

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
South 204th Street Improvements Project	N/A	City of SeaTac
Partner Agencies	Certification Acceptance	CA Sponsor
N/A	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
Brenton Cook	Ghaem Hooshyari
Primary Contact Phone	Alternate Contact Phone
2069734723	2065141591
Primary Contact Email	Alternate Contact Email

bcook@seatacwa.gov

ghooshyari@seatacwa.gov

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

The City of SeaTac's South 204th Street Improvements Project will construct various roadway and pedestrian improvements around Madrona Elementary School on 32nd Avenue South, South 204th Street, South 202nd Street, and 30th Avenue South. The City will construct the improvements under a single contract, but the improvements on 32nd Avenue South and South 204th Street will be constructed under a separate schedule of work than the improvements on 30th Avenue South and South 202nd Street. The City has already secured PSRC funding for construction of the improvements on 32nd Avenue South and South 204th Street. This application will request construction funds for the proposed improvements on 30th Avenue South and South 202nd Street exclusively.

Proposed improvements on 30th Avenue South between South 200th Street and South 202nd Street include a 6-foot-wide sidewalk, a landscape strip with pedestrian and roadway lighting, a high visibility crosswalk, and bicycle sharrows along the west side of the roadway. Proposed improvements on South 202nd Street include a 6-foot-wide sidewalk with pedestrian lighting that creates a walking connection along the south side of the roadway between 30th Avenue South and 32nd Avenue South.

Project Location

County/Counties	Location
King	S 204th St between 30th Ave S and 34th Ave S, 30th Ave S from South 202nd St to S 200th St, 32nd Ave S from S 204th St to S 200th St, and 202nd St between 30th Ave S and 32nd Ave S

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
30th Ave S & S 200th St	34th Ave S & S 204th St

Please Identify the center the project is supporting.

The project is located within the PSRC-designated SeaTac Regional Growth Center on 30th Ave S between S 200th St and S 202nd St. S 204th St from 30th Ave S to 34th Ave S runs directly along the Regional Growth Center Boundary and is also partially located within the Angle Lake Station Overlay District.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Collector

Bicycle & Pedestrian Facilities

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

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

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

Sidewalks, Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), 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 overall SeaTac Regional Growth Center and Angle Lake Station Area Overlay District are planned to increase in density in the future and this project has many new projects currently in the permitting and review process with the City. This area will see increased density based on the surrounding uses and will need the infrastructure to support that. Some of the near-term growth in the project area will be attributed to:

- Angle Lake Mobile Home Park, northwest of the project site. This area is currently being repurposed for future high-density residential development.
- The 7-story Amelia apartment building (108 units) with commercial space built in the southwest corner of the South 200th Street and 30th Avenue South intersection.
- The Rainer Lofts apartment complex located at the northeast corner of International Boulevard (SR99) and 30th Avenue South is currently under construction. This new development has 8,800 square feet of commercial space and 770 new apartment units.
- House Bill 1110 allows for single-family homes in the Madrona Elementary Neighborhood to have up to two accessory dwelling units (ADU) per lot. Homes within ¼-mile of the Angle Lake Light Rail Station will be allowed up to four ADU per lot.

Construction of these proposed roadway improvements which include new on-street parking, bicycle sharrows, and sidewalks will not only support the existing users, but will also support future growth in this area.

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

The proposed project improvements will increase pedestrian safety and provide increased multi-modal connectivity between housing around the project site to the nearby light rail station and Metro bus routes. The following project improvements are critical to support the ongoing development in SeaTac's regional growth area:

- Improved multi-modal routes will provide safe access to the Regional Growth Center and connect residents outside of the regional growth center to the Angle Lake Light Rail Station.
- Improved multi-modal safety, RRFBs, and lighting encourages multi-modal access to the Regional Growth Center and Angle Lake Light Rail Station.

Proposed multi-modal improvements will increase the ability for people and goods to serve the centers, thereby supporting increased housing and employment activity and improving the ability of a business to draw its workforce and customer base from a wider area throughout the region.

Angle Lake District Area Plan:

The project meets many of the goals of the Angle Lake District Area Plan. The main purpose of the plan is to “guide future development by establishing a community supported vision and an achievable strategy that can transform the Angle Lake District into a pedestrian-friendly, transit-oriented community.” Sound Transit’s Angle Lake Light Rail Station is a key component to providing local residents with access to major business and transit centers such as SeaTac Airport, Tukwila, and Seattle.

Regional Growth Center:

The Regional Growth Center encourages thriving urban development along the International Boulevard corridor. This project will support this goal by providing residents with easier and safer access to this growth center. Additionally, with added lighting, striping, and curb and sidewalk, vehicular safety will be improved as well. These improvements to vehicle and pedestrian mobility in the area will ensure that the regional growth center’s residents, workers, and visitors are served by the essential services required for daily living.

SeaTac Comprehensive Plan:

The Comprehensive Plan matches the Regional Growth Center defined by PSRC. The area is named the “Urban Center” in the comprehensive plan, which the project is directly adjacent to and partially inside of. The Comprehensive Plan also defines “Station Areas” which are centered around Sound Transit light rail stations within the City of SeaTac. The nearest light rail station to this project is the Angle Lake Station at the corner of South 200th Street and 28th Avenue South. The “Urban Center” and the Angle Lake “Station Areas” both include a portion of the project. The Land Use portion of the Comprehensive Plan states 4 policies for the Urban Center.

Policy 2.1A: Implement the City Center, South 154th Street Station Area, and Angle Lake District Station Area Plans to focus the majority of SeaTac’s commercial and residential growth and redevelopment into three distinct complete communities within SeaTac’s designated Urban Center. The project is directly adjacent to one of the three distinct complete communities (Angle Lake Station Area), and the increased pedestrian connectivity and traffic safety will directly connect neighboring residents to this designated community.

Policy 2.1B: Direct moderate and high-density residential development to the Urban Center,

especially within the City Center and station areas. The Urban Center accommodates residents and employees in a mix of uses and structures. Moderate and high-density residential uses are appropriate within the Urban Center, where residents can walk or ride transit to work, and take advantage of the employment and activities within the center. The pedestrian connectivity that will be created by this project will encourage walking to businesses in the area. Having safe walking routes will also increase accessibility to Angle Lake Station for daily commuting.

Policy 2.1C: Promote development that reduces block sizes in the Urban Center, particularly in the City Center and the station areas, and provides a network of connected local streets to facilitate pedestrian circulation and transit accessibility.

The physical layout of the Urban Center, including its street and sidewalk network, block size, and configuration, is perhaps the most crucial determinant of its pedestrian and transit accessibility. A dense network of connected streets provides pedestrians with direct, safe, and interesting routes between destinations. Development should add new streets to reduce the average block size in station areas from the current 11.4 acres to three to six acres. The project will create a direct, safe pedestrian network that will encourage pedestrian use of the Urban Center.

Policy 2.1D: Focus retail development within the City Center and station areas.

Most of the commercial development on International Boulevard consists of non-retail businesses such as hotels, restaurants, park 'n fly lots, offices, and a few auto-oriented retail establishments (e.g., used car sales). The airport generates a large and relatively untapped market for retail activity in the City of SeaTac. More than 35 million passengers traveled through the Airport terminal in 2013, and the annual volume is projected to increase to 45 million passengers per year by 2024. This market could be tapped, especially if travelers could conveniently access shopping areas outside the Airport. The project's added pedestrian connectivity will actively support current and future development in the Urban Center. Demand for retail will increase as the number of added residents entering the urban center, along with the housing projects already occurring within the urban center.

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.

In addition to increasing safety for pedestrians, bicyclists, and vehicles in the near vicinity of the light rail station and Madrona Elementary School, this project will also complete a north-south vehicular and pedestrian link between South 208th Street and South 200th Street, which hadn't existed before. Historically, International Boulevard has been the primary roadway corridor used by residents of the apartment complexes along South 208th Street to access the light rail station. The new 34th Avenue South roadway connection between South 208th Street and South 204th Street, combined with the improvements proposed as part of this project, will provide an alternative, less heavily trafficked roadway link that will better serve the Willow Lake, Sandpiper, and Legacy Place apartment complexes.

The project will be transformative for the Angle Lake Station area, supporting improved access to

transit and investing in safe connections for a low-income community.

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.

This project will benefit the school by allowing students and parents to safely walk to and around Madrona Elementary School, creating a contiguous sidewalk network between South 200th Street and South 208th Street. Prior to this connection, students, bicyclists, and Light rail riders walking to school and stations from this neighborhood had to walk along International Boulevard, a busy highway, a longer distance, and an unsafe route.

The new sidewalks will provide comfort and safety to the students, bicyclists, and riders compared to the existing situation, where, in some cases, no sidewalks exist. The new on-street parking with landscape strips will provide a buffer between pedestrians and roadway traffic. The new parking strips will also provide parents with a temporary place to park when dropping off and picking up students from school, which should reduce current traffic congestion issues. Highline School District has been in conversations with the City about installing traffic calming elements and new crossings with rapid rectangular flashing beacons as a part of this project to further increase the safety of students and walkers.

