

## 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>
Improved Pedestrian Safety Along SW 102nd St. in White Center	N/A	King County Department of Local Services, Road Services Division
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
	Yes	N/A

### **Contact Information**

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
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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 Road Services Division ("Roads") will install a new sidewalk along the north side of SW 102nd Street from 8th Avenue SW to 15th Avenue SW, including sidewalk curb ramps at each street crossing to ensure accessibility, and driveway reconnects. An enclosed drainage system with catch basins and pipes will also be installed to collect water runoff and connect to the existing drainage system. The stormwater improvements will serve the sidewalk; they must be constructed in order for the sidewalk to be constructed.

### **Project Location**

<b>County/Counties</b>	<b>Location</b>
King	SW 102nd St., between 8th Ave. SW and 15th Ave. SW, White Center

<b>Beginning Crossroad/Landmark</b>	<b>Ending Crossroad/Landmark</b>
8th Ave. SW	15th Ave. SW

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

Residents of the North Highline/White Center County-designated center experience significant inequities, compounded by decades of underinvestment in local pedestrian and bicycle infrastructure. PSRC's Project Selection Map identifies the project area as low opportunity. Sixty-five percent of residents are people of color, and 20% have no access to a personal vehicle. Fifty-five percent of students at the White Center Heights Elementary School at SW 102nd St. and 8th Ave. SW are low-income.

There is no sidewalk on SW 102nd St. between 8th and 13th Aves. SW, a critical stretch for people of all ages and abilities traveling to and from White Center Heights Elementary, White Center Ponds trails and Steve Cox Memorial Park at SW 102nd and 13th Ave. SW, the H Line Rapid Ride transit stop at SW 102nd and 15th Ave. SW, and businesses in the commercial area along 15th and 16th Aves. SW. This project will construct a new sidewalk that will link to existing sidewalk on the north side of SW 102nd between 6th and 8th Aves. SW.

The project will build on several recent local investments by King County Metro, Roads, and Department of Natural Resources and Parks, including ADA improvements to support the new H Line Rapid Ride service along 15th Ave. SW; a new roundabout at SW 102nd and 8th Ave. SW; school safety signage, marking, and parking restrictions at White Center Heights Elementary; and redesign of the White Center Ponds Natural Area.

### **Federal Functional Classification**

**Please select the appropriate functional classification.**

Exception

### **Bicycle & Pedestrian Facilities**

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

Sidewalks

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

Sidewalks, 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 project has also been identified in the Metro H-Line Planning process “Access to Transit Upgrade Technical Memorandum May 2018”, as it will provide a connection to the H Line rapid transit bus service.

**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 project will improve access between the White Center Unincorporated Activity Center and nearby neighborhoods by filling a gap in this underserved area’s pedestrian network. The King County Comprehensive Plan designates unincorporated activity centers as focal points for activity and investment that provide employment and amenities that meet the needs of the local economy. The White Center Unincorporated Activity Center is primarily zoned Community Business. Areas adjacent to the White Center Unincorporated Activity Center have been rezoned to higher-density residential, supporting construction of apartment buildings in the vicinity of this center.

This project will support increased employment density in the White Center Unincorporated Activity Center, as well as increased housing density in areas adjacent to the center, through facilitating non-motorized transportation between the two. During the recent community planning process, residents expressed support for increasing housing and employment opportunities; development that supports families living together; and good access to jobs, transit, and community amenities and services, all of which this project will promote.

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

Development objectives for this center and vicinity are guided by the December 2022 North Highline Community Service Area Subarea Plan’s vision and principles, which were shaped through extensive engagement with a broad array of residents and businesses. Guiding principles for the center and vicinity include supporting a thriving and equitable economy; safe and accessible transportation options for everyone; and accessing jobs and amenities without relying on cars.

Subarea plan active transportation policies include prioritization of safe and inviting walking, bicycling, and rolling in the White Center Unincorporated Activity Center and throughout North Highline to connect residents to transit facilities, commercial areas, local parks and open spaces,

schools, and other local destinations (NH-29). These policies and principles align with the residential upzoning of areas adjacent to the center, as well as the primarily Community Business zoning designation of the center itself. This sidewalk project will support future development by improving pedestrian access to and from the White Center Unincorporated Activity Center. This will increase access to housing, employment, services, transit, schools, and parks for community members; and expand the customer base for local businesses, all without increasing vehicular traffic.

