

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Improved Pedestrian Safety Along SW 102nd St. in White Center	N/A	King Co. DOT - Road Services
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Sarah Green	206-477-3620	Sarah.Green@kingcounty.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

This project will design critical pedestrian improvements to connect to the White Center Candidate Countywide Center—improving safety for residents of this historically disadvantaged community as they travel to school, public transit, parks, and commercial areas. The Department of Local Services Road Services Division (Roads) will design a new sidewalk along the north side of SW 102nd St. from 8th Ave. SW to 15th Ave. SW, including curb ramps at street crossings to ensure access for people with disabilities. The design process will entail a comprehensive drainage analysis; the road currently has numerous old brick catch basins that cannot be tapped into, so we will undertake a thorough analysis to design a suitable enclosed drainage system with catch basins and pipes that collect water runoff and connect to the existing pipe network.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Residents of North Highline experience significant inequities, compounded by systemic underinvestment in road infrastructure. The community, which straddles two Census tracts, is much more diverse, lower-income, and more dependent on transit and active transportation than the regional average: 65-71% of residents are people of color, 34-56% are low-income, and 20% have no access to a personal vehicle. Seventy-two percent of White Center Heights Elementary School students (at the project's eastern terminus) are low-income. PSRC's Project Selection Map identifies the project area as "very low opportunity".

There is no sidewalk on SW 102nd between 8th and 13th Aves. SW, and no north-side sidewalk between 13th and 15th Aves. SW. This segment provides direct community access to White Center Heights Elementary, White Center Pond Natural Area trails, Steve Cox Memorial Park, Metro RapidRide H Line transit stops at 15th Ave.

SW, and groceries and other retail businesses along 15th and 16th Aves. SW. To the east, the new sidewalk will link to existing sidewalk to provide access all the way to 4th Ave SW. We anticipate requesting funding for construction of the sidewalk in a future funding round.

The project will build on several recent local investments by King County Metro, Roads, and King County Department of Natural Resources and Parks, including the Burien-to-downtown Seattle RapidRide H Line and associated access improvements; roundabout construction at SW 102nd St. and 8th Ave. SW; operational improvements to White Center Heights Elementary walking routes; ongoing redesign of the White Center Ponds Natural Area; and grant acquisition for active transportation improvements on 8th Ave. SW from SW 102nd to SW 108th St.

Project Location

Location	County/Counties
SW 102nd St., between 8th Ave. SW and 15th Ave. SW, North Highline	King
Beginning Landmark	Ending Landmark
15th Ave. SW	8th Ave. SW

Map and Graphics

f-132-552-18668434_0LHvE19j_SW_102nd_St_Sidewalk_-_Vicinity_Map_updated.pdf, f-132-552-18668434_0ICwoSVF_SW_102nd_St_at_8th_Ave_SW_-_Looking_East.png, f-132-552-18668434_9bfGS6Qh_SW_102nd_St_at_13th_Ave_SW_-_Looking_East.png

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.

2024 King County Comprehensive Plan, Appendix C1: Transportation Needs Report, page C1-53, project NM-22-6, available at <https://kingcounty.gov/~media/depts/executive/performance-strategy-budget/regional-planning/2024-KCCP-Update/PubRevDraft/05-Appx-C1-Combined-TNR-2024-KCCP-PRD-060123.ashx?la=en>.

The project has also been identified in the Metro RapidRide H Line Planning process “Access to Transit Upgrade Technical Memorandum May 2018,” and in the King County Roads Missing Link School Walkway Array prepared in October of 2022.

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.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
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		Exception
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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 / Candidate Countywide Center (final designation anticipated 2025) 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 provides 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 this 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 from 4th Ave. SW to 8th Ave. SW, and from 13th Ave. SW to 16th Ave. SW. The sidewalk network extends to the north and south of the project corridor on 4th, 15th, and 16th

Aves. SW; and to the north on 5th, 6th, 8th, and 14th Aves. 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 Ave. SW and SW 102nd St.

