetings.
- Working with OERSJ to update training material to increase awareness and understanding of Title VI requirements, including a Title VI handout to be distributed to and reviewed with new Roads employees.
- Creating an internal SharePoint site for King County employees with Title VI information and documents for all employees to access and use, including all Title VI authorities and citations.

Goal 2 – Title VI Training

To ensure that Road Services Division employees involved in project management, policy and planning, engineering design, environmental services, right-of-way activities, community engagement, construction management, and contract administration are knowledgeable of potential Title VI issues, the Title VI Specialist and Liaisons are strongly encouraged to participate in training programs and workshops offered through WSDOT and others. Employees that did not complete the “Title VI Basics for Local Public Agencies” course during the reporting

period will be encouraged to take it in the upcoming year. Additionally, the Title VI Coordinator and Title VI Manager will coordinate with the OERSJ and neighboring jurisdictions to identify and develop other training opportunities.

The Road Services Division will develop a Title VI training plan to identify training goals, topics, and schedules specific to Roads. Future training is anticipated to include but not be limited to information on:

- The role of Road Services Division as the Title VI coordinating agency.
- Technical assistance on Title VI matters.
- Title VI reviews of program areas.
- Procedures for the prompt processing of complaints of discrimination.
- The necessity of updating the Title VI Plan to reflect organizational policy or implementation changes.

Goal 3 – Review Title VI processes and data collection relative to recent updates to LAG Manual Chapter 28

Given the substantive changes to the accomplishments reporting template, the County is committed to continue review of our current processes and data collection methodologies to define and implement process revisions to ensure collection of applicable information required in annual accomplishments report. Demographic data collection forms and methodologies are under development and are anticipated to be implemented during the next reporting period.

The Title IV Manager, Specialists and Liaisons will continue to improve data tracking to assist the Title VI Coordinator in gathering and maintaining information on specific program areas. Process improvement specific to data collection and tracking will create a more efficient and thorough reporting cycle, enhancing the quality of the Title VI Annual Accomplishments Report and Goals.

Information for reports will be obtained from sources such as on-site compliance reviews (internal and external), checklists, review guides, questionnaires, public meeting sign in sheets, personnel inventory and employment utilization forms and inquiries from the public. The Roads Title VI Manager will compile this information for inclusion in the annual update reports as required.