

PSRC's 2026 Transportation Alternatives Program Grant Application

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

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

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

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
Valley Ave E Pedestrian & Bicycle Improvements – 54th Ave E to 28th St E	N/A	Fife
Partner Agencies	Certification Acceptance	CA Sponsor
	No	WSDOT LP

Contact Information

Primary Contact Name	Alternate Contact Name
Greg Vigoren	Jayson Dooley
Primary Contact Phone	Alternate Contact Phone
(253) 896-8214	(253) 316-7188
Primary Contact Email	Alternate Contact Email

gvigoren@fifewa.gov

jdooley@fifewa.gov

Project Description & Location

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

The project will construct a south-side shared use path, north-side sidewalk, planter strip buffers, illumination, curb, and stormwater conveyance on Valley Avenue between 54th Avenue and just west of 28th Street. The typical project improvements will be 64 feet wide, while some short segments may be narrower due to ROW or environmental constraints. Please see the attached Cross Sections to see dimensions of existing conditions, typical improvements, and constrained improvements.

The typical improvements will include a 12-foot wide south-side shared use path with a 2-foot buffer, a 5-foot planter strip buffer, 6-inch curb at the roadway edge, and related stormwater improvements. On the north side, the project will construct the same curb and planter strip buffer, along with a 6-foot sidewalk.

Within some limited segments of constrained width, the project will reduce the size of the shared use path (minimum 10 feet), planter strip buffer(s) (minimum 3 feet), or both. Some segments may be constrained by proximity to Wapato Creek or by property impact or ROW acquisition costs.

The project will tie-in to the Valley Avenue and 58th Avenue Roundabout project, which is already funded for design. The City's contribution will fund the design of a two-way center left turn lane for select segments of Valley Avenue. A future project phase will extend the project improvements east to Brookville Gardens Community Park. Please see the attached Vicinity Map which shows the project limits and location of the future project phase.

Project Location

County/Counties	Location
Pierce	Valley Avenue E

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
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54th Avenue E	28th Street E
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Please Identify the center the project is supporting.

Valley Avenue is an important corridor serving the Fife City Center subarea. The western project limits are adjacent to the southern boundary of the City Center. The City Center subarea underwent a Planned Action EIS process which was completed in 2025, and the subarea plan is included in the City's Comprehensive Plan as its own element. The City Center was designated a Center of Local Importance (COLI). The project improves mobility and safety for pedestrians and bicyclists of all ages and abilities traveling between the City Center and the residential and commercial areas to the south. The entire project limits and the Fife City Center are located on the Puyallup Tribe of Indians reservation.

Please see the attached Vicinity Map which shows the Fife City Center in relation to the project and surrounding destinations.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle & Pedestrian Facilities

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

Sidewalks

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

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

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

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

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

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

(1) Transportation Element - 2024 Comprehensive Plan Update (2) Appendix D - Future Transportation Conditions (3) Page 3, Project 9. Project 9 will be designed/constructed in phases. This request is for the design phase of the segment between 54th Avenue E and 28th Street E, excluding the roundabout at 58th Avenue E (already received design funding).

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 directly supports the housing and employment densities envisioned for the Fife City Center by improving safety and providing multimodal travel options between the Center and adjacent residential and commercial neighborhoods. Fife City Center is forecasted to accommodate 1,249 new jobs and 1,015 new households by 2044. The street network within and surrounding the planned density of the Center will need to accommodate increased trips without relying exclusively on vehicle capacity.

The project provides the option for people traveling to and from the Center to walk, bike, or access transit on a safe and comfortable facility instead of driving. The shared use path and sidewalk will provide a low level of traffic stress (LTS 2 for both pedestrians and bicyclists) and be appropriate for users of all ages and abilities. These improvements support short, local trips that help reduce congestion and parking demand within the City Center. The project improvements are an important link in Fife's future active transportation network of shared use paths that will provide a convenient and practical way to reach destinations in the Center such as the future Sound Transit light rail station and connect to regional trails such as the spuyaləpabš Trail and Interurban Trail.

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

The vision of the City Center is to create a "vibrant, inclusive, walkable neighborhood that fosters community connections, livability, economic opportunities, and transportation and housing choices". The project directly promotes the Center being walkable and providing transportation choices, and supports the objectives of the City Center vision.

The City Center subarea plan also establishes the goal of completing gaps in the pedestrian and bicycle network and improving connections to the regional trail network (Goals CC-5.2 and CC-5.3). The project improvements address a gap in both pedestrian and bicycle facilities on the primary corridor connecting the City Center to the neighborhoods to its south. Addressing active transportation gaps serving the center will provide easier access to the projected 1,249 new jobs in the Center by 2044 and increase economic opportunities for those unable to drive.