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

Surrounding the project area to the north (South 200th Street), and west (International Boulevard) are roads with sidewalks on both sides of each street. The project includes a sidewalk buildout to complete the pedestrian network in the area. There are no formal bicycle facilities in the area, however the City's Transportation Master Plan focuses on increasing multi-modal transportation routes for the future. To the west is Sound Transit's Angle Lake Light Rail Station, a major transit hub for the area. International Boulevard (SR99), also to the west, is a principal arterial and has multiple bus routes, with bus stops at the intersection of International Boulevard and South 200th Street.

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.

The Angle Lake District area is one of three key locations that the City of SeaTac is focused on developing. Increased pedestrian and bicycle facilities in the project area provide access for residents to many nearby amenities and jobs, including:

- Retail: SeaTac International Mall, Mall of Africa (African goods store).
- Employers: Five hotels within a half-mile from the project, four warehouse centers (including Amazon) within a half-mile from the project, and Alaska Airlines' corporate headquarters campus.
- Restaurants, Groceries, and Convenience Stores: 7-Eleven, All Star Grocery, IHOP, SeaTac International Market & Grocery, a Mexican restaurant, a pizzeria, and a halal deli.
- Transit: Angle Lake Link Light Rail Station and King County Metro's RapidRide A-Line.

- Parks and Recreation: Angle Lake Park and the Des Moines Creek Trail.
- Schools: Madrona Elementary School and Brightstar Beginning Early Learning Center.
- Public Services: Puget Sound Fire Station 45 at the southeast corner of South 200th Street and 30th Avenue South, and Praisealujah Food Distribution Center.
- Community Services: East African Community Service Center.

This project will benefit residents and provide similar benefits to commuters from around the region, locals, and visitors to the City's Urban Center. Specifically, the project will serve the following groups:

- Commuters: The new pedestrian and shared bicycle routes will allow and encourage commuters to use the Link Light Rail. This will also provide a secondary benefit. With less cars on the road, vehicle traffic and therefore air quality in the area will improve.
- Residents: The new pedestrian and shared bicycle routes are adjacent to several residential neighborhoods, including several apartment complexes. Adding formally delineated on-street parking will better accommodate future ADU use on existing single family lots in the Madrona Elementary neighborhood.
- Commercial Users: The roadway improvements and especially the pedestrian connections and lighting enhancements provide an attractive and safer streetscape, making the area more enticing for development. This will lead to increased growth and a demand for jobs and retail.
- Movement of Freight: Added parking also provides space for delivery vehicles, which is becoming increasingly common due to the rise of e-commerce.

Additionally, Puget Sound Fire Station 45, is located at the southeast corner of the intersection at 30th Avenue South and South 200th Street. This corridor serves as a primary emergency response route to International Boulevard and other parts of the City and the dedicated parking created by this project will provide necessary space for emergency vehicles access.

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

Improvements are needed to connect residents and students in the adjacent neighborhoods to Madrona Elementary School, Angle Lake Station, and to destinations in the Regional Growth Center. The existing roadways have deficient features, including gaps in pedestrian and bicycle networks and sub-standard delineation, lane widths, and lighting. Formalized parking is limited, and unpaved shoulders are used as both unofficial parking and pedestrian walkways, which results in safety concerns. Coordination with Highline School District and Madrona Elementary School officials pinpointed needs for lighting, sidewalks, and crossing improvements to enhance safety for students. If this project is not constructed, school children that live along 30th Avenue South and northwest of the project site will not have a direct walking route to Madrona Elementary's entrance on 32nd Avenue South. In addition, there won't be a direct walking route to access future mixed use business along 30th Avenue South.

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 project area has multiple EFA's above the regional threshold (people of color, people with low income, people with limited English proficiency, and youth) and is highly diverse. To the west is the Angle Lake Light Rail Station, a major transit hub for the area. International Boulevard (SR99), also to the west, is a principle arterial and has multiple bus routes and bus stops at the intersection of International Boulevard and South 200th Street (north of 30th Ave South).

Currently, there are only a few safe pedestrian routes to get to these transit options to the west. Adding safe walking routes and viable multi-modal routes to this area would link these EFA's (four of which are significantly above the regional threshold) to public transit.

Currently, there is no sidewalk on 30th Ave South and South 202nd Street between 30th Ave South And 32nd Ave South. There are high-density residential buildings (Amelia Apartments and Rainer Lofts) that front these streets. In addition, the new 34th Avenue South connection between South 204th Street and South 208th Street provides a north-south connection to the Willow Lake, Sandpiper, and Legacy Place apartment complexes located on South 208th Street that had not existed before. Adding sidewalks will provide viable multi-modal routes to Angle Lake Station and the Regional Urban Center that will not require vehicular travel and will benefit EFAs living in the project area.

Additionally, Madrona Elementary School has identified safe walking routes for students. However, portions of this walk route either have no sidewalk or a sidewalk on only one side of the street. Madrona Elementary School has many EFAs among its student body and offers a dual language program in 50% English/50% Spanish. According to the Washington Office of the Superintendent of Public Instruction's website, of the student population enrolled for the 2023-24 school year at Madrona Elementary School:

- 54.8% are Hispanic/Latino of any race;
- 18.6% are Black/African American;
- 6.3% are Asian;
- 46.1% are with limited English;
- 59.0% come from low-income households;
- 21.9% have disabilities.

Madrona Elementary School meets many EFA thresholds among its student body, and providing safe walk and bicycle routes for these students to go to school is an important aspect of this project.

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.

Outreach that led to the development of the project occurred during the development of the Angle Lake District Station Area Plan. Development of that plan included:

- Interviews with key stakeholders and property owners;
- Two public workshops;
- An online questionnaire;
- In-person surveying;
- Community briefings; and
- A project web page on the City website (South 204th Street Improvements Project | Speak Up SeaTac).

In addition, the non-profit organizations Global-to-Local and Feet First, as well as nearby Global Connections High School, guided extensive and valuable outreach efforts to community members – especially youth and ethnic populations, both important EFA's of this project.

The key issues taken from the outreach effort directly informed the creation of the Angle Lake District Vision, the foundation of the Angle Lake District Station Area Plan's development strategies.

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

Outreach that has influenced the development of the project has begun and will also continue as design progresses. The outreach conducted previously consisted of outreach with Madrona Elementary School officials. The City initiated outreach directly to school officials at Madrona Elementary in 2022 to gather input on specific improvements that would benefit the school and the surrounding community. Requests from school officials included traffic calming, filling in sidewalk gaps, providing rapid rectangular flashing beacon crossings, and enhancing street lighting. Particular locations were requested to complete sidewalk gaps along 30th Avenue South and South 202nd Street.

Rapid rectangular flashing beacon crossings were requested on the corner of South 202nd Street and 32nd Avenue South, as well as along 30th Ave South in front of Rainer Lofts apartment on the east side of the school property. The crossing for 30th Ave South was specifically requested to provide students who live in the apartments along the 30th Ave South and South 200th Street, a safer connection to access the school. Lighting improvements were also desired along 30th Ave South and South 202nd Street.

The project has evaluated the appropriateness of traffic calming measures and determined that the implementation of curb bulbs at key pedestrian crossing locations will provide sufficient traffic calming. This measure has been added to the design scope, as a direct result of outreach. Through design evaluation, it has been determined that measures such as speed cushions are not currently warranted based on speed data recently collected. Additionally, input on crossing locations from Madrona Elementary School officials was considered, evaluated, and ultimately selected for the 30% design. RRFBs will be installed where requested and one additional high visibility crossing will be installed on 30th Avenue South. Lighting throughout the project will be enhanced to meet current standards, including addressing the locations identified through

outreach with deficient lighting.

The project team has held a follow-up meeting with Highline School District officials to share the conceptual design and verify that the needs originally identified were met as intended. This discussion also established a collaboration with the school district to partner in outreach for the project moving forward.

To continue outreach, the project design phase includes scope for two in-person open house events, as well as two virtual events paired with surveys. A community engagement consultant has been contracted and is working to perform services to support the project. The first open house was held at Madrona Elementary School on February 16, 2025. The event was advertised by both the City and the school in multiple languages. During the open house, the design team shared details about the project with the neighborhood residents. Feedback from the first open house and an online survey provided additional information that has been used to refine the design.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project will construct sidewalks, bicycle sharrows, high visibility crosswalks, and pedestrian and roadway lighting, and crosswalk visibility enhancements. All five of these items are listed as Proven Safety Countermeasures (PSCs) by FHWA. The FHWA Safe System Roadway Design Hierarchy classifies the four PSCs for this project into two tiers, Tier 1 and Tier 4.

Tier 1 - Remove Severe Conflicts:

Walkways/Sidewalks - The current project roads are missing key safety components that this project seeks to address. South 202nd Street and 30th Avenue South have no curbs or sidewalks. 30th Avenue South only has a curb along the east side of the street. This project completes the pedestrian path through the project area, especially along the safe walk route designated by Madrona Elementary School.

Bicycle Lanes – The FHWA states that most fatal and serious bicyclist crash injuries occur at non-intersection locations. The current project roads do not have any designated bike routes. Adding sharrows to designate a shared vehicle/bicycle route will increase awareness of vehicles that will be sharing the roadway with bicycles.

Tier 4 – Increase Attentiveness and Awareness:

Rectangular Rapid Flashing Beacons (RRFBs) – The project will complete the pedestrian network, but also install RRFBs for added safety. RRFBs can improve safety for pedestrians crossing the road by helping drivers to visibly locate crossing locations and yield to pedestrians. This is especially important to children, who are physically smaller and more difficult to see at crosswalks.

