

CITY OF SAMMAMISH
TITLE VI REPORT
for
WSDOT

Reporting period October 2024 – September 2025



INTRODUCTION

The City of Sammamish 2025 Title VI Annual Report has been prepared in response to WSDOT template Title VI Accomplishments & Goal Report, from Appendix 28.93 of the Local Agency Guidelines (LAG) Manual. The report includes efforts from October 2024 through September 2025, as well as goals for the upcoming year. To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A). The City's signed Standard Assurances are included in this report as Attachment A.

CONTACT INFORMATION

Title VI Administrator (signature on Standard Assurances)

Name and Title	Scott MacColl, City Manager
Mailing Address	801 228 th Avenue SE
City, State, Zip	Sammamish, WA 98075-9509
County	King
Email	smaccoll@sammamish.us
Phone	425-295-0552

Head of Transportation-related Services

Name and Title	Audrie Starsy, Public Works Director
Mailing Address	801 228 th Avenue SE
City, State, Zip	Sammamish, WA 98075-9509
County	King
Email	AStarsy@sammamish.us
Phone	425-295-0572

Designated Title VI Coordinators

Name and Title	Genevieve Rubinelli, Management Analyst, Public Works
Mailing Address	801 228 th Ave SE
City, State, Zip	Sammamish, WA 98075-9509
County	King
Email	grubinelli@sammamish.us
Phone	425-295-0626

ACCOMPLISHMENTS

1. TITLE VI PLAN CHANGES

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.

The City of Sammamish (City) adopted the WSDOT Title VI Plan with a Letter of Intent dated November 7, 2025 (see Attachment B).

2. ORGANIZATIONAL 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 everyone. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.

The core members of the Title VI Team are as follows:

Name and Title	Title VI Responsibility	City Dept.	Gender	Race	Nat. Origin
Audrie Starsy, Public Works Director	Head of Transportation	Public Works	Female	Caucasian	USA
Greg Stamatiou, Deputy Public Works Director	Title VI Coordinator (Aug. 2024 to August 2025)	Public Works	Male	Caucasian	USA
Sheila Brooks, PW Administrative Assistant	Title VI Webpage Coordinator	Public Works	Female	Caucasian	USA
Genevieve Rubinelli, PW Management Analyst	Title VI Coordinator	Public Works	Female	Asian/Pacific Islander	USA

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.

The city has a land area of 20.4 square miles (see Figure 1 below) and the population is 65,126 (2023). Below is a summary list of demographics specific to the city (Census Reporter, 2023). The Employment Rate is 64.8% and the percentage of residents without healthcare coverage is 1.9%.

Age

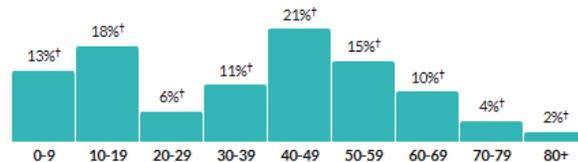
41.3

Median age

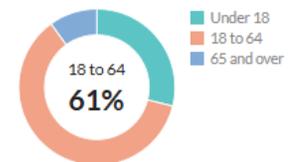
about 10 percent higher than the figure in the Seattle-Tacoma-Bellevue, WA Metro Area: 37.8

about 10 percent higher than the figure in Washington: 38.6

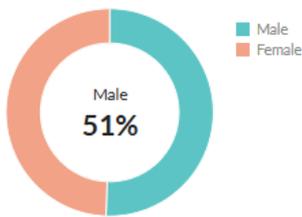
Population by age range



Population by age category



Sex



Race & Ethnicity



* Hispanic includes respondents of any race. Other categories are non-Hispanic.

Table B03002 [View table](#)

Column	Sammamish		Seattle-Tacoma-Bellevue, WA Metro Area		Washington							
White	50.9%	±2.3%	33,814	±1,520	58.1%	±0%	2,337,964	±2,996	64.3%	±0%	4,975,929	±3,846
Black	1.5%†	±0.6%	1,014	±409	5.9%	±0%	236,958	±3,148	3.8%	±0%	295,487	±3,549
Native	0.4%†	±0.3%	264	±192	0.5%	±0%	21,252	±1,083	0.8%	±0%	63,389	±1,547
Asian	36.6%	±2.3%	24,296	±1,518	15.3%	±0%	613,144	±4,078	9.3%	±0%	720,927	±4,508
Islander	0.1%†	±0.1%	57	±51	0.9%	±0%	34,719	±1,090	0.7%	±0%	52,674	±1,432
Other	0.5%†	±0.3%	298	±185	0.6%	±0%	23,169	±2,296	0.6%	±0%	42,271	±2,964
Two+	5.6%†	±0.9%	3,724	±602	7.3%	±0%	294,531	±5,529	6.5%	±0%	500,698	±6,050
Hispanic	4.4%†	±1%	2,908	±640	11.4%	±0%	459,730	±0	14.1%	±0%	1,089,609	±0

Income

\$103,748

Per capita income

more than 1.5 times the amount in the Seattle-Tacoma-Bellevue, WA Metro Area: \$62,137

about double the amount in Washington: \$52,011

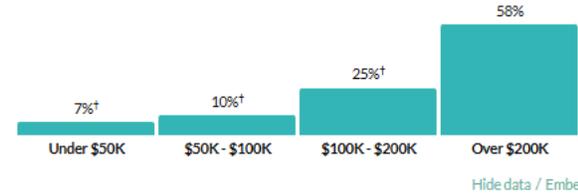
\$238,750

Median household income

more than double the amount in the Seattle-Tacoma-Bellevue, WA Metro Area: \$110,744

more than double the amount in Washington: \$94,605

Household income



Household income (Table B19001) [View table](#)

Column	Sammamish		Seattle-Tacoma-Bellevue, WA Metro Area		Washington							
Under \$50K	6.8%†	±2.8%	1,483	±604.7	21.1%	±0.7%	344,137	±11,314	25.4%	±0.5%	786,692	±16,528.4
\$50K - \$100K	10.4%†	±3.4%	2,264	±739.9	23.9%	±0.7%	388,235	±12,157.8	27.2%	±0.5%	842,898	±15,403
\$100K - \$200K	24.9%†	±5%	5,420	±1,119.1	31.3%	±0.7%	508,798	±12,263	30.1%	±0.5%	934,776	±17,037.2
Over \$200K	57.9%	±4.7%	12,625	±1,199	23.8%	±0.6%	386,523	±9,599	17.3%	±0.4%	536,899	±11,486

Poverty

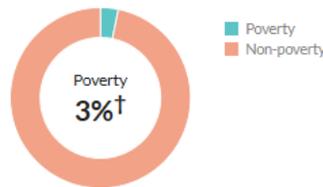
2.9%

Persons below poverty line

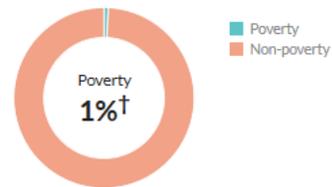
about one-third of the rate in the Seattle-Tacoma-Bellevue, WA Metro Area: 9.1%

about one-quarter of the rate in Washington: 10.4%

Children (Under 18)



Seniors (65 and over)



