



Report for October 2024 through September 2025

TITLE VI ACCOMPLISHMENTS & GOALS REPORT - WSDOT

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): Jen Tetatzin, PE, PMP, Public Works Director

Mailing Address: 6200 Southcenter Blvd

City: Tukwila **WA** **Zip Code:** 98188 **County:** King

Phone #: 206-433-0179 **Email Address:** Jen.tetatzin@tukwilawa.gov

Name and title of head of transportation-related services: Adam Cox, PE, Senior Program Manager - Transportation

Mailing Address: 6200 Southcenter Blvd

City: Tukwila **WA** **Zip Code:** 98188 **County:** King

Phone #: 206-433-2446 **Email Address:** adam.cox@tukwilawa.gov

Name and title of designated Title VI coordinator*: Catrien de Boer, Public Works Analyst

Mailing Address: 6200 Southcenter Blvd

City: Tukwila **WA** **Zip Code:** 98188 **County:** King

Phone #: 206-482-9199 **Email Address:** Catrien.deboer@tukwilawa.gov

*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).

Accomplishments

1. Have there been any changes to the approved Title VI Plan that have not been reported to OECR?

In lieu of adopting a Title VI Plan, the City of Tukwila has signed a Letter of Intent to Comply with the WSDOT Title VI Plan.

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.

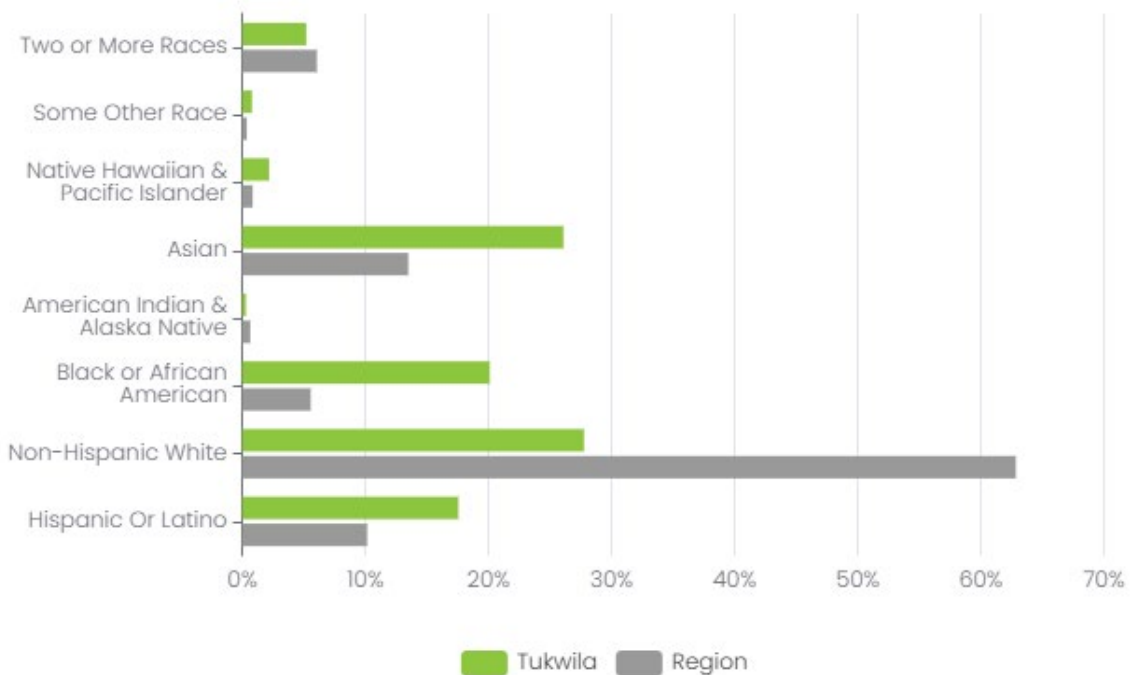
a. Please see Appendix A - City of Tukwila Organization Chart

b. Key Title VI and transportation-related staff:

- Jen Tetatzin, PE, PMP, Public Works Director (Non-hispanic / White/ USA)
- Adam Cox, PE – Senior Program Manager – Transportation (Non-hispanic / White/ USA)
- Cyndy Knighton – Senior Program Manager – Transportation (Non-hispanic / White/ USA)
- Michael Ronda, PE – Project Manager (Non-hispanic / White/ USA)
- David Baus, Project Manager (Non-hispanic / White/ USA)
- Catrien de Boer – Public Works Analyst/Title VI Coordinator (Non-hispanic / White/ USA)
- Jo Anderson – Inclusion and Engagement Manager

3. Community Demographics: Using a map of the LPA's boundaries, describe the demographics of the LPA's service area (e.g., race, ethnicity, and national origin). List, by individual languages, the percentage of the population who is Limited English proficient. If the LPA's Limited English proficient population is 5% of the total population or 1,000 individuals, whichever is less, explain the Four-Factor Analysis:

1. Briefly describe the number of LEP persons served and languages spoken in the service area.
2. Briefly describe the frequency of contact with LEP persons for services or projects (e.g., customer service interactions, public meetings, and contracts bidding and awarding).
3. Briefly describe the importance of the program, activity, or service to the lives of LEP persons.
4. Briefly describe current resources available for LEP persons and overall cost.



[PSRC Community Profile – Tukwila \(2016-2020 ACS Data\)](#)

Race and Ethnicity	Estimate	Percentage
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Hispanic or Latino	3,559	17.6%
Non-Hispanic White	5,626	27.8%
Black or African American	4,075	20.1%
American Indian & Alaska Native	61	0.3%
Asian	5,289	26.1%
Native Hawaiian & Pacific Islander	442	2.2%
Some other Race	160	0.8%
Two or More Races	1,053	5.2%

[City of Tukwila Demographics \(Source: Statistical Atlas\)](#)

National Origin	Percentage
Citizen, US-Born	55.8%
Citizen, Territory-Born	1.6%
Citizen, Born Abroad (to US Citizen Parents)	1.2%
Citizen, Naturalized	19.0%
Not Citizen	22.4%

1. LEP Data – Tukwila, WA

Nearly half (47%) of Tukwila residents over the age of 4 speak a language other than English at home. Furthermore, 22% of residents report speaking English less than “very well.”

Top 10 Languages Spoken by Tukwila Public School Students as of January 2025, these are the top 10 languages other than English (38%).

Spanish	26.19%
Vietnamese	5.19%

Portuguese	4.04%
Somali	4.01%
Dari	3.94%
Arabic	2.10%
Burmese	2.10%
Pashto	1.80%
Amharic	1.11%
French	.98%

Top 10 Languages in Our Region: Note that these statistics do not reflect the influx of asylum seekers. According to the 2022 Public Use Microdata Sample (PUMS), the top 10 non-English languages in King County's West Central Region. This region includes Burien, SeaTac, Tukwila Cities and White Center with a combined population of 137,350.

