

PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
34th Ave S Phase 2	The South 176th Street improvements, including the cycle track, will be added to the TIP project description for ST-27.	City of SeaTac
Partner Agencies	Certification Acceptance	CA Sponsor
N/A	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
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Primary Contact Email	Alternate Contact Email
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Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.
yes

Below is a detailed list of project improvements. The following improvements will be constructed along 34th Ave S between S 166th St and S 176th St and along S 176th St between 32nd Ave and 34 Ave:

- 6-foot sidewalk with curb/gutter (both sides);
- 8-foot on-street parking on both sides except between 175th Street and 176th Street and along 176th St;
- 4-foot planter strip with street trees (both sides);
- 5-foot bicycle lanes separated from the roadway by landscaping and parking (both sides) except along S 176th St;
- 8-foot cycle track along the north side of 176th St;
- 11-foot travel lanes for vehicles;
- Pedestrian and vehicle lighting (both sides);
- Stormwater facilities (catch basins, conveyance pipe and flow control detention);
- Curb bulb extensions at the following intersections: 168th St, 170th St, 172nd St, 173rd St, 175th St, and 176th St;
- Raised intersections at 168th Street and 170th Street to calm traffic and improve pedestrian accessibility; and
- Strategically placed traffic calming bulb-outs.

This project is Phase 2 of the larger 34th Ave S corridor improvements. Phase 1, located between 160th St and 166th St, was completed in 2024.

The design phase of this project received federal funding through PSRC’s 2020 Regional Grant Program. The right-of-way phase received federal funding through the 2024 PSRC Countywide Grant Program. This grant request would fund the construction phase.

Of the ~\$19,000,000 construction cost, \$6.5 million are attributable to bicycle, pedestrian, or ancillary elements. This amount supports our \$4,000,000 grant ask. See attached eligible costs pdf. The City will have sufficient funds beyond the required local match to cover all non-eligible elements, see the attached funding letter. Undergrounding of existing electrical and

communication utilities and construction of a new water main will be covered by local funding.

Project Location

County/Counties	Location
King	34th Avenue South between South 166th Street and South 176th Street; South 176th Street between 32nd Avenue South and 34th Avenue South

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
South 166th Street	South 176th Street

Please Identify the center the project is supporting.

The 34th Ave S Phase 2 project is located within and will serve the PSRC-designated SeaTac Regional Growth Center and the SeaTac's locally designated City Center District on 34th Ave S between S 175th St and S 176th St and on S 176th St between 32nd Ave S and 34th Ave S.

The improvements also support other regional growth centers and manufacturing/industrial centers located along the Link Light Rail alignment by improving connections between housing and transit in a city with a median home price 38% lower than Seattle.

Federal Functional Classification

Please select the appropriate functional classification.

Major Collector

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

Sidewalks

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks, Protected bike lanes, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

City of SeaTac Comprehensive Plan, adopted December 10, 2024

> Chapter 2; Land Use Goals, Policies, and Implementation Strategy

> Chapter 3; Urban Center Element

> Chapter 3; Page UC-27: Policy 3.6C

> Chapter 7; Transportation Element

> Chapter 7; Page T-23: Pedestrian Network Map

> Chapter 7; Page T-24: Active Transportation Plan

> Chapter 7; Page T-25: Bicycle Network Map

> Chapter 7; Page T-28: Transit, Multi-Modal Transportation, and Transportation Demand Management

> Chapter 7; Policies 7.1B, 7.1D, 7.3C, 7.3G, 7.4A, 7.5B, 7.5C, 7.5D, 7.5E, 7.5H, and 7.5J

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The Envision SeaTac 2044 Comprehensive Plan establishes an Urban Center growth target of 4,031 housing units, 6,983 jobs, and an additional 4,900 jobs at Sea-Tac International Airport.

The project supports higher densities within the City Center by constructing new continuous sidewalks and bicycle facilities. These improvements increase the capacity of an already congested transportation system by shifting trips to walking and bicycling, which is essential to accommodating planned growth within the Urban Center.

Improved access to jobs will support increased residential density, while access to businesses within the Center will promote economic growth.

Residents of the City Center, as well as those in surrounding neighborhoods, will benefit from improved access to employment opportunities via transit services like the SeaTac/Airport light rail station and access to Sea-Tac International Airport, the City's largest employer. A 2019 market study found that approximately 15% of workers living near the SeaTac City Center walk to work, compared to just 2% to 5% in the broader market area and citywide (City Center Market Opportunities Study, E.D. Hovee, 2019).

Similarly, improved access will support businesses throughout the City Center by making them accessible to residents, employees, and visitors. Notable businesses include hotels in the project area, which will have safe and comfortable non-motorized access from the airport. Other notable businesses are located along International Boulevard.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

The project supports SeaTac's City Center Plan Update Project Phase 1 Vision Report (2020) and helps to implement two of the Report's main land use and development principles, including: 1) the promotion of efficient circulation and access to and between major activity centers, and 2) the creation of an attractive public realm (page 7). The project also helps to implement multiple transportation and urban design objectives and actions from the Report, including enhancing the experience of walking, the provision of pedestrian lighting, and improvements to the overall urban design of the district.

The project also implements policies in Chapter 3 Urban Center Element of the Comprehensive plan including:

Policy 3.5E - Ensure the City's plans and design standards promote a pedestrian-friendly and transit supportive land use and development pattern for future private and public development projects.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The 34th Avenue South Phase 2 project will connect to a number of existing pedestrian and bicycle facilities and improves access to local and regional transit. 34th Avenue South is the

primary north south corridor through the McMicken Heights Neighborhood. With the completion of this project, bicycle and pedestrian facilities will be available all along this corridor.

North of South 166th Street, the project will connect to the recently constructed 34th Avenue South Phase 1 improvements which included sidewalks and bicycle lanes on both sides of the street. At South 166th Street, the project will also connect to existing improvements constructed as part of the South 166th Street Safe Routes to School Project which extends between 34th Avenue South and Military Road South.

At South 168th Street, the project will connect to existing sidewalks on South 168th Street that access McMicken Heights Elementary School two blocks to the east. At South 170th Street, the project will connect to existing sidewalks and bike lanes between International Boulevard (SR 99) and Military Road South. Military Road South also includes sidewalks and bike lanes both north and south of South 170th Street. The South 170th Street/International Boulevard (SR 99) intersection includes RapidRide A Line and local bus stops.

At South 176th Street, facilities will connect to Sound Transit's Airport Light Rail Station, Metro's RapidRide A Line, and four other local Metro bus routes. The project will add bicycle facilities on South 176th Street between 32nd Avenue South and 34th Avenue South, completing the connection between the improvements on 34th Avenue South and a cycle track on the north side of South 176th Street that will be constructed as part of the Airport Station Area Pedestrian Improvements project.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Bicyclists and pedestrians feel uncomfortable and unsafe with the existing facilities. Existing sidewalks along the corridor are in poor condition and are not continuous. Bicyclists must currently share the roadway with vehicle traffic.

The proposed project will construct continuous sidewalk and bicycle facilities separated from vehicle traffic by an 8-foot parking lane, curb, and a 4-foot landscape buffer. These improvements will provide a safer and more comfortable environment, encouraging walking and biking. By improving connections to businesses, schools, and transit, the project will provide residents, visitors, employees, and students with an alternative to vehicle travel. These improvements will provide residents who previously lacked transportation options with access to the broader Puget Sound region via light rail and bus service.

Existing facilities also do not meet ADA standards; the proposed improvements will provide ADA-compliant infrastructure for wheelchair users and the visually impaired.

Pedestrian-scale illumination will allow travel during darker conditions with a sense of security.

Enhancements including rapid rectangular flashing beacons, curb extensions, raised intersections, and marked crosswalks, will improve comfort and safety when crossing intersections.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The project will construct pedestrian and bicycle facilities along 34th Avenue South and along South 176th Street, completing the gap between the recently completed 34th Avenue South Phase 1 improvements and the planned bicycle and pedestrian facilities along South 176th Street included in the Airport Station Area Improvements project.

When completed, these three projects will provide a 1.3-mile non-motorized corridor for people walking and biking. At the south end of the project, pedestrians and cyclists will be able to access the Sound Transit light rail station, RapidRide A Line, local bus stops, and SeaTac Airport. The intersection at South 176th Street and International Boulevard is one of the few locations where people can walk into SeaTac Airport.

A 25-acre mixed-use retail/residential development is proposed north of the intersection of 34th Avenue South and South 160th Street. The development is expected to include a pedestrian bridge over State Route SR 518 to the Tukwila Light Rail Station and locations to the north. This project and the recently constructed 34th Avenue South Phase 1 project will provide multimodal access to this site. Please see the following link:

<https://sterlingrealty.com/projects/tukwila>

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Public usage is expected to be high as 34th Avenue South is the primary north-south corridor in the area. It is the only street that connects continuously between the arterials of South 160th Street and South 176th Street. Usage along South 176th Street is also expected to be high due to high density residential located along South 176th Street and easy access to transit services and the airport.

The project will benefit a wide range of local and regional user groups and will improve access to the SeaTac International Airport that provides national and international connections. SeaTac Airport is a major transportation and employment center with approximately 50 million passengers a year, over 19,000 jobs at the airport, and approximately 1,000 hotel rooms within 1/2 mile. The anticipated users include airport employees, employees and customers for nearby businesses, travelers from the airport staying at hotels along South 176th Street, and residents accessing the airport.

34th Avenue South is part of the school walk route for McMicken Heights Elementary (2 blocks to the east). Students and parents will be able to walk to or bike to school. Residents will also be able to access McMicken Heights Park Tennis and Pickleball Courts.

Residents will be able to walk or bike to regional high-capacity transit and local transit services for jobs, school, and recreation within the Puget Sound.

Recreational users will have an attractive and safe option for walking, running, and biking.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

The project supports the development of SeaTac's Airport Station City Center, especially planned commercial mixed-use district around the light rail. Cutting off pedestrian and bicycle access from the McMicken Heights Neighborhood to the City Center, where parking is constrained, would hinder its business development.

This project will establish a continuous network of sidewalk and bicycle facilities along 34th Avenue South to a proposed 25-acre mixed-use retail and residential development north of the intersection of 34th Avenue South and South 160th Street. Without this project much of the McMicken Heights Neighborhood would remain disconnected from this development and limit the success of proposed businesses.