Households

21,792

Number of households

the Seattle-Tacoma-Bellevue, WA Metro Area: 1,627,693

Washington: 3,101,265

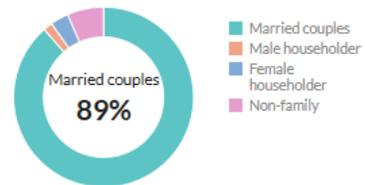
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Persons per household

about 25 percent higher than the figure in the Seattle-Tacoma-Bellevue, WA Metro Area: 2.4

about 20 percent higher than the figure in Washington: 2.5

Population by household type



[Hide data / Embed](#)

Population by household type (Table B11002) [View table](#)

Column	Sammamish		Seattle-Tacoma-Bellevue, WA Metro Area		Washington							
Married couples	88.6%	±2.4%	57,580	±1,542	61.6%	±0.7%	2,445,990	±28,981	61.6%	±0%	4,719,770	±43,995
Male householder	1.7%†	±1.2%	1,077	±759	6%	±0.4%	238,287	±15,617	6.4%	±0%	487,150	±23,678
Female householder	3.3%†	±1.7%	2,123	±1,093	11.5%	±0.6%	454,730	±24,930	12.3%	±0%	943,894	±38,893
Non-family	6.5%†	±1.7%	4,243	±1,110	21%	±0.4%	833,478	±17,205	19.7%	±0%	1,509,035	±23,342

Units & Occupancy

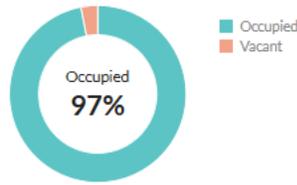
22,477

Number of housing units

the Seattle-Tacoma-Bellevue, WA Metro Area: 1,734,427

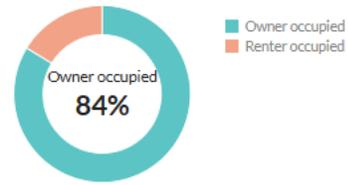
Washington: 3,361,561

Occupied vs. Vacant



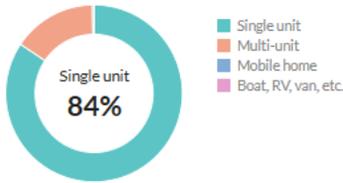
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Ownership of occupied units



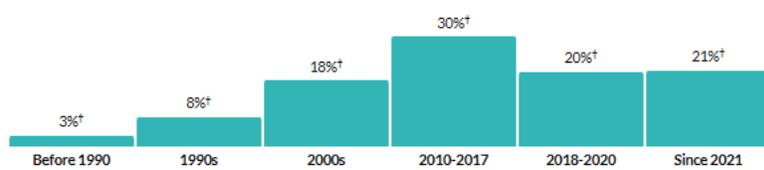
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Types of structure



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Year moved in, by percentage of population



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Types of structure (Table B25024) [View table](#)

Column	Sammamish			Seattle-Tacoma-Bellevue, WA Metro Area			Washington		
Single unit	84.4%	±3.1%	18,963 ±1,213.4	61%	±0.7%	1,057,732 ±12,819.6	65.8%	±0.5%	2,212,738 ±16,290.1
Multi-unit	15.3%†	±4.7%	3,446 ±1,073.4	36.2%	±0.8%	628,352 ±14,232.8	28.4%	±0.5%	952,991 ±17,534.9
Mobile home	0.3%†	±0.4%	68 ±82	2.7%	±0.2%	46,008 ±3,844	5.6%	±0.2%	186,901 ±6,959
Boat, RV, van, etc.	0%	±0%	0 ±217	0.1%†	±0.1%	2,335 ±792	0.3%†	±0.1%	8,931 ±1,604

Educational attainment

97.8%

High school grad or higher

a little higher than the rate in the Seattle-Tacoma-Bellevue, WA Metro Area: 93.5%

a little higher than the rate in Washington: 92.4%

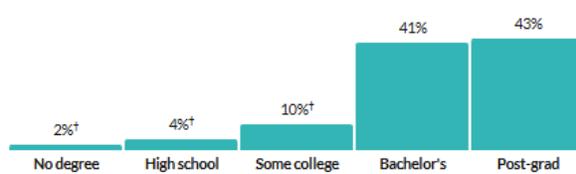
83.4%

Bachelor's degree or higher

more than 1.5 times the rate in the Seattle-Tacoma-Bellevue, WA Metro Area: 48.6%

more than double the rate in Washington: 40.5%

Population by highest level of education



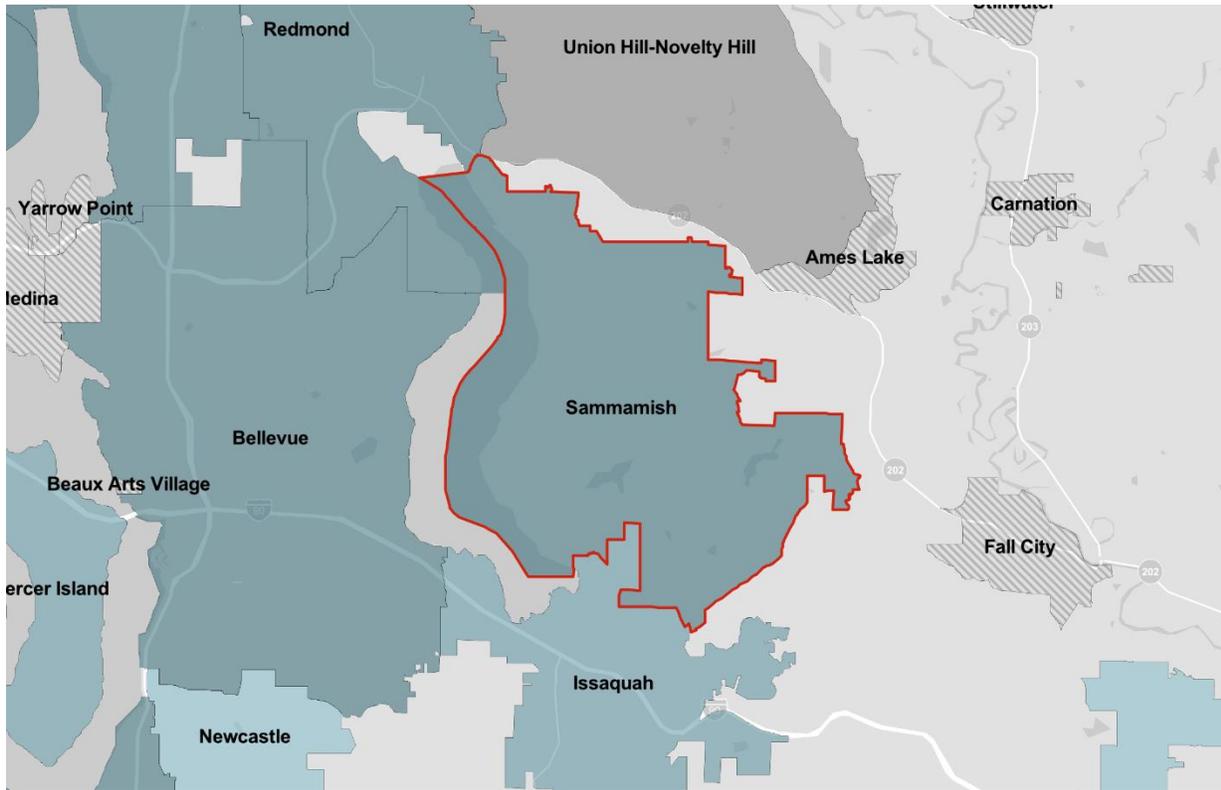
* Universe: Population 25 years and over

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Population by highest level of education (Table B15002) [View table](#)