Lighting – FHWA states that roughly the same number of fatal vehicular crashes occur during daylight hours as during hours of darkness. However, only 25 percent of vehicle miles occur at night, making nighttime crashes about three times more fatal. The lighting created by this project will help illuminate vehicles, pedestrians, and bicyclists beyond what the vehicle's headlights can illuminate. This will result in earlier detections of hazards and more time to avoid these hazards.

Crosswalk Visibility Enhancements – The project will provide crosswalk enhancements to improve

visibility of pedestrians to motorists. Improved lighting will illuminate pedestrians to make them easier to detect, especially children. The pavement markings will be thermoplastic, which are more reflective and visible to drivers from a further distance.

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.

The South 204th Street Improvements Project is constructing new pedestrian facilities that include sidewalk, curb/gutter, and ADA-compliant curb ramps along 30th Avenue South, South 202nd Street, and nearby roadways to fully link pedestrian facilities around Madrona Elementary School and the Angle Lake Station Overlay District. In addition to the pedestrian facilities, shared bike lanes and parking will be created to enhance the streetscape.

Safety will be improved by providing crosswalk enhancements and traffic calming such as curb bulbs and Rapid Rectangular Flashing Beacons (RRFBs), providing ADA-compliant curb ramp facilities, and lighting where needed.

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. This document has been referenced to evaluate existing traffic calming conditions along the project roadways using volume and speed data to determine if higher level traffic calming measures, such as speed humps, are necessary as part of the project improvements. Based on current traffic data, the project roadways do not require more physically restrictive traffic calming measures such as speed humps or chicanes.

ADA Transition Plan – This policy document has been utilized to better 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). Most ramps and driveway crossings within the project limits are currently identified as deficient per the ADA.

SeaTac Safe and Complete Streets – 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. South 204th Street, 32nd Avenue South, and 30th Avenue South were all identified as needing new sidewalks. South 204th Street between International Boulevard and 32nd Avenue South, in addition to 32nd Avenue South from South 200th Street to South 204th Street, were identified for future bicycle routes.

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. Although this document primarily focuses on arterial roadways throughout the City where collisions are highly likely, the countermeasures outlined in this document can be applied to all roadways within the City. That said, this document

identified the subject project's roadways as at higher risk of dark-lighting crash incidents due to a lack of existing streetlights, which will be addressed as part of the proposed work.

SeaTac Comprehensive Safety Action Plan (CSAP) - The City will begin public outreach activities later this year to begin drafting a CSAP that builds upon the LRSP. The anticipates have a draft of the CSAP available to the public by the end of 2027.

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

The City commits to continuing to prioritize safety and adhering to PRSC guidance on the implementation of the Safe System Approach. Currently, the City hasn't issued a formal proclamation committing to a Safe System Approach to minimize fatalities and serious injuries. However, plans are underway to officially adopt VisionZero, a strategy aiming to eliminate all traffic-related fatalities and severe injuries. This adoption is part of the City's initiative to develop a Comprehensive Safety Action Plan utilizing funding through the U.S. Department of Transportation's Safe Streets for All program.

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.

November, 2027

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).

November, 2027

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?

Yes

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)?

June, 2025

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

March, 2026

Has right of way certification been completed?

No

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

December, 2027

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

There are 48 parcels adjacent to the project boundary, of which 38 are impacted and require temporary construction easements. Additionally, 8 parcels require property acquisitions

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-151-540-21474196_jaB4pGN7_Seatac_S_204th_60pct_OOC-_PSRC_TAP.pdf

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

SEPA: 05/01/2026.

NEPA: The package is currently under WSDOT review, with an estimated completion date based on the last meeting with WSDOT in November 2027.

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)?

November, 2027

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 20 month right-of-way timeline has been proposed. The City has been coordinating with WSDOT Local Programs regarding NEPA. Right-of-way plans, figures, and legal descriptions have been submitted.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	\$800000

Total PSRC Funding Request: \$800000

Has this project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

ST-29

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
Local	Secured	\$1456033
		\$
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$1456033

Expected year of completion for this phase:

July, 2027

Right of Way Phase

Fund Source	Funding Status	Amount
Local	Secured	\$1239353.83
		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$1239354

Expected year of completion for this phase:

June, 2027

Construction Phase

Fund Source	Funding Status	Amount
Other State	Secured	\$1641318
Other Federal	Secured	\$2000000
Local	Secured	\$11601068.58
TAP(PSRC)	Unsecured	\$800000
Local	Unsecured	\$2025113.42

Total Construction Phase Cost: \$18067500

Expected year of completion for this phase:

December, 2029

Other Phase

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

		\$
--	--	----

Total Other Phase Cost: \$0

Expected year of completion for this phase:

December, 2029

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$20762887	December, 2029

Financial Documentation

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

See funding letter below.

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.

f-151-346-21474196_1eNGAEzY_Funding_Letter_S_204th_St_Imp_20260403.pdf

f-151-712-21474196_fxHTRTe2_Exhibit_A-D.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 the letters of support below.

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

f-151-480-21474196_KDfoAGmn_HPS_Letter_of_Support_City_of_SeaTac_PSRC_TAP_Grant_-_ST_134.pdf, f-151-480-21474196_7UYyVTLF_Letter_of_Support-Chamber_of_Commerce_-_PSRC_ST134.pdf, f-151-480-21474196_OPn7sHos_Support_Letter_-_Sound_Transit_-_PSRC_TAP_Grant_-_ST134_SeaTac_1docx.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.



April 1, 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
 South 204th Street Improvements Project (STIP Project No. ST-29)

The City of SeaTac is proposing to submit a grant application for the South 204th Street Improvements project that encompasses South 204th Street from 30th Avenue South to 34th Avenue South, 32nd Avenue South from South 200th Street to South 204th Street, and 30th Avenue South from South 200th Street to South 202nd Street. **The City is requesting \$800,000 in construction funding through the PSRC 2026 Transportation Alternatives Program and will exceed the required local match of 13.5%.**

BRC 4/3/26
\$18,067,500

The project is currently in design and construction is scheduled to begin in 2028. Construction costs for this project are currently estimated to be ~~\$16,484,160~~. This project has already secured \$1,641,318 of construction mitigation funding via WSDOT stemming from the SR 509 Completion Project (Exhibit A). This project has also been awarded \$2,000,000 in STBG construction funding via the 2024 PSRC Countywide Program (Exhibit B).

BRC 4/3/26
\$20,762,887

Total project costs are currently estimated at ~~\$19,179,547~~, which includes design, right-of-way, and construction efforts. In total, \$14,296,456 in local funding has been secured for this project which is detailed in Table 1 below.

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

	2023-2024	2025	2026	2027	2028
Expended	\$667,971				
Amended		\$1,030,485			
Programmed		\$925,030	\$1,426,470	\$3,710,500	\$6,536,000
Totals	\$667,971	\$1,955,515	\$1,426,470	\$3,710,500	\$6,536,000

Refer to Exhibits C and D for the City's 2025-2026 Biennial Budget and an ordinance amending the 2025-2026 biennial budget, respectively.

Please contact the Project Manager, Ghaem Hooshyari, at 206.514.1591 or ghooshyari@seatacwa.gov with any questions related to this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gwen Pilo".

Gwen Pilo
Finance Director

Attachments:

- Exhibit A: SR 509 Mitigation Funding Agreement
- Exhibit B: PSRC 2026 Countywide Program Award Letter
- Exhibit C: City of SeaTac 2025-2026 Biennial Budget
- Exhibit D: Ordinance 25-1005 – Budget Amendment

Friday, April 3, 2026

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

Re: Puget Sound Regional Council's (PSRC) 2026 Transportation Alternative Program Application
Support for City of SeaTac's South 204th Street Improvements 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 South 204th Street Improvements Project. The project aims to provide a safer route for pedestrians, bicycles, and vehicles travelling through the Madrona Elementary Neighborhood east of International Boulevard between South 200th Street and South 204th Street. The proposed improvements along South 30th Avenue South, 32nd Avenue South, and South 204th Street will link with the City's Angle Lake Station Area located within the City's Urban Center.

It is our understanding that grant funds will be used to support construction costs associated with delivering new sidewalks, bicycle sharrows, landscape buffers, pedestrian/street lighting, stormwater improvements, on-street parking, and a new roadway surface. These improvements will provide residents of the Madrona Elementary Neighborhood with safe pedestrian and bicycle access to current and future businesses in the Angle Lake Station Area. The proposed improvements will better serve the following high-density mixed-use developments that are either just finished building or in the construction process:

- Amelia Development (2929 S. 200th St.): New 7-story mixed-use complex with 108 new apartment units.
- Cymbaluk Development (20220 International Blvd. S.): New multi-story mixed-use complex with 770 new apartment units.

There are other properties in this area that are in early discussions with the City to redevelop. For example, there have been discussions about a future hotel and multi-family development at the Southeast corner of International Boulevard and South 204th Street, as well as repurposing the Angle Lake Mobile Home Park into future high-density housing at the northeast corner of International Boulevard and South 200th Street. It is anticipated that the Angle Lake Station Area will experience substantial transformation over the coming years as high-density, mixed-use redevelopment continues around the Angle Lake Light Rail Station. The Seattle Southside Chamber of Commerce supports this grant application, recognizing the economic benefits to Southwest King County and the residents of the City of SeaTac.

