

## 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](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Lead Agency</b>
SR 518/SR 99 Active Transportation	This project is consistent with the RTP.	WSDOT
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
City of SeaTac & City of Tukwila	Yes	N/A

### **Contact Information**

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
Jessica Rooney	Cameron Kukes
<b>Primary Contact Phone</b>	<b>Alternate Contact Phone</b>
2064404779	2064404548
<b>Primary Contact Email</b>	<b>Alternate Contact Email</b>

rooneje@wsdot.wa.gov	cameron.kukes@wsdot.wa.gov
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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

The grant funding will support safety and accessibility enhancements at two key locations along SR 518. At the SR 518 eastbound ramp (518 Q1 00291), the project will add new signage, high visibility crosswalk markings, ADA compliant curb ramps, accessible pedestrian push buttons with APS, and extend the existing signal to control the slip lane. At the SR518 westbound ramp (518 R2 00291), improvements include high visibility crosswalk markings, updated signage, installation of RRFBs, an advanced stop bar, and a raised crosswalk.

**Project Location**

County/Counties	Location
King	SR 518 & SR 99 Interchange

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
SR 518 & SR 99 Interchange	SR 518 & SR 99 Interchange

**Please Identify the center the project is supporting.**

This project is located within the SeaTac Regional Growth Center’s northern area, where SR 99 and SR 518 meet. It is approximately 0.6 miles north of the SeaTac City Center, identified in SeaTac City Center Vision Reports from 2020. The project is also integral to the adjacent Seattle-Tacoma International Airport, which is feet away from these proposed freeway ramp active transportation improvements.

**Federal Functional Classification**

**Please select the appropriate functional classification.**

Principal Arterial

### **Bicycle & Pedestrian Facilities**

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

Sidewalks, Bike lanes (striped or buffered), Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), 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, 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.**

The Existing Pedestrian Network and Needs Assessment map on Page 57 of the SeaTac Transportation Master Plan shows the existing interchanges of SR 518 with SR99/International Boulevard as High Stress Pedestrian Crossings adjacent to a Link Light Rail Station and an existing trail system. Page 64 of the same document identifies Missing or Inadequate Pedestrian Facilities, Insufficient Pedestrian Connectivity and a Sparse Bicycle Facility Network as Key Issues with the city's active transportation system. The proposed WSDOT work directly addresses these issues by providing better bike and pedestrian facilities at locations identified as high stress for active transportation users.

The City of Tukwila's 2024 Comprehensive Plan directs the reader to the 2024 Local Road Safety Plan for detailed information about the city's priority investments. Pages 6 and 166 of the Safety Plan list improvements on Tukwila International Boulevard as the city's highest priority project. These improvements include better bike and pedestrian facilities along the corridor directly north of the SR 518 SR99/International Boulevard interchanges. WSDOT's proposal to improve bike and

pedestrian crossings at these interchanges work together with the city's proposed investments to create a more complete bike and pedestrian network linking Tukwila and SeaTac across International Boulevard's interchange with 518.

**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.**

This project is located within the SeaTac Regional Growth Center's Northern area, where SR 99 and SR 518 meet. It is approximately 0.6 miles north of the SeaTac City Center.

This project strengthens the active transportation network connecting a major employment center, SeaTac Airport, and nearby businesses, with high-capacity transit in a high equity need area. Current conditions encourage high vehicle speeds and vehicle volume, not conducive to nearby housing comfort and convenience, nor supportive of nearby high-capacity transit stations or future active transportation facilities such as Sound Transit's future bridge connecting Tukwila International Boulevard Link Light Rail Station to the SR 99/SR 518 EB on-ramp.

By creating safer and more comfortable conditions for people walking and rolling, the project supports higher-density residential and employment activity within the Regional Growth Center and enhances multimodal access to both existing and planned high-capacity transit.

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

The project directly advances the development goals of the SeaTac Regional Growth Center by improving multimodal access at a key gateway to the Tukwila International Boulevard Link light rail station (TIBS), SeaTac Airport, and nearby commercial corridors. Strengthening these crossings supports center aims to enhance walkability, transit access, and connections between housing, employment, and services.