Column	Sammamish			Seattle-Tacoma-Bellevue, WA Metro Area			Washington		
No degree	2.2%†	±2%	954 ±859.9	6.5%	±0.3%	188,494 ±8,843	7.6%	±0.2%	420,991 ±12,554
High school	4.4%†	±1.4%	1,871 ±612	18.4%	±0.4%	530,370 ±12,238.7	21.6%	±0.3%	1,188,673 ±16,795.5
Some college	10%†	±2.1%	4,250 ±923.6	26.5%	±0.5%	766,816 ±14,856.1	30.3%	±0.4%	1,672,195 ±23,860.3
Bachelor's	40.9%	±3.3%	17,431 ±1,553	28.9%	±0.4%	833,829 ±12,013.7	24.3%	±0.3%	1,340,967 ±16,205.8
Post-grad	42.6%	±3.7%	18,166 ±1,727.4	19.8%	±0.4%	571,122 ±11,664.2	16.1%	±0.3%	888,371 ±14,312

Figure 1: Map



Sources: <https://data.census.gov/cedsci/profile?g=1600000US5361115>
<https://www.census.gov/quickfacts/fact/table/sammamishcitywashington/RHI225221#qf-headnote-a>

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).

The City is not aware of any Title VI complaints 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.

During this reporting period, the City worked on several transportation planning activities, as described below. The City encourages community involvement through hybrid public meetings, in-person outreach/engagement events, and the City website.

ADA TRANSITION PLAN

To make Sammamish public facilities and programs accessible to all, the City has undertaken a comprehensive ADA Transition Plan process. The Plan was approved by City Council on March 16, 2021, and identifies barriers which impede access to City buildings, parks, and pedestrian facilities in the public right-of-way. This plan is continuously updated as ADA improvements are made to City Facilities. City facilities have been and continue to be surveyed based on compliance with current ADA (Americans with Disabilities Act) Title II standards. The planning process includes identification of physical barriers, categorization/prioritization of these barriers, and a schedule for barrier removal over time. The City replaces barriers annually as part of this project through a funded program in the 6-year Transportation Improvement Plan. The City annually looks at areas to improve and updates their list of recommended ADA amenities/replacement.

The City promotes the ADA Transition Plan through our website located here:

<https://www.sammamish.us/government/departments/public-works/current-projects/ada-transition-plan/>

COMMUNITY CONNECTIONS (METRO FLEX, COMMUNITY RIDE, COMMUNITY VAN, & SCHOOLPOOL)

The City partners with King County Metro to deliver an alternative transit program called Community Connections. Community Connections implements three separate programs, Metro Flex (formerly Community Ride), Community Van, and SchoolPool. These programs started in 2019 (Metro Flex and SchoolPool) and 2020 (Community Van). These programs offer flexible transit services to meet the mobility needs of community members who rely on non-personal vehicle transport. Metro Flex has been well used by the City's senior populations, who use it for recreation, doctor appointments, grocery store trips, and more. The City continues to promote these services in a myriad of ways, including eNews, social media, print newsletter, outreach directly to non-profits and other service providers, in-person events, and more. More information about each program is provided below and on the City's website here: <https://www.sammamish.us/our-community/getting-around/>

Community Ride & Metro Flex

In March 2023, Metro Flex replaced Community Ride as an on-demand neighborhood transit service. The community can ride anywhere in the service area for the same cost as a bus trip. Metro Flex does not follow a fixed route. Instead, it picks up passengers from their location and drops them off at their destination within a specified service area. Rides are booked on the same day through an app. The app will always list the best transit choices based on rider pickup and drop-off points—whether that's a Metro Flex ride, a trip on the bus, or another transit service. In October 2024, Metro Flex expanded the Sammamish service area to include Issaquah. More information about Metro Flex can be found on King County's webpage here: <https://kingcounty.gov/en/dept/metro/travel-options/metro-flex>

Community Van

The Community Van Program is a rideshare program providing community members with shared rides, either one-time or recurring, to popular destinations throughout the region. Trips are available throughout the day, evening, and on weekends to provide residents with customized options for getting around when bus service does not meet their needs. This program is now managed and in partnership with Hopelink, where trips must be scheduled in advance through the Hopelink request form found here: <https://www.hopelink.org/programs/mobility-management/community-van/>. Hopelink is also responsible for maintenance of vehicles, recruitment of volunteer drivers, training, outreach, and many other supporting tasks.

Each trip relies on community volunteer drivers who dedicate their time and energy to meeting mobility needs of others in the community. Even though the pilot launched during COVID-19, the program has seen strong growth in ridership and interest amongst the community. The City is continuing to provide outreach to the community regarding the program while also continuing to work with Metro for additional services. More information about Community Van can be accessed on the City's website: <https://www.sammamish.us/our-community/getting-around/community-van/>

SchoolPool

Metro SchoolPool connects students and families looking to travel together. SchoolPool is a way for cities and schools to make it safer, easier and more fun for families to get to school by walking, rolling, or carpooling. (Rolling includes biking, using a wheelchair, riding scooters, etc.)

Sammamish SchoolPool is a program in partnership between City of Sammamish, local schools, and King County Metro to carry out Safe Routes to School efforts and reduce traffic on our streets. Parents interested in participating must connect with their school administration or PTA to see if their school is participating or to ask for school participation. More information about SchoolPool can be found on King County's webpage here: <https://kingcounty.gov/en/dept/metro/rider-tools/schoolpool>

PAVEMENT MANAGEMENT

In 2025, the City of Sammamish began a new citywide Pavement Condition Assessment (PCA) to measure key parameters of pavement condition and update the Pavement Condition Index (PCI) values for all road segments in the City. The last assessment was completed in 2021. The data collected from the PCA will be integrated into the City's new pavement management software, Pavement Express, and will be used to calculate which preservation and rehabilitation methodologies to use to provide the City with the greatest return on investment.

These findings will be summarized in the City's first Pavement Management Strategic Plan (PMSP). This plan will also outline the overall condition of the City's roadway network, provide pavement performance models, funding strategies and cost analysis, project prioritization and selection criteria, and a 5-year implementation plan. The plan will include an equity analysis and proposals to utilize a Critical Matrix that includes equity to inform the City's street selection process for future pavement projects.

This project is part of the City of Sammamish Pavement Management Program, which provides major street maintenance of roadways. This maintenance includes street overlays, pavement rehabilitation, curb and sidewalk repair and appropriate Americans with Disabilities (ADA) retrofit work. Pavement overlay projects also replace pavement markings and vehicle detection loops for traffic signals. For more information on the Pavement Management Program, visit the link below.

<https://www.sammamish.us/projects/2025-pavement-management-strategic-plan/>

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).

As part of the Louis Thompson Tightline Project, the city acquired construction easements from three property owners, all of whom are Caucasian. This action was a continuation of property acquisitions from the prior year for the same project, and these were the final acquisitions for that project that allowed widening and construction for the new sidewalk (for owners Newton, Dahl and Smith).

An acquisition for a conservation easement on wetland and final settlement was completed in early April 2025 for road improvements on Issaquah-Fall City Road, Phase 1. These were for co-owners Bell and Hiller who are Caucasian.

7. RIGHT-OF-WAY ACQUISITIONS

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

The City typically includes right-of-way acquisition as an element of the design process for City capital improvement projects, completed by City consultants. City legal staff and City project engineers assist as needed.

Consultants:

Universal Field Services, Tony MacDonald, Korean, Asian, USA.

Universal Field Services, Ron Sharp, Caucasian, White, USA.