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.

Fife's 2024 Comprehensive Plan includes future bicycle and pedestrian networks, with Valley Avenue as a critical connection to other existing and planned facilities. At the west end of the project, these include existing sidewalks and bicycle lanes on 54th Avenue and the future Wapato Creek Trail. At the east end of the project, these include the existing sidewalks and bicycle lanes on Valley Avenue, Sheffield Trail, and Brookeville Gardens Park, and future sidewalks and bicycle lanes on 62nd Avenue.

The project improvements are part of a future network of all-ages-and-abilities shared use paths and trails that will connect all neighborhoods in Fife with destinations via facilities that are entirely separated from vehicle traffic. These existing and planned facilities include the 20th Street shared use path, 58th Avenue school connection path, Sheffield Trail, FedEx Trail, Wapato Creek Trail, and spuyaləpabš Trail. Also included are future connections across I-5 at 54th Avenue and 62nd Avenue.

Please see the attached vicinity map which shows all nearby bicycle lanes, paths, and trails.

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 project addresses safety, mobility, and accessibility needs on Valley Avenue, where the absence of bicycle facilities and segments of missing or non-compliant sidewalks create barriers for people walking, biking, rolling, or using mobility devices. The corridor carries over 11,000 vehicles per day, producing a stressful environment for pedestrians and bicyclists. Project improvements would reduce the level of traffic stress (LTS) for pedestrians and bicyclists from 3 to 2, which is the minimum possible for this level of vehicle traffic.

The project also reduces barriers such as reducing travel distances by providing direct pedestrian and bicycle routes. By providing continuous facilities between neighborhoods, schools, churches, civic facilities, parks, bus stops, and jobs and services in the City Center, the project supports shorter, safer trips for daily activities.

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

The project improves pedestrian and bicycle access to existing Pierce Transit Route 501 bus stops along this segment of Valley Avenue. Continuous ADA-accessible sidewalks and shared-use path will allow transit riders to comfortably reach bus stops from nearby neighborhoods, schools, and activity centers.

The project also strengthens future connections to existing regional transit service and the planned Sound Transit Link light rail station within the Fife City Center. The project connects to key north–south multimodal corridors such as 54th Avenue and 62nd Avenue, allowing residents and workers south of the City Center to reach the regional transit destinations without needing to drive.

Improved lighting will enhance visibility and security for early-morning and evening transit users. These upgrades support transit access for people with limited mobility, youth traveling to school, and residents who rely on transit for daily needs.

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.

Given its proximity to three schools, two churches with preschool and academy programs, bus stops, Wedge Park, Brookeville Gardens Park, the City Community Center, Fife Aquatic Center, and dense residential areas, this corridor is expected to see high daily use from students, families, commuters, transit riders, and community members. Students from the Fife Elementary School, Fife High School, Holy Rosary Bilingual Academy, New Horizon Preschool, and Columbia Junior High School will use the project improvements to access schools.

The project will also serve a broad spectrum of users, including employees heading to the City Center, recreational walkers and cyclists, and commuters accessing local and regional transit or nearby workplaces. The project’s inclusive design ensures that seniors, individuals with disabilities, and people using mobility devices can safely navigate the corridor year-round.

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

Failure to fund this project would delay safety improvements on a corridor identified among the city’s top ten highest-risk corridors in the City’s 2026 Transportation Safety Action Plan.

Missing this funding window will also jeopardize multimodal consistency with the Valley Avenue/58th Avenue roundabout project, which is just starting the design phase. Without coordinated improvements, opportunities to cost-effectively integrate bicycle and pedestrian facilities could be lost. In addition, constructing these two projects at the same time would result in significant construction cost savings. PSRC funded the design of the Valley Avenue/58th Avenue Roundabout in the Pierce County Countywide competition.

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 American Community Survey (ACS), the population of Fife is majority-minority race and ethnicity, comprised of 45% White (Non-Hispanic) compared to the Pierce countywide average of 66%. The entire City of Fife is within the reservation of the Puyallup Tribe of Indians. The Fife median household income is \$66,000, significantly lower than the countywide median household income of \$79,000.

Fife commuters also walk and take transit to work (4%) at higher rates than the countywide average (3.12%). 26% of Fife households have less access to a private car, compared to 22% in Pierce County.

The project addresses these disparities by constructing continuous, accessible pedestrian and bicycle facilities, improving lighting, and reducing traffic stress. These improvements promote equitable access to schools, jobs, services, parks, public transportation, and civic resources.