Local plans in both SeaTac and Tukwila identify inadequate pedestrian connectivity and high-stress crossings as barriers to redevelopment in this area. By addressing these gaps with ADA-compliant ramps, a protected slip-lane signal, RRFBs, and high-visibility markings, the project supports creates safer and more reliable access to parcels for mixed-use and employment growth.

The improvements also prepare the area for future transit-oriented development by creating safe

approaches to Sound Transit's planned pedestrian bridge, which will bring more foot traffic and increase the center's accessibility. These upgrades provide the multimodal foundation needed to sustain redevelopment, economic activity, and equitable mobility within the regional growth 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.**

The SR 99/SR 518 ramps (518 Q1 00291 and 518 R2 00291) connecting to SR 99 are associated with high vehicle volumes and speeds. With the existing features being vital to the connection of the Tukwila International Boulevard Link Light Rail Station, opportunities to improve pedestrian safety have been identified using current engineering and active transportation guidelines. Grant funding utilized on this project will improve features at the SR 518 EB on-ramp (518 Q1 00291) by installing signage, high visibility crosswalk markings, accessible pedestrian push buttons with accessible pedestrian signals (APS), reconstructed curb ramps to ADA standards, and extending the existing signal to control the slip lane. At the SR 518 WB to SR 99 SB off-ramp (518 R2 00291), high visibility crosswalk markings will be installed along with signage, rectangular rapid flashing beacon(s) (RRFB), advanced stop bar, and raised crosswalk. The project will assist with connecting future active transportation facilities such as Sound Transit's future bridge connecting Tukwila International Boulevard Link Light Rail Station to the SR 99/SR 518 EB on-ramp (518 Q1 00291) as well as be forward compatible with future active transportation improvements outlined in Review of City of SeaTac Transportation Master Plan (Transpo Group, 2015) and Review of Washington State Active Transportation Plan 2020 and Beyond (WSDOT, 2021).

**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.**

The SR 518/SR 99 Active Transportation Improvements project addresses significant safety and accessibility gaps at two high-stress crossings that connect SeaTac, Tukwila, the TIBS, and SeaTac Airport. The interchange experiences high traffic volumes—SR 99 carries 34,000 ADT (7.5% trucks), with ramp volumes of 6,000–8,000 ADT—creating substantial exposure risk for people walking and rolling. Pedestrian crossings in this area are infrequent, and the two project locations currently feature free-flow vehicular movements, non-compliant curb ramps, no protected pedestrian phases, and limited visibility. These conditions are identified in SeaTac's Transportation Master Plan as High-Stress Pedestrian Crossings with missing or inadequate active-transportation facilities.

The project reduces key barriers by:

- Improving accessibility through ADA-compliant curb ramp reconstruction at both ramp terminals.
- Providing safer, more controlled crossings via a new traffic signal on the SR 99→EB SR 518 slip lane, eliminating a major conflict point with high-speed right turns.
- Enhancing comfort and visibility with high-visibility crosswalks, advanced stop bars, RRFBs, and a raised crosswalk on the WB off-ramp to slow vehicles approaching the crossing.

- Strengthening regional connectivity by closing a critical gap between neighborhoods, major employment centers, transit, and Sound Transit's planned pedestrian bridge.

Collectively, these improvements address both functional barriers (speed, distance, visibility) and safety disparities for people who rely on walking and rolling.

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

The project directly strengthens multimodal access to one of the region's highest use transit hubs, the TIBS, located immediately north of the SR 518/SR 99 interchange. These improved crossings form the primary pedestrian route between SeaTac, Tukwila, and TIBS, where Link light rail provides regional access to SeaTac Airport and major north-south destinations including Seattle, Lynnwood, and Federal Way.