McKee Appraisal, Ken Barnes, White, USA

McKee Appraisal, Lucy Jones, White, USA

CBRE, Tim Lovell, white, USA

CBRE, S. Murray Brackett, white, USA

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.

The following transportation studies were implemented, worked on, and/or completed during the reporting period:

TRANSPORTATION MASTER PLAN

The City of Sammamish completed and adopted its first Transportation Master Plan (TMP) on December 3, 2024. It is a plan that will shape the city for years to come by providing a strategic framework that will guide transportation decisions and investments for the next 20 years in support of the long-term vision for the city. The goals and policies in the Transportation Element of the City's Comprehensive Plan Update serve as the foundation for the TMP. The TMP was adopted by reference into Volume 2 of the City's Comprehensive Plan Transportation Element and provides the framework for developing a multi-modal transportation network that will enhance greater connectivity within the city and to the region.

The TMP addresses existing and future conditions, roadway classifications, levels of service, transit and modes, transportation improvements, financing strategies, system concurrency management. It includes

the technical basis for multi-modal transportation system development, and future improvement of transportation programs and facilities guided by the goals and policies in the Transportation Element of the City's Comprehensive Plan. The TMP proposes a prioritized list of projects, programs, and strategies that advance the transportation vision and goals, meet Growth Management Act (GMA) requirements, and reflects input from the community.

There were many opportunities for public participation leading up to the adoption of the TMP:

- March 7, 2024 – Planning Commission: Introduction to the TMP.
- May 1, 2024 – Parks Commission: Introduction to the TMP.
- May 16, 2024 – Planning Commission: Update on the Progress of the TMP.
- July 2, 2024 – City Council: Introduction to the TMP.
- July 18, 2024 – Planning Commission: Draft TMP Presentation.
- August 29, 2024 – Planning Commission: Public Hearing & Recommended Adoption to City Council.
- October 8, 2024 – City Council: Draft TMP Work Session.
- November 19, 2024 – A Public Hearing was scheduled with City Council for this date; however, due to severe weather from a bomb cyclone and a region-wide power outage, this meeting was postponed until November 25, 2024.
- November 25, 2024 – City Council: Conducted a Public Hearing.

As mentioned above, the Sammamish City Council adopted the TMP at the December 3, 2024, City Council meeting. Following adoption, the TMP was bundled with Comprehensive Plan update and transmitted to Puget Sound Regional Council for plan certification and the Notice of Adoption for Washington State Department of Commerce. Puget Sound Regional Council certified the Comprehensive Plan in the summer of 2024.

TRANSPORTATION ELEMENT – 2024 COMPREHENSIVE PLAN UPDATE

The City of Sammamish completed the 2024 Comprehensive Plan Update and officially adopted it on December 3, 2024. As part of this effort, the Public Works Department provided updates to the Transportation Element Volume 1. Information that has previously been found in Volume 2 of the Transportation Element is now included in the TMP and has been referenced appropriately in the Comprehensive Plan. These updates to the Transportation Element, Volume 1 of the Comprehensive Plan and the creation of the first Sammamish TMP were in part done to satisfy the Growth Management Act (GMA) periodic update requirement for 2024.

A significant amount of public outreach occurred in 2023 and was documented in the 2023 Title VI Report. Review of the preliminary draft of the 2024 Comprehensive Plan began in April 2024. Numerous public meetings have been held including the following Planning Commission meetings:

- April 4, 2024 – Review of Preliminary Draft of Comprehensive Plan.
- April 18, 2024 – Continued Review of Preliminary Draft of Comprehensive Plan.
- May 16, 2024 – Community Development Director’s report on Comprehensive Plan Update Process Recap.
- June 20, 2024 – Continued Review of Preliminary Draft of Comprehensive Plan.
- July 25, 2024 – Public Hearing and Recommendation to City Council.

A public open house was held on June 20, 2024, from 5:30pm to 6:30pm at City Hall for the community to learn about the key policy ideas in the plan, ask questions, and provide feedback. City Council meetings include the following dates leading up to adoption by the end of 2024:

- July 16, 2024 – Presentation: Introduction to the Draft Comprehensive Plan.
- September 3, 2024 – Review of Draft Comprehensive Plan.
- October 15, 2024 – Continued Review of Draft Comprehensive Plan.
- November 5, 2024 – Continued Review of Draft Comprehensive Plan.
- December 3, 2024 – Public Hearing and Adoption.

The update of the Transportation Element was focused on a review and update of the existing goals and policies, with other items being incorporated into the TMP including: an inventory of the Existing Conditions; newly created Multimodal Level of Service (MMLoS) for the city; an inventory of Future Conditions; an outline the Public Outreach efforts; the Future Vision of the transportation system; and Plan Implementation including financial strategies and the 20-year capital project list (unconstrained project list). The work that was completed through the Transit Plan effort and the most recent 6-year TIP also helped inform the Transportation Element. Additionally, staff utilized the guidance checklists from WA Department of Commerce, Puget Sound Regional Council, and King County Metro as work was done on updating the Transportation Element.

The 2024 Comprehensive Plan was required to be adopted by December 31, 2024. The adopted 2024 Comprehensive Plan, which became effective as of January 1, 2025, can be found on the City’s webpage: <https://www.sammamish.us/government/community-development/2024-comprehensive-plan-and-regulations/>

2025-2026 UPDATE TO THE TRANSPORTATION MASTER PLAN

During the summer of 2025, staff began preparing a draft scope with on-call consultant DKS to update the Transportation Master Plan (TMP) that was adopted in December 2024. The update will integrate new planning work accomplished since the adoption of The City’s 2026-2031 CIP Plan will also expand on existing planning efforts around connectivity, mobility hubs, performance metrics and project programming. The draft scope calls for robust public outreach utilizing community workshops, online surveys and interactive mapping software. The project will also include updates to the Planning Commission and the City Council. The project is expected to officially kick off in late 2025 outside of this Title VI reporting period. The project is anticipated to take 12 months.

2025-2026 UPDATE TO RIGHT-OF-WAY CODE & PUBLIC WORKS STANDARDS

During the summer of 2025, staff worked to develop a scope of work for updating the City's Right-of-Way Code and Public Works Standards. The City placed AHBL consultants under contract in October 2025 to conduct the updates. The project will work with City staff, stakeholders and the community to identify what standards and code need updates to address conflicts, recent planning efforts and City priorities. Examples of potential update topics include roadway cross sections, updating stormwater new statewide requirements, sidewalk maintenance and e-bike policies. The anticipated public outreach will include external stakeholder coordination, interdepartmental collaboration and multiple meetings with the City Council and City commissions. The project is kicking off with a workshop in November 2025 where many of the City's consultants working on various plans can collaborate on this project. The code and standards update project is expected to take 12 months with potential for additional phases.