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 builds on extensive outreach conducted through the City's 2024 Comprehensive Plan update, the City Center Subarea Plan (also the City Center Element of the Comprehensive Plan), and the 2026 Transportation Safety Action Plan. Engagement included public workshops and open houses, surveys, stakeholder interviews, online open houses, and public comment opportunities at City Council meetings. The project is included in the Transportation Element future project list as project number 9.

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

Residents and stakeholders consistently highlighted safety concerns for pedestrians and bicyclists, and expressed strong support for more connected and comfortable sidewalks, paths, and trails. This community feedback directly informed key project elements, such as the decision to provide a separated shared-use path rather than an on-street bicycle facility. Outreach with school staff also emphasized the need to provide enhanced lighting to improve safety for students and visibility for school bus drivers.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

Fife's 2026 Transportation Safety Action Plan ranked the Valley Avenue corridor in the top 10 based on risk factors. The Valley Avenue corridor has experienced vehicle-pedestrian and vehicle-bicycle crashes during the 2020-2024 period. The project is entirely within a school zone. Project improvements would reduce the level of traffic stress (LTS) for pedestrians and bicyclists from 3 to 2, which is the minimum possible given the high vehicle traffic (~11,000 ADT).

The primary goal of the project is to develop a safe and comfortable multimodal corridor for users of all ages and abilities. The project provides bicyclists and pedestrians with physical separation from traffic, lighting, and safe crossings. The project adds planter strip buffers with trees, which provide a visual cue for drivers to reduce speeds. The project will install ADA curb ramps at intersections, provide level shared use path crossings at driveways, and reduce corner radii at select locations to reduce driver turning speeds. The project will also evaluate reducing the speed limit on Valley Avenue from 30 mph to 25 mph.

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 corridor serves children walking and biking to three public and two private schools, seniors, transit-dependent riders, and individuals with disabilities. The project protects these vulnerable groups by providing dedicated, ADA-compliant facilities separated from traffic by planter strip buffers. Improved lighting and buffers enhance safety and comfort, while a reduced level of traffic stress fosters an environment where children and beginners can walk and bike comfortably. The south-side shared use path will provide access for mobility devices in addition to cyclists, joggers, and walkers. Upgraded crossings and consistent facilities reduce crash risk and advance safe routes to school objectives. The north-side sidewalk will reduce pedestrian crossings of Valley Avenue E by providing a continuous pedestrian facility along the north side of Valley Avenue E.

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?

Yes, the City of Fife has a Vision Zero goal of reducing traffic deaths to zero by 2030 in its Transportation Element of the 2024 Comprehensive Plan (see Policy T-1.2). This is in line with the State's Target Zero plan. The City has completed a Local Road Safety Plan (LRSP) every two years from 2018-2024 and also completed a Transportation Safety Action Plan (TSAP) in 2026 which doubles as the LRSP update.

The development of the project and its prioritization is based on the thorough safety analysis completed in the TSAP and community feedback. The project's shared use path is based on guidance from WSDOT Active Transportation, AASHTO, NACTO, and community feedback. The primary goal of the project is to develop a safe and comfortable multimodal corridor for users of all ages and abilities.

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

The project uses design elements to reduce reliance on enforcement to promote safe travel speeds, including installing vertical curb at the roadway edge, roadside trees to visually narrow the corridor, school zone signage, and reduced corner radii at select locations. The project will evaluate reducing the speed limit on Valley Avenue from 30 mph to 25 mph. The overall Valley Avenue E project also includes speed reduction elements such as the 58th Avenue Roundabout project and existing school zone speed enforcement cameras that will support a self-enforcing, predictable environment for all users.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

Yes

Is preliminary engineering/design complete?

N/A

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

Not Started

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

February, 2030

Environmental Documentation

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

Has NEPA documentation been approved?

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

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

N/A

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?

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?

Do you have an engineer's estimate?

N/A

Please attach the engineer's estimate.