Without non-motorized transportation options along this key corridor, higher-density residential development in the neighborhood would be difficult for current roadways to sustain.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

The following population groups have been identified in the area:

- People with Low Income - 42% (regional average 20.7%)
- People of Color - 71% (regional average 35.9%)
- Youth (Age 5-17) - 17% (regional average 15.4%)

Transportation access to living wage jobs is a key factor in socioeconomic mobility. For people without access to a private vehicle, pedestrian and bicycle connections to transit facilities and job centers can allow access to economic opportunities that would not otherwise be available to them. In the Washington Social Vulnerability Index map (Department of Health), the project census tract is ranked 9 out of 10 for "No Access to a Private Vehicle (%)." The project will create a safe continuous pedestrian and bicycle corridor that connects to the SeaTac Airport Station, providing access to the 19,000 jobs at the airport and the areas served by the light rail system and express buses. In addition, lower income people that do not drive would now have access to schools, community and civic spaces. National Complete Streets Association shows that low-income neighborhoods experience greater numbers of pedestrian deaths. This project proposes the following pedestrian safety measures:

- Sidewalks separated from traveling vehicles by parked cars and landscape buffer
- Safer crossings at intersections with the implementation of rapid rectangular flashing beacons, raised intersections, median refuge islands, curb extensions, and marked crosswalks.
- Better visibility with pedestrian lighting.
- Traffic calming

While youth are not a population group with a high need for job access, expanded mobility options for youth can positively impact a household's ability to pursue economic opportunity without access to a private vehicle. The project is in the walk zone for multiple schools, meaning many children in the project vicinity are not provided school bus service. For families with no private vehicle who also need to commute to jobs, getting kids safely to school can be a burden and impactful on employment opportunities. The project's pedestrian and bicycle facilities are designed for all-ages-and-abilities, meaning a child or group of children can comfortably and safely travel separated from traffic. Safer routes to school can allow youth more mobility independence and provide parents greater flexibility and access to economic opportunities. The CDC reports that the leading cause of death for age groups 5-9, 10-14, and 15-24 is motor vehicle crashes. Youth are also more vulnerable in pedestrian and bicycle crashes than other groups and may be less visible than adult road users

Research from the National Complete Streets Association shows that Black pedestrians are more than twice as likely to be killed while walking compared to white pedestrians, and Native people are more than three times as likely to be killed while walking compared to white pedestrians. The pedestrian safety measures discussed above would help in reducing these incidents.

Gaps in the sidewalk network also significantly impact mobility for people with disabilities and older adults. The proposed facilities would provide ADA compliant sidewalks, curb ramps, and pedestrian signals.

Section 2: Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Public outreach that led to the development of the project included a two phased planning approach. Phase I involved development of a City Center Plan Update Vision Report.

Development of this report included:

- Two community planning meetings;
- Questionnaires and walking audits in conjunction with Tyee High School students; and
- A website for the Vision Report.
- The second phase of the planning approach included development of the SeaTac City Center/Airport District Subarea Plan project. Public outreach for this project phase included:
- A project web page on the City website;
- Community design workshops;
- A website poll of the community;
- Virtual forums;

The project was also developed using a documented long history of resident concerns received on the City's website and phone calls, feedback from residents during a Project Open House held in March 2025, and input from the 34th Avenue South Phase 1 project.

Language access services were provided on the invitations and at the Open House. Meetings were held outside of typical work hours, and City representatives were available to meet individually with residents unable to attend. Notifications were mailed to residents within 500 feet of the project and posted on the City's website.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The City's Cityworks system has documented a long history of resident concerns along 34th Avenue South. Primary concerns were regarding speeding issues, storm water issues, request for pedestrian facilities, and to report failing pedestrian facilities. Each of these concerns were incorporated into the project and will be addressed with the project improvements.

The resident-led permit parking program within the project area and input from residents along the project during right-of-entry requests for survey are some of the factors that led to providing on-street parking on both sides of 34th Avenue South.

Feedback from residents during the public outreach of the 34th Avenue South Phase 1 project, also influenced the design. Residents were concerned regarding the transition from project improvements to their property. During the development of the project cross section, the City reviewed how the cross slope of the roadway and parking space could be redesigned to better tie into the higher elevation properties on the east side and lower elevation properties on the west side.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project provides numerous safety benefits for all road users, including the following FHWA Proven Safety Countermeasures:

Bicycle Lanes - The project constructs raised bicycle lanes which are separated from the roadway by a curb, planter strip buffer, and on-street parking. There is also a buffer zone between the bicycle lanes and sidewalks.

Walkways/Sidewalks - The project constructs 6-foot minimum sidewalks on both sides of the roadway. The walkways will be separated from both motor vehicles and bicycle traffic.

Lighting - The project will install pedestrian-scale and roadway illumination along the project, improving pedestrian and bicyclist visibility at crossing locations, vehicle driver visibility, and the sense of security for people traveling along the corridor.

Crosswalk Visibility Enhancements - The project will construct curb extensions and two raised intersections, which increase accessibility and visibility for pedestrians and slow vehicles traveling

through the intersections. RRFBs will be installed at all intersections along 34th Avenue South where all-way stops were not warranted. An RRFB and median refuge island will be installed across South 176th Street at the 34th Avenue South intersection, where pedestrians currently cross without a marked crosswalk.

Appropriate Speed Limits for All Users - The project will reduce reliance on enforcement of speed by including design elements that naturally slow drivers, such as narrower lanes, curb extensions at intersection, strategically placed curb bulb outs along 34th Avenue South, raised intersections, and on-street parking.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

Research from the National Complete Streets Association shows that Black pedestrians are more than twice as likely to be killed while walking compared to white pedestrians, and Native people are more than three times as likely to be killed while walking compared to white pedestrians. This research also shows that low-income neighborhoods experience greater numbers of pedestrian deaths.

The CDC reports that the leading cause of death for age groups 5-9, 10-14, and 15-24 is motor vehicle crashes. Youth are also more vulnerable in pedestrian and bicycle crashes than other groups and may be less visible than adult road users.

People of color and youth are both more likely to be pedestrians/bicyclists/transit users, and more likely to be the victim of a crash. The project addresses this safety disparity by constructing pedestrian and bicycle facilities separated from traffic by a raised curb, planter strip buffer, and on-street parking. A majority of intersections lack curb ramps and crosswalks, leaving pedestrians vulnerable, particularly where 34th Avenue South traffic is not stop controlled. At intersections, safety will be enhanced with traffic calming, lighting, RRFBs and crosswalk treatments.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City relies on the following policy documents to inform the development of our projects:

Neighborhood Traffic Safety Program – This policy document provides guidance and engineering decision thresholds when evaluating traffic calming measures on roadways within the City. This document informs City engineers of when signage, flashing speed signs, speed humps, chicanes, and other traffic calming tools are appropriate. Traffic calming measures cited in this document are employed along the project. This document serves as guidance on how to design roadways to prevent future speeding issues.

ADA Transition Plan – This policy document has been utilized to identify pedestrian ramps, driveways, crossings, and sidewalks within the project area that do not currently meet requirements set forth by the Americans with Disabilities Act (ADA). This plan shows that ramps

within project limits are currently identified as ADA deficient.

SeaTac Safe and Complete Streets Ordinance – This policy document is integrated into the Transportation Master Plan and is utilized to identify areas in the City where pedestrian and bicycle facilities are needed to close multimodal infrastructure gaps. [PK5.1][BC5.2]

SeaTac Local Road Safety Plan (LRSP) – This policy document provides a basis for systemic safety improvements along roadway networks within the City. Rather than focusing on locations where collisions have already occurred, the LRSP approaches collision reduction using a systemic safety approach that recommends project locations based on high-risk roadway features correlated with specific serious collision types. The countermeasures outlined in this document are applied to this project.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project will reduce reliance on enforcement of speed by including design elements that naturally slow drivers.

- 11-foot narrow travel lanes.
- Parking spaces will be separated from the road by a depressed curb or valley gutter creating a roadway that is perceived as narrower.
- Curb extensions at the intersection to slow turning and approach speeds.
- Strategically placed curb bulbouts along the roadway.
- Raised intersections at South 170th Street and South 168th Street. South 168th Street provides access to McMicken Heights Elementary School.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

No

Is preliminary engineering/design complete?

No

If not complete, which best describes the CURRENT status of the project's engineering/design?

Greater than 60% complete

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.

September, 2026

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

April, 2026

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

Yes

If yes, is a formal Endangered Species Act (ESA) consultation expected?

No

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

May, 2026

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

July, 2026

Has right of way certification been completed?

No

If not, what is the estimated ROW certification date (month and year)?

November, 2027

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

This project requires fee take and temporary construction easements affecting 104 parcels, including improvement restoration such as landscaping.

Right-of-entries are required for underground utility service connections.

There will be no displacements.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

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Identify the environmental permits needed for the project and when they are scheduled to be acquired.

SEPA - Completed

NEPA - Submitted. Expected approval April 2026. Cultural Resources report submitted in March 2026.

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

September, 2026

When is the project scheduled to go to ad (month and year)?

January, 2028

Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

A 19 month right-of-way timeline has been proposed. The City has been coordinating with WSDOT Local Programs regarding NEPA. NEPA approval is pending submittal of a cultural resources report.

Right-of-way plans, figures, and legal descriptions have been drafted.

Given the 104 parcels involved in the right-of-way effort, the City will implement the following measures to ensure completion of the right-of-way phase within the 19-month timeframe:

Right-of-way negotiations will be conducted by two consultants, each responsible for approximately half of the 104 parcels. The right-of-way consultant contracts are expected to be executed in April 2026. The City will enact a condemnation ordinance to allow staff to initiate condemnation proceedings with property owners that do not settle within a reasonable timeframe.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	\$4000000

Total PSRC Funding Request: \$4000000

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

Yes

ST-27

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
CMAQ	Secured	\$741100
Local	Secured	\$1147126.33
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$1888226

Expected year of completion for this phase:

January, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
CMAQ	Secured	\$2956293
Local	Secured	\$461500
		\$
		\$
		\$

Total Right of Way Phase Cost: \$3417793

Expected year of completion for this phase:

November, 2027

Construction Phase

Fund Source	Funding Status	Amount
Local	Secured	\$21897786.26
TAP(PSRC)	Unsecured	\$4000000
		\$
		\$
		\$

Total Construction Phase Cost: \$25897786

Expected year of completion for this phase:

April, 2030

Other Phase

Fund Source	Funding Status	Amount
		\$
		\$
		\$
		\$
		\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

April, 2030

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$31203806	April, 2030

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The funding commitment letter for the City's match is attached. The funding source is the Transportation CIP Fund (307) which has a dedicated revenue source specific to funding transportation improvement projects. It also has been historically funded at a level sufficient to pay for identified transportation capital improvement projects. The City will carryover any unused funds into future years and submit a request to approve additional funding to the City Council to complete the project, if necessary.