Thank you for your consideration of the South 204th Street Improvements Project.

Sincerely,



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



15675 Ambaum Blvd. SW | Burien, WA 98166 |
highlineschools.org

April 2, 2026

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

Re: Highline Public Schools Support for City of SeaTac's South 204th Street Improvements Project

Dear Ms. Barnes,

On behalf of Highline Public Schools, I am writing to share our support of the City of SeaTac's PSRC Transportation Alternative Program (TAP) Grant Application for the South 204th Street Improvements Project. The project aims to provide a safer route for students, bicycles, and vehicles that travel through the neighborhood surrounding Madrona Elementary School. Grant funds will be used to support construction costs associated with delivering new sidewalks, landscape buffers, pedestrian/street lighting, on-street parking, and a new roadway surface.

This project will benefit the school as it will allow students and parents to safely walk to, and around, Madrona Elementary School by creating a contiguous sidewalk network between South 200th Street and the new 34th Avenue South connection recently constructed by WSDOT between South 208th Street and South 204th Street. The new 34th Avenue South connection has provided a new north-south roadway connection between Madrona Elementary School and the apartment complexes along South 208th Street. Prior to this connection, students walking to school from this neighborhood had to walk along International Boulevard, which is a busy highway.

The new sidewalks will provide comfort and safety to our students compared to the existing situation, where, in some cases, no sidewalks exist. The new on-street parking with landscape strips will provide a buffer between pedestrians and roadway traffic. The new parking strips will also provide parents with a temporary place to park when dropping off and picking up students from school, which should reduce current traffic congestion issues. We've been in conversations with the City about installing traffic calming elements and new crossings with rapid rectangular

flashing beacons as a part of this project to further increase the safety of students attending Madrona Elementary School.

Ensuring the safety of our students is of paramount importance to us, and this project can play a crucial role in achieving this objective. Thank you for your consideration of the South 204th Street Improvements Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ivan Duran".

Ivan Duran Ed.D.
Superintendent



April 1, 2026

Jonathan Young
City Manager
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605

Re: Support for City of SeaTac's South 204th Street Improvements Project

Dear Mr. Young:

Sound Transit is pleased to support the City of SeaTac's application for the South 204th Street Improvements Project to the Puget Sound Regional Council's 2026 Transportation Alternative Program Application. Grant funds will be used to support construction costs associated with delivering new sidewalks, intersection improvements, safety improvements for pedestrian crossings, new pedestrian and street-level lighting, new bicycle sharrows, and new streetscape enhancements to support and promote pedestrian mobility around the Angle Lake Light Rail Station.

In addition to increasing safety for pedestrians, bicyclists, and vehicles in the near vicinity of the light rail station, this project will also complete a north-south vehicular and pedestrian link between South 208th Street and South 200th Street, which hadn't existed before. Historically, International Boulevard has been the primary roadway corridor used by residents of the apartment complexes along South 208th Street to access the light rail station. The new 34th Avenue South roadway connection between South 208th and South 204th Street, in combination with the improvements proposed as part of this project, will provide an alternative, less heavy traffic roadway link that will better serve the Willow Lake, Sandpiper, and Legacy Place apartment complexes.

Sound Transit appreciates that this project will be transformative for the Angle Lake Station area, supporting improved access to our transit facility and investing in safe connections for a low-income community.

Sincerely,

Signed by:

E765778D864E404...

Hughey Newsome
Chief Financial Officer
Sound Transit

**60% Opinion of Cost
 City of SeaTac
 South 204th Street Improvements Project**

Schedule A - S 204th St and 32nd Ave S Roadway Improvements (INELIGIBLE FOR TAP FUNDS)

BID ITEM	SPEC	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	1-04 SP	Minor Change	FA	1	\$ 41,666.67	\$ 41,666.67
2	1-05	Roadway Surveying	LS	1	\$ 139,000.00	\$ 139,000.00
3	1-05	Record Drawings (Minimum Bid \$5,000)	LS	1	\$ 5,000.00	\$ 5,000.00
4	1-05	ADA Features Surveying	LS	1	\$ 30,625.00	\$ 30,625.00
5	1-07 SP	SPCC Plan (Minimum Bid \$1,000)	LS	1	\$ 2,000.00	\$ 2,000.00
6	1-07 SP	Potholing	LS	1	\$ 12,000.00	\$ 12,000.00
7	1-09	Mobilization	LS	1	\$ 462,500.00	\$ 462,500.00
8	1-10 SP	Project Temporary Traffic Control	LS	1	\$ 867,500.00	\$ 867,500.00
9	2-01	Clearing and Grubbing	LS	1	\$ 35,000.00	\$ 35,000.00
10	2-01 SP	Removing Tree	LS	1	\$ 50,000.00	\$ 50,000.00
11	2-02 SP	Removal of Structures and Obstructions	LS	1	\$ 50,000.00	\$ 50,000.00
12	2-02 SP	Sawcutting Existing Pavement	LF	629	\$ 5.00	\$ 3,145.00
13	2-02 SP	Removing Existing Curb and Gutter	LF	50	\$ 50.00	\$ 2,500.00
14	2-02 SP	Removing Existing Sidewalk	SY	40	\$ 45.00	\$ 1,800.00
15	2-02 SP	Removing Existing Drainage Pipe	LF	1,680	\$ 25.00	\$ 42,000.00
16	2-02 SP	Removing Existing Catch Basin	EA	24	\$ 1,500.00	\$ 36,000.00
17	2-03	Gravel Borrow Incl. Haul	TON	4,400	\$ 60.00	\$ 264,000.00
18	2-03 SP	Roadway Excavation Incl. Haul	CY	6,800	\$ 70.00	\$ 476,000.00
19	2-09	Structure Excavation Cl. A Incl. Haul	CY	1,270	\$ 65.00	\$ 82,550.00
20	2-09	Structure Excavation Cl. B Incl. Haul	CY	4,420	\$ 40.00	\$ 176,800.00
21	2-09	Shoring or Extra Excavation Cl. B	SF	23,300	\$ 2.00	\$ 46,600.00
22	4-04 SP	Crushed Surfacing Base Course	TON	8,100	\$ 60.00	\$ 486,000.00
23	5-04 SP	HMA CL. 1/2" PG 58H-22	TON	3,250	\$ 180.00	\$ 585,000.00
24	5-04 SP	Planing Bituminous Pavement	SY	1,270	\$ 10.00	\$ 12,700.00
25	5-05	Cement Conc. Driveway	SY	500	\$ 150.00	\$ 75,000.00
26	7-04	Schedule A Storm Sewer Pipe 12 In. Diam	LF	4,220	\$ 75.00	\$ 316,500.00
27	7-04	Schedule A Storm Sewer Pipe 24 In. Diam	LF	20	\$ 150.00	\$ 3,000.00
28	7-04	Schedule A Storm Sewer Pipe 48 In. Diam	LF	100	\$ 400.00	\$ 40,000.00
29	7-05	Catch Basin Type 1	EA	50	\$ 2,500.00	\$ 125,000.00
30	7-05	Catch Basin Type 1L	EA	1	\$ 3,000.00	\$ 3,000.00
31	7-05	Catch Basin Type 2 48 In. Diam.	EA	23	\$ 5,000.00	\$ 115,000.00
32	7-05	Catch Basin Type 2 54 In. Diam.	EA	2	\$ 8,500.00	\$ 17,000.00
33	7-05 SP	Locking Solid Metal Cover and Frame for Catch Basin	EA	4	\$ 1,100.00	\$ 4,400.00
34	7-05 SP	Adjust Manhole	EA	8	\$ 1,200.00	\$ 9,600.00
35	7-05 SP	Adjust Catch Basin	EA	3	\$ 1,000.00	\$ 3,000.00
36	7-05 SP	Connection to Drainage Structure	EA	3	\$ 1,300.00	\$ 3,900.00
37	7-20 SP	Detention Tank	LS	1	\$ 690,000.00	\$ 690,000.00
38	7-21 SP	Modular Wetland - 4 Ft. x 4 Ft.	EA	1	\$ 33,000.00	\$ 33,000.00
39	7-21 SP	Modular Wetland - 4 Ft. x 8 Ft.	EA	1	\$ 48,000.00	\$ 48,000.00
40	7-21 SP	Modular Wetland - 8 Ft. x 8 Ft.	EA	1	\$ 75,000.00	\$ 75,000.00
41	7-21 SP	Modular Wetland - 8 Ft. x 16 Ft.	EA	1	\$ 120,000.00	\$ 120,000.00
42	8-01	Erosion/Water Pollution Control	LS	1	\$ 115,833.33	\$ 115,833.33
43	8-01 SP	Inlet Protection	EA	106	\$ 100.00	\$ 10,600.00
44	8-02	PSIPE Calocedrus decurrens / California Incense Cedar (8' HEIGHT)	EA	1	\$ 750.00	\$ 750.00
45	8-02	PSIPE Nyssa sylvatica/ Black Tupelo (2" CALIPER)	EA	16	\$ 750.00	\$ 12,000.00
46	8-02	PSIPE Carpinus caroliniana / American Hornbeam (2" CALIPER)	EA	21	\$ 750.00	\$ 15,750.00
47	8-02	PSIPE Parrotia persica 'Vanessa' / Vanessa Parrotia (2" CALIPER)	EA	13	\$ 750.00	\$ 9,750.00
48	8-02	PSIPE Zelkova serrata/ Japanese Zelkova (2" CALIPER)	EA	8	\$ 750.00	\$ 6,000.00
49	8-02	PSIPE Quercus x macdanielii 'Clemons' / Heritage Oak (2" CALIPER)	EA	3	\$ 750.00	\$ 2,250.00
50	8-02	PSIPE Acer circinatum / Vine Maple (5' HEIGHT)	EA	4	\$ 750.00	\$ 3,000.00
51	8-02	PSIPE Cornus sanguinea 'Midwinter Fire' / Midwinter Fire Dogwood (#5 CONT)	EA	18	\$ 60.00	\$ 1,080.00
52	8-02	PSIPE Ribes sanguineum 'King edward VII' / King Edward Flowering Currant (#5 CONT)	EA	10	\$ 60.00	\$ 600.00
53	8-02	PSIPE Arbutus unedo 'Compacta' / Dwarf Strawberry tree (#5 CONT)	EA	5	\$ 60.00	\$ 300.00
54	8-02	PSIPE Polystichum munitum/ Western Sword Fern (#1 CONT)	EA	52	\$ 20.00	\$ 1,040.00
55	8-02	PSIPE Vaccinium ovatum/ Evergreen huckleberry (#2 CONT)	EA	52	\$ 30.00	\$ 1,560.00
56	8-02	PSIPE Philadelphus lewisii/ Wild mockorange (#1 CONT)	EA	23	\$ 20.00	\$ 460.00
57	8-02	PSIPE Symphoricarpos albus/ Snowberry (#1 CONT)	EA	39	\$ 20.00	\$ 780.00
58	8-02	PSIPE Sesleria autumnalis/ Autumn Moor Grass (#1 CONT)	EA	449	\$ 20.00	\$ 8,980.00
59	8-02	PSIPE Pennisetum alopecuroides 'Little Bunny' / Little Bunny Fountain Grass (#1 CONT)	EA	1,247	\$ 20.00	\$ 24,940.00
60	8-02	PSIPE Erica carnea 'Springwood white' / Springwood white heather (#1 CONT)	EA	1,452	\$ 20.00	\$ 29,040.00
61	8-02	PSIPE Salvia nemerosa 'ALKLF' / Blue Bouquetta Salvia (#1 CONT)	EA	1,124	\$ 20.00	\$ 22,480.00
62	8-02	PSIPE Thymus serpyllum 'Coccineus' / Red Creeping Thyme (4" POT)	EA	2,826	\$ 15.00	\$ 42,390.00
63	8-02	Prunus laurocerasus 'Mount Vernon' / Mount vernon laurel (#1 CONT)	EA	247	\$ 20.00	\$ 4,940.00
64	8-02	PSIPE Liriope muscari 'Big blue' / Big blue lilyturf (#1 CONT)	EA	68	\$ 20.00	\$ 1,360.00
65	8-02	PSIPE Sarcococca hookerana humilis / Humilis Sweetbox (#1 CONT)	EA	105	\$ 20.00	\$ 2,100.00
66	8-02	PSIPE Epimedium x youngianum 'Niveum' / Bishop's hat (#1 CONT)	EA	188	\$ 20.00	\$ 3,760.00
67	8-02	PSIPE Sryopteris erythrosora 'Autumn brilliance' / Autumn fern (#1 CONT)	EA	188	\$ 20.00	\$ 3,760.00
68	8-02 SP	Seed Lawn	SY	433	\$ 15.00	\$ 6,495.00