N/A

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

N/A

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

N/A

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

N/A, N/A

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

N/A, N/A

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

Phase	Year	Amount
PE/Design	2027	\$1460192

Total PSRC Funding Request: \$1460192

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

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$1460192
Local	Reasonably Expected	\$450000
		\$
		\$

		\$
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Total Preliminary Engineering/Design Phase Cost: \$1910192

Expected year of completion for this phase:

February, 2030

Right of Way Phase

Fund Source	Funding Status	Amount
Local	Reasonably Expected	\$225000
		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$225000

Expected year of completion for this phase:

April, 2030

Construction Phase

Fund Source	Funding Status	Amount
TIB	Unsecured	\$5000000
STP	Unsecured	\$5000000
Local	Reasonably Expected	\$1938700
		\$

		\$
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Total Construction Phase Cost: \$11938700

Expected year of completion for this phase:

August, 2031

Other Phase

Fund Source	Funding Status	Amount
Reasonably Expected	Local	\$1790805
		\$
		\$
		\$
		\$

Total Other Phase Cost: \$1790805

Expected year of completion for this phase:

August, 2031

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$15864697	September, 2031

Financial Documentation

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

The "Other" phase is Construction Engineering, estimated at 15% of construction cost. This cost

could be added to the subtotal construction cost if preferred by PSRC.

The City of Fife has funds available for a local match higher than the minimum 13.5% in its Public Safety Fund (Fund 103). The City is committing to a 24% match of \$450,000. The general ledger for fund 103 has been provided, showing \$6,111,231 of unreserved ending fund balance available - part of which will be committed to the local match.

The city has a quarterly budget amendment process in place. If the grant was awarded, staff submit a written budget amendment that identifies both grant and local match amounts to be reviewed and approved by city council. Once a budget amendment is submitted, the city manager reviews and approves the budget amendment to be reviewed by council. Council reviews the budget amendments with staff during a regularly scheduled public council meeting. Once the council complete their review, the council reconvenes another public council meeting to approve the grant and the local match require to fund the project. City council meets twice a month. The budget amendment process takes up to eight weeks after a budget amendment submittal.

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-151-346-21507152_zefSKWpK_Fund_103.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.

The project focused on elements that specifically meet the TAP funding goals and objectives, such as improving safety for active transportation users and supporting the development of the Fife City Center.

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

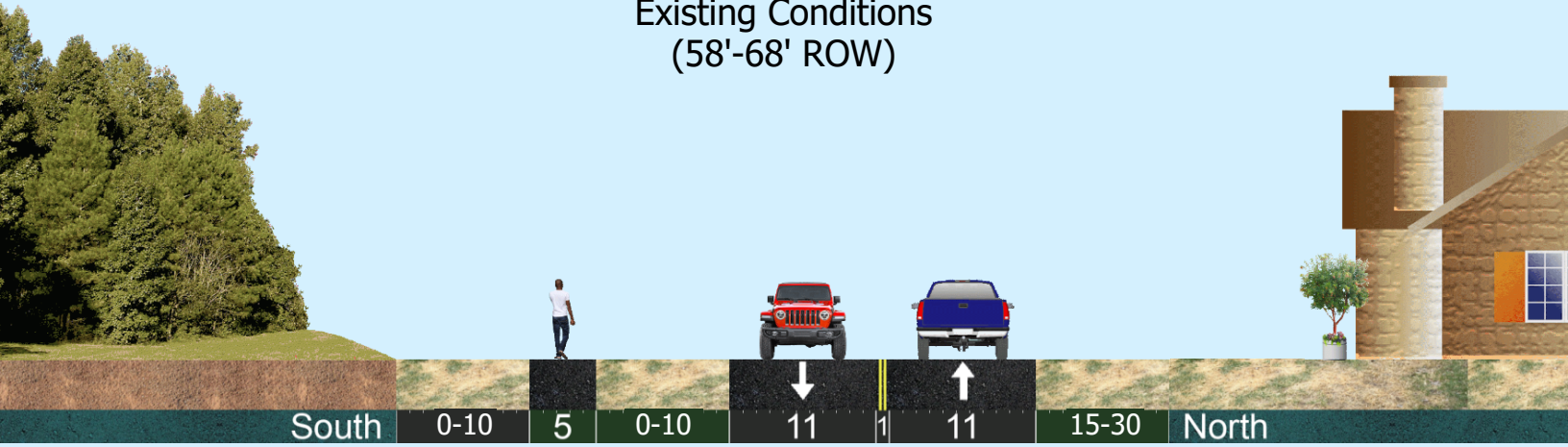
f-151-480-21507152_RRKPUsT_Valley_Ave_E_Pedestrian_and_Bicycle_Improvement_Project_-_Vicinity_Map_3.30.26.pdf, f-151-480-21507152_1Ka6uScO_Valley_Ave_E_Pedestrian_and_Bicycle_Improvement_Project_-_Typical_Cross_Sections_3.25.26.pdf