Spanish	19,300	14%
Vietnamese	6,400	4.7%
Somali	3,600	2.6%),
Arabic	1,100	0.8%),
Amharic	3,100	2.3%),
French	700	0.5%),
Tagalog	1,900	(1.4%),
Khmer	1,500	1.1%),
Chinese Combined	1,100	0.8%),
Punjabi	1,000	0.7%),

- Currently, the City's webpage can be translated into 15 different languages using GTranslate, including the top three in Tukwila: Spanish, Somali, and Vietnamese.

Several departments utilize Language Line Solutions for over-the-phone interpretation. This includes Public Works, Human Services, Department of Community Development, the Clerk's Office, Finance, and the Police Department. The Police Department has a separate client code and is not included in this report.

Language Line Use, 2025 YTD

Prompt	Calls	Minutes
Administrative Services	2	20
Communication & Human Services	19	511
DCD	3	47
Finance Department	5	29
Public Works	1	15

Language	Calls	Minutes
SPANISH	16	298
FRENCH	6	128
LINGALA	2	45
DARI	2	82
SOMALI	2	31
PORTUGUESE	1	22
VIETNAMESE	1	16

In 2025, Direct Response, a Language Line service was added to all Spanish speaking clients to call the City on a designated toll-free phone number. Service will launch in November 2025.

The City has an on-call contract with Dynamic Language to translate vital documents, notices, and other documents, as needed.

City front line staff engage at varying frequency with LEP clients and are aided by a professional interpreter, a multilingual staff when available, a third-party speaker that the client brought with them to interpret, and general resourcefulness (according to staff interviews conducted on the topic). Not all interactions are currently tracked.

3. City services are invaluable to the lives of LEP residents, business orders, and visitors. For this reason, the City has expanded its translation/interpretation resources and has made them more accessible to all City staff should they need them. In April 2025, City staff developed a Language Access internal website available to all City staff to have quick access to resources to best serve LEP clients.
4. The City has a number of resources available to assist LEP people access City services. These services are provided at no cost to the person.
 - a. The City uses the GTranslate plugin on the City website for language translations.

- b. LanguageLine Services are available 24/7/365 in over 240 languages. The current annual cost City-wide is about \$30,000. City departments (except for the Police Department) spent approximately \$7,000 on translation services between January-October 2025.

As part of the City's adopted Language Access Plan, we will continue to seek opportunities to better connect with LEP populations. Examples within Public Works:

- Public Works staff have been developing public outreach standards that describe why public engagement is important, how to reach different audiences, and when and how to translate documents.
- The City is launching a new public meeting model where City staff will host open houses at locations around the City focusing on the unique needs, projects, and concerns specific to that neighborhood. A variety of topics will be discussed, which may include key City initiatives, upcoming events, and capital projects. Title VI Public Engagement forms will be available in the City's top languages for attendees to voluntarily fill out.
- In 2025, the Tukwila Solid Waste Analyst in Public Works hosted several workshops on topics such as how to reduce food and save money, green cleaning, and general food waste reduction. The food waste reduction flyer was translated into both English and Spanish. That particular workshop was also available for live translation.
- The City advertised two of King County's separate Spanish and Somali in-language workshops on safer cleaning in the Tukwila Recreation Guide and distributed flyers in both languages. The two workshops are scheduled to take place in late October 2025.

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).

No Title VI complaints received during this reporting period.

4. 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.

The City adopted a new Transportation Element in December 2024 as part of the Comprehensive Plan Periodic Update. This 20-year plan establishes new requirements to provide transportation modes beyond vehicular travel. The new multi-modal levels of service are informing significant updates to the City's traffic impact fee program which will require improvements for pedestrian and bicycle facilities with new development. The improvements to the entire transportation network was developed with significant involvement from the Tukwila community via multiple community outreach and engagement events in 2023 and 2024. Building on the outreach done in 2023 which targeted the needs of the community and focused on engaging hard-to-reach communities, the 2024 outreach focused on project list development to ensure that the 2023 feedback was reflected in the final project list.

5. 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 owner(s)/tenant(s).

There were no right-of-way acquisition activities during the reporting period.

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

N/A

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.

Local Road Safety Plan (LRSP): This plan is part of the Transportation Element of the Comprehensive Plan which is funded by a USDOT Safe Streets and Roads for All (SS4A). The City began work on this plan in 2023 with final adoption on April 21, 2025. The Transportation Element of the City of Tukwila's Comprehensive Plan establishes Tukwila's transportation goals and policies for the next 20 years to meet the City's current and future needs. The Local Road Safety Plan provides a roadmap for Tukwila to prioritize investments that support the City's goal of eliminating serious injuries and fatalities on Tukwila streets. The Tukwila LRSP planning process identified underserved communities based on the following metrics: Age, Income, Race, Limited English Proficiency, and Disability. The projects identified in the LRSP and the Transportation Element incorporate underserved communities' location data in the project prioritization process. The planning process included in-person tabling events, focus groups, online survey, interactive mapping, and a task force. Please see Appendix B for further details on the outreach conducted as part of the LRSP.

PCI/IRI Study: During this reporting period, the City contracted with Infrastructure Management Services (IMS) to perform a Pavement Condition Index (PCI) and International Roughness Index (IRI) assessment to evaluate the condition of City roads. This assessment is performed every four years and helps track the condition of our roads and identifies pavement issues, such as cracks or potholes that need repair. The data from this study is one factor used by the City to prioritize maintenance, improve safety, and manage infrastructure budgets effectively. The assessment itself is City funded, but the data from the report is used to secure State and Federal grants. By providing a clear understanding of road conditions, the PCI/IRI study helps Tukwila plan strategic repairs and ensure long-term economic and public safety benefits.

Allentown Truck Reroute Environmental Impact Statement (EIS): The City of Tukwila is developing an Environmental Impact Statement (EIS) to evaluate alternatives to reroute existing BNSF freight truck traffic in Allentown. The EIS is funded exclusively from City funds but may eventually lead to a Federally-funded project. The Final EIS was issued in June 2025. The City currently has a draft Supplemental-EIS which is expected to be finalized in December 2025. The EIS has an Environmental Justice Chapter that provides an analysis of project impacts to surrounding communities and addresses any disproportional environmental and health impacts on minority and low-income communities in Tukwila. To determine the presence of EJ populations in the affected environment, a 0.5-mile radius was applied to the four project alternatives, including the No Build option. The project team used the American Community Survey (ACS) five-year, 2018-2022 dataset for this analysis.

Public engagement is a critical part of the EIS process. During this reporting period, City staff attended Allentown Advocates Community Meetings on 1/28/2025, 3/25/2025, 6/24/2025. The team also invited comments/input via phone, mail, or email, and had online public comment forums on the project website. The EJ Analysis also seeks to provide equal access and participation in the public involvement process for people who may have limited English proficiency. LEP populations were evaluated through the public participation plan for this project.