The project also improves access to a dense network of frequent bus services. King County Metro routes 124, 128, RapidRide A and F Lines all serve TIBS, connecting riders to regional growth centers such as downtown Seattle, Burien, Southcenter, Kent, and Renton. In addition, Sound Transit's Stride S1 BRT line will serve TIBS upon opening, creating a major east west transit spine along SR 518.

By delivering ADA compliant curb ramps, a protected signalized crossing, RRFBs, and high visibility markings, the project removes critical access barriers that currently reduce first/last mile connectivity to transit. These improvements also support future multimodal integration by enhancing the approach to Sound Transit's planned pedestrian bridge linking directly to the station area.

**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.**

A: The project sits within a high demand multimodal corridor linking SeaTac, Tukwila, the TIBS, SeaTac Airport, and nearby residential and commercial areas. SR 99 near SR 518 carries 34,000 ADT, and the ramps carry 6,000-8,000 ADT, indicating strong existing travel activity and a clear need for safe pedestrian access.

The improved crossings serve daily commuters, airport and hospitality workers, transit dependent residents, and customers accessing nearby businesses. The project enhances the primary walking and rolling route to TIBS and its high frequency transit network (RapidRide A & F Lines, Routes 124 and 128), supporting users traveling throughout the region.

ADA compliant curb ramps, a protected signalized crossing, RRFBs, and high visibility markings will significantly improve accessibility for people with mobility devices, seniors, and families. The project also anticipates increased use associated with Sound Transit's planned pedestrian bridge, which will channel even more users through this location.

Overall, the project delivers broad community benefit by improving safety and comfort for a wide

range of users in an area with high existing and projected pedestrian demand.

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

If this project is not funded, the region risks losing a key window to build essential multimodal safety improvements at one of the most constrained and high demand access points to the TIBS, SeaTac Airport, and surrounding neighborhoods. The project area already faces significant high volume traffic pressures—SR 99 carries 34,000 ADT, and ramps carry 6,000–8,000 ADT—which will continue to grow along with ongoing commercial activity and transit expansion.

Failing to fund this project would delay or prevent critical first/last mile upgrades that support current and future transit investments, including the Stride S1 BRT line and the planned Sound Transit pedestrian bridge, both of which will concentrate additional walking and rolling demand at this crossing. Without these improvements, users would continue to face unsafe, uncomfortable conditions that limit equitable access to one of the region's most important multimodal hubs.

In addition, both SeaTac and Tukwila have identified this location as a high priority active transportation gap in their long range plans. Missing this funding cycle would delay agency coordination and postpone safety improvements that are explicitly tied to local growth strategies, putting pressure on nearby developments and undermining progress toward regional mobility and equity goals.

**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 includes several high equity need populations identified in WSDOT and local planning documents, including transit dependent residents, low income households, immigrants, seniors, and workers employed in the airport, hospitality, and service sectors. These communities rely heavily on walking, rolling, and transit connections to access jobs, services, and regional mobility options. The SR 518/SR 99 interchange is documented as a High Stress Pedestrian Crossing with missing or inadequate facilities and insufficient pedestrian connectivity.

Existing conditions create clear disparities: the project crossings feature free flowing high speed traffic, non compliant curb ramps, long crossing distances, and limited visibility, all of which disproportionately affect people with disabilities, people traveling with strollers or carts, and those who walk or roll due to income or mobility constraints. The corridor's high traffic volumes further amplify safety risks for these users.

The project directly addresses these inequities by delivering ADA compliant curb ramps, a protected signalized crossing, RRFBs, and high visibility markings, reducing exposure to high

speed vehicle movements and creating safer, more predictable conditions. It also strengthens access to major transit services and future improvements, including Sound Transit's planned pedestrian bridge, ensuring historically underserved populations experience safer and more reliable access to jobs, services, and regional mobility.

## **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.**

The project is grounded in extensive public input gathered through SeaTac and Tukwila Comprehensive Plans and Transportation Master Plans, where the SR 518/SR 99 interchange was identified as a high stress pedestrian gap with missing facilities and safety concerns raised by community members, including transit dependent and high equity need residents.