### **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 project will connect to many recent and planned transportation investments, filling a gap in the pedestrian network.

Sidewalks exist on at least one side of SW 102nd Street from 4th Avenue SW to 8th Avenue SW, and from 13th Avenue SW to 16th Avenue SW. The sidewalk network extends to the north and south of the project corridor on 4th, 15th, and 16th Avenues SW; and to the north on 5th, 6th, 8th, and 14th Avenues SW.

Connectivity is further improved by a paved trail through the White Center Pond Natural Area, and a recently installed traffic calming roundabout at 8th Avenue SW and SW 102nd Street.

To the west of the project area, King County Metro has recently completed improvements to the 15th Avenue SW corridor and connecting streets, including sidewalks and curb bulbs at SW 102nd Street, for the 2023 launch of the RapidRide H Line. King County has recently installed additional ADA ramps on 15th Avenue SW to improve access to the H Line. Additionally, King County recently reduced travel lanes on 16th Avenue SW from four to three vehicular lanes to improve multimodal safety to the west of the project area.

The project will fill gaps in the sidewalk network from 8th Avenue SW to 15th Avenue SW, providing a connection to housing, schools, parks, employment, services, and transit.

#### **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.**

SW 102nd Street is a long, straight roadway, with a marked centerline and wide paved shoulders that can provide a user experience similar to an arterial. The segment between 8th and 13th Avenues SW has steep slopes and lacks sidewalks, creating a break in the sidewalk network and reduced comfort for active transportation between residential areas, employment, shopping, and schools. The segment of SW 102nd Street between 13th and 15th Avenues SW lacks north-side sidewalk, requiring pedestrians to cross the street to stay on a separated walkway to reach the amenities of 15th and 16th Avenues SW, including a new RapidRide H Line transit stop. Several

schools are located in the area, including an elementary school at SW 102nd Street and 8th Avenue SW. The new sidewalk will close the gaps in the sidewalk network, improving safety and comfort by providing a continuous walking route connecting residential areas, schools, businesses, employment, transit, and parks.

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

This project will complete sidewalk and ADA accessibility to and from the King County Metro RapidRide H Line bus rapid transit service along 15th Avenue SW, which connects the White Center community to employment centers, recreation, and educational opportunities in Burien, downtown Seattle, and West Seattle. **It will also improve sidewalk access to and from King County Metro bus Routes 128 and 131 along 8th Ave. SW, which connect to White Center commercial areas, South Seattle College, Southcenter, SODO, and downtown Seattle. The H Line stops on SW 102nd Street and 15th Avenue SW; Routes 128 and 131 stop on SW 102nd Street and 8th Avenue SW. This project will fill the current sidewalk gaps between 8th and 15th Avenues SW on SW 102nd Street, improving transit access to and from residential neighborhoods, White Center Heights Elementary School, White Center Ponds trails and Steve Cox Memorial Park at SW 102nd Street and 13th Avenue SW, and businesses in the commercial area along 15th and 16th Avenues SW.**

**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 project will be used by a variety of community members, including residents walking to employment, shopping, and services in the urban center; commuters walking to the RapidRide H Line and other bus routes; students walking to school; and community members walking to parks. The poverty rate for this subarea is twice that of King County overall, and the median income is 40% lower than the County median income. See North Highline Community Service Area Subarea Plan at 85-86, available at <https://cdn.kingcounty.gov/-/media/king-county/depts/local-services/director/subarea-plans/north-highline/north-highline-subarea-plan-20221206.pdf>. Thus, private vehicle access is lower than average. This project will provide people of all ages, abilities, and income levels a crucial link for daily active transportation, facilitating low-cost travel, reducing vehicular travel demand and pollution, and increasing physical activity for improved health outcomes in the community.