**60% Opinion of Cost
 City of SeaTac
 South 204th Street Improvements Project**

69	8-02 SP	Wood Strand Mulch	CY	105	\$	85.00	\$	8,925.00
70	8-02 SP	Mulch	CY	107	\$	85.00	\$	9,095.00
71	8-02 SP	Topsoil Type A	CY	570	\$	100.00	\$	57,000.00
72	8-02 SP	24" Depth Root Barrier	LF	2,340	\$	35.00	\$	81,900.00
73	8-02 SP	Tree Protection Fence	LF	1,730	\$	7.00	\$	12,110.00
74	8-02 SP	Property Restoration	FA	1	\$	75,000.00	\$	75,000.00
75	8-04 SP	Cement Conc. Vertical Curb and Gutter	LF	5,042	\$	60.00	\$	302,520.00
76	8-04 SP	Cement Conc. Valley Gutter	LF	2,800	\$	60.00	\$	168,000.00
77	8-04	Cement Conc. Pedestrian Curb	LF	130	\$	65.00	\$	8,450.00
78	8-04 SP	Cement Conc. Extruded Curb	LF	70	\$	70.00	\$	4,900.00
79	8-05 SP	Adjust Gas Valve Box	EA	1	\$	800.00	\$	800.00
80	8-06 SP	Cement Conc. Driveway Approach Type Commercial	SY	30	\$	150.00	\$	4,500.00
81	8-06 SP	Cement Conc. Driveway Approach Type Residential	SY	590	\$	150.00	\$	88,500.00
82	8-06 SP	Cement Conc. Driveway Approach Type Residential Modified	SY	110	\$	150.00	\$	16,500.00
83	8-12 SP	Chain Link Fence Type 3	LF	570	\$	30.00	\$	17,100.00
84	8-12 SP	Black Vinyl Coated Chain Link Fence Type 4	LF	100	\$	30.00	\$	3,000.00
85	8-12 SP	Wood Fence	LF	270	\$	30.00	\$	8,100.00
86	8-12 SP	Relocate Private Fence	LF	60	\$	75.00	\$	4,500.00
87	8-13	Adjust Monument Case and Cover	EA	2	\$	1,000.00	\$	2,000.00
88	8-14	Cement Conc. Sidewalk	SY	1,627	\$	125.00	\$	203,375.00
89	8-14 SP	Cement Conc. Curb Ramp Type 1A	SY	80	\$	400.00	\$	32,000.00
90	8-14 SP	Cement Conc. Curb Ramp Type 1B	SY	20	\$	400.00	\$	8,000.00
91	8-14 SP	Cement Conc. Curb Ramp Type 2A	SY	30	\$	400.00	\$	12,000.00
92	8-14 SP	Cement Conc. Curb Ramp Type Directional	SY	40	\$	400.00	\$	16,000.00
93	8-18 SP	Mailbox Support Type	EA	15	\$	500.00	\$	7,500.00
94	8-20 SP	Illumination System	LS	1	\$	800,000.00	\$	800,000.00
95	8-20 SP	Rectangular Rapid Flashing Beacon System	LS	1	\$	96,666.67	\$	96,666.67
96	8-21 SP	Permanent Signing	LS	1	\$	18,333.33	\$	18,333.33
97	8-22	Removing Plastic Traffic Marking	EA	1	\$	250.00	\$	250.00
98	8-22 SP	Paint Line	LF	4,380	\$	2.00	\$	8,760.00
99	8-22 SP	Plastic Stop Bar	LF	120	\$	15.00	\$	1,800.00
100	8-22 SP	Plastic Crosswalk Line	SF	919	\$	15.00	\$	13,785.00
101	8-22 SP	Plastic Shared Lane Marking	EA	26	\$	500.00	\$	13,000.00
102	8-24 SP	Modular Block Wall	SF	2,600	\$	55.00	\$	143,000.00
103	8-26 SP	Adjust Communications Manhole	EA	1	\$	1,200.00	\$	1,200.00

Construction Subtotal	\$	8,148,355.00
Contingency and Inflation (20%)	\$	1,629,671.00
Inflation Factor		1.16
Schedule A Total	\$	11,319,287.35

Schedule B - 30th Ave S and S 202nd St Roadway Improvements

BID ITEM	SPEC	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT		
104	1-04 SP	Minor Change	FA	1	\$	8,333.33	\$	8,333.33
105	1-05	Roadway Surveying	LS	1	\$	23,166.67	\$	23,166.67
106	1-05	Record Drawings (Minimum Bid \$5,000)	LS	1	\$	833.33	\$	833.33
107	1-05	ADA Features Surveying	LS	1	\$	4,375.00	\$	4,375.00
110	1-09	Mobilization	LS	1	\$	82,566.51	\$	82,566.51
111	1-10 SP	Project Temporary Traffic Control	LS	1	\$	173,500.00	\$	173,500.00
112	2-01	Clearing and Grubbing	LS	1	\$	7,000.00	\$	7,000.00
114	2-02 SP	Removal of Structures and Obstructions	LS	1	\$	10,000.00	\$	10,000.00
115	2-02 SP	Sawcutting Existing Pavement	LF	1,611	\$	5.00	\$	8,056.25
116	2-02 SP	Removing Existing Curb and Gutter	LF	36	\$	50.00	\$	1,800.00
117	8-01	Erosion/Water Pollution Control	LS	1	\$	23,166.67	\$	23,166.67
118	8-04 SP	Cement Conc. Vertical Curb and Gutter	LF	888	\$	60.00	\$	53,307.00
119	8-14	Cement Conc. Sidewalk	SY	763	\$	125.00	\$	95,337.50
120	8-14 SP	Cement Conc. Curb Ramp Type 1A	SY	10	\$	400.00	\$	3,920.00
121	8-14 SP	Cement Conc. Curb Ramp Type 1B	SY	10	\$	400.00	\$	3,920.00
122	8-18 SP	Mailbox Support Type	EA	2	\$	500.00	\$	1,000.00
123	8-20 SP	Illumination System	LS	1	\$	160,000.00	\$	160,000.00
124	8-20 SP	Rectangular Rapid Flashing Beacon System	LS	1	\$	19,333.33	\$	19,333.33
125	8-21 SP	Permanent Signing	LS	1	\$	3,666.67	\$	3,666.67
126	8-22 SP	Plastic Crosswalk Line	SF	71	\$	15.00	\$	1,065.00
127	8-22 SP	Plastic Shared Lane Marking	EA	6	\$	500.00	\$	3,000.00