WSDOT also conducted project specific engagement with both cities from February–July 2025 to review concepts, confirm priorities, and incorporate feedback on safety, accessibility, and first/last mile needs for residents, workers, and users accessing the nearby TIBS light rail station. Coordination with SeaTac continued after these meetings to refine design elements and ensure forward compatibility with future corridor planning.

The project includes a community profile to identify demographic characteristics, translation needs, and targeted outreach strategies within a half mile radius—ensuring communication reaches limited English proficiency populations and transit reliant communities. A project webpage and engagement with community based organizations will support ongoing communication.

Overall, the outreach framework ensures the project reflects community identified safety and access needs, especially for the diverse populations who depend on walking, rolling, and transit in this corridor.

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

Outreach through SeaTac and Tukwila's transportation planning processes—where the SR 518/SR 99 crossings were identified as high stress pedestrian locations—guided WSDOT to prioritize this interchange for early safety improvements.

Project specific engagement with both cities from February–July 2025 shaped key design decisions. Feedback from residents, transit users, and agency staff influenced the selection of a protected slip lane signal to address concerns about high speed turning movements, as well as the inclusion of ADA compliant curb ramps, RRFBs, and high visibility markings to better serve users walking and rolling to the TIBS light rail station.

Community profile work—focused on identifying demographic characteristics and translation needs—reinforced the importance of improving crossings for limited English proficiency and transit

dependent populations. These insights ensured the project's scope directly responds to the disparities documented through earlier planning and engagement.

### **Category-Specific Criteria: Safety and Security**

#### **Describe how the project addresses safety and security.**

The project has identified improvements to pedestrian safety with engineering and active transportation guidelines. These improvements include new signage, high visibility crosswalk markings, accessible pedestrian push buttons with accessible pedestrian signals, ADA standard curb ramps, and extending the existing signal to control the slip lane.

#### **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.**

With the planned safety improvements, vulnerable users will have a safer and more comfortable trip. This is particularly important for those walking and rolling, however these improvements will also improve their visibility, awareness, and traffic control for drivers. Vulnerable users in the area will have easier access to current and future high capacity transit improvements, like the future pedestrian bridge connecting the future median Bus Rapid Transit (BRT) stop and current light rail station at Tukwila International Boulevard.

In summary, ADA improvements to curb ramps, new traffic signals, high visibility crosswalk markings, and improved pedestrian signals and push buttons make considerable gains for vulnerable users in the area.

#### **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?**

WSDOT's Strategic Highway Safety Plan / Target Zero are adopted policies. WSDOT's Design Manual also includes a chapter on Safety Analysis, as well as chapters on roadside safety standards. Furthermore a Secretary Executive Order, E1085.01, relates to "Road Safety – Advancing the Safe System Approach for All Users." A key element from WSDOT's Strategic Highway Safety Plan is safer roads, with facilities that are designed and built to separate users in time and space. This goal is directly addressed with this project with the installation of a new RRFB on the westbound SR 518 to southbound SR 99 off ramp and the new signalized slip lane from northbound SR 99 to eastbound SR 518. These new protected crossings help slow down and stop traffic, allowing pedestrians to navigate stressful intersections more easily.

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

The project reduces reliance on enforcement by using design strategies that naturally slow vehicles and create safer, more predictable conditions for people walking and rolling. At the WB

SR 518 off-ramp, the project installs a raised crosswalk, a proven traffic-calming element that forces drivers to reduce speed when approaching the crossing. This is paired with advanced warning signage and RRFBs to increase driver awareness without requiring police presence.

At the EB on-ramp, the introduction of a new traffic signal for the SR 99 slip lane replaces a previously free-flow movement, eliminating high-speed right turns—a major conflict point identified during planning and outreach. The signal provides a protected pedestrian phase and ensures controlled speeds through engineering rather than enforcement.

High-visibility crosswalk markings, updated ADA-compliant curb ramps, and advanced stop bars further reinforce lower speeds and improve yielding behavior. These design elements address longstanding safety concerns identified through local plans and community feedback, offering durable, self-enforcing safety improvements aligned with PSRC's emphasis on engineering-based solutions.