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

This project will contribute to recent and ongoing aligned efforts to increase local housing and business density, and build out accessible active transportation infrastructure, in the vicinity of the White Center Unincorporated Activity Center. King County Metro's bus rapid transit RapidRide H Line, which launched service in March 2023, is attracting new riders and development along the 15th Avenue SW corridor. Metro has installed pedestrian improvements to help transit riders access the line. Roads designed ADA improvements to further improve access, and has also constructed a new roundabout with pedestrian facilities near an elementary school at the intersection of SW 102nd Street and 8th Avenue SW. Additionally, development has increased in

the area, following the policy in the subarea plan, including higher density residential development which will benefit from the connections provided by the project.

If the project is funded, it may help spur additional development in the urban center as well as increase transit ridership and active transportation in the subarea, supported by new development and the investments in transit and pedestrian infrastructure. If the project is not funded, an increasing number of pedestrians will need to walk on an urban road without a sidewalk to reach employment, transit, and schools, and vehicular travel and pollution may increase.

Roads' limited budget is fully committed to maintaining existing infrastructure and providing match for grant-funded projects. No other funds have been identified for this project. Without funding, this project may take years to proceed. In the meantime, prospective residents, developers, and business owners will find the area less attractive for active transportation and potentially as a place to live, develop housing, or open a business.

### **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.**

According to the 2022 North Highline Community Service Area Subarea Plan, people of color make up 65% of the population in the subarea, compared with 42% for King County as a whole. The subarea also has higher proportions of foreign-born residents and residents with limited English proficiency than King County as a whole (31% and 13% respectively, compared to 25% and 6% countywide). Youth comprise a slightly higher percentage of the population in North Highline compared with King County as a whole (22% versus 20%). The students at White Center Heights Elementary are 51.3% English language learners and 55.3% low-income. The median income in the subarea is 40% lower than the countywide median. The rate of households below the poverty line in North Highline is almost twice the rate for the County overall. Sixty percent of renter households in North Highline are cost-burdened: they pay more than 30% of their income for housing. All of these population groups will benefit from the project, which will provide a connection to employment, schools, transit, community services, parks, and the urban center without the need for a vehicle.

The current pedestrian network is incomplete. Residents of the subarea experience significant inequities, compounded by decades of underinvestment in road infrastructure. This project will fill a gap in the pedestrian network, connecting the residential neighborhood and schools with the businesses, services, and transit lines located in the urban center.

The sidewalk project fills a 7-block gap on a street that connects businesses, residential neighborhoods, schools, parks, employment, services, and transit, including the new RapidRide H Line. Population groups in this subarea include residents with lower incomes, foreign-born, and

youth and elderly community members who rely on modes such as transit, walking, and bicycling to get around. This project will fill a network gap to improve mobility for the entire community, and help reverse the historical patterns of underinvestment in local infrastructure.

## **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.**

King County recently launched a participatory budgeting program in its urban unincorporated areas, including White Center/North Highline. Participatory budgeting is an innovative approach to community-driven public funding in which community members recommend projects for funding. The process empowers community members to work with government to make investment decisions that affect their community. During the participatory budgeting process, participants identified this sidewalk project as a high priority.

The project was also requested through the County's Community Needs List program. This process leveraged town halls, subarea planning meetings, and online outreach to develop a list of community-identified services, programs, and capital projects needed throughout the County.

The project is included in the Transportation Needs Report, an appendix to the 2024 King County Comprehensive Plan. Outreach for the Comprehensive Plan was extensive, including virtual meetings, email and traditional media outreach, and an in-person event attended by over 300 people at a location just west of the project site.

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

During the participatory budgeting process, the community identified the project location, the facility type, and the prioritization of the north side over the south side of the street. This feedback, and the community's broader interest in improving safe active transportation facilities for people of all ages and abilities, guided the County's decision to advance this project.

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

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

The project will provide sidewalks along an urban section of county roadway that does not have separated pedestrian facilities, and an adjacent section that requires addition of a north-side sidewalk for connectivity. This sidewalk will connect to existing sidewalks and a new roundabout with sidewalks that was recently installed to improve safety and calm traffic near a school. The project will reduce interactions between pedestrians and vehicles by providing a continuous route for pedestrians to walk on a facility separated from vehicular traffic. Additionally, the project will facilitate pedestrian crossings at high-visibility intersections, reducing the risk of collisions.