Duwamish Hill Preserve (DHP) Phase III: The City is currently in the feasibility and alternatives analysis phase of the DHP Phase III project. The intended outcomes are a shoreline that supports natural processes, improved water quality, salmon recovery goals and appropriate recreational shoreline access through potential improvements of S 115th St. This phase of the project is funded by City funds, but the City may seek Federal funding for future phases. During the reporting period, the City held two events to introduce the project, gather input, and create a shared vision for Phase III. The first was an open house at the Tukwila Community Center on 6/24/2025; the second, a table at the Tukwila Farmers Market on 9/7/2025. The project team also developed an online survey, promoted through the Hazelnut newsletter, City website, and social media. Outreach materials and surveys were translated into the following languages: Somali, Spanish, and Vietnamese. By varying location and timing, the events reached different segments of the community, while the survey provided an accessible way for residents to learn about the project and share feedback without attending in person. The survey asked how people use the park and what features they would like to see as part of the project. Input from events and surveys was captured, synthesized, and documented in a community engagement memo.

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.**

Please see Appendix C for a map also [linked here](#) that overlays the following projects with Predominant Race/Ethnicity of the Census Block Group. Racial and ethnic demographics for each of the projects are included below, using [2020 Census Data for the Census Block Group](#).

Design Phase:

Boeing Access Road Overlay (Design phase): The Boeing Access Road Overlay project will rehabilitate one of Tukwila's most heavily traveled east–west corridors, connecting key industrial, commercial, and residential areas between East Marginal Way S and Martin Luther King Jr. Way S. During this reporting period, the project remained in the preliminary engineering phase, with design work progressing toward the 30% milestone. The project will improve pavement conditions, enhance roadway safety, and extend the useful life of this critical transportation link that serves commuters, freight, and transit. Temporary construction-related burdens such as traffic delays, lane closures, and noise are anticipated, but these will be mitigated through construction staging and public outreach to minimize impacts to affected populations.

Total population here: 501

Population by race/ethnicity here: [\(2020 Census by Census Block Group\):](#)

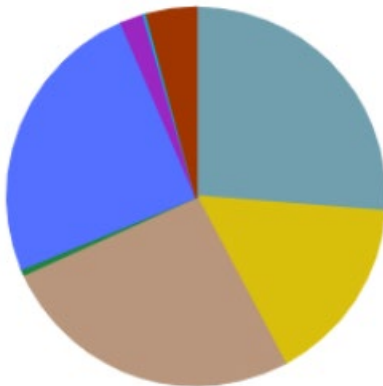


American Indian and Alaska Native alone, not Hispanic or Latino: 1 (0.2%)
Asian alone, not Hispanic or Latino: 148 (29.5%)
Black or African American alone, not Hispanic or Latino: 88 (17.6%)
Hispanic or Latino: 81 (16.2%)
Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino: 3 (0.6%)
Some other race alone, not Hispanic or Latino: 1 (0.2%)
Two or more races, not Hispanic or Latino: 34 (6.8%)
White alone, not Hispanic or Latino: 145 (28.9%)

Interurban Ave S Overlay (Design phase): The Interurban Avenue S Overlay project will restore pavement along one of Tukwila’s primary north–south arterials, serving local businesses, residential neighborhoods, and regional freight movement. During this reporting period, the City advanced preliminary design efforts to evaluate pavement needs, utility coordination, and ADA ramp upgrades as part of the project scope. The project’s long-term benefits include improved safety, smoother travel for vehicles, and reduced maintenance costs. While temporary construction impacts such as detours and noise are expected, mitigation measures and community notifications will be implemented to minimize disruption to adjacent businesses and residents.

Total population here: 1,703

Population by race/ethnicity here: [\(2020 Census by Census Block Group\):](#)



American Indian and Alaska Native alone, not Hispanic or Latino: 9 (0.5%)
Asian alone, not Hispanic or Latino: 422 (24.8%)
Black or African American alone, not Hispanic or Latino: 272 (16.0%)
Hispanic or Latino: 447 (26.2%)
Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino: 34 (2.0%)
Some other race alone, not Hispanic or Latino: 4 (0.2%)
Two or more races, not Hispanic or Latino: 72 (4.2%)
White alone, not Hispanic or Latino: 443 (26.0%)

Orillia Rd S Overlay (Design phase): The Orillia Road S Overlay project focuses on pavement rehabilitation along a key connector route linking central Tukwila to the Tukwila South development area and continuing south into the City of Kent. During this reporting period, the project advanced through the preliminary engineering phase, with design work focusing on pavement assessment, ADA compliance, and coordination with utility partners. The improved roadway will enhance safety, drivability, and reliability for all users while extending the life of this critical transportation corridor. Temporary construction impacts, including lane closures and noise, are expected. The City will use proactive communication strategies to help minimize disruptions for affected communities.

Total population here: 2,556

Population by race/ethnicity here ([2020 Census by Census Block Group](#)):

American Indian and Alaska Native alone, not Hispanic or Latino: 8 (0.3%)
Asian alone, not Hispanic or Latino: 729 (28.5%)
Black or African American alone, not Hispanic or Latino: 393 (15.4%)
Hispanic or Latino: 317 (12.4%)
Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino: 65 (2.5%)
Some other race alone, not Hispanic or Latino: 24 (0.9%)
Two or more races, not Hispanic or Latino: 164 (6.4%)
White alone, not Hispanic or Latino: 856 (33.5%)

S 124th and 50th PI Road Reconfiguration (Design phase): The 124th Ave S and 50th PI S Road Reconfiguration Project is in the early stages of design and was initiated in response to findings from the Allentown Traffic Study and community feedback regarding vehicle speeds and neighborhood safety. The project will reconfigure the intersection to require vehicles traveling on 124th Ave S to come to a complete stop before turning onto 50th PI S, addressing long-standing concerns about high speeds and limited visibility.

In addition to the intersection changes, the project will include pedestrian facility improvements to enhance safety and accessibility for residents walking in the area. Located within the Allentown neighborhood, this project directly responds to community priorities for traffic calming and pedestrian safety in a residential area that has experienced increased traffic and speeding. This project is funded in part by the Washington Transportation Improvement Board. While temporary construction impacts such as localized traffic delays and noise are anticipated, these will be minimized through careful construction staging and ongoing communication with affected residents.