2026-2031 TRANSPORTATION CAPITAL IMPROVEMENT PLAN (CIP)

The City's Transportation Capital Improvement Plan (CIP), formerly a stand-alone document known as the Transportation Improvement Plan (TIP), is a 6-year planning document that identifies citywide capital improvement projects including transportation and non-motorized capital improvement projects. The City has chosen to combine the TIP with the CIP so that all capital projects can be found in one document. Additionally, the CIP helps inform the City's biennium and mid-biennium budget process. The Transportation CIP is prepared through a collaboration between numerous Public Works Department Divisions, the Community Development Department, the Finance Department, and with input from the community. The 2026-2031 TIP includes the following ongoing Transportation Programs:

- Sidewalk Gap & Non-motorized Program
- Neighborhood Traffic Management Program
- Streetlight Enhancement Program
- School Zone Safety Improvement Program
- Intelligent Transportation Systems Program
- ADA Barrier Remediation Program
- Pavement Management Program
- Transit Enhancement Program

The 2026-2031 TIP also includes numerous projects within the following project categories:

- Rehabilitation Improvement Projects
- Traffic, Safety, & Non-motorized Improvement Projects
- Connection Projects
- Corridor Improvement Projects

The 2026-2031 CIP was adopted by Sammamish City Council at the November 18, 2025, City Council regular meeting via Resolution. Prior to adoption, the CIP was presented at a Public Hearing on November 5, 2025, and continued to November 18, 2025. The City's 2026-2031 CIP Plan, is available on the City's website here: <https://www.sammamish.us/government/finance/capital-improvement-plan-cip/>. After it was adopted, it was transmitted to Washington State Department of Transportation.

SAHALEE WAY CORRIDOR STUDY & PLAN

During the 2024-2025 reporting period, the City of Sammamish continued project planning and outreach on the Sahalee Way / 228th Avenue NE corridor from NE 8th Street to north city limits. The selected consultants, Perteet Inc, have been working with City staff on the corridor planning efforts throughout this reporting period. The objective is to have an adopted Corridor Plan for this road corridor. The City received 599 submissions for the online survey prior to the meeting and welcomed 37 attendees for the in-person event held April 24, 2025.

The project webpage: <https://www.sammamish.us/projects/sahalee-way-corridor-improvements/>



BIKE & PEDESTRIAN MOBILITY PLAN

The Sammamish Transportation Master Plan (TMP) was adopted on December 3, 2024, which included a vision to create a well-connected, multimodal transportation network. To implement this vision, the City has been developing a Bike and Pedestrian Mobility Plan (the Plan), as referenced in TMP Section 5.2.1 and is included as item T2 on the City's 2025-2026 Workplan. The objective of the Plan is to align with the goals of Sammamish's TMP, with a focus on providing safe, connected, and efficient walking and biking network in Sammamish. The goals of the Plan are to:

- Create a framework for evaluating bike and pedestrian projects,

- Add bicycle and pedestrian projects to the transportation portion of the Citywide Capital Improvement Plan (CIP), and
- Create policies around complete streets, e-bikes, crossing frequency, and crossing types.

The Plan completed an inventory of existing bicycle and pedestrian facilities within the City's priority network (arterial roadways) established through the TMP. This included an inventory of existing bike lanes, bike parking facilities, marked crossings on arterials, bike ready trails, bus stops, and park & rides. Additionally, an inventory of the existing pedestrian network included: sidewalks, marked crossings, connections to trails, bus stops, and park & rides. An analysis was completed that identified gaps in the network and locations where non-motorized collisions occurred between 2019 and 2023.

Additionally, the Level of Service recommendations that were set in the TMP have been updated through this Plan to stay consistent with the most recent Washington State Department of Transportation (WSDOT) guidance. WSDOT updated their guidance at the same time that the City was

adopting the TMP in late 2024. This LOS update provides consistency with WSDOT and regional approaches, and the updated LOS guidelines will be incorporated into the 2025-2026 Transportation Master Plan Update. All of this information was compiled into the [Existing Conditions Memorandum](#) is available on the project website: <https://www.sammamish.us/government/public-works/transportation-planning/bike-and-pedestrian-mobility-plan/>

On February 26, 2025, a Community Workshop was held in the evening at City Hall and streamed online, with 16 people attending in-person. During this workshop, there was a report on the Existing Conditions, and an overview was provided on how to utilize the program called Social Pinpoint, which is an interactive map where people can leave comments at specific locations. Paper maps and sticky notes were available during the workshop for attendees to provide comments as well. The Social Pinpoint Map was open for community input until March 21st. Over 260 comments were received from over 100 individual commenters during this time on this map. Although the initial engagement comment period is closed, the map and comments submitted are available to view on the [Social Pinpoint Map](#) accessed through the [project website](#).

A second Community Workshop was held in the evening on July 16, 2025, at City Hall and was streamed online. There were a total of eleven people attending in-person. Staff and consultants provided a short presentation feedback, that revisited the project goals and objectives, provided an updated project schedule, shared community reported out on conditions, and outlined facility future recommendations. Most of the workshop was centered around the Q&A session where there was robust engagement between the attendees, staff, and the consultant.

Sections of the Plan to highlight include the following and the draft plan can be found at this link: <https://www.sammamish.us/media/ecybutsb/sammamish-updated-draft-ped-and-bike-plan-with-appendices-09152025-web-small.pdf>

- The Plan includes a discussion around Future Conditions for the City which is in Chapter 3. The first part of this chapter reviews projects listed in the adopted 2025-2030 Transportation

Improvement Plan (TIP) that have funding and provides what the anticipated Level of Traffic Stress (LTS) and Level of Service (LOS) for pedestrians and bicycles will be once improvements are complete. The second portion of this chapter more broadly discusses a gap analysis that was performed to highlight areas within the city where gaps in the bicycle and pedestrian network may still exist after all of the projects in the 2025-2030 TIP are completed.

- Chapter 5 of the Plan outlines the policy recommendations from the City's consultant, DKS Associates, Inc. These policy recommendations were made after DKS conducted a comprehensive review of relevant local, regional, state, and national policies, design standards, and implementation strategies including Sammamish's current regulations and policy documents. This effort supports the establishment of updated facility standards, high-level crosswalk policies, micro mobility integration (including recommendations on e-bikes, e-scooters, etc.), and prioritization strategies that reflect both best practices and the unique needs of Sammamish.

- The Plan provides ten proposed projects with associated cost estimates located throughout the priority multimodal network that was established in the TMP. Additionally, five projects with associated cost estimates are provided that are focused on school safety zone areas outside of the priority multimodal transportation network. These projects were selected utilizing a GIS analysis that was completed, which included the following criteria: Bicycle & Pedestrian Facilities Gaps; Bicycle and Pedestrian Level of Traffic Stress; Bicycle & Pedestrian Level of Service; Proximity to Schools, Commercial Areas, & Transit Stops; Non-motorized crashes density; and slope.

Staff provided an Introduction to the Bike and Pedestrian Mobility Plan at the following meetings:

- May 1, 2025 – Planning Commission
- May 8, 2025 – Sustainability Commission
- June 4, 2025 – Parks Commission
- July 1, 2025 – City Council

A Public Hearing was held on October 7, 2025, with City Council and continued until October 21, 2025, when it was subsequently closed. While after this reporting period, the Final Plan was adopted by City Council on November 18, 2025.

After adoption, the Bike and Pedestrian Mobility Plan will be incorporated into the following:

- TMP Update (to begin in 2026): the entire Plan will be included as an Appendix; other sections of the TMP will be updated as needed, including the 6-year and Unconstrained Project List, policies, etc.
- Priority projects from the Plan will be scored and added to the 6-year Citywide CIP within the following categories:
 - Sidewalk Gap & Non-motorized Program
 - School Zone Improvements Program
 - Traffic, Safety, and Non-motorized Projects

- Corridor Projects
- Policy recommendations will be considered for incorporation into both the text and engineering details of the 2025-2026 Public Works Standards & Right-of-Way Code Update.