End of the Application

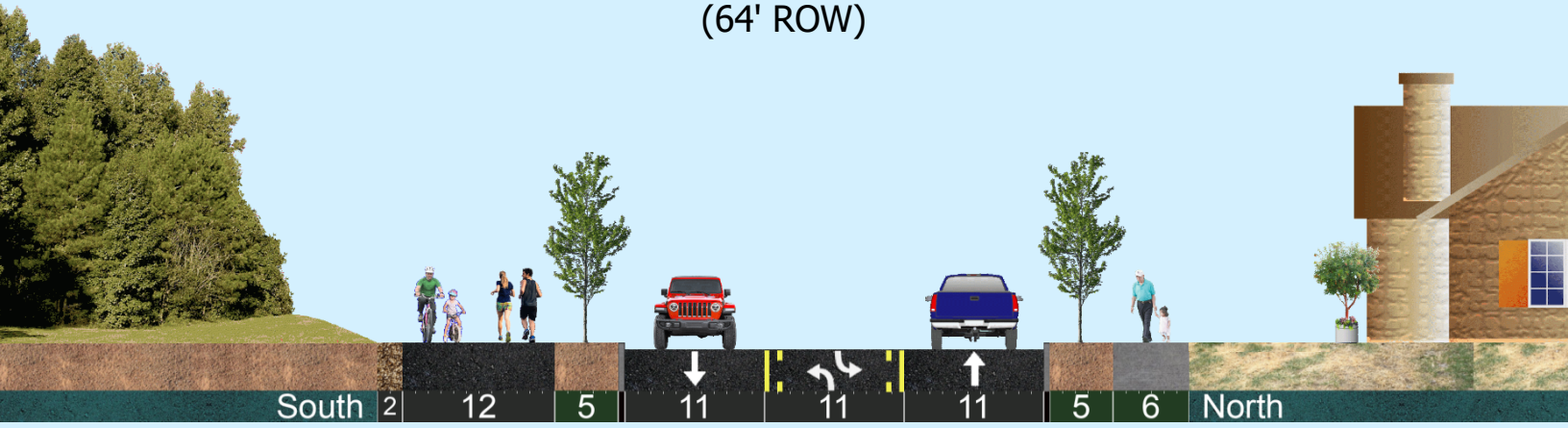
NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

Valley Ave E Pedestrian and Bicycle Improvements 54th Ave E to 28th St E

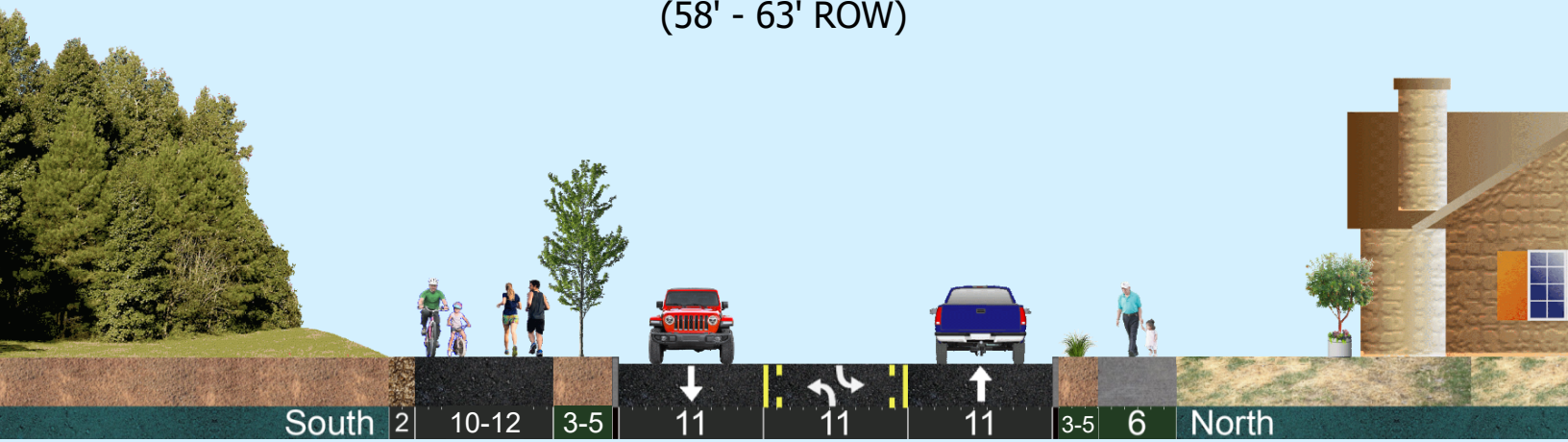
Existing Conditions
(58'-68' ROW)