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

The project will fill gaps in the sidewalk network from 8th Ave. SW to 15th Ave. 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 St. 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 Aves. SW lacks sidewalks, creating a break in the sidewalk network for active transportation between residential areas, employment, shopping, and schools. The segment of SW 102nd between 13th and 15th Aves. SW lacks north-side sidewalk, which would require pedestrians to cross the street to stay on a separated walkway to reach the amenities of 15th and 16th Aves. SW, including a new RapidRide H Line transit stop. Several schools are located in the area, including an elementary school at SW 102nd St. and 8th Ave. SW. The new sidewalk will close the gaps in the sidewalk network, 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 ramp access to and from the King County Metro RapidRide H Line along 15th Ave. 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 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 and 15th Ave. SW; Routes 128 and 131 stop on SW 102nd and 8th Ave. SW. This project will fill the current sidewalk gaps between 8th and 15th Aves. SW on SW 102nd, improving transit access to and from residential neighborhoods, White Center Heights Elementary School, White Center Pond trails and Steve Cox Memorial Park at SW 102nd and 13th Ave. SW, and businesses in the commercial area along 15th and 16th Aves. 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; 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. 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 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 RapidRide H Line, which launched service in March 2023, is expected to attract new riders and development along the 15th Ave. SW corridor. Metro has already installed pedestrian improvements to help transit riders access the line. Roads is designing 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 St. and 8th Ave. 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.

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: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

People of color make up 65% of the population in the North Highline 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 11% countywide). Youth comprise a slightly higher percentage of the population in North Highline compared with King County as a whole (22% versus 20%). The median income in the subarea is significantly lower than the County's overall: \$58,500, compared to \$99,158 for the County. North Highline's poverty rate is more than twice King County's: 17%, compared to 8% for the County. 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.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

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.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The sidewalk project fills a 7-block gap on a street that connects the candidate countywide center, residential neighborhoods, schools, parks, employment, services, and transit, including the new RapidRide H Line. Historically underserved populations in this subarea include residents with lower incomes, foreign-born, and youth who rely on modes such as transit, walking, and bicycling to get around. This project will fill a network gap that improves mobility for the entire community, and helps reverse the historical patterns of underinvestment in local infrastructure.

Section 2

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 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 budget decisions that affect their community. During the participatory budgeting process, participants identified this project as a high priority.

The project was also requested through the County's Community Needs List process. 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 Community Needs List was further prioritized by the King County Council.

The project is included in the draft 2024 Transportation Needs Report, an element of the 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.

Section 3

Is the project in an area of low, medium, or high displacement risk?

High displacement risk.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The County has adopted inclusionary housing development regulations for the North Highline subarea, which require or promote the creation of new affordable housing and help reduce the risk of residential and cultural displacement. The regulations require residential and mixed-use developments to construct and maintain a certain percentage of units as affordable to various income levels; in exchange, they can construct more dwelling units. The regulations also have a community preference requirement for affordable units for people with a current or past North Highline connection. Other regulations preserve manufactured housing communities.

The North Highline Subarea Plan contains policies that support prevention of economic and physical displacement of long-term locally owned businesses, and prioritization of the development of new locally owned businesses. The County is continuing to work with the community on identifying strategies to best effectuate these policies. Those strategies may include funding support for businesses through a small business incubator program, funding for capital improvements, or down payment assistance, among others.

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.

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?

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

- T-306: 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, law enforcement, emergency responders, road users, and other parties collaborate to prioritize the elimination of crashes that

result in death and serious injuries.

- T-313: The King County Road Design and Construction Standards shall, to the extent practical and allowed by law, incorporate complete streets infrastructure to promote safe, cost-effective roads that balance the health and safety needs of all road uses 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-237: 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 Black, Indigenous, and People of Color, immigrant and refugee populations, and other intersectional populations, including those who earn less than 80 percent of area median income, people with disabilities, seniors, LGBTQIA+ people, women, and others who may have limited transportation options such as students and youth.

The Strategic Plan for Road Services identifies five goals, with safety as the highest funding priority and vehicle capacity the lowest. King County is 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.