TOWN CENTER PLAN & CODE UPDATE

The Town Center Plan & Code Amendment Project (Town Center Update) focuses on identifying ways to improve the delivery of diverse and affordable housing within the City's Town Center subarea. This work aims to revise the Town Center Plan and associated code to support a broader mix of housing types at varying affordability levels within the existing Town Center boundaries, including middle housing, low-rise housing, and mid-rise mixed-use development.

At the October 3, 2023, Joint City Council/Planning Commission Meeting, direction was given to initiate work to study potential amendments to the Town Center Subarea Plan and associated development regulations by developing a Supplemental Environmental Impact Statement (SEIS). The project started in January 2024 and includes the following components:

- **Existing Conditions Audit & Report**—Reviewed Town Center documents, including the Town Center Plan and Code, to identify issues or gaps that must be addressed in conjunction with proposed amendments.
- **Supplemental Environmental Impact Statement**—Analyzed the impacts of a no-action alternative, along with an action alternative that builds on a previously studied alternative within the adopted Final Environmental Impact Statement for the Town Center.
- **Proposed Amendments to the Town Center Subarea Plan**—Amendments will recalibrate the plan to reflect updates to the existing conditions from 2008, account for current development, and adjust infrastructure and transportation planning accordingly.
- **Proposed Amendments to the Development Regulations**—Amendments will address updates in land use and development plans and help the subarea better align with community goals for the Town Center, including the delivery of diverse and affordable housing. They will also adjust the review and approval processes.

The Existing Conditions Audit was completed and presented to the Planning Commission and City Council on [June 20, 2024](#), and [July 16, 2024](#), respectively. The Existing Conditions Report summarizing audit findings has been completed and is published as Appendix 2 of the [Draft Town Center Plan](#), which was published on June 9, 2025.

To ensure public awareness of the initiation of work to develop a SEIS in support of the Town Center Subarea Plan and Code Amendment effort, on [January 8, 2025](#), a [SEPA SEIS Scoping Notice](#) was issued, alerting the public and interested parties that scoping of the SEIS had begun. This was an optional step that the project team elected to take as an enhancement to build better community and stakeholder

awareness of the project. A [draft SEIS was developed and published on June 9, 2025](#). The Draft SEIS analyzed the potential impact of increasing the Town Center's housing capacity from 2,000 to 4,000 housing units. The scope of the draft SEIS was shaped by the optional public scoping process, which received approximately 200 comments identifying the community's areas of concern. A 30-day comment period on the draft SEIS was held from June 9 to July 9, 2025, and nearly 800 formal and approximately 150 informal comments were received.

Following the release of the DSEIS, closure of the public comment period, and issuance of a preliminary draft revised Town Center Subarea Plan, on July 15, 2025, the City Council passed [Resolution R2025-1114 selecting a preferred action alternative](#). The Final SEIS was published on September 12, 2025, and serves as a guide for the balance of the project and the adoption of an updated and revised Town Center Plan and code.

A [preliminary draft of the revised Town Center Subarea Plan](#) was published on June 9, 2025. Since then, meetings with the city leadership team, the Public Works' Transportation and Traffic Teams, and Parks Planning have further guided this work. The project team has identified additional proposed updates to reflect stakeholder and community input while adhering to City Council direction, which will be shared with the Planning Commission during its review.

Proposed amendments to the [Town Center development regulations were drafted and published on June 23, 2025](#). The draft code amendments will continue to be refined to effectively implement the policy objectives outlined in the final adopted Town Center Subarea Plan.

Public Meetings

- October 3, 2023 - Joint Planning Commission & City Council Meeting
- November 21, 2023 - City Council Regular Meeting
- February 15, 2024 - Planning Commission Meeting
- March 5, 2024 - City Council Meeting
- June 20, 2024 - Planning Commission Meeting
- July 16, 2024 - City Council Meeting
- October 1, 2024 - City Council Meeting
- October 17, 2024 - City Council Meeting
- February 8, 2025 - City Council Retreat
- February 18, 2025 - City Council Meeting
- April 1, 2025 - City Council Meeting
- June 3, 2025 - City Council Meeting
- June 17, 2025 - City Council Meeting
- June 18, 2025 - Planning Commission Meeting
- July 15, 2025 - City Council Meeting

- July 17, 2025 -Planning Commission Meeting
- September 2, 2025 - City Council Meeting
- September 9, 2025 - City Council Meeting
- September 18, 2025 - Planning Commission Meeting
- November 20, 2025 - Planning Commission Meeting

Public Engagement Events

The project team hosted community engagement events like the Town Center Open House on [February 28, 2024](#), and two open houses in [June 2025](#) on the Draft Town Center Plan and Draft Town Center Code. Additionally, two stakeholder workshops with Town Center property owners were held on June 5 and 6, 2024, to understand any challenges or barriers they experience, followed by an additional property owner workshop on June 11, 2025, to provide an overview of the proposed changes. A similar stakeholder workshop was held in June 2025 for governments and public service providers to understand the proposed changes and provide feedback on important considerations and potential impacts. There have also been meetings throughout the project with property owners, other city departments, Sammamish Police, Eastside Fire and Rescue, King County, the Snoqualmie Tribe, Lake Washington School District, Sammamish Plateau Water, and other stakeholders.

ADA TRANSITION PLAN

In an effort to make Sammamish public facilities and programs accessible to all, the City has undertaken a comprehensive ADA Transition Plan process. The Plan was approved by City Council on March 16, 2021, and identifies barriers which impede access to City buildings, parks, and pedestrian facilities in the public right-of-way. This plan is continuously updated as ADA improvements are made to City Facilities. City facilities have been and continue to be surveyed based on compliance with current ADA (Americans with Disabilities Act) Title II standards. The planning process includes identification of physical barriers, categorization/prioritization of these barriers, and a schedule for barrier removal over time.

More details can be found here: <https://www.sammamish.us/government/departments/public-works/current-projects/ada-transition-plan/>

CROSSWALK EVALUATIONS

The City continually assesses requests for crosswalks received by the community. The City evaluated an existing unmarked crosswalk on 228th Ave and SE 13th Way as part of the ADA program. The evaluation focused on the safety of crosswalk usage by all pedestrians. Through the Bike and Pedestrian Mobility Plan, crosswalk policy recommendations are being proposed that will be utilized in the Transit Access Enhancement Study that is expected to occur in 2026. The Transit Access Enhancement Study is a follow

up study identified in the Sammamish Transit Plan which kicked off in October 2025 and will be prioritizing crosswalk and bus stop enhancements identified in the Transit Plan. The project schedule is expected to be completed in mid-2026. The study will include both extension interdepartmental coordination, briefings of City commissions and council, opportunities to comment online, as well as coordination public workshops with other City projects underway.

SPEED ASSESSMENT PROGRAM

The City of Sammamish has an ongoing speed assessment program. It is a proactive effort towards identifying, assessing and mitigating if needed, corridors/road segments with potential speeding problems.