Total population here: 1,242

Population by race/ethnicity here: ([2020 Census by Census Block Group](#)):

American Indian and Alaska Native alone, not Hispanic or Latino: 11 (0.9%)
Asian alone, not Hispanic or Latino: 516 (41.5%)
Black or African American alone, not Hispanic or Latino: 148 (11.9%)
Hispanic or Latino: 125 (10.1%)
Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino: 19 (1.5%)
Some other race alone, not Hispanic or Latino: 1 (0.1%)
Two or more races, not Hispanic or Latino: 62 (5.0%)
White alone, not Hispanic or Latino: 360 (29.0%)

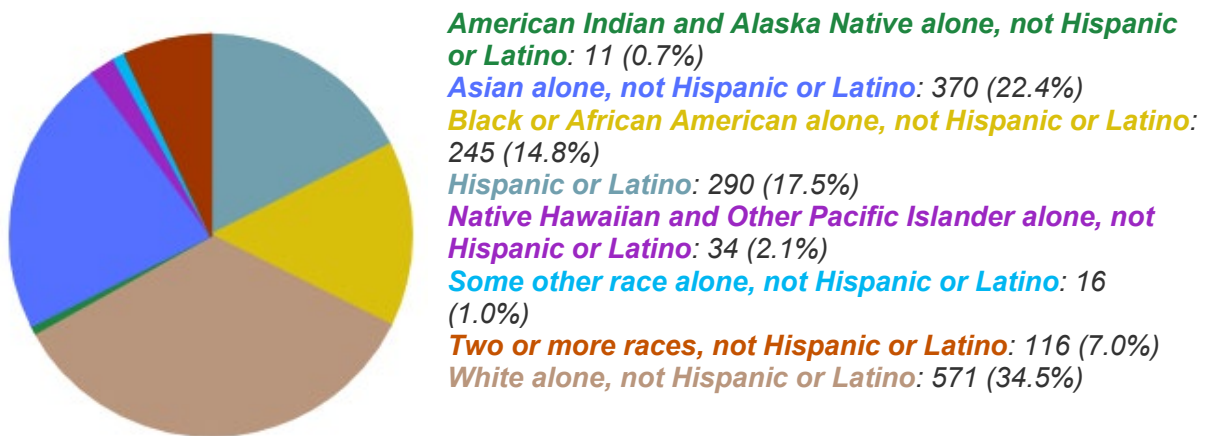
Construction Phase

Southcenter Blvd and 65th Avenue Signal (Construction phase): The 65th Ave S and Southcenter Blvd Signal Project is currently in the construction phase and will install a new traffic signal at this key intersection to improve safety and traffic operations. The project responds to increased traffic volumes and turning movements in the area, which serves as a major connection between the Southcenter retail district, surrounding neighborhoods, and regional transportation routes.

The new traffic signal will enhance safety for drivers, pedestrians, and cyclists by improving traffic control and reducing the potential for collisions. It will also improve safety and accessibility for people walking to and from the King County Metro bus stop located along Southcenter Blvd, supporting reliable and equitable access to public transit. This project is funded by the Washington Transportation Improvement Board, King County Metro, and the City of Tukwila. Temporary construction impacts such as lane closures and delays are anticipated. To date, the City and King County Metro have posted Rider Alerts at the bus stops affected and posted traffic delay notices on social media and the project website.

Total population here: 1,653

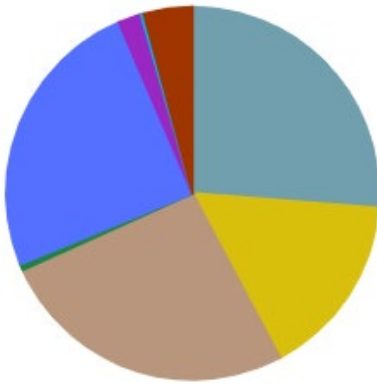
Population by race/ethnicity here: [\(2020 Census by Census Block Group\):](#)



2025 Annual Overlay & Repair (Construction Phase): The Overlay and Repair Program preserves and maintains the street structure in a safe and usable condition. Construction will include, but not be limited to pavement repairs, sidewalk improvements, signal improvements, and an asphalt overlay at seven locations citywide. In addition to asphalt overlay this year's project will include ADA improvements, and Traffic Calming improvements. 51st Avenue South, which becomes Macadam Road South, has been selected for this year's pavement overlay due to its fair to marginal condition. In addition to its current state, Water District 125 recently completed a watermain replacement along most of the corridor and deferred final paving. The savings from that project will help fund this year's overlay. The Macadam Road S project is currently on suspension until spring 2026. Crews have completed roadway widening, pedestrian safety, and accessibility improvements, and final paving will resume in March or April 2026 when weather conditions allow for proper pavement installation.

Total population here: 1,703

Population by race/ethnicity here: [\(2020 Census by Census Block Group\)](#):



American Indian and Alaska Native alone, not Hispanic or Latino: 9 (0.5%)

Asian alone, not Hispanic or Latino: 422 (24.8%)

Black or African American alone, not Hispanic or Latino: 272 (16.0%)

Hispanic or Latino: 447 (26.2%)

Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino: 34 (2.0%)

Some other race alone, not Hispanic or Latino: 4 (0.2%)

Two or more races, not Hispanic or Latino: 72 (4.2%)

White alone, not Hispanic or Latino: 443 (26.0%)

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.

- Allentown Community Meeting: Promoted on social media, email ListServ, and project website.
 - o January 28th, 2025 at 6pm
 - o Tukwila Community Center
 - o Attendance: 35
- Allentown Community Meeting: Promoted on social media, email ListServ, and project website.
 - o March 5th, 2025 at 6pm
 - o Tukwila Community Center
 - o Attendance: 42
- Allentown Community Meeting: Promoted on social media, email ListServ, and project website.
 - o June 24th, 2025 at 6pm
 - o Tukwila Community Center
 - o Attendance: 25
- Allentown Community Meeting: Promoted on social media, email ListServ, and project website.
 - o October 28th 2025 at 6pm
 - o Tukwila Community Center
 - o Attendance: 28
- Duwamish Hill Preserve Open House: Promoted on social media and through the City-wide Hazelnut Newsletter.
 - o The survey had 48 responses
 - o Tukwila Community Center
 - o Attendance: ~20 people
- Duwamish Hill Preserve Farmers Market Tabling: Promoted on social media, City website. The survey was also advertised at the Tukwila Community Center front desk and outside the permit center.
 - o The survey had 51 responses.
 - o Tukwila Community Center Parking Lot
 - o Attendance: ~25 visitors
- Sound Transit Open House: Promoted on social media, City website
 - o January 28th, 2025

- Tukwila Community Center
- Attendance: 45
- Tukwila Community Health and Wellness Fair: Co-hosted with African Leaders Health Board and in partnership with Neighborhood House, Center for Multicultural Health, Eco Infinity, the Somali Independent Business Alliance, Tukwila Station Pharmacy, and Oceania NW. Promoted on social media, City website, flyers, and word of mouth.
 - July 27, 2025
 - Tukwila Justice Center
 - Attendance: 96 attendees, 25 received health screenings

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

N/A

2. 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.