## **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?**

30% complete

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

January, 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).**

October, 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?**

No

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

N/A, N/A

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

N/A, N/A

**Has right of way certification been completed?**

N/A

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

N/A, N/A

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

N/A

### **Construction**

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

Yes

**Please attach the engineer's estimate.**

f-151-540-21563878\_GDwwX7t0\_MS9209\_SR518-SR99\_Active\_Transportation\_Improvements\_-\_DBB\_Scoping\_Estimate\_2026\_3\_20.pdf

**Identify the environmental permits needed for the project and when they are scheduled to**

**be acquired.**

NEPA 10/2026

TESC 12/2027

Noise Variance 12/2027

Hazardous Materials 12/2027

**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)?**

January, 2027

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

February, 2027

**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.**

Pre-design started in October of 2023. In addition, no permanent acquisitions or temporary easements are anticipated. The Right of Way is sufficient for the enhancements as described. We have no concerns meeting the planned schedule.

**PSRC Funding Request**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
Construction	2027	\$1200000

**Total PSRC Funding Request: \$1200000**

**Has this project received PSRC funds previously?**

**Please provide the project's PSRC TIP ID.**

No

N/A

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
		\$
		\$
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$0**

**Expected year of completion for this phase:**

**Right of Way Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
		\$
		\$
		\$
		\$
		\$

**Total Right of Way Phase Cost: \$0**

**Expected year of completion for this phase:**

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**Construction Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Other State	Secured	\$197000
TAP(PSRC)	Reasonably Expected	\$1200000
		\$
		\$
		\$

**Total Construction Phase Cost: \$1397000**

**Expected year of completion for this phase:**

November, 2027

**Other Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
		\$
		\$
		\$
		\$

		\$
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**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

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**Project Summary**

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$1397000	November, 2027

**Financial Documentation**

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

Sandy Williams Connecting Communities grant approved Project Summary.

**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-151-346-21563878\_JH8Lo7qz\_SR\_99\_SeaTac\_ADA\_Project\_Summary\_2-23-25Final\_-\_signed.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.**

Beyond the evaluation criteria, this project offers strategic value by advancing regional coordination and multimodal integration across two jurisdictions—SeaTac and Tukwila—at a location where state, regional, and local investments converge. The SR 518/SR 99 interchange is the nexus of current and planned major transit infrastructure, including Link light rail, high frequency bus service, and Sound Transit’s future pedestrian bridge. Delivering early, low cost safety and accessibility upgrades ensures these upcoming multimodal investments can function as intended. This coordinated timing strengthens overall system performance while preventing the need for later, more disruptive reconstruction.

The project also provides strong forward compatibility with future Complete Streets concepts on SR 99. Although this effort focuses on near term spot improvements, the design approach—such as the protected slip lane signal, ADA compliant curb ramps, and enhanced crosswalks—lays essential groundwork for more comprehensive corridor upgrades anticipated in local and statewide active transportation plans. These improvements deliver immediate safety benefits while preserving flexibility for future multimodal redesigns.

Finally, the project demonstrates exceptional readiness and cost efficiency. With design already well advanced and clear permitting and scheduling pathways, the project can obligate funds quickly and reliably. Coupled with secured match funding and documented community support from both partner cities, the project offers PSRC a low risk, high impact opportunity to improve access, equity, and safety in one of the region's most heavily traveled transportation hubs.

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

f-151-480-21563878\_FURd0ln9\_SeaTac\_Letter\_of\_Support\_WSDOT.pdf, f-151-480-21563878\_gBkLVn3x\_SR\_518\_\_SR\_99\_Int.\_Support\_Letter\_-Tukwila.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](mailto:mkoch@psrc.org) to have it returned to you.