The award documents for both PSRC grant awards for the Design and ROW phases are included.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

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f-151-712-21538775_hN0ZqHMv_Funding_Letter_Exhibits.pdf

f-151-713-21538775_HRrugJ2M_ST-016_Application_Cost_Estimate_and_Funding_Summary.pdf

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

See support letters below.

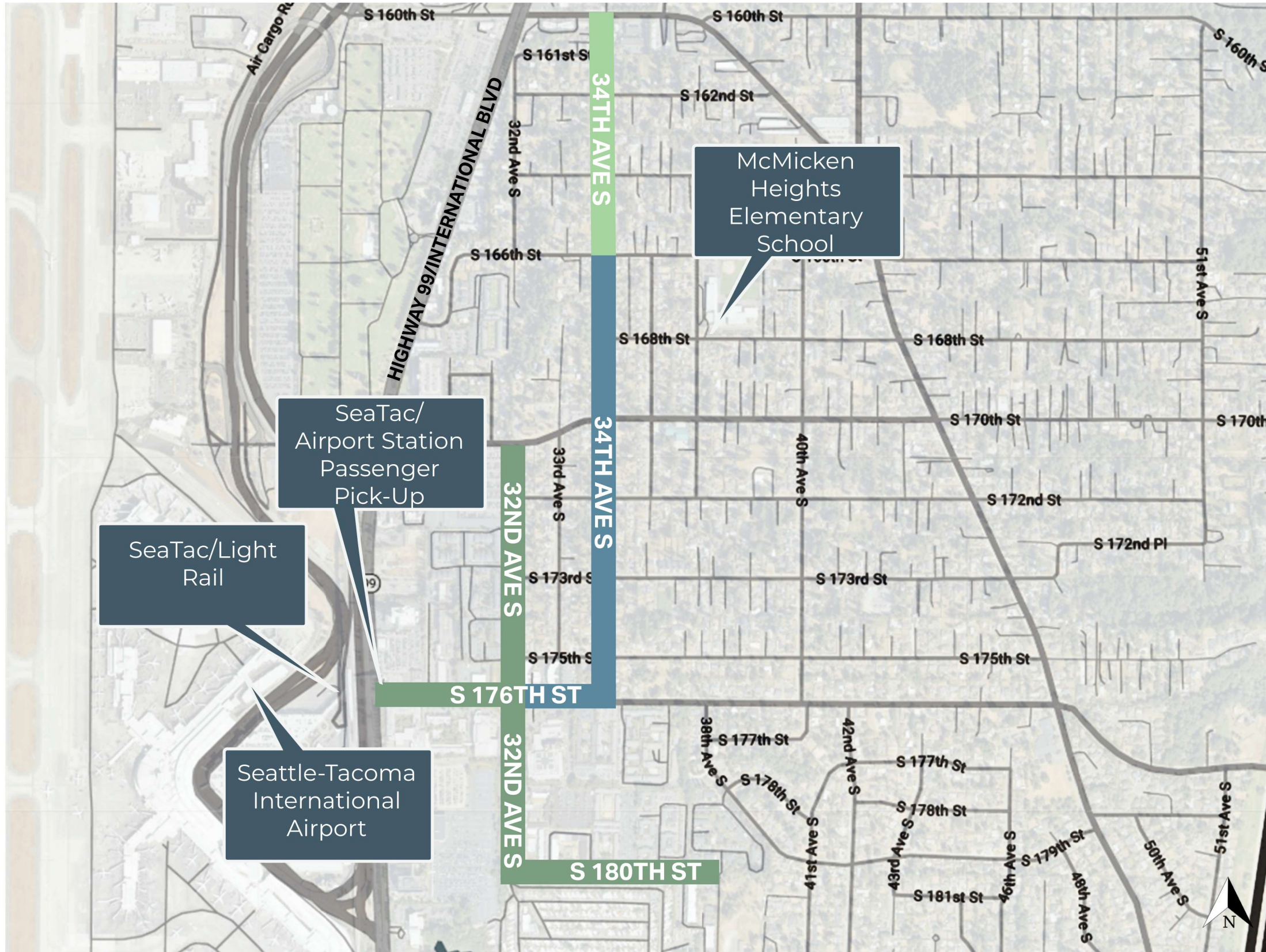
Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-151-480-21538775_TIAqa607_Project_Map_-_34th_Avenue_South_Phase_2.pdf, f-151-480-21538775_8nPrz7yj_Roadway_CrossSections_-_34th_Avenue_South_Phase_2.pdf, f-151-480-21538775_CBAQYXkS_Chamber_of_Commerce_-_34th_Avenue_South_Phase_2.pdf, f-151-480-21538775_qwrEWzLd_Port_of_Seattle_-_34th_Avenue_South_Phase_2.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

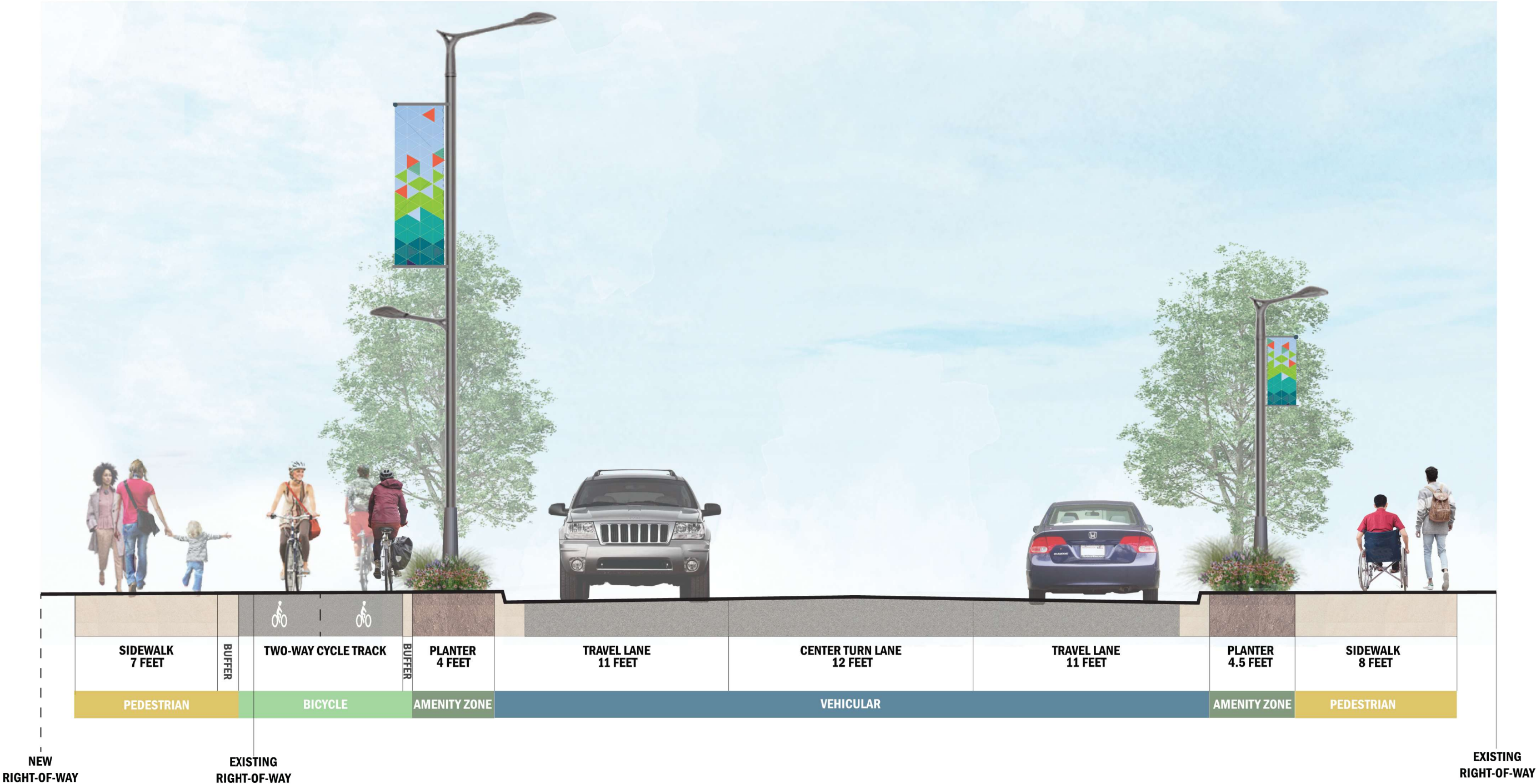
PROJECT OVERVIEW | AREAS OF FOCUS



LEGEND

-  34TH AVENUE SOUTH PHASE 1 (Completed)
-  34TH AVENUE SOUTH PHASE 2
-  AIRPORT STATION AREA PEDESTRIAN IMPROVEMENTS PROJECT