The City has recently revamped our Title VI Public Involvement Form. We updated the description of our Title VI responsibilities, the Title VI public disclosure announcement to post at the meetings, and our procedures developed a Title VI public involvement form that is handed out at public meetings. No demographics were collected at meetings held during this reporting period.

3. 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.

Currently, the City's webpages are translated using GTranslate in 15 languages, including Spanish, Somali, and Vietnamese. Also, several departments utilize LanguageLine Solutions for over-the-phone interpretation in over 240 languages. From January 1 – October, LanguageLine usage was as follows:

Language	Calls	Minutes
SPANISH	16	298
FRENCH	6	128
LINGALA	2	45
DARI	2	82
SOMALI	2	31
PORTUGUESE	1	22
VIETNAMESE	1	16

In-person interpretation is contracted through Dynamic Languages, Language Connection LLC, and Adams Interpreting. Municipal Court utilizes interpreters from a database they manage called Moli. The court also uses Pocketalk (portable voice translator devices) for interpersonal interactions with LEP clients. The City purchased interpretation equipment that is being utilized in a bilingual, English/Spanish, civic leadership program.

Translated vital documents: Know Your Rights (Somali and Dari); Parks PROS Plan Survey (Spanish, Somali, Vietnamese)

Event flyers for City events that were translated: State of the City Signage and Info (Spanish), The People's Project Participatory Budgeting Initiative (Amharic, Burmese, Portuguese, Spanish, Somali, Vietnamese), Food Waste Reduction Workshop Flyers

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 negotiating contracts (e.g., consultants).

Construction Contracts- After design, projects shall follow the low bid process. For Federal projects, this starts with the 3 week advertisement (2-week for Local funds), being posted in two industry journals, typically builders exchange and on the cities website to ensure broad visibility. Next, is the bid opening where bids are publicly opened and announced and evaluation where the City verifies that all required bid documents are properly submitted and executed by all bidders. All bids are then reviewed for accuracy, unbalancing of bid items, and tabulations checked, confirmed, and certified. After bids have been tabulated and evaluated and we verify they are not debarred, the construction contract is awarded to the responsible bidder with the lowest responsive bid. For the City, any contract over \$99,999 must be taken to City Council to authorize the Mayor to sign the contract.

Consultant Contracts- A Request for Qualifications (RFQ) is advertised for a minimum of three weeks in the Daily Journal of Commerce and Seattle Times. Submittals are evaluated based on qualifications, relevant experience, and project understanding. Shortlisted firms are invited to participate in an interview process to further assess their qualifications. The highest-ranked firm is then invited to negotiate the scope of work and fee.

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?)

The City includes all required Title VI Language in our contracts as specified in FHWA 1273 (construction contracts) and Appendix A and E of the Non-Discrimination Assurances. The City also includes the Title VI language in all Requests for Proposals/Qualifications for projects with Federal Aid. Contractors and consultants review the language and sign agreements acknowledging they will act in compliance with Title VI and other applicable federal regulations.

Contracts are prepared and reviewed by the Contractor and City Project Manager for completeness. They are then reviewed by Public Works Director and City Attorney before being routed to the Mayor for signature.

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).

Please see Appendix D.

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

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

- a. April 3, 2025 – Catrien de Boer and David Baus attended the “Using Consultants” training led by WSDOT Local Programs staff (Jacki Doty and William Wonch) which focused on how to use consultants on a Federal Aid project. The training covered procurement, consultant selection, and contracting. They explained that Title VI language must be included in Requests for Proposals to be compliant.
- b. May 8th, 2025 – Catrien attended the “Title VI Ask your Questions” Training led by WSDOT Title VI Local Agency Compliance Lead, Doris Karolczyk.
- c. June 3rd, 2025 – Catrien attended the “Title VI Training for LPAs” led by Doris Karolczyk, hosted by King County Emergency Management in Renton.
- d. June 10th, 2025 – Catrien attended the Title VI Demographic Data Collection Training led by Doris Karolczyk.

2. 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.

No formal training was provided during the reporting period.

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

None this reporting period.

15. Title VI Goals for Upcoming Year

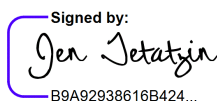
What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

1. Improve Demographic Data Collection

We plan to enhance our processes for collecting and analyzing demographic data at public meetings, surveys, and project outreach events. This will include training staff on the importance of accurate demographic information, proper use of the Public Involvement Form, and effective ways to encourage voluntary participation while maintaining confidentiality and transparency about how the data are used.

2. Strengthen Community Engagement Practices

We will conduct internal trainings on best practices for equitable community engagement. This will include guidance on reaching underrepresented populations, translation best-practices, and documenting outreach efforts in accordance with Title VI requirements.

Signed by:

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10/31/2025 | 4:52 PM PDT

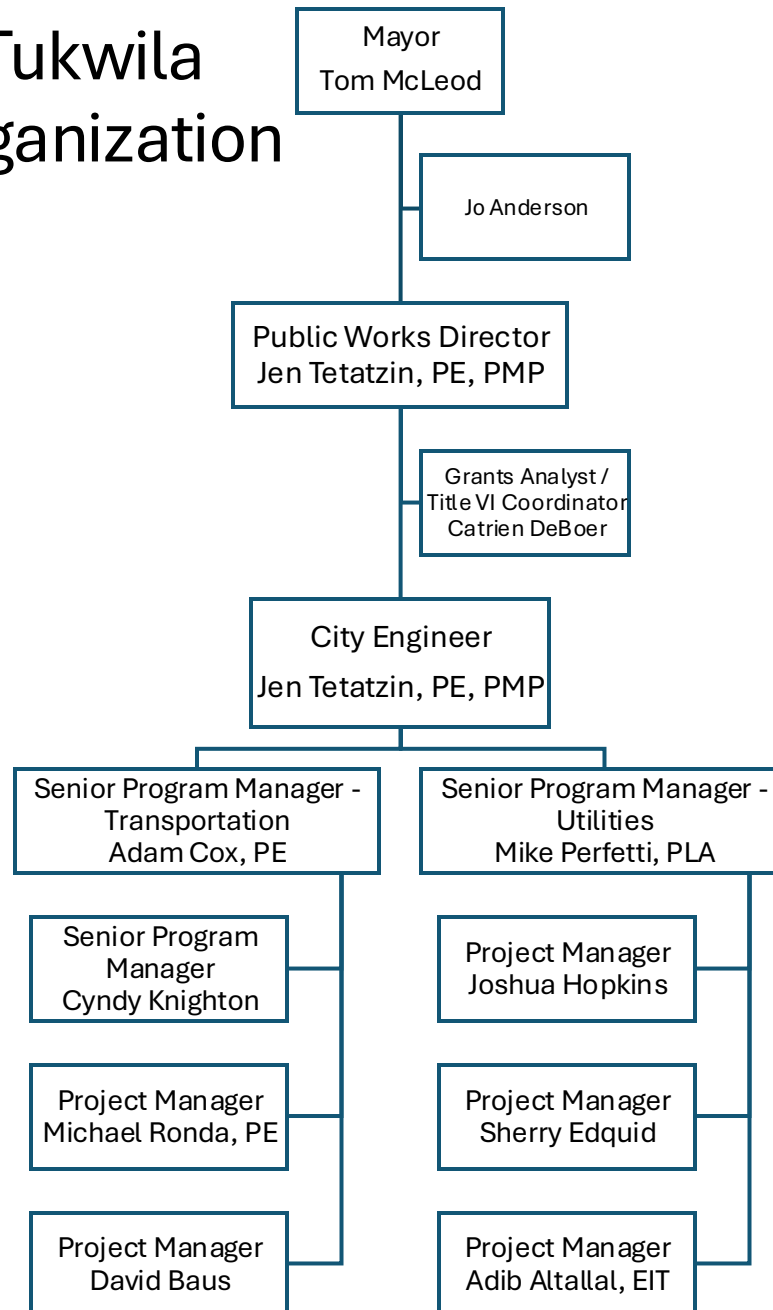
Jen Tetatzin, P.E, PMP
 Public Works Director