Increases in pedestrian traffic associated with improved pedestrian facilities can also improve security in the area by providing more “eyes on the street,” and an improved sense of comfort.

By making walking more comfortable, the project will also improve safety by encouraging walking for exercise and as a viable option to driving, thereby reducing CO2 emissions.

The project’s addition of 5-foot sidewalks with an 8-foot buffer will drastically reduce the risk of accidents, create a safe environment that encourages walking for exercise, walking instead of driving for short trips which reduce traffic congestion, air pollution and CO2 emissions.

**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 project will provide ADA-accessible sidewalks that allow users of all ages and abilities to benefit from the investment. Vulnerable users of the transportation system, such as the young, elderly, or disabled, as well as low-income or foreign-born populations, rely more on walking, bicycling, and transit for transportation. The project will provide a dedicated space for pedestrians, using modal separation to increase comfort and reduce the risk of injuries or fatalities from pedestrian-vehicle collisions.

**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?**

King County adopted a Complete Streets ordinance in 2024, promoting roadways that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities.

Multiple other county policies and plans speak to the importance of safety, including the following policies from the 2024 King County Comprehensive Plan:

-T-315 King County should contribute to achieving the state traffic safety goal of zero deaths and serious injuries using a safe systems approach, through which road system managers, public health organizations, law enforcement agencies, emergency responders, road users, and other parties collaborate to prioritize the elimination of crashes that result in death and serious injuries.

-T-321 The King County Road Design and Construction Standards shall promote safe, cost-effective roads that, to the extent practical and allowed by law, incorporate complete streets infrastructure to balance the health and safety needs of all road users, contribute to the state traffic safety goal of zero deaths and serious injuries, and reflect the function of the road and the different needs of and service levels for the Urban Growth Area and Rural Area and Natural Resource Lands.

-T-102 King County should seek to ensure that its system of transportation services and facilities equitably serves the mobility needs of communities with the greatest need, including historically underinvested groups, people with disabilities, seniors, and people with special transportation needs.

-T-110 King County prioritizes multimodal transportation options in the urban areas, where they

are most effective. King County's transportation investments in urban areas should emphasize public transportation and road services and facilities that support multiple modes and facilitate connections between them.

-T-207 King County shall consider the safety, needs, and abilities of active transportation users in the planning, design, construction, maintenance, preservation, and operation of road infrastructure and other transportation facilities.

-T-208 Consistent with the priorities defined in the County's transportation plans and the Regional Growth Strategy, active transportation system investments should aim to increase safety, accessibility, and mobility; facilitate mode integration and intermodal connections; improve access to centers, where appropriate; and provide opportunities for healthy activity and alternatives to driving for all populations.

-T-210 In unincorporated areas of King County, the following needs shall be given the highest priority when identifying, planning, and programming active transportation improvements:

- a. Addressing known collision locations;
- b. Fostering safe active transportation routes to schools and other areas where school-aged children regularly assemble;
- c. Filling gaps in, or enhancing connections to, the Regional Trails network;
- d. Serving locations of high concentration of pedestrian and/or bicycle traffic; and
- e. Providing safe routes to transit.

-T-211 In urban areas, active transportation improvements should increase access to transit and urban centers while enhancing community connections to parks, local trails, shopping, libraries, healthcare, and other public and private services and facilities.

-T-215 To increase equitable access to walking, bicycling, and transit mobility options, the County should actively seek grant funding to improve active transportation infrastructure that serves the needs of historically underinvested groups, people with disabilities, seniors, and people with special transportation needs.

The Strategic Plan for Road Services identifies five goals, with safety as the highest funding priority.

Roads is currently developing a Traffic Safety Action Plan using community input, crash and safety data, and expert review to improve traffic safety. This plan will help identify locations for improvements and possible solutions. Locations near schools and with higher traffic volumes were prioritized by community members for improvements, and lack of sidewalks was identified as a top community safety concern.