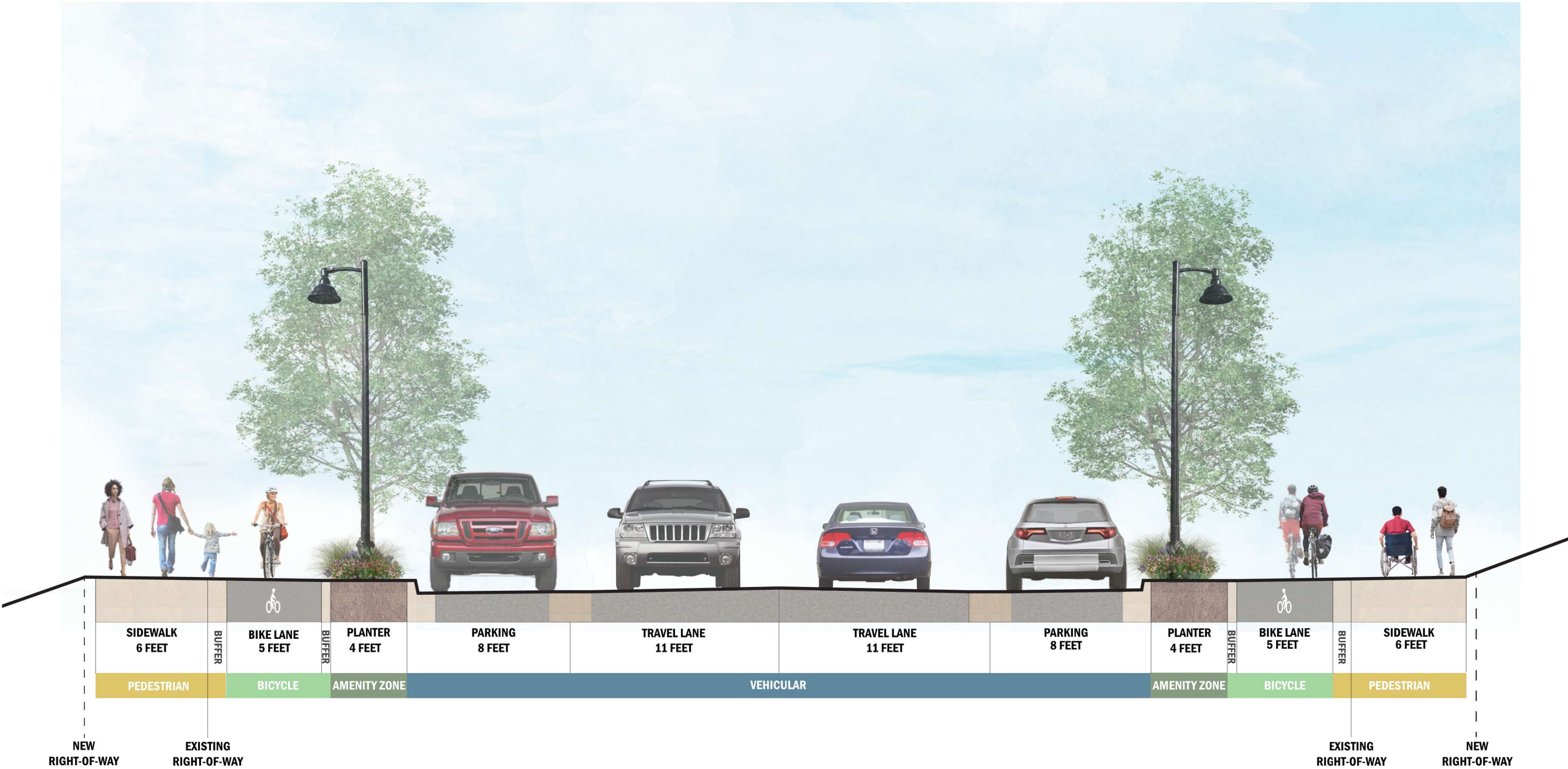
CROSS SECTION VIEW 1



34th Ave S Phase 2: Typical Roadway Section

South 176th Street - Looking East

CROSS SECTION VIEW 2



34th Avenue South Phase 2: Typical Roadway Section

South 166th Street to South 176th Street - Looking North



February 27, 2026

Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA 98104

RE: Funding Letter
Puget Sound Regional Council (PSRC) 2026 Transportation Alternatives Program Grant
34th Avenue South Phase 2 Project (STIP Project No. ST-27)

The City of SeaTac is proposing to submit a grant application for the 34th Avenue South Phase 2 project that encompasses 34th Avenue South from South 166th Street to South 176th Street and South 176th Street from 32nd Avenue South to 34th Avenue South. **The City is requesting \$4,000,000 in construction funding through the PSRC 2026 Transportation Alternatives Program and will exceed the required local match of 13.5%.**

~~\$31,733,149~~ **\$31,203,806** BRC 4/3/26

The project is currently in design and construction is scheduled to begin in 2028. Total project costs are currently estimated at ~~\$31,733,149~~ which includes design, right-of-way, and ~~\$18,642,456~~ **\$23,543,442** BRC 4/3/26 construction efforts. The construction contract alone is currently estimated at ~~\$18,642,456~~. A total of \$25,316,088 in local funding has been secured for this project as detailed in Table 1.

Table 1: Secured Local Funding Breakdown (All Project Phases).

	2023-2024	2025	2026	2027	2028
Expended	\$615,538				
Amended		\$581,461			
Programmed		\$1,381,450	\$3,100,000	\$6,757,742	\$12,879,897
Totals	\$615,538	\$1,962,911	\$3,100,000	\$6,757,742	\$12,879,897

Refer to Exhibits A and B for the City's 2025-2026 Biennial Budget and an ordinance amending the 2025-2026 biennial budget, respectively. Table 2 details grant funding already awarded to this project.

Table 2: Grants Awarded To-Date.

	Prelim. Eng.	Right-of-Way
PSRC 2020 Regional Program	\$741,100	
PSRC 2024 Countywide Program		\$2,956,293
Totals	\$741,100	\$2,956,293

Refer to Exhibits C and D for documentation pertaining to the grants listed in Table 2.

Please contact the Project Manager, Pete Kang, at 206.973.4742 or pkang@seatacwa.gov with any questions related to this project.

Sincerely,

A handwritten signature in blue ink that reads "Gwen Pilo". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Gwen Pilo
Finance Director

Attachments:

- Exhibit A: City of SeaTac 2025-2026 Biennial Budget
- Exhibit B: Ordinance 25-1005 – Budget Amendment
- Exhibit C: PSRC 2020 Regional Program Grant Award
- Exhibit D: PSRC 2024 Countywide Program Grant Award

SEATTLE
SOUTHSIDE
CHAMBER OF COMMERCE

Burien – Des Moines – Normandy Park – SeaTac – Tukwila

Monday, March 23, 2026

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

RE: Puget Sound Regional Council (PSRC) 2026 Transportation Alternative Program Application Support for the City of SeaTac's 34th Ave S Phase 2 Project

Dear Ms. Barnes,

On behalf of the Seattle Southside Chamber of Commerce, I am writing to share our support of the City of SeaTac's Transportation Alternative Program (TAP) Application for the 34th Ave S Phase 2 project. The project aims to provide a safer route for pedestrians, bicycles and vehicles travelling along 34th Avenue South and along South 176th Street. Project improvements along 34th Avenue South, the primary north south corridor in the McMicken Heights Neighborhood, will extend from South 166th Street to South 176th Street. Improvements along South 176th Street from 34th Avenue South to 32nd Avenue South, will tie into the SeaTac City Center and Airport Station Area.

Grant funds will be used to support project costs associated with delivering new sidewalks, separated bicycle facilities, landscape buffer, pedestrian/street lighting, pedestrian signals, traffic calming elements, stormwater improvements, on-street parking, and a new roadway surface.

This project will provide residents of the Neighborhood with safe pedestrian and bicycle access to businesses located in the SeaTac City Center Area, businesses along International Boulevard, and businesses within the proposed 25-acre mixed-use retail/residential development at 15802 International Boulevard. Residents will also be able to access businesses located within the region with improved access to two Sound Transit Light Rail Stations, the Tukwila International Boulevard Station, and the Airport Light Rail Station. The project will be beneficial to single family residents as well as the residents of approximately 150 apartments units located along the proposed South 176th Street improvements. Passengers from SeaTac International Airport will be able to access 450 hotel units also along the proposed South 176th Street improvements.

The Seattle Southside Chamber of Commerce supports this grant application, recognizing the economic benefit to Southwest King County as well as to the residents of the City of SeaTac. Thank you for your consideration of the 34th Ave S Phase 2 project.

Sincerely,



Samantha Le
President and CEO
Seattle Southside Chamber of Commerce
206-575-1633
Samantha@Seattlesouthsidechamber.com



March 23, 2026

Jennifer Barnes, Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

RE: Puget Sound Regional Council (PSRC) 2026 Transportation Alternative Program Application
Support for the City of SeaTac's 34th Ave S Phase 2 Project

Dear Ms. Barnes:

On behalf of the Port of Seattle, I am writing to share our support of the City of SeaTac's Transportation Alternative Program (TAP) Application for the 34th Ave S Phase 2 project. The project aims to provide a safer route for pedestrians, bicycles and vehicles travelling along 34th Avenue South and along South 176th Street. Project improvements along 34th Avenue South, the primary north south corridor in the McMicken Heights Neighborhood, will extend from South 166th Street to South 176th Street. Improvements along South 176th Street from 34th Avenue South to 32nd Avenue South, will tie into the SeaTac City Center and Airport Station Area.

Grant funds will be used to support project costs associated with delivery of new sidewalks, separated bicycle facilities, landscape buffer, pedestrian/street lighting, pedestrian signals, traffic calming elements, stormwater improvements, on-street parking, and a new road surface.

This project will provide greater access to the Seattle-Tacoma International Airport, which is owned and operated by the Port of Seattle. The 34th Ave S Phase 2 project improvements will connect to the Airport via the existing pedestrian bridge located at South 176th Street and International Boulevard. Residents will be able to safely access the Airport for air travel as well as employment. Thousands of SeaTac residents work at the airport or at nearby airport-related businesses and walk, bike, or drive to and from their places of employment. This project will also support passengers from the Airport who be able to safely walk to approximately 450 hotels units along the proposed South 176th Street improvements.

The Port of Seattle supports this grant application, recognizing its mutual benefits to the Airport, nearby airport related business, and the residents of the City of SeaTac. Thank you for your consideration of the 34th Ave S Phase 2 project.

Sincerely,

A handwritten signature in black ink that reads "Geraldine H. Poor".