Construction Subtotal	\$	696,097.26
-----------------------	----	------------

**60% Opinion of Cost
City of SeaTac
South 204th Street Improvements Project**

Contingency and Inflation (20%) \$ 139,219.45
Inflation Factor 1.16
Schedule B Total \$ 966,983.51

Schedule C - Utility Undergrounding (INELIGIBLE FOR TAP FUNDS)

BID ITEM	SPEC	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
128	2-03 SP	Joint Utility Trench Excavation	CY	2240	\$ 130.00	\$ 291,200.00
129	2-09	Shoring or Extra Excavation, Class B	SF	11,080	\$ 2.00	\$ 22,160.00
130	4-04	Trench Backfill - Crushed Surfacing Top Course	TON	2,630	\$ 60.00	\$ 157,800.00
131	8-02 SP	Landscape Restoration	LS	1	\$ 15,000.00	\$ 15,000.00
132	8-20 SP	Install PSE Conduit, 2" Diam.	LF	3,300	\$ 10.00	\$ 33,000.00
133	8-20 SP	Install PSE Conduit, 3" Diam.	LF	1,540	\$ 10.00	\$ 15,400.00
134	8-20 SP	Install PSE Conduit, 4" Diam.	LF	3,990	\$ 10.00	\$ 39,900.00
135	8-20 SP	Install Comcast Conduit, 2" Diam.	LF	2,440	\$ 10.00	\$ 24,400.00
136	8-20 SP	Install Comcast Conduit, 4" Diam.	LF	5,690	\$ 10.00	\$ 56,900.00
137	8-20 SP	Install Lumen Conduit, 4" Diam.	LF	3,890	\$ 10.00	\$ 38,900.00
138	8-20 SP	Install PSE Vault, Type Transformer	EA	7	\$ 8,000.00	\$ 56,000.00
139	8-20 SP	Install PSE Vault, Type Junction Box	EA	7	\$ 4,000.00	\$ 28,000.00
140	8-20 SP	Install PSE Vault, Type Handhole	EA	7	\$ 3,000.00	\$ 21,000.00
141	8-20 SP	Install Comcast Vault, Type 17" x 30"	EA	3	\$ 2,000.00	\$ 6,000.00
142	8-20 SP	Install Comcast Vault, Type 24" x 26"	EA	2	\$ 2,500.00	\$ 5,000.00
143	8-20 SP	Install Comcast Vault, Type 30" x 48"	EA	4	\$ 3,000.00	\$ 12,000.00
144	8-20 SP	Install Comcast Vault, Type 36" x 60"	EA	3	\$ 3,500.00	\$ 10,500.00
145	8-20 SP	Install Lumen Vault, Type 463-TA	EA	6	\$ 6,000.00	\$ 36,000.00
146	8-20 SP	Install Lumen Vault, Type 264-TA	EA	1	\$ 4,000.00	\$ 4,000.00
147	8-20 SP	Relocate Lumen Vault	EA	1	\$ 5,000.00	\$ 5,000.00

Construction Subtotal \$ 878,160.00
Sales Tax (10.4%) \$ 91,328.64
Contingency and Inflation (20%) \$ 175,632.00
Inflation Factor 1.16
Schedule C Total \$ 1,325,620.28

Schedule D - S 204th St Water Main Replacement (INELIGIBLE FOR TAP FUNDS)

BID ITEM	SPEC	ITEM	UNITS	QUANTITY	UNIT PRICE	AMOUNT
148	1-09 SP	Mobilization	LS	1	\$ 147,000.00	\$ 147,000.00
149	1-09 SP	Project Temporary Traffic Control	LS	1	\$ 274,000.00	\$ 274,000.00
150	1-09 SP	Construction Surveying	LS	1	\$ 19,000.00	\$ 19,000.00
151	1-09 SP	Minor Change	FA	1	\$ 20,000.00	\$ 20,000.00
152	1-09 SP	Final Sawcut	LF	600	\$ 5.00	\$ 3,000.00
153	1-09 SP	Removal and Disposal of Asbestos Cement Pipe	LF	3,470	\$ 100.00	\$ 347,000.00
154	1-09 SP	Remove Existing Fire Hydrant and Valve Box	EA	9	\$ 2,500.00	\$ 22,500.00
155	1-09 SP	Trench Safety Systems	SF	22,100	\$ 2.00	\$ 44,200.00
156	1-09 SP	Crushed Surfacing Base Course (CSBC)	TON	550	\$ 60.00	\$ 33,000.00
157	1-09 SP	HMA CL. 1/2" PG 58H-22 for Trench Patch	TON	150	\$ 180.00	\$ 27,000.00
158	1-09 SP	Ductile Iron Water Main, RJ, Class 52, 3 In. Diam.	LF	20	\$ 130.00	\$ 2,600.00
159	1-09 SP	Ductile Iron Water Main, RJ, Class 52, 4 In. Diam.	LF	50	\$ 140.00	\$ 7,000.00
160	1-09 SP	Ductile Iron Water Main, RJ, Class 52, 6 In. Diam.	LF	20	\$ 160.00	\$ 3,200.00
161	1-09 SP	Ductile Iron Water Main, RJ, Class 52, 8 In. Diam.	LF	4,200	\$ 180.00	\$ 756,000.00
162	1-09 SP	Blowoff Assembly	EA	1	\$ 4,000.00	\$ 4,000.00
163	1-09 SP	Comb. Air Release/Air Vacuum Valve Assembly 2 In.	EA	1	\$ 4,000.00	\$ 4,000.00
164	1-09 SP	Gate Valve and Valve Box 4 In.	EA	2	\$ 2,000.00	\$ 4,000.00
165	1-09 SP	Gate Valve and Valve Box 8 In.	EA	39	\$ 3,000.00	\$ 117,000.00
166	1-09 SP	Fire Hydrant Assembly	EA	9	\$ 8,000.00	\$ 72,000.00
167	1-09 SP	Short Side Service Connection, 1 In. Diam.	EA	20	\$ 3,000.00	\$ 60,000.00
168	1-09 SP	Short Side Service Connection, 1-1/2 In. Diam.	EA	1	\$ 3,500.00	\$ 3,500.00
169	1-09 SP	Long Side Service Connection, 1 In. Diam.	EA	5	\$ 3,750.00	\$ 18,750.00
170	1-09 SP	Long Side Service Connection, 1-1/2 In. Diam.	EA	1	\$ 4,250.00	\$ 4,250.00
171	1-09 SP	Connection to Existing Water System	EA	16	\$ 6,500.00	\$ 104,000.00
172	1-09 SP	Temporary Erosion and Sediment Control	LS	1	\$ 37,000.00	\$ 37,000.00
173	1-09 SP	Cement Conc. Vertical Curb and Gutter	LF	430	\$ 60.00	\$ 25,800.00
174	1-09 SP	Cement Conc. Driveway Entrance Type Residential	SY	250	\$ 150.00	\$ 37,500.00
175	1-09 SP	Cement Conc. Sidewalk	SY	770	\$ 125.00	\$ 96,250.00
176	1-09 SP	Roadside Cleanup/Surface Restoration	LS	1	\$ 10,000.00	\$ 10,000.00

Construction Subtotal \$ 1,863,550.00

60% Opinion of Cost
City of SeaTac
South 204th Street Improvements Project

Sales Tax (10.4%)	\$	193,809.20
Contingency and Inflation (20%)	\$	372,710.00
Inflation Factor		1.16
Schedule D Total	\$	2,813,108.86

TOTAL CONSTRUCTION COST ESTIMATE \$ 16,425,000.00

EXHIBIT A

GCB 3695 INTERLOCAL AGREEMENT BETWEEN WSDOT / City of SeaTac

This INTER LOCAL AGREEMENT (Agreement) is entered into between the Washington State Department of Transportation (WSDOT) and the City of SeaTac (CITY), individually referred to as the "Party" and collectively referred to as the "Parties."

RECITALS

- A. Pursuant to Chapter 39.34 Revised Code of Washington (RCW), Interlocal Cooperation Act, the Parties desire to enter into an agreement with one another in order to jointly establish a mutual and cooperative system to carry out their respective obligations of this Agreement for the construction of the Puget Sound Gateway Program (PROGRAM).
- B. In 2015 the Washington State Legislature funded the construction of the PROGRAM through the Connecting Washington revenue package.
- C. As part of the PROGRAM, WSDOT is constructing the SR 509 Completion Project (PROJECT) that extends SR 509 to I-5 near Kent/Des Moines, adds a southern access point near Sea-Tac International Airport, and improves service between industrial districts by allowing general purpose traffic and trucks to bypass I-5, SR 99, and local streets.
- D. The PROJECT included improvements to S 204th Street from 32nd Avenue S to 34th Avenue South. The City of SeaTac has programmed a project for this same area. The CITY and WSDOT met several times and developed a strategy that will allow both projects to progress and eliminate removal and replacement work in this area.
- E. WSDOT agrees to assign the PROJECT's scope of work on S 204th Street from 32nd Avenue S to 34th Avenue South to the CITY. WSDOT further agrees to compensate the CITY for this work.