King County is also a member of the King County Traffic Safety Coalition, or Target Zero Task Force, which works collaboratively to create equitable traffic safety programs and plans to reduce collisions, injuries, and fatalities in King County. The King County Target Zero Strategic Plan 2024-2027 supports traffic safety planning to reduce the number, severity and impact of injuries and fatalities of those walking, rolling, driving, and traveling within the community.

This project is consistent with the County's policies and plans; and helps to advance the safety, equity and social justice, climate, and active transportation goals described in these policies.

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

**speeds.**

The project may narrow the perceived roadway width for drivers with the addition of the sidewalk, resulting in decreased speeds without traffic enforcement. The facility will also encourage pedestrian crossings at intersections, especially at the new traffic calming roundabout near the school, improving pedestrian predictability and safety without the need for law enforcement to prevent midblock crossings.

## **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?**

Less than 30%

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

December, 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).**

December, 2027

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

No

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

N/A

## **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.**

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

Environmental permits and approvals potentially needed for the project include the following:

- National Environmental Policy Act (NEPA) Categorical Exclusion
- Endangered Species Act (ESA) Section 7 No Effect Letter
- National Historic Preservation Act Section 106 Review
- State Environmental Policy Act (SEPA) Determination of Nonsignificance and Notice of Action Taken
- Washington State Department of Ecology Water Pollution Control Act Administrative Order
- King County Permitting Division, Clearing and Grading Permit

Environmental permits and approvals are anticipated to be completed by 12/31/2027.

**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)?**

December, 2027

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

June, 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.

N/A

**PSRC Funding Request**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
Construction	2028	\$1397831

**Total PSRC Funding Request: \$1397831**

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

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

Yes

KCGO-184

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

Fund Source	Funding Status	Amount
TAP(PSRC)	Secured	\$735250
Local	Secured	\$114750
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$850000**

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

December, 2027

**Right of Way Phase**

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

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

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

,

**Construction Phase**

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$1397831
Local	Reasonably Expected	\$218159
		\$
		\$
		\$

**Total Construction Phase Cost: \$1615990**  
**Expected year of completion for this phase:**

November, 2028

**Other Phase**

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

**Total Other Phase Cost: \$0**  
**Expected year of completion for this phase:**

## Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$2465990	March, 2029

## Financial Documentation

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

Funds are reasonably expected. Roads will propose construction funding for this project in the 2028-2029 biennial budget. The budget will be submitted to the King County Council in September 2027 and is anticipated to be passed by Council in late fall/early winter 2027.

If Roads is unable to secure the funds by the obligation date, the use of emergent need funding can be authorized to fully fund the work. Our financial documentation demonstrates that we have secured funding in our capital reserves through our emergent need funds to pay for the local match for construction.

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

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## 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.**

This project will connect with other pedestrian projects that are currently being planned, designed, and/or constructed by the Road Services Division in the White Center/North Highline area. These include, among others, pedestrian improvements and traffic calming along 16th Ave. SW between SW 107th St. and SW 100th St (2026 construction planned); traffic calming on 10th Ave SW between SW 108th St. and SW 116th St. (2026 construction planned); and pedestrian, bicycle, and traffic calming elements along 8th Ave. SW between SW 100th St. and SW 108th St (in design). Together, these projects are building a robust active transportation network to address the safety concerns and transportation needs identified by the White Center/North Highline community.