Date

Appendix A - City of Tukwila Title VI Organizational Chart



City of Tukwila Title VI Organization



Appendix B - Local Road Safety Plan Project Outreach

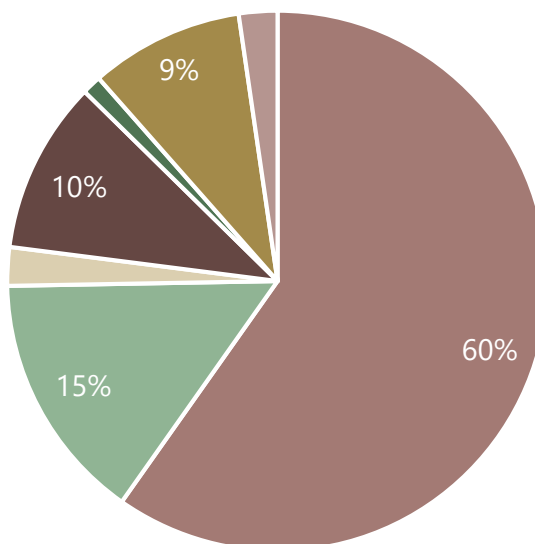
The project team documented a list of all proposed ideas from the community on improving transportation in Tukwila and these that have been used in developing project recommendations for the Transportation Element.

The respondents' information on demographics and primary mode of travel is provided in **Figure A3**. To draw in participation, the Tukwila communications team posted social media messages on the City's Facebook page. Furthermore, the project team hosted several in-person events described in the previous section to engage with the Tukwila community and direct them to the developed online tools. Respondent data was reviewed and compared to the 2016-2023 census, where the three most common racial identities represented in Tukwila are White, Asian, and Black constituting 31 percent, 26 percent, and 21 percent of the City's overall population, respectively. **Error! Bookmark not defined.** Additionally, 18 percent of Tukwila residents identify as "Hispanic or Latino," as shown in **Figure A4**.

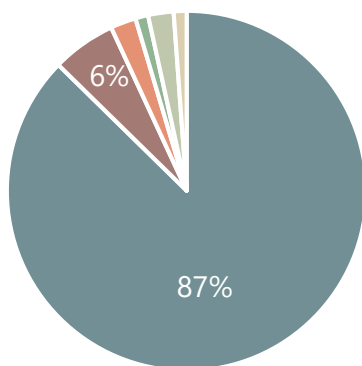
Figure A4. Respondent Demographics

Race

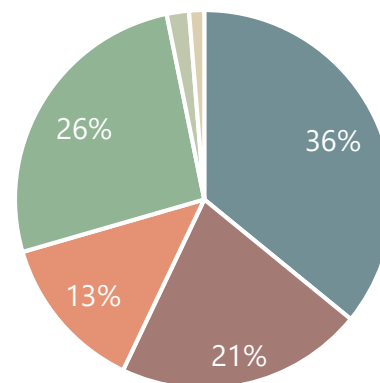
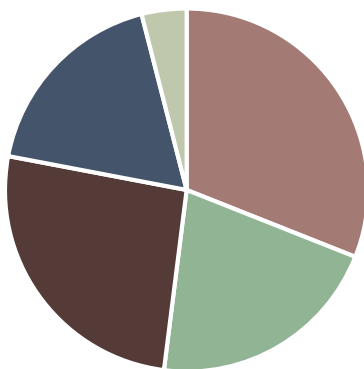
- White
- Black or African American
- American Indian and Alaska Native
- Asian
- Native Hawaiian and Other Pacific Islander
- Prefer not to answer
- Other

**Primary language spoken at home**

- English
- Spanish
- Somali
- Swahili
- Vietnamese
- Other

**Primary mode of travel**

- Vehicle
- Public Transit
- Bike
- Walk
- Scooter
- Other

**Tukwila Demographics**

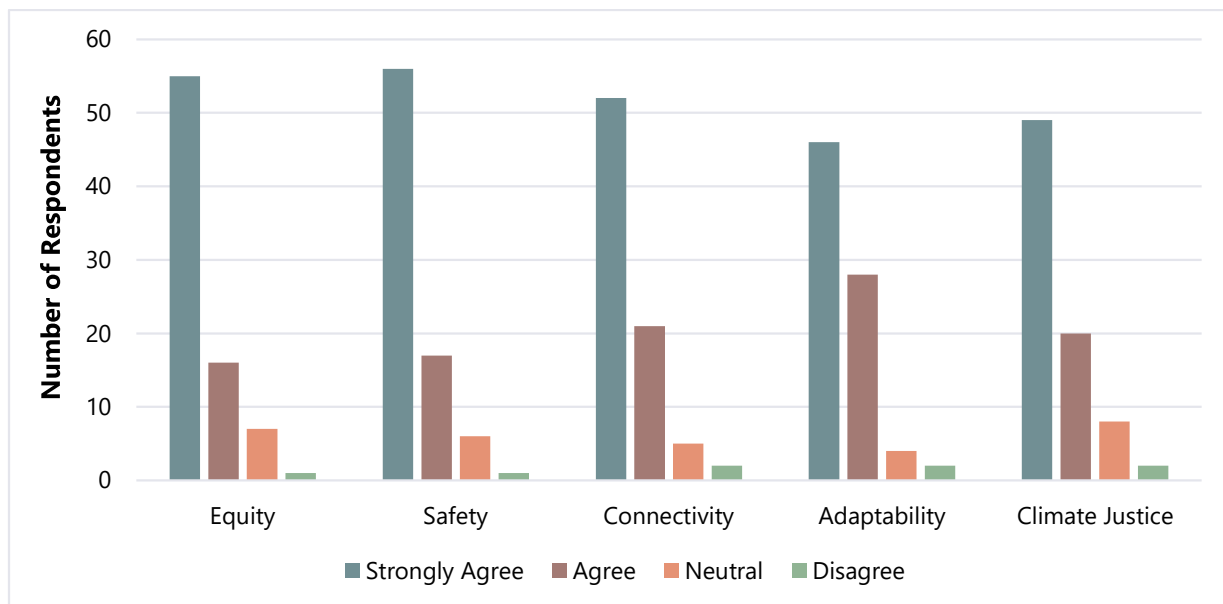
- White
- Black or African American
- Asian
- Hispanic or Latino
- Other: American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander

Source: Fehr & Peers. 2023

As shown in **Figure A5**, there was overall support for the draft goals with an emphasis on safety and equity. Anecdotal comments from respondents related to transit safety included:

"The stigma surrounding public transit affects my personal experiences with transit. Often the stigma seems to be reinforced as truth when you use transit."