STREETLIGHT ENHANCEMENT STRATEGIC PLAN

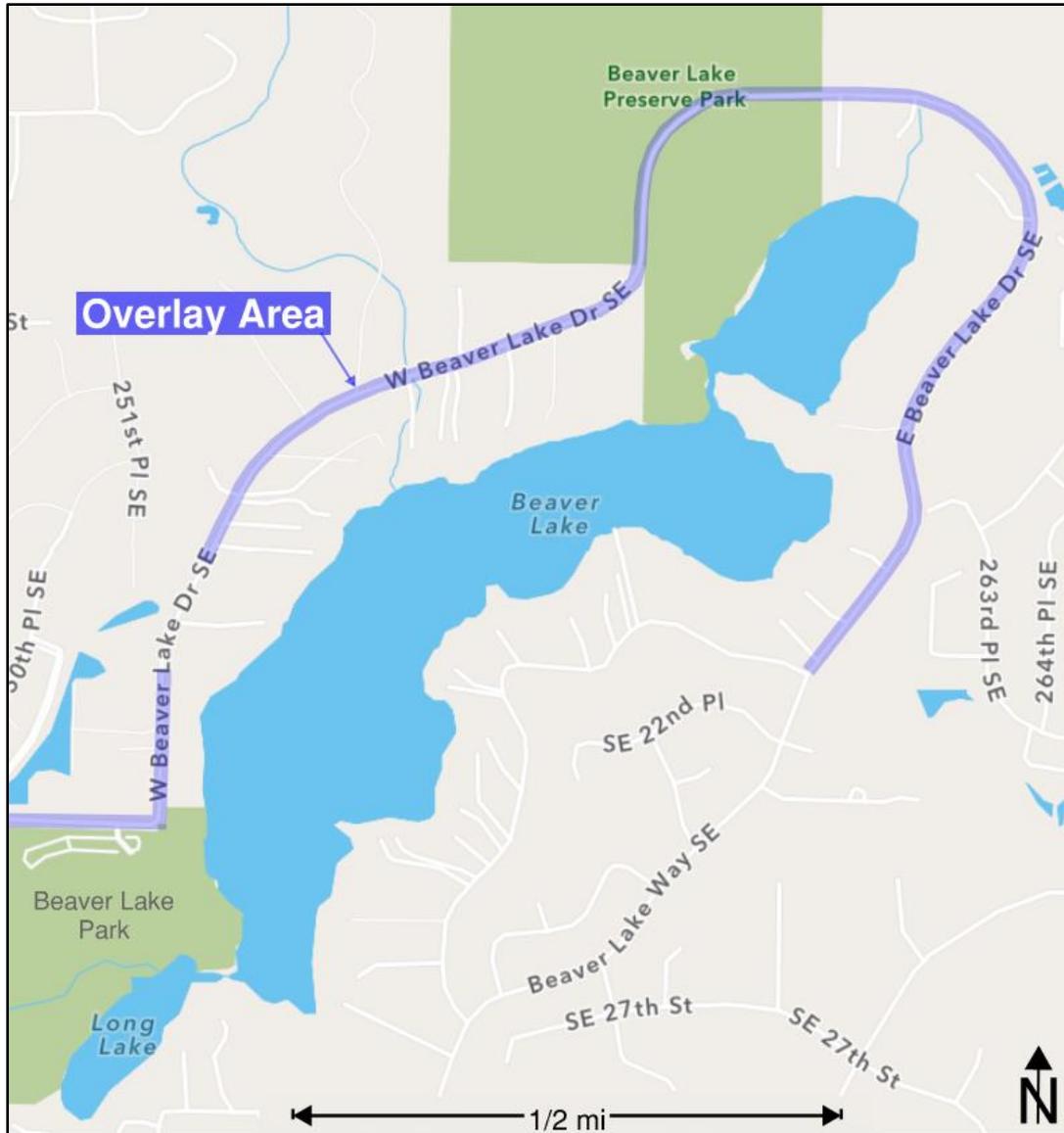
The City has over 1,100 streetlights, with a mix of City-owned and Puget Sound Energy (PSE)-owned infrastructure. Roughly 600 streetlights are City-owned. Many lights were inherited from King County before the City's incorporation and were built without a systematic approach. The City is currently working on a project, the Streetlight Enhancement Plan, to establish a comprehensive plan to improve illumination for all transportation modes, enhance safety, and ensure sustainable operations. This effort will align with the City's Transportation Master Plan, Climate Action Plan, Bike and Pedestrian Mobility Plan, and Comprehensive Plan, and proactively work towards Vision Zero goal for reducing serious and fatal accidents. The scope is limited to illumination on classified roads (principal arterial, minor arterial, and collector arterial), approximately 48 centerline miles.

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.

2025 PAVEMENT PRESERVATION

The City of Sammamish 2025 Overlay Project provided the resurfacing of Beaver Lake Drive SE. The major items of work include effort to remove the top layer of existing pavement, perform pavement repairs, and then place a new layer of hot-mix-asphalt pavement and new pavement markings. Resurfacing the roads reduces the need for full reconstruction, removes cracking, potholes, and potential safety hazards. Reduced access and delays occurred during the overlay process. Coordination with the community was paramount as construction limited driveway access for the adjacent homes. The overlays were scheduled during summer break; however, staff still coordinated with the School District in the event they had summer programs in session.



2025 ADA BARRIER REMOVAL PROJECT

This project focused on remediating non-compliant sidewalk sections and removing hazards in the pedestrian access routes along 228th Avenue between NE 8th Street and SE 8th Street, and upgrading pedestrian curb ramps to meet ADA compliancy at two intersections along Klahanie Blvd SE. The retrofits and repairs included removing and replacing existing concrete curb, concrete sidewalk, curb ramps, asphalt pavement, and roadway striping. Some construction activity caused traffic delays and additional safety measures were needed to protect movements to nearby school and surrounding neighborhoods.

Project information can be found on the City's webpage: www.sammamish.us/projects/2025-ada-barrier-removal-project/

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.

CITY COUNCIL & PLANNING COMMISSION MEETINGS

Due to the COVID-19 pandemic and the Governor's emergency Proclamation 20-28, all City Council meetings during the reporting period were held via GoToMeeting or Zoom Webinar. Since May 3, 2022, City Council meetings have been both virtual and public have been allowed to attend in person. Regular Meetings are held on the 1st and 3rd Tuesdays of each month, and Study Sessions are held the 2nd Tuesday of the month. Council meetings, unless a Joint Planning Commission Meeting, begin at 6:30pm. Public Hearings are held during Regular Business meetings or at Planning Commission meetings. This practice has continued through this reporting period.

Transportation-related items discussed at Council meetings during the reporting period include:

- 2026-2031 Transportation Improvement Plan (TIP) & Citywide Capital Improvement Plan (CIP)
- Transportation Master Plan adoption
- 2024 Comprehensive Plan Update (Transportation Element)
- Bike & Pedestrian Mobility Plan
- Town Center Plan and Code Update
- Pavement Management Strategic Plan
- 2025-2026 Update to the City's Right-of-way Code & Public Works Standards
- Pavement management, planning updates, and project updates, as part of the 2025-2026 Budget presentations in October and November 2024
- Project updates, contract awards, and consultant selection
- Direction from Council on studies and projects.
-

Public involvement is encouraged for meetings by promoting the meetings in the City's newsletter, webpage, social media, and oftentimes via publication in the Seattle Times.