NOW, THEREFORE, pursuant to Chapter 39.34 RCW, the above recitals that are incorporated herein as if fully set forth below, and in consideration of the terms, conditions, covenants, and performances contained herein, and the attached Exhibits A and B, that are incorporated and made a part hereof, it is mutually agreed as follows:

1. General

- 1.1 This Agreement quantifies the WSDOT's financial commitment to be applied towards the S. 204th Street Road improvements portion of construction of the PROJECT as described, or substantially similar to, in the scope of work and shown on the proposed plans in Exhibit A.
- 1.2 The cost estimate for the improvements detailed in Exhibit A is shown in Exhibit B.
- 1.3 After construction, the CITY will maintain all improvements on S 204th Street, including sidewalks, illumination, and stormwater facilities.

2. Payment

- 2.1 The CITY will invoice WSDOT for the S. 204th Street Road improvements in one payment of not to exceed One Million Six Hundred and Forty One Thousand Three Hundred Eighteen Dollars (\$1,641,318) upon notice of substantial completion. The WSDOT will pay the invoice within thirty (30) days of receipt from the CITY, provided that the Work has been properly invoiced and that such invoice and supporting documentation has been reviewed and approved by WSDOT.

3. Contract Administration

- 3.1 The Parties do not by this Agreement create any separate legal or administrative entity. The Secretary of Transportation or his designee and the CITY Public Works Director, or his designee, shall be responsible for working with each other to administer the terms of this Agreement. The Parties do not intend to jointly own any real or personal property as part of this undertaking. The Parties will cooperatively work together to further the intent and purpose of this Agreement.

4. Indemnification

To the extent permitted by law, WSDOT and the CITY shall protect, defend, indemnify, and save harmless each other, their respective officers, officials, employees, agents, contractors, subcontractors and consultants while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, Indemnifying Party's negligent acts or omissions in connection with the performance of the Work to be performed pursuant to this Agreement. Neither WSDOT nor the CITY will be required to indemnify, defend, or save harmless each other if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other party their respective officers, officials, employees, agents, contractors, subcontractors and consultants. Where such claims, suits, or actions result from concurrent negligence of WSDOT and the CITY, their respective officers, officials, employees, agents, contractors, subcontractors and consultants the indemnity provisions provided herein shall be valid and enforceable only to the extent of WSDOT's or the CITY's own negligence, or the negligence of their respective officers, officials, employees, agents, contractors, subcontractors and consultants. WSDOT and the CITY agree that their respective obligations under this subsection extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, WSDOT and the CITY, by mutual negotiation, hereby waive, with respect to the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of title 51 RCW. In the event that WSDOT or the CITY incurs any judgment, award, and/or cost arising therefrom, including attorneys' fees, to enforce the provisions of this section, all such fees, expenses, and costs shall be recoverable by the prevailing party. This indemnification shall survive the termination of this Agreement.

5. Venue

- 5.1 In the event that either Party deems it necessary to institute legal action or proceedings

to enforce any right or obligation under this Agreement, the Parties hereto agree that any such action or proceedings shall be brought in Thurston County Superior Court. Further, the Parties agree that each will be solely responsible for payment of their own attorneys' fees, witness fees, and costs.

6. Contacts and Notices

- 6.1 Contact between the Parties, including but not limited to invoicing, agreement administration, and notices will be directed to the below identified contacts as follows or his/her designee or such other addresses as either Party may, from time to time, designate in writing:

CITY Project Manager shall be:

Will Appleton, P.E.
Public Works Director
City of SeaTac
4800 S. 188th Street
206.973.4741
Email: wappleton@seatacwa.gov

WSDOT Project Manager shall be:

Andrey Chepel
SR 509 Project Engineer WSDOT
999 Third Avenue, Suite 2300
Seattle, WA 98104
Phone (206) 805-2978
Email: CHEPELA@wsdot.wa.gov

7. Amendment

This Agreement may be amended or modified only by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

8. Severability

- 8.1 Should any clause, phrase, sentence or paragraph of this Agreement or its application be declared invalid or void by a court of competent jurisdiction, the remaining provisions of this Agreement or its applications of those provisions not so declared shall remain in full force and effect.

9. No Third-Party Beneficiaries

- 9.1 This Agreement is executed for the sole and exclusive benefit of the signatory Parties. Nothing in this Agreement, whether expressed or implied, is intended to confer any right, remedy, or other entitlement upon any person other than the Parties hereto, nor is anything in this Agreement intended to relieve or discharge the obligation or liability of any third-party, nor shall any provision herein give any third-party any right of action against any party hereto.

10. Audits/Records

- 10.1 All records for the PROJECT in support of all costs incurred shall be maintained by WSDOT for a period of six (6) years from the date of termination of this Agreement or any final payment authorized under this Agreement, whichever is later. The CITY shall have full access to and right to examine said records, during normal business hours and as often as it deems necessary. Should the CITY require copies of any records, it agrees to pay the costs thereof. In the event of litigation or claim arising from the performance of this Agreement, the Parties agree to maintain the records and accounts until such litigation, appeal or claims are finally resolved. This section shall survive the termination

of this Agreement. The Parties agree that the work performed herein is subject to audit by either or both Parties and/or their designated representatives, and/or the federal/state government.

11. Counterpart and Electronic Signature

11.1 This Agreement may be signed in multiple counterparts, each of which constitutes an original and all of which taken together constitute one and same agreement. Electronic signatures or signatures transmitted via e-mail in a "PDF" may be used in place of original signatures on this Agreement. The Parties intend to be bound by its electronic or "PDF" signature on this Agreement, are aware that the other Parties are relying on its electronic or "PDF" signature and waives any defenses to the enforcement of this Agreement based upon the form of signature.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Party's date signed last below:

CITY OF SEATAC

Carl C Cole

By (print):

[Signature]

Signature:

Carl Cole

City Manager

City of SeaTac

08/09/2022

Date:

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION

John H. White, P.E.

By (print):

[Signature]

Signature:

John White

Gateway Program Administrator

August 22, 2022

Date:

APPROVED AS TO FORM:

Mary Mirante Bartolo

By (print):

[Signature]

Signature:

City of SeaTac Attorney

8-4-2022

Date:

APPROVED AS TO FORM:

[Signature]

By (print):

[Signature]

Signature:

Assistant Attorney General

8-11-2022

Date:

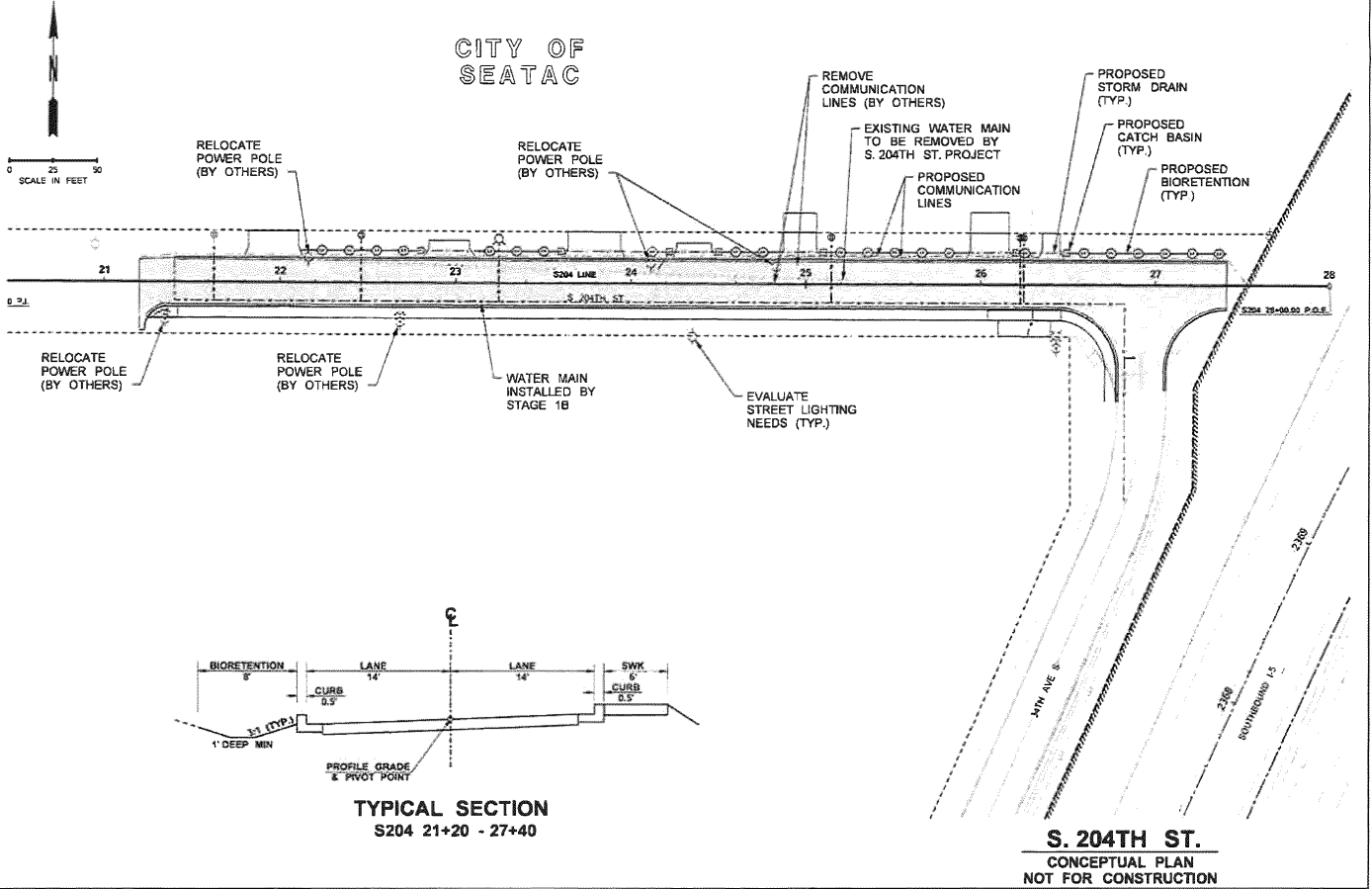
GCB 3695
Exhibit A
Scope of Work

The CITY will design and construct all improvements on S. 204th Street from 32nd Avenue S to 34th Avenue S, for which the WSDOT agrees to pay for, including:

- Roadway section will be Twenty-eight feet (28 feet) and will include new pavement or a pavement overlay within the limits of the improvements.
- The south side will have a curb and a six-foot sidewalk.
- The north side will have a curb and a linear bioretention facility. If linear bioretention facilities are not installed, alternative water quality treatment facilities will be installed along with landscaping and street tree elements that align with City standards.
- Installation of street lighting on S. 204th Street from 32nd Ave S to 34th Ave S.
- No additional right-of-way is needed for improvements on this road.

All lighting and stormwater facilities along the CITY streets will be owned, maintained and operated by the CITY at their expense.

CITY OF SEATAC



DATE: 4/18/03
 DRAWN BY: [unreadable]
 FILE NAME: C:\projects\seatac\204th\204th\204th.dwg
 MODEL NAME: D:\data

**Exhibit C - SeaTac 204th Street Improvements
Estimated Costs**

Item No.	Item Description	Cost
Construction (CN)		
1.0	Construction Cost	1,100,817
Note: These costs include all applicable mark ups.		
Total Estimated Construction (Current Year)		1,100,817
Sales Tax		
2.0	Sales tax (10.1%)	111,183
2.1	Construction Engineering and Inspection (20%)	220,163
2.2	Standard Contingency (4%)	44,033
2.3	Final Design Cost (15%)	165,123
TOTAL PROJECT COST		1,641,318

EXHIBIT B



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
34th Avenue S Phase 2	\$2,956,293	FHWA	June 1, 2027
S 204th Street Improvements Project	\$2,000,000	FHWA	June 1, 2028

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.

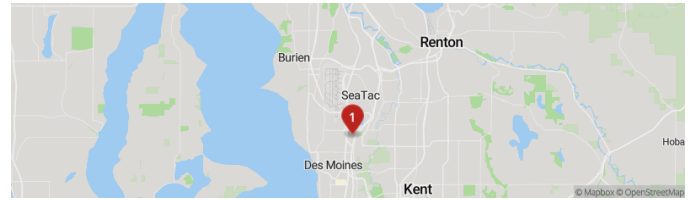
Josh Brown
Executive Director, Puget Sound Regional Council

S 204th St Improvements

Overview

Request Owner	Florendo Cabudol, City Engineer
Department	Public Works
Type	Capital Improvement
Project Number	ST-134
Estimated Start Date	06/22/2023
Estimated Completion Date	12/31/2028

Project Location



Description

Reconstruct roadway and connectivity to 34th Ave S. Improvements to S 204th St will include: drainage, curb, gutter, sidewalks, lighting, shared bicycle lanes, and parking. Consolidated with projects ST-N19 (30th Ave S), ST-136 (32nd Ave S), and ST-N77 (S 202nd St).

Details

Fund: Transportation CIP Fund (307)

Type of Project: New Construction

Project Status: Planning

City Goal: Increase Connectivity and Safety

Policy Basis

This program implements projects that meet the following goals and policies from the Comprehensive Plan Transportation Element: Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H, 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.

Additional Project Information

This project has increased in scope and cost (from 2023-2028 CIP) to include new construction on 30th Ave S and 32nd Ave S (between S 200th St and S 204th St), extend the improvements on S 204th St to 30th Ave S, and a walking path along S 202nd St (between 30th Ave S and 32nd Ave S).

Capital Cost

FY2025 Budget
\$925K

Total Budget (all years)
\$12.6M

Project Total
\$12.6M

Detailed Breakdown

Category	FY2025 <i>Requested</i>	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
Construction	\$0	\$0	\$2,472,573	\$4,945,146	\$7,417,719
Design/Engineering	\$925,030	\$983,970	\$0	\$0	\$1,909,000
Land Acquisition	\$0	\$442,500	\$442,500	\$0	\$885,000
Sales Tax	\$0	\$0	\$277,423	\$554,845	\$832,268
Contingency (10%)	\$0	\$0	\$270,747	\$541,494	\$812,241
Construction Management	\$0	\$0	\$247,257	\$494,515	\$741,772
Total	\$925,030	\$1,426,470	\$3,710,500	\$6,536,000	\$12,598,000

Funding Sources

FY2025 Budget
\$925K

Total Budget (all years)
\$12.6M

Project Total
\$12.6M

Detailed Breakdown

Category	FY2025 <i>Requested</i>	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
Parking Taxes	\$925,030	\$1,426,470	\$569,182	\$3,036,000	\$5,956,682
Federal Grant	\$0	\$0	\$1,500,000	\$1,500,000	\$3,000,000
State Grant	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
Local Contributions	\$0	\$0	\$641,318	\$1,000,000	\$1,641,318
Total	\$925,030	\$1,426,470	\$3,710,500	\$6,536,000	\$12,598,000

EXHIBIT D

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

		2025-2026	
		TOTAL	
001	001.334.02.70.001	\$100,000	WA Rec & Consv NSP Trail Repairs
	001.337.07.00.020	\$13,362	Grandview Fence Replacement - KC Parks Levy
102	102.333.21.00.020	\$218,013	Priority Hire Program
113	113.332.92.10.000	\$1,465,540	ARPA Coronavirus Local Allocation
301	301.337.07.00.016	\$15,129	BMX Track Lighting - KC Parks Levy
307	307.333.20.20.022	\$478,500	WSDOT City Safety
	307.333.20.20.023	\$302,425	FHWA/PSRC Grant for S 34th PHII
	307.334.03.81.017	\$1,917,634	Airport Station Area Urban Arte Program-TIB
403	403.334.03.10.007	-\$40,000	Stormwater Capacity Grant
	403.337.07.10.002	\$50,000	Flood Reduction-KC Flood Control Dist.
501	501.334.03.10.007	\$51,271	Stormwater Capacity Grant
	501.334.03.10.007	\$68,729	Stormwater Capacity Grant
		\$4,640,603	

Expenditures

		2025-2026	
FUND #	BARS#	TOTAL	Description
001	001.000.06.514.24.41.000	\$6,390	Professional Services (Records Assistance)
	001.000.03.513.10.41.000	\$75,000	Professional Services (Civic Campus - Financial Advisor)
	001.000.08.521.21.49.001	\$118,044	2022-2023 One Time Leg. Alloc.
	001.000.13.558.51.41.000	\$22,926	Professional Services (Permit Fee Study)
	001.000.13.558.60.41.000	\$4,845	Professional Services (SKHHP)
	001.000.13.558.60.41.000	\$136,728	Professional Services (City Center Airport Subarea Plan)
	001.000.13.558.60.41.000	\$11,096	Professional Services (Citywide Parking Study)
	Total General Fund (001)	\$375,029	
102	102.000.11.595.30.63.224	\$120,000	2024 Street Overlay
	Total Street Fund (102)	\$120,000	
113	113.000.03.518.80.41.000	\$1,664,569	Professional Services (Website Redesign; Robert Half)
	113.000.03.557.20.41.300	\$2,000	Language Access (Civic Campus)
	113.000.03.557.20.35.000	\$15,000	Small Tools & Minor Equipment (video interpretation)
	113.000.03.594.57.64.001	\$80,000	Community Outreach Vehicle
	113.000.10.594.25.64.001	\$209,128	NSP Community Center Backup Generator
	113.000.13.518.63.41.001	\$326,363	Small Business Capital Access Program
	113.000.13.557.20.41.000	\$19,300	SeaTac Farmer's Market
	113.000.13.567.00.41.001	-\$1,489	Regional FastTrack Childcare Initiative
	Total ARPA Grant Fund (113)	\$2,314,871	

EXHIBIT A

2025-2026 Biennial Budget Amendment

Expenditures

FUND #	BARS#	2025-2026	Description
		TOTAL	
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