Geraldine Poor, Regional Transportation Senior Manager
Port of Seattle



34TH AVENUE SOUTH PHASE II PROJECT ESTIMATED EXPENDITURES AND FUNDING BREAKDOWN

PROJECT COST ESTIMATE

Location	Planning Phase	Design	ROW	Construction	Eligible for PSRC Funding?	
Sched A: Roadway Improvements	\$ -	\$ 1,888,226.33	\$ 3,417,793.00	\$ 17,103,198.00	YES	Federally classified roadways.
Sched B: Utility Undergrounding	\$ -	\$ -	\$ -	\$ 2,140,304.40	NO	Utility undergrounding not eligible for PSRC funding.
Sched C: Highline Water District Main Replacement	\$ -	\$ -	\$ -	\$ 4,299,939.65	NO	New water main not eligible for PSRC funding.
Construction Management	\$ -	\$ -	\$ -	\$ 2,354,344.21	YES	
	\$ -	\$ 1,888,226.33	\$ 3,417,793.00	\$ 25,897,786.26		

Total Est. Project Cost = **\$ 31,203,805.59**

SECURED FUNDING CALCULATIONS BASED ON 6-YEAR TIP

	Years					
	2023	2024	2025	2026	2027	2028
	\$ 201,432.83	\$ 414,105.08	\$ 1,962,911.00	\$ 3,100,000.00	\$ 6,757,742.00	\$ 12,879,897.00
Total Secured Funding	\$ 25,316,087.91					
Other Funding Sources	\$ 7,697,393.00	<i>Includes \$741,100 from PSRC 2021-24 Regional Transportation Improvement Program grant, \$2,956,293 from PSRC 2024 Countywide Grant, and \$4,000,000 ask for TAP.</i>				
Est. Costs Exceeding Secured Funding	\$ -					

PSRC APPLICATION FUNDING BREAKDOWN

PSRC Eligible Costs

	Est. Expenditures	PSRC Funding	Other Funding Source	Secured Local Funds	Unsecured Local Funds	City Match
Planning Phase	\$ -	\$ -	\$ -	\$ -	\$ -	
Preliminary Engineering Phase	\$ 1,888,226.33	\$ 741,100.00	\$ -	\$ 1,147,126.33	\$ -	60.8%
Right of Way Phase	\$ 3,417,793.00	\$ 2,956,293.00	\$ -	\$ 461,500.00	\$ -	13.5%
Construction Phase	\$ 25,897,786.26	\$ 4,000,000.00	\$ -	\$ 21,897,786.26	\$ -	84.6%
Total	\$ 31,203,805.59	\$ 7,697,393.00	\$ -	\$ 23,506,412.59	\$ -	

Bid Item	Section	Item	Quantity	Unit	Unit Cost	Base Cost	Notes
4	1-05	ADA Features Surveying	1	LS	10,000.00	10,000.00	
30	5-05	Reinforced Cement Conc. Pavement	1140	SY	205.00	233,700.00	For raised intersection.
31	5-05	Cement Conc. Pavement for Raised Intersection Treatment	1070	SY	30.00	32,100.00	Surface treatment for raised intersection (sawcutting/coloring)
32	5-05	Colored Cement Conc. Crosswalk Treatment	70	SY	50.00	3,500.00	
33	6-13	Retaining Wall	1250	SF	65.00	81,250.00	Ancillary - Necessary due to sidewalk and bike improvements.
51	7-15	Irrigation Service Connection 1 1/2"	1	EA	20,700.00	20,700.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
56	8-02	Topsoil Type A	1140	CY	60.00	68,400.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
57	8-02	Bark or Wood Chip Mulch	100	CY	65.00	6,500.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
58	8-02	PSIPE Street Tree; 2.5" cal., 12'-14' HT.	68	EA	800.00	54,400.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
59	8-02	PSIPE Accent Tree; 2" cal., 10'-12' HT.	23	EA	750.00	17,250.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
60	8-02	PSIPE Shrubs, Grasses, Groundcovers, and Perennials	1620	SY	60.00	97,200.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
61	8-02	Root Barrier	1530	LF	25.00	38,250.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
63	8-03	Automatic Irrigation System, Complete	1	LS	85,000.00	85,000.00	Ancillary - Landscape buffer to protect bicyclists and pedestrains from vehicle traffic
64	8-04	Cement Conc. Traffic Curb and Gutter	9450	LF	42.00	396,900.00	Ancillary - Necessary due to sidewalk and bike improvements.
68	8-06	Cement Conc. Driveway Entrance Type 1	3680	SY	175.00	644,000.00	Ancillary - Necessary due to sidewalk and bike improvements.
69	8-06	Cement Conc. Driveway Entrance Type 2	300	SY	175.00	52,500.00	Ancillary - Necessary due to sidewalk and bike improvements.
78	8-14	Cement Conc. Sidewalk	7220	SY	100.00	722,000.00	
79	8-14	Detectable Edge Paver	690	SY	150.00	103,500.00	Seperation between bicycle and pedestrian facilities
80	8-14	Cement Conc. Curb Ramp Type Perpendicular A	2	EA	4,500.00	9,000.00	
81	8-14	Cement Conc. Curb Ramp Type Blended Transition	14	EA	6,500.00	91,000.00	
82	8-14	Detectable Warning Plate	500	SF	100.00	50,000.00	
83	8-14	Cement Conc. Steps	1	LS	50,000.00	50,000.00	Ancillary - Tying into sidewalk
85	8-20	Decorative Illumination System, Complete	1	LS	2,490,000.00	2,490,000.00	Pedestrian Lighting
90	8-22	Plastic Crosswalk Line	1420	SF	12.00	17,040.00	
91	8-22	Plastic Bicycle Lane Symbol	15	EA	500.00	7,500.00	
92	8-22	Plastic Green Bike Lane	400	SF	20.00	8,000.00	
					SubTotal	5,389,690.00	
					Contingency (20%)	1,077,938.00	
					Total	6,467,628.00	



City of SeaTac
34th Avenue S Phase 2
 Construction Cost Estimate
 50% Review Submittal
 March 28, 2025

PSOMAS

Bid Item	Section	Item	Quantity	Unit	Unit Cost	Base Cost
SCHEDULE A - ROADWAY IMPROVEMENTS						
1	1-04	Minor Change	1	EST	\$ 100,000.00	\$ 100,000.00
2	1-05	Roadway Surveying	1	LS	\$ 204,000.00	\$ 204,000.00
3	1-05	Structure Surveying	1	LS	\$ 5,000.00	\$ 5,000.00
4	1-05	ADA Features Surveying	1	LS	\$ 10,000.00	\$ 10,000.00
5	1-05	Record Drawings (Minimum Bid \$8,000)	1	LS	\$ 8,000.00	\$ 8,000.00
6	1-07	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
7	1-07	Training	800	HR	\$ 10.00	\$ 8,000.00
8	1-08	Type B Progress Schedule (Minimum Bid \$8,000)	1	LS	\$ 8,000.00	\$ 8,000.00
9	1-09	Mobilization	1	LS	\$ 1,085,000.00	\$ 1,085,000.00
10	1-10	Traffic Control Supervisor	1	LS	\$ 80,000.00	\$ 80,000.00
11	1-10	Flaggers	9600	HR	\$ 70.00	\$ 672,000.00
12	1-10	Other Traffic Control Labor	3200	HR	\$ 70.00	\$ 224,000.00
13	1-10	Temporary Traffic Control Devices	1	LS	\$ 15,000.00	\$ 15,000.00
14	2-01	Clearing and Grubbing	1	LS	\$ 30,000.00	\$ 30,000.00
15	2-01	Roadside Cleanup	1	EST	\$ 10,000.00	\$ 10,000.00
16	2-01	Removing Tree 12 In. Caliper or Larger Incl. Haul	27	EA	\$ 1,700.00	\$ 45,900.00
17	2-02	Removal of Structures and Obstructions	1	LS	\$ 184,000.00	\$ 184,000.00
18	2-02	Removal of Storm Structure Incl. Haul	33	EA	\$ 500.00	\$ 16,500.00
19	2-02	Removal of Storm Pipe Incl. Haul	2325	LF	\$ 15.00	\$ 34,875.00
20	2-03	Roadway Excavation Incl. Haul	9770	CY	\$ 60.00	\$ 586,200.00
21	2-03	Unsuitable Foundation Excavation Incl. Haul	1340	CY	\$ 75.00	\$ 100,500.00
22	2-03	Gravel Borrow Incl. Haul	8210	TON	\$ 50.00	\$ 410,500.00
23	2-09	Shoring or Extra Excavation Class B	21990	SF	\$ 9.00	\$ 197,910.00
24	2-09	Pothole	30	EA	\$ 650.00	\$ 19,500.00
25	4-04	Crushed Surfacing Base Course	10830	TON	\$ 40.00	\$ 433,200.00
26	5-04	Planing Bituminous Pavement	170	SY	\$ 8.00	\$ 1,360.00
27	5-04	Temporary Pavement	1850	SF	\$ 100.00	\$ 185,000.00
28	5-04	HMA Cl. 1/2 In. PG 58H-22	4820	TON	\$ 165.00	\$ 795,300.00
29	5-05	Cement Conc. Pavement for Driveway	1510	SY	\$ 130.00	\$ 196,300.00
30	5-05	Reinforced Cement Conc. Pavement	1140	SY	\$ 205.00	\$ 233,700.00
31	5-05	Cement Conc. Pavement for Raised Intersection Treatment	1070	SY	\$ 30.00	\$ 32,100.00
32	5-05	Colored Cement Conc. Crosswalk Treatment	70	SY	\$ 50.00	\$ 3,500.00
33	6-13	Retaining Wall	1250	SF	\$ 65.00	\$ 81,250.00
34	7-04	TV Inspection and Report	1	LS	\$ 30,000.00	\$ 30,000.00
35	7-04	Ductile Iron Storm Sewer Pipe 12 In. Diam	170	LF	\$ 220.00	\$ 37,400.00
36	7-04	Ductile Iron Storm Sewer Pipe 18 In. Diam	210	LF	\$ 300.00	\$ 63,000.00
37	7-04	High-Density Polyethylene Storm Sewer Pipe Pipe 12 In. Diam.	2700	LF	\$ 175.00	\$ 472,500.00
38	7-04	High-Density Polyethylene Storm Sewer Pipe Pipe 18 In. Diam.	2470	LF	\$ 200.00	\$ 494,000.00
39	7-05	Concrete Inlet	2	EA	\$ 2,100.00	\$ 4,200.00
40	7-05	Catch Basin Type 1	52	EA	\$ 2,250.00	\$ 117,000.00
41	7-05	Catch Basin Type 1L	14	EA	\$ 2,500.00	\$ 35,000.00
42	7-05	Catch Basin Type 2, 48 In. Diam.	14	EA	\$ 6,300.00	\$ 88,200.00
43	7-05	Catch Basin Type 2, 54 In. Diam. With Flow Splitter	1	EA	\$ 16,000.00	\$ 16,000.00
44	7-05	Catch Basin Type 2, 60 In. Diam. With Flow Control Riser	1	EA	\$ 12,000.00	\$ 12,000.00
45	7-05	Connection to Drainage Structure	3	EA	\$ 1,000.00	\$ 3,000.00
46	7-05	Adjust Sewer Manhole	10	EA	\$ 850.00	\$ 8,500.00
47	7-05	Adjust Sewer Cleanout	1	EA	\$ 650.00	\$ 650.00
48	7-05	Adjust Drainage Structure to Grade	8	EA	\$ 1,200.00	\$ 9,600.00
49	7-05	Stormwater Detention Vault	1	LS	\$ 400,000.00	\$ 400,000.00
50	7-08	CSBC for Trench Backfill Incl. Haul	4860	TON	\$ 45.00	\$ 218,700.00
51	7-15	Irrigation Service Connection 1 1/2"	1	EA	\$ 20,700.00	\$ 20,700.00
52	8-01	TESC/SWPPP	1	LS	\$ 5,000.00	\$ 5,000.00
53	8-01	Erosion/Water Pollution Control	1	LS	\$ 50,000.00	\$ 50,000.00
54	8-01	ESC Lead	1	LS	\$ 20,000.00	\$ 20,000.00
55	8-01	Inlet Protection	125	EA	\$ 90.00	\$ 11,250.00
56	8-02	Topsoil Type A	1140	CY	\$ 60.00	\$ 68,400.00
57	8-02	Bark or Wood Chip Mulch	100	CY	\$ 65.00	\$ 6,500.00
58	8-02	PSIPE Street Tree; 2.5" cal., 12'-14' HT.	68	EA	\$ 800.00	\$ 54,400.00
59	8-02	PSIPE Accent Tree; 2" cal., 10'-12' HT.	23	EA	\$ 750.00	\$ 17,250.00
60	8-02	PSIPE Shrubs, Grasses, Groundcovers, and Perennials	1620	SY	\$ 60.00	\$ 97,200.00