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, 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.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$735250
		\$
		\$

Total PSRC Funding Request: \$735250

Total Estimated Project Cost and Schedule

Planning Phase

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

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$735250
Local	Local	Reasonably Expected	\$114750
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$850000

Expected year of completion for this phase: 2027

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$20000
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$20000

Expected year of completion for this phase: 2027

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1167750
Local	Local	Reasonably Expected	\$182250
			\$
			\$
			\$

Total Construction Phase Cost: \$1350000

Expected year of completion for this phase: 2028

Other Phase

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

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2220000	December, 2028

Financial Documentation

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

Funds are reasonably expected. Our financial documentation demonstrates that we have secured funding in our capital reserves through our emergent needs fund to pay for the local match for design and construction. Roads will propose funding for this project in the 2023 second omnibus budget. The budget will be submitted in July 2023, and is anticipated to be passed by Council in Fall 2023.

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.

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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Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

What is the actual or estimated start date for preliminary engineering/design?

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Is preliminary engineering/design complete?

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Has NEPA documentation been approved?

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

Right of Way

Will Right of Way be required for this project?

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

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

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

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

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

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

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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 complete the design to fill critical non-motorized transportation infrastructure gaps along a key corridor that connects many historically disadvantaged residents without cars to high-quality public transit, schools, parks and trails, and commercial areas. Approximately 25% of project area residents have limited English proficiency. A higher-than-average percentage of people with disabilities call the project area home (14%, compared to the regional average of 11%). The U.S. Department of Transportation's RAISE Map identifies the project area as an "Area of Persistent Poverty."

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

At a recent King County participatory budgeting community engagement session, community leadership identified the sidewalk along SW 102nd in this project area as a priority.

King County Roads also recently undertook substantial community engagement to develop new pedestrian and bike improvements nearby, along 16th Ave. SW between SW 100th St. SW and SW 107th St. Roads generated a survey to elicit community members' safety concerns and preferences. The survey was translated into six languages. Roads publicized the survey by mailing postcards to area residents and posting flyers in local businesses' windows throughout the neighborhood; and received more than 800 survey responses. Community members emphasized the importance of safe routes for active transportation through the center and adjoining

neighborhoods.

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

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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 Nick Johnson at njohnson@psrc.org to have it returned to you.

1129592 RSD EMERGENT NEED 3865

Administrative

Department	Local Services
Fund	3865
Cost Center	C86501
Award	117481

SPRS Goal	Other
Major Class of Work	N/A
Functional Class	N/A
Tier	N/A

Council District	10 - All
Lat	N/A
Long	N/A

Manager	Foote
Supervisor	Mitchell
Project Mgr.	

Appropriated and Planned

Phase	Prior Years Expenditures	2022 Budget	2023 Adopted	2024	2025	2026	2027	2028	Total 2023-2028	Phase Total
1 - Planning										
2 - Prelim Design										
3 - Final Design										
4 - Implementation		818,448	700,000						700,000	1,518,448
5 - Closeout										
6 - Acquisition										
Annual Project Total	0	818,448	700,000	0	0	0	0	0	700,000	1,518,448

Revenue Sources

30800 - BUDGETED FUND BALANCE		818,448	700,000						700,000	
Annual Revenue Total	0	818,448	700,000	0	0	0	0	0	700,000	