## ESTIMATE - BREAKDOWN BY UNIT BID ITEM

SR: 518/99

MP: 2.39/20.30 to 2.55/20.43

Title: SR518/SR99 Interchange Active Transportation Improvements

CPN A51802Z  
PME 151802Z

Prepared By: Tony Barilla / Tom Barnes  
Date: 2.20.26 / 3.20.26

	151802Z	A51802Z
PE Pre-Des	\$440,000	\$440,000
Des-Tot		
ROW	\$0	\$0
CN	\$1,397,000	\$1,397,000
<b>Total</b>		<b>\$1,837,000</b>

					Total	Total	
Bid Item #	Work Item	Price per Unit	Unit	Qty	Cost	Qty	Cost
<b>Section 1 - Preparation</b>							
0050	Removal of Structures and Obstructions	\$1	LS	125,000	\$125,000	125,000	\$125,000
<b>Section 2 - Grading</b>							
0332	Pavement Repair Excavation Incl. Haul	\$100	SY	200	\$20,000	200	\$20,000
<b>Section 9 - Surfacing</b>							
5100	Crushed Surfacing Base Course	\$275	TON	20	\$5,500	20	\$5,500
<b>Section 14 - Hot Mix Asphalt</b>							
5711	Planing Bituminous Pavement	\$8	SY	200	\$1,600	200	\$1,600
5739	HMA for Pavement Repair CL 1/2 In PG	\$300	T	30	\$9,000	30	\$9,000
5830	Job Mix Compliance Price Adjustment	Calc	%	3%	\$270	0	\$270
5835	Compaction Price Adjustment	Calc	%	5%	\$450	0	\$450
<b>Section 17 - Erosion Control &amp; Roadside Planting</b>							
6471	Inlet Protection	\$175	EA	5	\$875	5	\$875
6470	Street Cleaning	\$300	HR	16	\$4,800	16	\$4,800
6490	Erosion / Water Pollution Control	\$1	Est	70000	\$70,000	70,000	\$70,000
<b>Section 18 - Traffic</b>							
6890	Permanent Signing	\$1	LS	3,000	\$3,000	3,000	\$3,000
6973	Other Temporary Traffic Control	\$1	LS	80,000	\$80,000	80,000	\$80,000
NonSTD	Rectangular Rapid Flashing Beacon	\$1	LS	60,000	\$60,000	60,000	\$60,000
NonSTD	Flashing Warning Beacon	\$1	LS	30,000	\$30,000	30,000	\$30,000
xxxx	Replace Permanent Traffic Recorder (Piezo's & Loops), LS	\$1	LS	50,000	\$50,000	50,000	\$50,000
<b>Section 19 - Other Items</b>							
7038	Roadway Surveying	\$1	LS	20,000	\$20,000	20,000	\$20,000
7042	ADA Features Surveying	\$1	LS	20,000	\$20,000	20,000	\$20,000
7058	Cement Conc. Curb Ramp Type XX	\$4,500	EA	4	\$18,000	4	\$18,000
7054	Detectable Warning Surface	\$60	SF	10	\$600	10	\$600
7480	Roadside Cleanup	\$1	Est	10,000	\$10,000	10,000	\$10,000
7725	Reimbursement for Third Party Damage	\$1	EST	5	\$5	5	\$5
7728	Minor Change	\$1	CALC	-1	-\$1	-1	-\$1
7732	Aggregate Compliance Price Adjustment	\$1	CALC	-1	-\$1	-1	-\$1
xxxx	Slip Lane Traffic Signal	\$1	Est	60,000	\$60,000	60,000	\$60,000
xxxx	Add APS	\$1	LS	240,000	\$240,000	240,000	\$240,000

Subtotal for Percentages

Bid Item Subtotal:		\$704,098	\$704,098
Miscellaneous	30.0%	\$211,229	\$211,229
Subtotal:		\$915,327	\$915,327
Mobilization:	10.0%	\$91,533	\$91,533
Subtotal:		\$1,006,860	\$1,006,860
Sales Tax	10.10%	\$101,693	\$101,693
<b>Bid Item Total:</b>		<b>\$1,108,553</b>	<b>\$1,108,553</b>