Bid Item	Section	Item	Quantity	Unit	Unit Cost	Base Cost
61	8-02	Root Barrier	1530	LF	\$ 25.00	\$ 38,250.00
62	8-02	Property Restoration	1	EST	\$ 50,000.00	\$ 50,000.00
63	8-03	Automatic Irrigation System, Complete	1	LS	\$ 85,000.00	\$ 85,000.00
64	8-04	Cement Conc. Traffic Curb and Gutter	9450	LF	\$ 42.00	\$ 396,900.00
65	8-04	6" Wide Cement Conc. Band	3710	LF	\$ 45.00	\$ 166,950.00
66	8-04	Cement Conc. Pavement Band	6680	LF	\$ 50.00	\$ 334,000.00
67	8-04	Cement Conc. Valley Gutter	4750	LF	\$ 42.00	\$ 199,500.00
68	8-06	Cement Conc. Driveway Entrance Type 1	3680	SY	\$ 175.00	\$ 644,000.00
69	8-06	Cement Conc. Driveway Entrance Type 2	300	SY	\$ 175.00	\$ 52,500.00
70	8-12	Wood Board Fence	660	LF	\$ 90.00	\$ 59,400.00
71	8-12	Wood Board Gate	5	EA	\$ 600.00	\$ 3,000.00
72	8-12	Wood Board _ Ft. Rolling Gate	1	EA	\$ 1,000.00	\$ 1,000.00
73	8-12	Black Vinyl Coated Chain Link Fence	2110	LF	\$ 50.00	\$ 105,500.00
74	8-12	Black Vinyl Coated Single 3 Ft. Chain Link Gate	26	EA	\$ 400.00	\$ 10,400.00
75	8-12	Black Vinyl Coated Double _ Ft. Chain Link Gate	11	EA	\$ 900.00	\$ 9,900.00
76	8-12	Black Vinyl Coated Chain Link Rolling Gate	10	EA	\$ 1,000.00	\$ 10,000.00
77	8-13	Monument Case and Cover	4	EA	\$ 1,200.00	\$ 4,800.00
78	8-14	Cement Conc. Sidewalk	7220	SY	\$ 100.00	\$ 722,000.00
79	8-14	Detectable Edge Paver	690	SY	\$ 150.00	\$ 103,500.00
80	8-14	Cement Conc. Curb Ramp Type Perpendicular A	2	EA	\$ 4,500.00	\$ 9,000.00
81	8-14	Cement Conc. Curb Ramp Type Blended Transition	14	EA	\$ 6,500.00	\$ 91,000.00
82	8-14	Detectable Warning Plate	500	SF	\$ 100.00	\$ 50,000.00
83	8-14	Cement Conc. Steps	1	LS	\$ 50,000.00	\$ 50,000.00
84	8-18	Mailbox Support	19	EA	\$ 500.00	\$ 9,500.00
85	8-20	Decorative Illumination System, Complete	1	LS	\$ 2,490,000.00	\$ 2,490,000.00
86	8-21	Permanent Signing	1	LS	\$ 23,950.00	\$ 23,950.00
87	8-22	Paint Line	5390	LF	\$ 1.00	\$ 5,390.00
88	8-22	Painted Wide Line	10	LF	\$ 10.00	\$ 100.00
89	8-22	Plastic Stop Line	160	LF	\$ 24.00	\$ 3,840.00
90	8-22	Plastic Crosswalk Line	1420	SF	\$ 12.00	\$ 17,040.00
91	8-22	Plastic Bicycle Lane Symbol	15	EA	\$ 500.00	\$ 7,500.00
92	8-22	Plastic Green Bike Lane	400	SF	\$ 20.00	\$ 8,000.00
93	8-22	Plastic Traffic Letters	12	EA	\$ 600.00	\$ 7,200.00
94	8-22	Plastic Yield Line Symbol	9	EA	\$ 200.00	\$ 1,800.00
95	8-22	Remove Existing Pavement Markings	1	LS	\$ 5,000.00	\$ 5,000.00
96	8-22	Temporary Pavement Marking	7800	LF	\$ 1.50	\$ 11,700.00
97	8-26	Project Documentation	1	LS	\$ 2,000.00	\$ 2,000.00
98	8-27	Resolution of Utility Conflicts for Storm Drainage	1	EST	\$ 25,000.00	\$ 25,000.00
99	8-30	Field Office Building	1	LS	\$ 60,000.00	\$ 60,000.00
Schedule A Total						\$ 14,252,665.00

SCHEDULE B - JOINT UTILITY TRENCH IMPROVEMENTS						
100	1-04	Minor Change	1	EST	\$ 25,000.00	\$ 25,000.00
101	1-09	Mobilization	1	LS	\$ 132,000.00	\$ 132,000.00
102	1-07	Resolution of Utility Conflicts for Joint Utility Trench	1	EST	\$ 25,000.00	\$ 25,000.00
103	2-09	Pothole	30	EA	\$ 650.00	\$ 19,500.00
104	2-09	Shoring or Extra Excavation Class B	23000	SF	\$ 5.00	\$ 115,000.00
105	8-28	Franchise Utility Coordination	1	LS	\$ 10,000.00	\$ 10,000.00
106	8-28	Joint Utility Trench, Complete	5660	LF	\$ 150.00	\$ 849,000.00
107	8-28	Convert Existing Services	75	EA	\$ 8,000.00	\$ 600,000.00
Subtotal Schedule B						\$ 1,618,500.00
Sales Tax (10.2%)						\$ 165,087.00
Schedule B Total						\$ 1,783,587.00

SUMMARY	
Subtotal (Schedule A+B)	\$ 16,036,252.00
Contingency (20%)	\$ 3,207,260.00
Total Construction Cost (Schedule A+B)	\$ 19,243,512.00



Highline Water District
Seatac: 34th Ave Phase 2
 Engineers Estimate of Probable Construction Cost
 50% Review Submittal

PSOMAS

Bid Item	Section	Item	Quantity	Unit	Unit Cost	Base Cost
SCHEDULE C - HIGHLINE WATER DISTRICT WATER MAIN REPLACEMENT						
C1	1-04	Minor Change	1	EST	\$ 25,000.00	\$ 25,000.00
C2	1-05	Survey for Water Main	1	LS	\$ 15,000.00	\$ 15,000.00
C3	2-01	Mobilization	1	LS	\$ 244,000.00	\$ 244,000.00
C4	2-03	Trench Safety Systems for Water Main	30610	SF	\$ 2.00	\$ 61,220.00
C5	2-04	Project Temporary Traffic Control	1	LS	\$ 206,000.00	\$ 206,000.00
C6	4-04	Crushed Surfacing Top Course	10490	TN	\$ 48.00	\$ 503,520.00
C7	5-04	HMA CL 1/2 Inch PG 58H-22 For Trench Patch	630	TN	\$ 175.00	\$ 110,250.00
C8	6-02	Controlled Density Fill	10	CY	\$ 500.00	\$ 5,000.00
C9	7-09	Connect to Existing Water System	12	EA	\$ 5,500.00	\$ 66,000.00
C10	7-09	Furnish and Install 4-Inch Class 52 Ductile Iron Water Main	10	LF	\$ 100.00	\$ 1,000.00
C11	7-09	Furnish and Install 6-Inch Class 52 Ductile Iron Water Main	20	LF	\$ 100.00	\$ 2,000.00
C12	7-09	Furnish and Install 8-Inch Class 52 Ductile Iron Water Main	30	LF	\$ 115.00	\$ 3,450.00
C13	7-09	Furnish and Install 12-Inch Class 52 Ductile Iron Water Main	5330	LF	\$ 150.00	\$ 799,500.00
C14	7-09	Additional Water Main Fittings	500	LBS	\$ 50.00	\$ 25,000.00
C15	7-09	Blowoff Assembly	1	EA	\$ 2,000.00	\$ 2,000.00
C16	7-09	Removal of Existing AC Water Main	4480	LF	\$ 50.00	\$ 224,000.00
C17	7-09	Removal of Existing CI Water Main	110	LF	\$ 55.00	\$ 6,050.00
C18	7-09	Removal of Existing DI Water Main	340	LF	\$ 40.00	\$ 13,600.00
C19	7-09	Removal of Existing ST Water Main	100	LF	\$ 40.00	\$ 4,000.00
C20	7-09	Resolution of Utility Conflicts	1	FA	\$ 30,000.00	\$ 30,000.00
C21	7-12	12-Inch Gate Valve and Valve Box	21	EA	\$ 4,400.00	\$ 92,400.00
C22	7-12	Adjust Existing Valve Box to Grade	10	EA	\$ 2,900.00	\$ 29,000.00
C23	7-12	Air Vacuum Valve Assembly	1	EA	\$ 12,000.00	\$ 12,000.00
C24	7-14	Fire Hydrant Assembly	8	EA	\$ 9,000.00	\$ 72,000.00
C25	7-14	Remove Existing Fire Hydrant and Valve Box	7	EA	\$ 2,500.00	\$ 17,500.00
C26	7-15	New Water Meter Box w/ Metal Traffic Lid	91	EA	\$ 2,400.00	\$ 218,400.00
C27	7-15	Short Service Connection, 5/8-Inch Through 1-Inch	45	EA	\$ 1,900.00	\$ 85,500.00
C28	7-15	Long Service Connection 5/8-Inch Through 1 Inch	46	EA	\$ 3,700.00	\$ 170,200.00
C29	8-01	Temporary Erosion and Sedimentation Control	1	LS	\$ 4,600.00	\$ 4,600.00
C30	8-01	Final Sawcut	10980	LF	\$ 5.00	\$ 54,900.00
C31	8-02	Surface Restoration	1	LS	\$ 15,000.00	\$ 15,000.00
Schedule C Total						\$ 3,118,090.00
Sales Tax (10.2%)						\$ 349,849.70
Total Construction Cost						\$ 3,467,939.70
BUDGET SUMMARY						
Contingency (10%)						\$ 311,809.00
Cost Escalation						\$ 520,190.95
Total Construction Cost						\$ 4,299,939.65

NOTES:

- 1 3' Wide HMA Restoration per SeaTac Restoration Plan SR-1
- 2 Crushed Surfacing Top Course Backfill per Highline Std Plan 29
- 3 City project to cover costs for project-wide TESC, Traffic Control, ROW & Easement Acquisition
- 4 Construction is assumed to occur in 2029
- 5 The Unit Costs for HMA, Pipe, and Gate Valves reflect 2026 Pricing
- 6 Landscape restoration is assumed minor restoration at residential service connections.