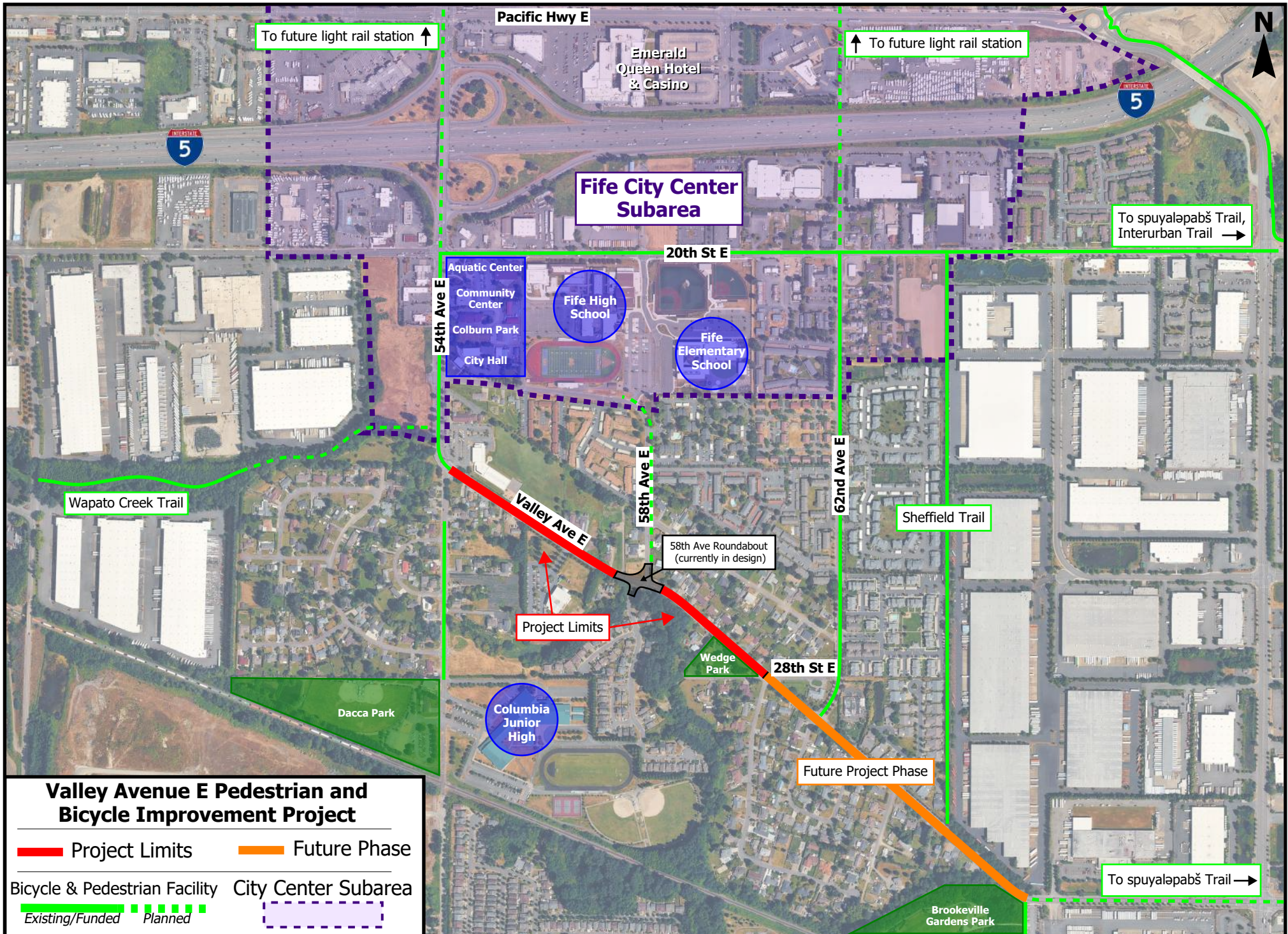


Typical Project Improvements
(64' ROW)



Constrained Segments
(58' - 63' ROW)





Valley Avenue E Pedestrian and Bicycle Improvement Project

- █ Project Limits
- █ Future Phase
- █ Bicycle & Pedestrian Facility
- - - Existing/Funded
- - - Planned
- City Center Subarea

2,000 Feet

Sean Dolan

Subject: RE: [EXTERNAL] TAP grant CA sponsor concurrence

From: Ho, John <john.ho@wsdot.wa.gov>

Sent: Tuesday, February 24, 2026 2:23 PM

To: Greg Vigoren <gvigoren@fifewa.gov>

Cc: Fletcher, Dawn <dawn.fletcher@wsdot.wa.gov>; McBride, E. Reyne <e.reyne.mcbride@wsdot.wa.gov>; Leanne Horn <lhorn@fifewa.gov>

Subject: RE: [EXTERNAL] TAP grant CA sponsor concurrence

CAUTION: This email originated from outside the organization. Please use caution when opening any attachments or links.