Figure A5. Online Input on Draft Transportation Goals



Source: Fehr & Peers. 2023

Multiple comments on transit east-west connectivity and access to the Tukwila Community Center and Allentown neighborhood in general were noted. The respondents highlighted the associated limitations for cyclists and transit riders. They pointed out the need for the City to focus investments on encouraging other travel options besides driving. One suggested protected bike infrastructure along Tukwila International Boulevard, Southcenter Boulevard, Andover, Interurban, and around the Tukwila Community Center as a way to improve connectivity and address related safety concerns.

Outreach Materials

City of Tukwila Comprehensive Plan Transportation Element

What is a TRANSPORTATION ELEMENT?

The Transportation Element of the Comprehensive Plan is a plan that will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

Tukwila Transportation Element

Specifically, the TRANSPORTATION ELEMENT will:

- Establish new goals and policies to guide City decision-making
- Improve safety, equity, accessibility, reliability, and connectivity for all road users and goods movement
- Develop a prioritized list of transportation projects and a Local Road Safety Plan
- Make recommendations on how to fund improvements.

You should PARTICIPATE BECAUSE:

- The City needs help making decisions related to transportation
- We need your input on current challenges and ideas about how to improve the transportation network

Project Timeline: This is YOUR Plan!



FOR MORE INFORMATION OR TO CONTACT US:

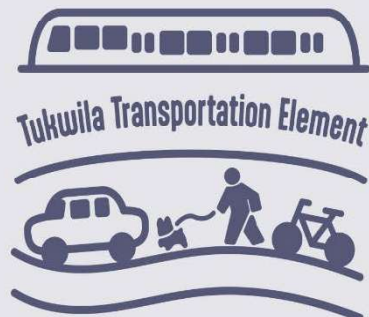
Visit TukwilaWA.gov/TukwilaTE



FEHR + PEERS



We would like to HEAR FROM YOU!



YOUR IDEAS ARE IMPORTANT TO US

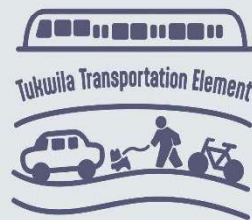
Share your thoughts on
transportation in
Tukwila in our online
survey and interactive
map.

TukwilaWA.gov/TukwilaTE



**Take me to
the survey!**

City of Tukwila Comprehensive Plan Transportation Element



How do you want to get around Tukwila? What's important to you?

Tell Us!

The City of Tukwila is launching a plan to improve transportation over the next 20 years.

We need your help to identify issues and opportunities to help people move around the city.

The Transportation Element of the Comprehensive Plan will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

What you think matters!

It's important to make your voice heard to help the City make transportation decisions.



Share your ideas in our survey and interactive map!

We want to hear from you!

Find us in person at one of our tabling events listed on our website, or use our online form to share your thoughts.



TukwilaWA.gov/TukwilaTE





PROJECT OVERVIEW

The Transportation Element of the Comprehensive Plan is a plan that will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

Specifically, the **TRANSPORTATION ELEMENT** will:

- Establish new goals and policies to guide City decision-making
- Improve safety, equity, accessibility, reliability, and connectivity for all road users and goods movement
- Develop a prioritized list of transportation projects and a Local Road Safety Plan
- Make recommendations on how to fund improvements.

You should **PARTICIPATE BECAUSE:**

- The City needs help making decisions related to transportation
- We need your input on current challenges and ideas about how to improve the transportation network

Project Timeline: This is YOUR Plan!



Transportation Element Goals

In the first round of updates we heard that some of the words we used were hard to understand. Below are the updated goals that will shape the plan.



EQUITY

Ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs, particularly for historically marginalized and vulnerable populations.



SAFETY

Provide safe transportation infrastructure and improve personal comfort to emphasize Tukwila as a welcoming place.



CONNECTIVITY

Maintain, expand and enhance Tukwila's multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.



ADAPTABILITY

Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.



ENVIRONMENT

Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.

City of Tukwila Comprehensive Plan Transportation Element



PUBLIC ENGAGEMENT

The City of Tukwila website hosted project information related to the Transportation Element, including an online survey and an interactive webmap to solicit feedback from Tukwila residents and visitors. The project team hosted several in-person events to engage with the Tukwila community and direct them to the developed online tools. The online survey asked about the draft goals and general transportation experiences, while the webmap asked for input on potential needs and improvements in specific locations.

"The stigma surrounding public transit affects my personal experiences with transit. Often the stigma seems to be reinforced as truth when you use transit."

"Please make it easier to walk around Tukwila by providing sidewalks and/or physical separation from vehicles. A walkable area is more universally accessible than requiring a vehicle. It also cuts down on pollution and has healthier outcomes for a community."

How do people get around?



What do you think about these transportation ideas?

Here are the key themes we heard in the first round of public engagement.

During the in-person events (tabling and focus groups), the project team captured a total of **128 public comments and ideas** related to the City's transportation system.



Nearly one-third of comments captured focused on transit. Of the transit comments, many related to **safety concerns** while using public transit.



Approximately **15%** of comments pointed out **walking and biking needs**.



The key themes noted from community input included:

- Transit safety, reliability, and amenities
- Expanding the bicycle network
- Filling sidewalk gaps
- Costs associated with driving

Did we hear you correctly? What did we miss? Vote for your top 3 ideas.

I like the idea of riding transit but I don't ride as much as I would like to because I'm concerned about my personal safety while riding or waiting for a bus or light rail.

It's challenging to walk around the Southcenter Mall area.

Driving should be a choice, not an assumption.

I really like the transportation connectivity in Tukwila and am happy with our current options.

I would like to be able to walk or ride transit better to the Tukwila Community Center.

I would like to purchase an electric vehicle, but installing a charger is cost-prohibitive.

I would like to drive more but it's too expensive.

I would ride transit more if it reached more neighborhoods in Tukwila.