Exhibit A

34th Ave S, S 166th St to S 176th St

Overview

Request Owner	Florendo Cabudol, City Engineer
Est. Start Date	06/14/2023
Est. Completion Date	12/31/2028
Department	Public Works
Type	Capital Improvement
Project Number	ST-016

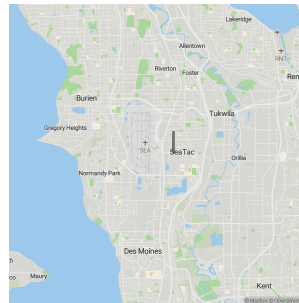
Description

Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures and underground utility lines.

Details

Type of Project	New Construction
Project Status	Design
City Goal	Increase Connectivity and Safety
Fund	Transportation CIP Fund (307)

Location



Policy Basis

This program implements projects that meet the following goals and policies from the Comprehensive Plan Transportation Element: Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G, 5.2D and 7.2I.

Level of Service

This project builds pedestrian and bicycle infrastructure and adds capacity for those modes of travel and improves Level of Service for these associated roadways. The Level of Service standards are based on weekday PM peak hour conditions and are as follows: LOS E or better for principal or minor arterial; LOS D or better on collector arterials and lower classification streets.

Capital Cost

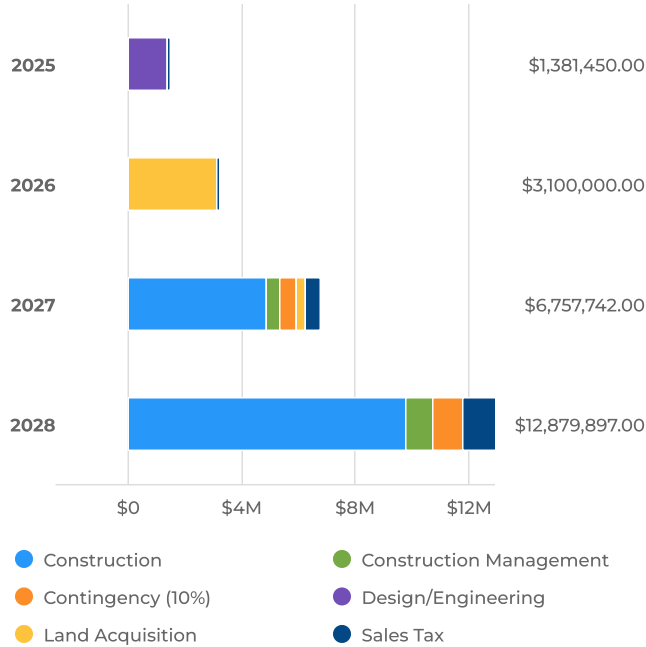
Total Historical
\$235,617

FY2025 Budget
\$1,381,450

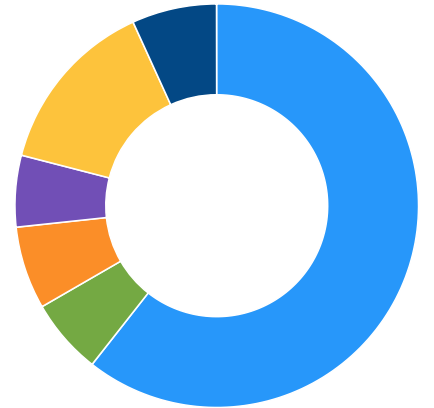
Total Budget (all years)
\$24.119M

Project Total
\$24.355M

Capital Cost by Year



Capital Cost for Budgeted Years



Construction (61%)	\$14,617,421.00
Construction Management (6%)	\$1,461,742.00
Contingency (10%) (7%)	\$1,600,608.00
Design/Engineering (6%)	\$1,381,450.00
Land Acquisition (14%)	\$3,417,793.00
Sales Tax (7%)	\$1,640,075.00
TOTAL	\$24,119,089.00

Capital Cost Breakdown

Capital Cost	Historical	FY2025	FY2026	FY2027	FY2028	Total
Design/Engineering	\$235,617	\$1,381,450	\$0	\$0	\$0	\$1,617,067
Land Acquisition	\$0	\$0	\$3,100,000	\$317,793	\$0	\$3,417,793
Construction Management	\$0	\$0	\$0	\$487,247	\$974,495	\$1,461,742
Construction	\$0	\$0	\$0	\$4,872,474	\$9,744,947	\$14,617,421
Sales Tax	\$0	\$0	\$0	\$546,692	\$1,093,383	\$1,640,075
Contingency (10%)	\$0	\$0	\$0	\$533,536	\$1,067,072	\$1,600,608
Total	\$235,617	\$1,381,450	\$3,100,000	\$6,757,742	\$12,879,897	\$24,354,706

Funding Sources

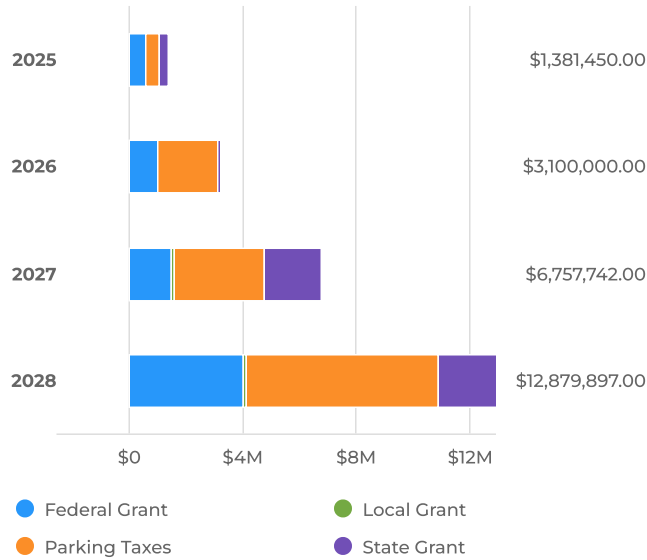
Total Historical
\$235,617

FY2025 Budget
\$1,381,450

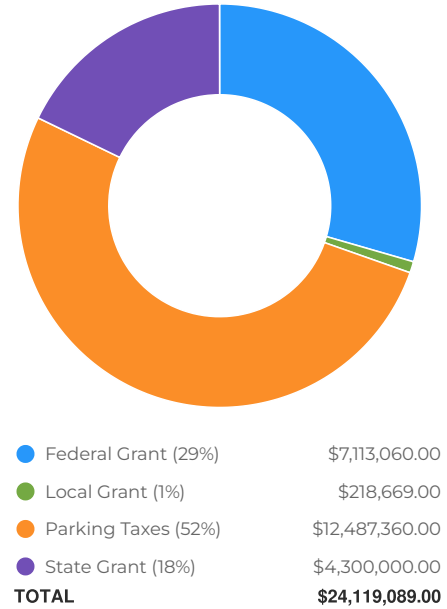
Total Budget (all years)
\$24.119M

Project Total
\$24.355M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	Historical	FY2025	FY2026	FY2027	FY2028	Total
Parking Taxes	\$107,578	\$468,390	\$2,100,000	\$3,157,742	\$6,761,228	\$12,594,938
Federal Grant	\$128,039	\$613,060	\$1,000,000	\$1,500,000	\$4,000,000	\$7,241,099
State Grant	\$0	\$300,000	\$0	\$2,000,000	\$2,000,000	\$4,300,000
Local Grant	\$0	\$0	\$0	\$100,000	\$118,669	\$218,669
Total	\$235,617	\$1,381,450	\$3,100,000	\$6,757,742	\$12,879,897	\$24,354,706

Exhibit B

ORDINANCE NO. 25-1005

AN ORDINANCE of the City Council of the City of SeaTac, Washington, amending the 2025-2026 Biennial Budget Beginning Fund Balances, Project Carryforwards, and other miscellaneous items.

WHEREAS, the Administration and Finance Committee, on April 3, 2025, reviewed the proposed amendment submitted by the City Manager and Finance Director which details recommended changes in various revenue and expenditure line items in the 2025-2026 Biennial Budget; and

WHEREAS, it is necessary for the City Council to amend the 2025-2026 Biennial Budget to provide additional appropriation authority to fund certain expenditures identified in Exhibit A.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:

Section 1. A listing of the adjustment requests is included by line item, amount, and fund in summary format as shown in the attached Exhibit A.

Section 2. The 2025-2026 Biennial Budget for the City of SeaTac, covering the period from January 1, 2025, through December 31, 2026, is hereby amended with a total 2026 ending fund balance in the amount of \$152.7 million for all budgeted funds. The City's 2025-2026 biennial budget is attached as Exhibit B and includes budgeted revenues and expenditures for the 2025-2026 biennium in the amounts and for the purposes shown separately and in the aggregate totals for all such funds as displayed.

Section 3. This Ordinance shall be in full force and effect five (5) days after passage and publication as required by law.

ADOPTED this 22nd day of April, 2025, and signed in authentication thereof on this 22nd day of April, 2025.