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

N/A

## 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.

1-Apr-2026 1148201 - SW 102nd St Ped Safety

ITEM NO.	TOTAL QUANTITY	UNIT	STD. ITEM NO.	SPEC. SECTION	ITEM	King County Project Numbers	ENGINEER'S UNIT PRICE	INFLATION ADJUSTED PRICE (3% per year over 3 years ###-##)	TOTAL ENGINEER'S ESTIMATE
PREPARATION									
1	LUMP SUM	L.S.	0001		MOBILIZATION	LUMP SUM	\$ 168,080.07		\$ 168,080.07
2	LUMP SUM	L.S.	0035		CLEARING AND GRUBBING	LUMP SUM	\$ 21,010.01		\$ 21,010.01
3	LUMP SUM	L.S.	0050		REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	\$ 10,505.00		\$ 10,505.00
GRADING									
4	471	C.Y.	0310	2-03	ROADWAY EXCAVATION INCL. HAUL	471	\$ 40.00		\$ 18,854.81
DRAINAGE									
5	289	L.F.	1160		UNDERDRAIN PIPE 6 IN. DIAM.	289	\$ 20.00		\$ 5,780.00
6	11	EACH	-	7-05	CATCH BASIN TYPE 1 W/ THRU CURB INLET	11	\$ 3,500.00		\$ 38,500.00
7	5	EACH	3090	7-05	CATCH BASIN TYPE 1L W/ THRU CURB INLET	5	\$ 3,500.00		\$ 17,500.00
8	1	EACH	3105	7-05	CATCH BASIN TYPE 2 - 48 IN. DIA.	1	\$ 5,000.00		\$ 5,000.00
9	675	L.F.	3541		SCHEDULE A STORM SEWER PIPE	675	\$ 80.00		\$ 54,000.00
10	1140	L.F.			DUCTILE IRON PIPE 12 IN. DIA.	1140	\$ 80.00		\$ 91,200.00
STRUCTURE									
11	6393	LB	4151	6-02	ST. REINF. BAR FOR FOUNDATION AND CURB	6393	\$ 2.00		\$ 12,785.60
12	59	C.Y.	4202	6-10	CONC. CLASS 4000 FOR FOUNDATION AND CURB	59	\$ 800.00		\$ 47,200.00
13	131	L.F.	4410	9-06	BRIDGE RAILING TYPE - STEEL TUBE	131	\$ 200.00		\$ 26,200.00
14	801	S.F.	7169	6-13	STRUCTURAL EARTH WALL	801	\$ 160.00		\$ 128,160.00
15	59	C.Y.	4006	2-09	STRUCTURE EXCAVATION CLASS A INCL. HAUL	59	\$ 400.00		\$ 23,733.33
16	LUMP SUM	L.S.	4013	2-09	SHORING OR EXTRA EXCAVATION CLASS A	LUMP SUM	\$ 10,000.00		\$ 10,000.00
17	30	C.Y.	4025	9-03	GRAVEL BACKFILL FOR WALL	30	\$ 150.00		\$ 4,450.00
SURFACING									
18	355	TON	5100	4-04	CRUSHED SURFACE BASE COURSE	355	\$ 100.00		\$ 35,500.00
HOT MIX ASPHALT									
19	226	TON	5767		HMA CL. 1/2 IN. PG 64-22	226	\$ 180.00		\$ 40,680.00
EROSION CONTRIL AND ROADSIDE RESTOTATION									
20	24	EACH	6471	8-01	INLET PROTECTION	24	\$ 200.00		\$ 200.00
21	60	HR	6470	8-01	STREET CLEANING	60	\$ 200.00		\$ 12,000.00
22	\$10,000	EST.	6490	8-01	EROSION/WATER POLLUTION CONTROL	\$10,000	\$ 10,000.00		\$ 10,000.00
23	LUMP SUM	L.S.			LANDSCAPING	LUMP SUM	\$ 10,000.00		\$ 10,000.00