The roads are too bumpy and need to be fixed with new pavement.

It's hard to get places by bicycle because the bike facilities feel unconnected.

It's hard to get from east to west via all modes of transportation.

I have concerns about access to Allentown.

There are gaps in the sidewalk network that prevent me from walking places.

Drivers are speeding, and city roads should be designed to encourage driving slower.

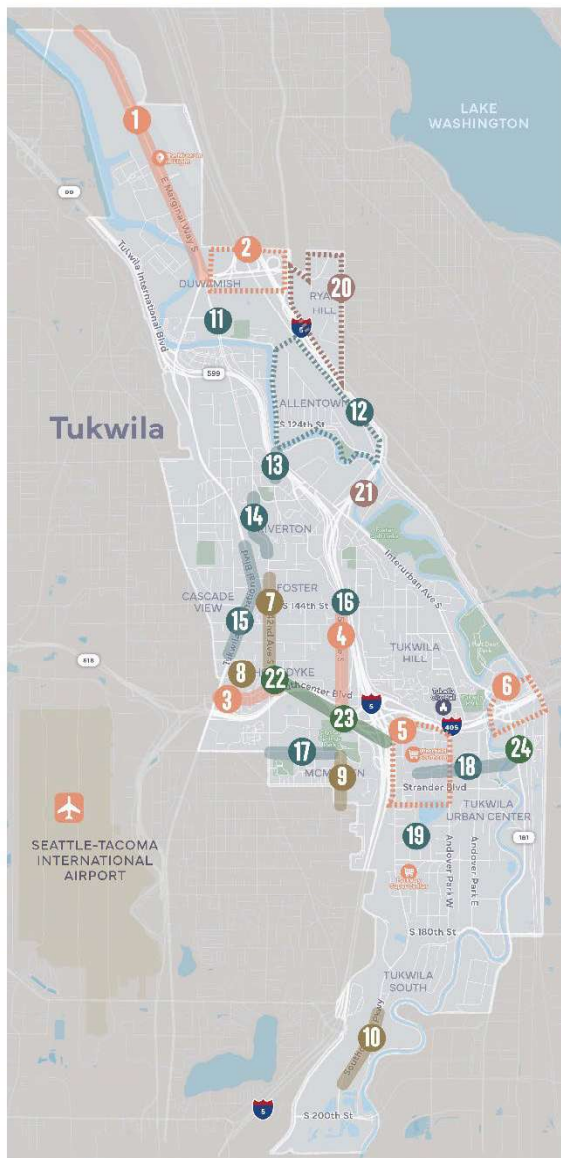
Create more parking options by constructing parking garages and maintaining parking above other elements in the road (e.g., bike lanes).

Bike facilities end abruptly, including Southcenter Boulevard and other streets in the vicinity of Southcenter Mall.

City of Tukwila Comprehensive Plan Transportation Element



WHAT DO YOU THINK ABOUT THESE TRANSPORTATION COMMENTS?



TRANSIT

- 22 Better security and enforcement at TIB Station.
- 23 Want better transit connections between light rail and Southcenter.
- 24 Want to get to more places from the Tukwila Sounder Station and have more frequent trips

Here are key themes we heard through public outreach. Did we hear you correctly?

Vote your top 5 ideas!

COMMENTS

VOTES



BIKING

- 1 Want to bike to Seattle via East Marginal Way S.
- 2 It's hard to bike to Boeing Field, Georgetown, and SODO.
- 3 It's uncomfortable to bike on Southcenter Boulevard.
- 4 Want better connections to bike to McMicken via 51st Ave S.
- 5 Southcenter Mall is difficult to access by bike.
- 6 Want to bike to Renton.



VEHICLE

- 7 Want slower cars on 42nd Ave S.
- 8 More parking near Tukwila International Boulevard Station.
- 9 Want slower cars on 51st Ave S.
- 10 Want slower cars on Southcenter Parkway.



WALK/ROLL

- 11 The intersection of E Marginal Way and S 112th St feels uncomfortable for pedestrians.
- 12 Want more sidewalks in Allentown.
- 13 Sidewalks missing along Macadam Rd S.
- 14 Sidewalks missing along 40th Ave S.
- 15 Hard to walk on Tukwila International Blvd with cars parked on sidewalks.
- 16 It's uncomfortable to walk or bike across I-5 on the S 144th St bridge.
- 17 Sidewalks missing on S 160th St.
- 18 It's hard to walk between Southcenter Mall, Tukwila Sounder Station, and the Interurban Trail.
- 19 It's hard to walk to and around Tukwila Pond Park.



OTHER

- 20 More lighting in Ryan Hill.
- 21 Clean up Green River Trail / Interurban Trail.

Appendix C - Map of Transportation Projects with Predominant Race/Ethnicity Overlay

Appendix D - 2025 Transportation Project Contracts

City of Tukwila - Transportation Project Contracts (October 1, 2024- September 30, 2025)

Project Name	Scope	Contract No.	Prime Contractor	Prime Contract Amount	Start Date	Expiration	Federal Funds?	DBE Subcontractors?	DBE Goal?
42nd Ave S Bridge Replacement	Preliminary Engineering	20-116	David Evans and Associates	\$ 2,606,661.00	11/17/20	12/31/27	Federal/State	No	No
Annual Overlay & Repair 2025	Construction	25-246	ICON Materials	\$ 1,948,599.00	9/2/25	40 Working Days	Local	No	No
Annual Overlay & Repair 2025	Design and Construction Management	25-079	Psomas	\$ 487,198.99	3/11/25	12/31/26	Local	No	No
2025 Traffic Counts	Planning	25-042	All Traffic Data	\$ 20,950.00	2/10/25	12/31/25	Local	No	No
Bridge Inspections 2024	Bridge Inspections	10-022-24	King County Roads	\$ 23,000.00	1/1/24	12/31/24	Local	No	No
Bridge Inspections 2025	Bridge Inspections	10/022/25	King County Roads	\$ 44,210.00	1/1/25	12/31/25	Local	No	No
Green River Trail Improvements	Construction Management	22-099	KPFF Consulting Engineers	\$ 332,199.00	8/1/22	12/31/24	Federal	Yes	17%
Green River Trail Improvements	Construction Management	25-100	KPFF Consulting Engineers	\$ 60,000.00	4/15/25	6/1/25	Federal	Yes	17%
Green River Trail Improvements	Construction	24-001	Road Construction Northwest	\$ 1,020,020.00	4/8/24	12/31/2024 (But based on working days)	Federal	Yes	17%
S 152nd Safe Routes to School	Preliminary Engineering	22-045	KPG, Inc	\$ 453,254.00	4/7/22	12/31/25	Local	No	No
Transportation Element of the Comprehensive Plan	Planning	22-061	Fehr & Peers	\$ 773,103.42	5/17/22	12/31/25	Local	No	No