CITY OF SEATAC



Iris Guzmán, Deputy Mayor

ATTEST:


Kristina Gregg, City Clerk

Approved as to form:


Cindy C. Corsilles, Interim City Attorney

[Effective Date: May 3, 2025]

[2025-2026 Biennial Budget Amendment Ordinance]

EXHIBIT A

2025-2026 Biennial Budget Amendment

Revenue

001	001.334.02.70.001
	001.337.07.00.020
102	102.333.21.00.020
113	113.332.92.10.000
301	301.337.07.00.016
307	307.333.20.20.022
	307.333.20.20.023
	307.334.03.81.017
403	403.334.03.10.007
	403.337.07.10.002
501	501.334.03.10.007
	501.334.03.10.007

2025-2026
TOTAL
\$100,000
\$13,362
\$218,013
\$1,465,540
\$15,129
\$478,500
\$302,425
\$1,917,634
-\$40,000
\$50,000
\$51,271
\$68,729
\$4,640,603

WA Rec & Consv NSP Trail Repairs
Grandview Fence Replacement - KC Parks Levy
Priority Hire Program
ARPA Coronavirus Local Allocation
BMX Track Lighting - KC Parks Levy
WSDOT City Safety
FHWA/PSRC Grant for S 34th PHII
Airport Station Area Urban Arte Program-TIB
Stormwater Capacity Grant
Flood Reduction-KC Flood Control Dist.
Stormwater Capacity Grant
Stormwater Capacity Grant

Expenditures

FUND #	BARS#
001	001.000.06.514.24.41.000
	001.000.03.513.10.41.000
	001.000.08.521.21.49.001
	001.000.13.558.51.41.000
	001.000.13.558.60.41.000
	001.000.13.558.60.41.000
	001.000.13.558.60.41.000
	Total General Fund (001)
102	102.000.11.595.30.63.224
	Total Street Fund (102)
113	113.000.03.518.80.41.000
	113.000.03.557.20.41.300
	113.000.03.557.20.35.000
	113.000.03.594.57.64.001
	113.000.10.594.25.64.001
	113.000.13.518.63.41.001
	113.000.13.557.20.41.000
	113.000.13.567.00.41.001
	Total ARPA Grant Fund (113)

2025-2026
TOTAL
\$6,390
\$75,000
\$118,044
\$22,926
\$4,845
\$136,728
\$11,096
\$375,029
\$120,000
\$120,000
\$1,664,569
\$2,000
\$15,000
\$80,000
\$209,128
\$326,363
\$19,300
-\$1,489
\$2,314,871

Description
Professional Services (Records Assistance)
Professional Services (Civic Campus - Financial Advisor)
2022-2023 One Time Leg. Alloc.
Professional Services (Permit Fee Study)
Professional Services (SKHHP)
Professional Services (City Center Airport Subarea Plan)
Professional Services (Citywide Parking Study)
2024 Street Overlay
Professional Services (Website Redesign; Robert Half)
Language Access (Civic Campus)
Small Tools & Minor Equipment (video interpretation)
Community Outreach Vehicle
NSP Community Center Backup Generator
Small Business Capital Access Program
SeaTac Farmer's Market
Regional FastTrack Childcare Initiative

EXHIBIT A

2025-2026 Biennial Budget Amendment

Expenditures

<u>FUND #</u>	<u>BARS#</u>	<u>2025-2026</u> <u>TOTAL</u>	<u>Description</u>
301	301.000.10.594.18.62.001	\$15,522	City Hall Improvements
	301.000.10.594.75.62.003	\$95,818	Community Center HVAC Replacement
	301.000.10.594.76.63.217	\$165,003	Refurbish Angle Lake Fishing Pier
	301.000.10.594.76.63.218	\$282,936	Des Moines Creek Park Trailhead
	301.000.10.594.76.63.219	\$176,223	Riverton Heights Spray Park
	Total Municipal CIP Fund (301)	\$735,502	
306	306.000.10.594.44.62.001	\$102,042	Maintenance Facility Renovations
	306.000.10.594.44.62.001	\$96,000	Maintenance Facility Renovations
	306.000.03.515.41.41.000	\$125,000	Professional Services (Civic Campus - Bond Counsel)
	306.000.03.594.18.41.000	\$637,471	Professional Services (Civic Campus Consultants)
	Total Facility Constr. CIP (306)	\$960,513	
307	307.000.11.599.99.65.601	\$460,000	34TH AVE S/S 160TH-S 166TH ST-BUDGET
	307.000.11.599.99.65.602	\$322,928	Airport Station Area Improvements
	307.000.11.599.99.65.605	\$581,461	34TH AVE S/S 166TH-S 176TH
	307.000.11.599.99.65.606	\$1,030,485	S 204th Street Improvements
	Total Transportation CIP (307)	\$2,394,874	
403	403.000.11.531.31.41.000	\$293,541	Professional Services (SWM Comp Plan)
	403.000.11.595.40.63.224	\$70,696	2024 Overlay
	Total SWM (403)	\$364,237	
501	501.000.11.594.48.64.095	\$865,315	Vehicles/Heavy Equipment
	501.000.11.594.48.64.097	\$7,908	Tools & Equipment
	Total Equip Rental Fund (501)	\$873,223	
	Grand Total - ALL FUNDS	\$8,138,249	

CITY OF SEATAC, WASHINGTON
2025-2026 BIENNIAL BUDGET: EXHIBIT A

4/22/2025

2025-2026 BIENNIAL BUDGET (EXPENDITURES + ENDING BALANCES) = \$ 384,010,642

FUND		BEGINNING BALANCE	REVENUES & OTHER SOURCES	EXPENDITURE APPROPRIATION	ENDING BALANCE
001	General Fund	\$ 49,139,709	\$ 116,947,236	\$ 124,511,605	\$ 41,575,339
102	Street Fund	23,069,827	28,904,833	15,012,722	\$ 36,961,938
105	Port ILA	13,346,271	3,454,600	3,691,412	\$ 13,109,459
106	Transit Planning	1,025,803	91,070	30,179	\$ 1,086,694
107	Hotel/Motel Tax	14,398,448	5,402,000	8,876,230	\$ 10,924,218
108	Building Management	3,964,732	927,600	612,574	\$ 4,279,758
111	Des Moines Creek Basin ILA	5,207,979	855,600	238,259	\$ 5,825,320
112	Affordable Housing Sales Tax	169,728	314,890	334,890	\$ 149,728
113	ARPA Grant	668,307	5,837,260	6,175,756	\$ 329,811
114	Restricted Public Safety Fund	467,478	194,000	112,400	\$ 549,078
207	SCORE Bond Servicing	427,462	316,138	283,138	\$ 460,462
301	Municipal Capital Improvements	26,106,814	7,814,299	19,300,116	\$ 14,620,997
306	Facility Construction CIP	2,879,421	243,350	960,513	\$ 2,162,258
307	Transportation CIP	15,193,065	25,701,236	33,868,646	\$ 7,025,655
308	Light Rail Station Areas CIP	3,237,663	240,000	1,006,225	\$ 2,471,438
403	SWM Utility	9,226,707	9,009,220	11,252,728	\$ 6,983,199
404	Solid Waste & Environmental	2,340,054	1,419,000	776,050	\$ 2,983,004
501	Equipment Replacement	2,869,378	2,599,465	4,234,825	\$ 1,234,018
TOTAL BIENNIAL BUDGET		\$ 173,738,845	\$ 210,271,797	\$ 231,278,268	\$ 152,732,374

Exhibit C



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \ \ \ SEATTLE, WA 98104-1035 \ \ \ psrc.org \ \ \ 206-464-7090

October 29, 2020

The Honorable Erin Sitterley
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605

Dear Mayor Sitterley:

Congratulations! I'm pleased to let you know that the City of SeaTac is receiving \$741,100 in PSRC funding for the following project(s):

PROJECT	AWARD AMOUNT	FUNDING SOURCE	FUNDING DEADLINE
34th Ave S Phase 2	\$741,100	FHWA	June 1, 2023

The PSRC Executive Board voted in October to award federal funds to priority projects that will improve local and regional mobility. Final approval by the Governor and federal funding agencies is expected in early 2021.

The projects are part of a \$ 4.3 billion Regional Transportation Improvement Program for 2021-2024. This program includes transit expansion and maintenance projects, state highway improvements, bicycle and pedestrian facilities, and investments in city and county roads.

Your project(s) performed well in PSRC's merit-based project selection process, which identifies priority projects that will improve local and regional mobility and help achieve our long-range Regional Transportation Plan. Kudos to you and your staff for securing this funding.

I also wanted to acknowledge the difficult times we're all living through and thank you and your team for continuing to provide essential services to your community and keep everyone safe during this public health emergency. I look forward to continuing to partner with you on efforts to help the region recover and thrive for the long term.

Sincerely,

Josh Brown
Executive Director, Puget Sound Regional Council

cc: Will Appleton, PE, Public Works Director

Exhibit D



Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

December 18, 2024

The Honorable Mohamed Egal
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188

Dear Mayor Egal:

Congratulations! I'm pleased to let you know that the City of SeaTac is receiving \$4,956,293 in PSRC funding for the following project(s):

PROJECT	AWARD AMOUNT	FUNDING SOURCE	FUNDING DEADLINE
<i>34th Avenue S Phase 2</i>	\$2,956,293	<i>FHWA</i>	<i>June 1, 2027</i>
<i>S 204th Street Improvements Project</i>	\$2,000,000	<i>FHWA</i>	<i>June 1, 2028</i>

The PSRC Executive Board voted in October to award federal funds to priority projects that will improve local and regional mobility. The projects are part of a \$9.6 billion Regional Transportation Improvement Program over the next four years including investments in transit, maintenance and preservation, bicycle and pedestrian facilities, safety, and state and local roadways. Final approval by the state and federal funding agencies is expected in early 2025.

Securing federal transportation funding for communities in the region is one of the most important responsibilities of the Puget Sound Regional Council. Through our merit-based project selection process, PSRC ensures that federal transportation funds are put to work on priority projects that meet local needs and help achieve the region's long-term goals for transportation, economic development and growth planning. This year the project selection criteria were adapted to incorporate recommendations from PSRC's Equity Advisory Committee ensuring equity is included

Mayor Egal
December 18, 2024
Page 2

in all transportation funding decisions. Kudos to you and your staff for securing this funding.

Sincerely,

A handwritten signature in blue ink that reads "Josh Brown". The signature is written in a cursive, flowing style.

Josh Brown
Executive Director, Puget Sound Regional Council