Greg,

WSDOT Olympic Region Local Programs Office is happy to support City of Fife. In the event the City is successful with the TAP funding with PSRC, we will act as the CA authority for the City. Good Luck.

If you have any questions, please let me know. Thanks.

John

From: Greg Vigoren <gvigoren@fifewa.gov>

Sent: Tuesday, February 24, 2026 1:46 PM

To: Ho, John <john.ho@wsdot.wa.gov>

Cc: Fletcher, Dawn <dawn.fletcher@wsdot.wa.gov>; McBride, E. Reyne <e.reyne.mcbride@wsdot.wa.gov>; Leanne Horn <lhorn@fifewa.gov>

Subject: [EXTERNAL] TAP grant CA sponsor concurrence

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hi John:

We're planning to apply for a Transportation Alternatives Program (TAP) grant for design funds for Valley Avenue E Pedestrian & Bicycle Improvements – 54th Ave E to 62nd Ave E. This grant has a screening form that we must submit before we can apply for the grant. One item they ask for is an email or letter from the sponsor agency confirming that they're willing and have the capacity to serve in that role. As such, please confirm that WSDOT is willing to be our CA sponsor for this project. The screening form is due this Friday (sorry for the short notice).

Thanks,

Greg Vigoren, P.E.

Public Works Director

City of Fife

(253) 896-8214

3725 Pacific Hwy E., Fife, WA 98424

FifeWA.gov

General Ledger

Summary Trial Balance

User: lhorn
 Printed: 02/25/2026 - 2:31PM
 Period: 01 to 12, 2026



Account Number	Description	Budget Amount	Beginning Balance	Debit This Period	Credit This Period	Ending Balance
Fund 103	Public Safety Fund					
REVENUE						
103-00-0-333-20-00-020000	Fed Indirect DOT Award	0.00	0.00	0.00	0.00	0.00
103-00-0-333-20-00-100000	Fed Indirect DOT Award -PSRC	0.00	0.00	0.00	0.00	0.00
103-00-0-334-01-00-000000	State Grant from Attorney Gen	0.00	0.00	0.00	0.00	0.00
103-00-0-334-03-10-000000	State Grant/Award from DOE	0.00	0.00	0.00	0.00	0.00
103-00-0-334-03-50-000000	State Grant/Award from TSC	0.00	0.00	0.00	0.00	0.00
103-00-0-334-03-60-000000	State Grant/Award from DOT	0.00	0.00	0.00	0.00	0.00
103-00-0-334-03-90-000000	State Grant Transport Agencies	0.00	0.00	0.00	0.00	0.00
103-00-0-334-04-20-000000	State Grant/Award from DOC	0.00	0.00	0.00	0.00	0.00
103-00-0-337-00-00-010000	Street Light Grant	0.00	0.00	0.00	0.00	0.00
103-00-0-354-00-00-000000	RedLightPhotoCitations	2,500,000.00	0.00	811.06	420,168.99	-419,357.93
103-00-0-361-11-00-000000	Investment Interest Earned	65,050.00	0.00	0.00	0.00	0.00
103-00-0-367-00-00-000000	Nongovernmental Contributions	0.00	0.00	0.00	0.00	0.00
103-00-0-369-91-00-000000	Other Miscellaneous Revenue	0.00	0.00	0.00	0.00	0.00
Dept 98	Estimated Fund Balance					
103-98-0-308-80-00-000000	Unreserved Beg Fund Bal	6,479,904.00	0.00	0.00	0.00	0.00
	103-98 REVENUE Totals:	6,479,904.00	0.00	0.00	0.00	0.00
	REVENUE Totals:	9,044,954.00	0.00	811.06	420,168.99	-419,357.93
EXPENSE						
Dept 01	Public Safety Fund					
103-01-0-521-50-48-000000	Repairs & Maintenance	0.00	0.00	0.00	0.00	0.00
103-01-0-521-70-41-000000	Professional Services	420,000.00	0.00	31,992.00	0.00	31,992.00
103-01-0-521-70-41-910000	Interfund Prof Services	1,067,428.00	0.00	177,904.66	88,952.33	88,952.33
103-01-0-521-70-41-931000	IT Operations Contribution	46,379.00	0.00	7,729.84	3,864.92	3,864.92
103-01-0-521-70-41-960000	IT Copier Server Contribution	395.00	0.00	65.84	32.92	32.92