TRAFFIC								
24	2175	L.F.	6700	8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	2175	\$ 60.00	\$ 130,500.00
25	120	L.F.	6707	8-04	CEMENT CONC. PEDESTRIAN CURB	120	\$ 60.00	\$ 7,200.00
26	2100	L.F.	6806	8-22	PAINT LINE	2100	\$ 2.00	\$ 4,200.00
27	LUMP SUM	L.S.	6869	1-10	PEDESTRIAN TRAFFIC CONTROL	LUMP SUM	\$ 10,000.00	\$ 10,000.00
28	LUMP SUM	L.S.	6971	1-10	PROJECT TEMPORARY TRAFFIC CONTROL	LUMP SUM	\$ 15,000.00	\$ 15,000.00
OTHER ITEMS								
29	68	C.Y.	7006	2-09	STRUCTURE EXCAVATION CLASS B INCL. HAUL	68	\$ 75.00	\$ 5,100.00
30	8400	S.F.	7008	2-09	SHORING OR EXTRA EXCAVATION CLASS B	8400	\$ 3.00	\$ 25,200.00
31	84	C.Y.	-	7-08	GRAVEL BACKFILL FOR TRENCH	84	\$ 80.00	\$ 6,720.00
32	10	MGAL	7018	2-07	WATER	10	\$ 80.00	\$ 800.00
33	LUMP SUM	L.S.	7042	1-05	ADA FEATURES SURVEYING	LUMP SUM	\$ 6,000.00	\$ 6,000.00
34	1111	S.Y.	7055	8-14	CEMENT CONC. SIDEWALK	1111	\$ 120.00	\$ 133,320.00
35	240	S.Y.	-	8-14	CEMENT CONC. DRIVEWAY ENTRANCE	240	\$ 150.00	\$ 36,000.00
36	30	S.Y.	7059		CEMENT CONC. DRIVEWAY ENTRANCE TYPE 3	30	\$ 150.00	\$ 4,516.67
37	9	EACH	7058	8-14	CEMENT CONC. CURB RAMP TYPE - PARALLEL	9	\$ 3,000.00	\$ 27,000.00
38	3	EACH	7058	8-14	CEMENT CONC. CURB RAMP TYPE - PERPENDICULAR	3	\$ 3,000.00	\$ 9,000.00
39	1	EACH	7380	8-13	ADJUST MONUMENT CASE AND COVER	1	\$ 2,200.00	\$ 2,200.00
40	5	EACH	7562	-	MAILBOX SUPPORT TYPE 1	5	\$ 1,000.00	\$ 5,000.00
41	1	EACH	9605	7-05	CONNECTION TO DRAINAGE STRUCTURE	1	\$ 1,000.00	\$ 1,000.00
42	\$6,000	EST.	7480	1-02	ROADSIDE CLEANUP	\$6,000	\$ 10,000.00	\$ 10,000.00
43	\$20,000	CALC.	7728	1-04	MINOR CHANGE	\$20,000	\$ 20,000.00	\$ 20,000.00

For Items 1-3	\$	199,595.08
Subtotal	\$	1,050,500.41
Contigency	\$	210,100.08
CM	\$	262,625.10
<b>CN Total @ 2026</b>	<b>\$</b>	<b>1,523,225.60</b>

<b>Cost to 2028 @3%/y</b>	<b>\$</b>	<b>1,615,990.04</b>
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<b>County match 13.5%</b>	<b>\$</b>	<b>218,158.66</b>
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<b>Ask \$</b>	<b>\$</b>	<b>1,397,831.39</b>
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1129592 RSD EMERGENT NEED 3865

Administrative

Department	Local Services	SPRS Goal	Other	Council District	10 - All
Fund	3865	Major Class of Work	N/A	Lat	N/A
Cost Center	C86501	Functional Class	N/A	Long	N/A
Award	117481	Tier	N/A		

Manager	Mitchell
Supervisor	Mitchell
Project Migr.	

**Appropriated and Planned**

Phase	Prior Years Expenditures	2024 Budget	2025 Adopted	2026	2027	2028	2029	2030	Total 2025-2030	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		1,318,448	700,000	700,000		700,000		700,000	2,800,000	4,118,448
5 - Closeout										
6 - Acquisition										
<b>Annual Project Total</b>	<b>0</b>	<b>1,318,448</b>	<b>700,000</b>	<b>700,000</b>	<b>0</b>	<b>700,000</b>	<b>0</b>	<b>700,000</b>	<b>2,800,000</b>	<b>4,118,448</b>

**Revenue Sources**

30800 - BUDGETED FUND BALANCE	1,318,448									
39782 - CONTRIB COUNTY ROAD FUND			499,908						499,908	
39789 - CONTRIB REET #1			200,092						200,092	
<b>Annual Revenue Total</b>	<b>0</b>	<b>1,318,448</b>	<b>700,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700,000</b>	

This provides funding for existing projects that experience unforeseen circumstances such as delay, match for additional grant funding, or required accelerations.

**Justification**

This project allows Roads flexibility with project implementation. It is to cover costs for unforeseen circumstances and developments not anticipated at the time of budget adoption. If Roads did not have the flexibility of this project to expediently transfer appropriation, the ability of the division to proactively manage projects would be limited.

**Status**

Ongoing