Bid & (700) Non-Bid Item Total: \$1,108,553

Construction Engineering (Incl. Compl. Streets)	22.0%	22.0%	\$243,882	\$243,882
Contingencies	4.0%		\$44,342	\$44,342
<b>Construction Total:</b>			<b>\$1,396,777</b>	<b>\$1,396,777</b>
<b>Preliminary Engineering Total:</b>			<b>\$440,000</b>	<b>\$440,000</b>
<b>Total Cost of Project:</b>			<b>\$1,836,777</b>	<b>\$1,836,777</b>



February 27, 2026

Josh Brown, Executive Director  
Puget Sound Regional Council  
1011 Western Avenue Suite 500  
Seattle, WA 98104

RE: PSRC 2026 Transportation Alternatives Program (TAP) Grant – WSDOT **SR 518 / SR 99**  
Application

Dear Mr. Brown:

City of SeaTac is pleased to submit this letter of support for the Washington State Department of Transportation SR 518 / SR 99 application to the PSRC 2026 Transportation Alternatives Program (TAP).

SR 518 and SR 99 are vital corridors that connect the City of SeaTac, City of Tukwila, and other county and regional destinations including the Tukwila International Boulevard Link Light Rail station and the SeaTac International airport.

The safety and comfort of those walking, biking and accessing transit needs to be addressed to advance local goals for growth, economic development and safety. Crossing opportunities are infrequent and are located at high-stress intersections alongside high-speed traffic. Further, ramp interchanges present unique challenges to pedestrians and bicyclists who seek north-south connections.

This spot improvement project is a crucial first step in addressing these issues:

- The proposed raised crosswalk and RRFB's on the westbound SR 518 off-ramp to southbound SR 99 will slow exiting freeway traffic, improving visibility and comfort for all users.
- The proposed new traffic signal on the slip lane for northbound SR 99 on-ramp to eastbound SR 518 will create a new protected crossing for all users.
- The addition of audible pedestrian signals and improved curb cuts at signalized intersections will also improve accessibility for users of all ages and abilities.

This low-cost project will help to promote a safer and more accessible multimodal environment through the SR518 / SR 99 spot location improvements. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their 2026 TAP application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Young".

Jonathan Young  
City Manager



March 12, 2026

Josh Brown, Executive Director  
Puget Sound Regional Council  
1011 Western Avenue Suite 500  
Seattle, WA 98104

Dear Mr. Brown:

RE: PSRC 2026 Transportation Alternatives Program (TAP) Grant – WSDOT **SR 518 / SR 99**  
Application

Dear Mr. Brown:

The City of Tukwila is pleased to submit this letter of support for the Washington State Department of Transportation SR 518 / SR 99 application to the PSRC 2026 Transportation Alternatives Program (TAP).

SR 518 and SR 99 are vital corridors that connect the City of SeaTac, City of Tukwila, and other county and regional destinations including the Tukwila International Boulevard Link Light Rail station and the SeaTac International airport.

The safety and comfort of those walking, biking and accessing transit needs to be addressed to advance local goals for growth, economic development and safety. Crossing opportunities are infrequent and are located at high-stress intersections alongside high-speed traffic. Further, ramp interchanges present unique challenges to pedestrians and bicyclists who seek north-south connections.

This spot improvement project is a crucial first step in addressing these issues:

- The proposed raised crosswalk and RRFB's on the westbound SR 518 off-ramp to southbound SR 99 will slow exiting freeway traffic, improving visibility and comfort for all users.
- The proposed new traffic signal on the slip lane for northbound SR 99 on-ramp to eastbound SR 518 will create a new protected crossing for all users.
- The addition of audible pedestrian signals and improved curb cuts at signalized intersections will also improve accessibility for users of all ages and abilities.

This low-cost project will help to promote a safer and more accessible multimodal environment through the SR 518 / SR 99 spot location improvements. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their 2026 TAP application.

Sincerely,

Signed by:  


B9A92938616B424...  
Jen Tetatzin, PE, PMP  
Public Works Director