Meetings can be viewed live via:

- City Website: <https://www.sammamish.us/news/tv21/>
- City YouTube: <https://www.youtube.com/channel/UCouPqQz1MSudhAdgiriLC8A>
- Comcast Channel 21 (within Sammamish only)

Meetings can be viewed later and are available the day after the meeting via:

- City Website: <https://www.sammamish.us/news/tv21/>
- YouTube: <https://www.youtube.com/channel/UCouPqQz1MSudhAdgiriLC8A> ; YouTube offers translations in a lot of languages
- Comcast Channel 21 (within Sammamish)

PROJECT OPEN HOUSES AND COMMUNITY ENGAGEMENT

The following project open houses and community engagement opportunities were held in the 2024-2025 reporting year:

- Bike & Pedestrian Mobility Plan Open Houses (2)
 - On February 26, 2025, the City hosted an in-person and online community workshop with the objective of seeking input on improving safety and connections throughout Sammamish. The workshop consisted of a short presentation introducing the project goals and objectives, project schedule, existing conditions, a short demonstration on how to use the interactive comment map via Social Pinpoint, and the use of a large display map of the City where participants were encouraged to include notes on areas where they had opinions about safety and connections. The presentation was followed by a Q&A session. A total of 15 people attended the workshop. The workshop can be viewed on [YouTube](#).
 - On July 16, 2025, the City hosted an in-person and online community workshop to share the recommendations for the Plan. The workshop consisted of a short presentation revisiting the project goals and objectives and project schedule, and sharing community feedback, future conditions, facility recommendations, and policy recommendations with a Q&A at the end. A total of 11 people attended the workshop. The workshop can be viewed on [YouTube](#).
- Town Center Policy and Code Update
 - The project team hosted community engagement events like the Town Center Open House on [February 28, 2024](#), and two open houses in [June 2025](#), on the Draft Town Center Plan and Draft Town Center Code. Additionally, two stakeholder workshops with Town Center property owners were held on June 5 and 6, 2024, to understand any challenges or barriers they experience, followed by an additional property owner workshop on June 11, 2025, to provide an overview of the proposed changes. A similar stakeholder workshop was held in June 2025 for governments and public service providers to understand the proposed changes and provide feedback on important considerations and potential impacts. There have also been meetings throughout the project with property owners, other city departments, Sammamish Police, Eastside Fire and Rescue, King County, the Snoqualmie Tribe, Lake Washington School District, Sammamish Plateau Water, and other stakeholders.
- Sahalee Corridor Study Open Houses & Survey

- A project open house was held on April 24, 2025, with 37 attendees at the in-person event and 599 online survey responses were submitted leading up to the event. This is further explained under Section 8. Plans and Studies.
- Other community engagement effort and project in Sections 5 and 8.

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

The City does not have a Transportation Planning Committee.

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 the reporting period, our transportation-related public meetings consisted of City Council meetings, Planning Commission meetings, surveys, community workshops, and open houses for specific projects. Surveys requested demographic information about meeting attendees was asked for but not required. Other community engagement opportunities, including surveys, are described within each planning effort and project in Sections 5 and 8.

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.

The City did not receive any language assistance service requests during the reporting period for City Council meetings.

11. TRANSPORTATION-RELATED CONSTRUCTION & CONSULTANT CONTRACTS

Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

The City follows processes in its purchasing manual and applicable chapters in Title 39 RCW to advertise and award for consultant and construction contracts. Depending on the complexities of the project, the City either publishes project specific advertisements in the Seattle Times - the City's official newspaper -

for a minimum of two consecutive weeks, or utilizes the MRSC's Small Works, Consultant, and Vendor Rosters (Resolution No. R2015-647).

12. ACTIONS TO PROMOTE CONSTRUCTION CONTRACTOR/CONSULTANT COMPLIANCE

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 reviews consultant statements of qualifications and selects a consultant based on project specific scoring criteria; then negotiates with the consultant to develop a final scope and fee. For construction projects, the City awards projects to the lowest responsible bidder following the appropriate advertisement process – public advertisement or small works.

The following standard Title VI Assurance is included in the City's project advertisements, both for consultants and contractors:

"The City of Sammamish, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

Additionally, our standard contracts have been modified to include Appendix A. See Attachment C. The City is working to include certification forms like forms used for federal aid projects, e.g. WSDOT Form [420-004](#) to ensure that contractors are complying to the Title VI requirements described in Appendix A and incorporate Title VI discussion into preconstruction meetings.

For construction projects utilizing WSDOT/APWA specifications, Title VI Contractor Responsibility specifications are included. These requirements are discussed with the contractor at pre-construction meetings and tracked for compliance when required.

13. TRANSPORTATION-RELATED CONSTRUCTION & CONSULTANT CONTRACTS

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).

See attached spreadsheet in Appendix F

14. EDUCATION & TRAINING

Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status. List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training. 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.

The entire City of Sammamish staff attended the following annual required trainings:

- Anti-Harassment in the Workplace
- Diversity in the Workplace
- Workplace Bullying
- Violence in the Workplace
- Ethical Behavior for Local Government

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

All new hires with the City attend a Diversity in the Workplace training as part of their onboarding.

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

The City does not have a Transportation Planning Committee; members of our Transportation Planning Division within the Public Works Department are included in Section 2 above.

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 the reporting period, our transportation-related public meetings consisted of City Council meetings, Planning Commission meetings, and project open houses; a survey requesting demographic information of meeting attendees was provided and recorded. The Public Involvement form was added to the City's Title VI webpage as well as to project webpages.

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.

The City did not receive any language assistance service requests during the reporting period for City Council meetings.

15. TITLE VI GOALS FOR UPCOMING YEAR (OCT 2025 – SEPT 2026)

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.

2024-2025 ACCOMPLISHMENTS

The City, particularly the Public Works Department, has experienced significant staff turnover and staffing shortages over the past few years. Despite these challenges, we remain committed to strengthening and improving our Title VI Program. During the 2025-2025 reporting year, we accomplished the following:

- Continued quarterly coordination meetings with the City Title VI team to increase Title VI awareness and advance the goals identified in the prior reporting period. At least one staff member from each City department was encouraged to participate in these meetings.
- Maintained a City Title VI webpage to provide public access to Title VI information and resources.
- Continued use of the Public Participation Involvement Form in a jot form format: <https://www.sammamish.us/our-community/diversity-equity-inclusion-and-belonging/title-vi-public-involvement/>
- Maintained a Diversity, Equity, Inclusion, and Belonging (DEIB) Program through the Racial Equity Team workplan to support Citywide equity goals.
- Finalized a Community Engagement Guide that includes a language access plan and clear direction for using translation and interpretation services.
- Coordinated with other jurisdictions to develop a shared translated document system to that supports the sharing of resources, information, and ideas.

2025-2026 GOALS

We are committed to rebuilding a Title VI program that is sustainable, incorporates multiple levels of redundancy across the City, and is adaptively managed. In the upcoming year, we plan to focus on the following areas:

- Enhance monitoring procedures to ensure Citywide compliance.
- Update procedures
- Continue internal quarterly coordination meetings with City Title VI Team to evaluate Title VI goals and accomplishments
- Continue to educate City staff regarding Title VI compliance: develop internal training, tools, and resources
- Continue providing on-call language translation services that any City team member can use.
- Continue to update of our City Title VI webpage on the City's website and identify any potential discriminatory impacts early
- Grow our shared resource documents with other jurisdictions
- Continue to implement the 2025 Racial Equity Team workplan, prepare and implement the 2026 work plan.
- Continue to maintain DEIB Program and attain following goals:
 - To propose and engage in the implementation of the City of Sammamish's racial equity workplan to achieve the outcomes in the adopted Racial Equity Commitment and Vision document.
 - To advise the City Manager's Office on racial equity efforts including workplan items, training, tools, and resources.
 - To engage with employees and community members to facilitate communication with City leadership regarding perspectives and views on equity-related issues.
 - To build organization capacity to dismantle systemic and institutional barriers.
 - To create an environment where a shared language and understanding of racism, oppression and implicit and explicit bias help to advance equity.
 - To celebrate what makes Sammamish unique and highlight opportunities to recognize diverse communities in the City.