Scope Provide 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

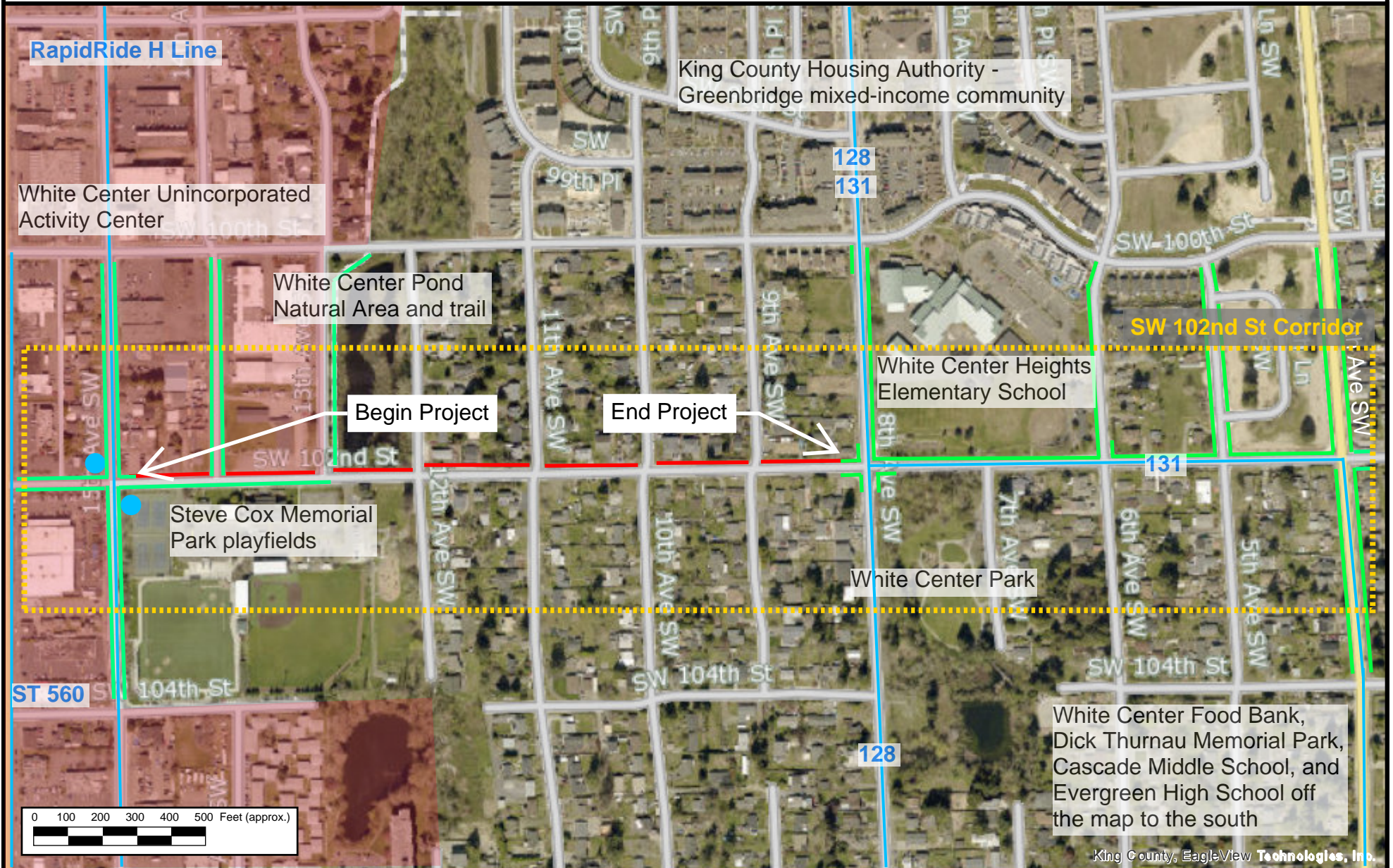




SW 102nd St Planning Estimate

PHASE	DESCRIPTION	Subtotal Estimate	BUDGET ESTIMATE	REMARKS
1, 2, & 3	Planning, Preliminary Design & Final Design		\$ 850,000	
	Engineering Staff	\$ 700,000		Based on \$1,350,000 estimated construction cost
	Hydrologic Analysis	\$ 150,000		Includes stormwater and hydrologic analysis.
	TOTAL		\$ 850,000	

SW 102nd St Sidewalk Location



King County, EagleView Technologies, Inc.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 7/18/2023

Notes:

- Project Sidewalk
- Existing Sidewalk in Corridor
- 128- ● Existing Transit Facilities
- Designated Countywide Center