Account Number	Description	Budget Amount	Beginning Balance	Debit This Period	Credit This Period	Ending Balance
103-01-0-521-70-41-970000	IT Non-PD PC's Contribution	225.00	0.00	37.50	18.75	18.75
103-01-0-595-30-41-000000	Professional Services –Capital	0.00	0.00	0.00	0.00	0.00
103-01-0-595-30-65-000000	20th St Preservation	0.00	0.00	0.00	0.00	0.00
103-01-0-595-61-63-001902	ADA Transition Plan	20,000.00	0.00	0.00	0.00	0.00
103-01-0-595-61-63-300000	Ped Underpass Design	0.00	0.00	0.00	0.00	0.00
103-01-0-595-64-40-000000	Traffic Control - Signals	0.00	0.00	0.00	0.00	0.00
103-01-0-597-00-00-101000	Transfer Out To Street Fd 101	0.00	0.00	0.00	0.00	0.00
103-01-0-597-00-00-301000	Transfer Out To StConst Fd 301	79,000.00	0.00	0.00	0.00	0.00
103-01-0-597-00-00-305000	Transfer Out To Mis Capital Fd	255,000.00	0.00	0.00	0.00	0.00
103-01-1-521-70-41-970000	IT PD PC's Contribution	3,111.00	0.00	518.50	259.25	259.25
103-01-1-542-63-40-000000	Street Illumination	100,000.00	0.00	8,512.72	0.00	8,512.72
103-01-1-595-61-63-000000	Sidewalk - Sidewalk Leveling	40,000.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-000001	Sidewalk - Walk, Run, Roll	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-000002	Sidewalk - 6224 Pacific Hwy	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-001552	Encampment Cleanup	40,000.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-001563	Sheffield Trail Maintenance	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-001781	Trail Ext Sheffield to 20th St	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-001782	Temp SW W Side 70th Ave	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-030000	Temp SW 20thSt-MayfieldToLibSW	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-060000	S/W & Bike Lane Pac Hwy E	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-090000	Street Light Replacement	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-120000	Sidewalk - Westside 62nd Ave E	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-300000	Ped Underpass Design	0.00	0.00	0.00	0.00	0.00
103-01-1-595-61-63-330000	Brookville Gardens	0.00	0.00	0.00	0.00	0.00
103-01-1-595-62-63-000000	Fife-Tacoma Pedestrian Access	0.00	0.00	0.00	0.00	0.00
103-01-1-595-64-63-100000	Traffic Calming	20,000.00	0.00	0.00	0.00	0.00
103-01-1-595-64-63-200000	Flashing Yellow Arrow	0.00	0.00	0.00	0.00	0.00
	103-01 EXPENSE Totals:	2,091,538.00	0.00	226,761.06	93,128.17	133,632.89
Dept 05	Municipal Court					
103-05-1-512-51-11-000000	Salaries & Wages	163,200.00	0.00	18,847.94	0.00	18,847.94
103-05-1-512-51-12-000000	Overtime - Worked	0.00	0.00	0.00	0.00	0.00
103-05-1-512-51-21-000000	Personnel Benefits	63,000.00	0.00	12,027.96	254.27	11,773.69
103-05-1-512-51-31-000000	Office & Operating Supplies	1,613.00	0.00	0.00	0.00	0.00
103-05-1-512-51-35-000000	Small Tools & Equipment	6,833.00	0.00	0.00	0.00	0.00
103-05-1-512-51-41-000000	Professional Services	9,660.00	0.00	1,137.22	0.00	1,137.22
103-05-1-512-51-41-020000	Bank Fees/Charges	2,943.00	0.00	61.51	0.00	61.51

Account Number	Description	Budget Amount	Beginning Balance	Debit This Period	Credit This Period	Ending Balance
103-05-1-512-51-42-000000	Telephone & Postage	5,907.00	0.00	0.00	0.00	0.00
103-05-1-512-51-43-000000	Travel, Conferences & Training	840.00	0.00	0.00	0.00	0.00
103-05-1-512-51-48-700000	R & M Software	1,576.00	0.00	0.00	0.00	0.00
103-05-1-512-51-49-000000	Miscellaneous	11,037.00	0.00	0.00	0.00	0.00
103-05-1-594-12-64-001507	Machinery & Equipment	1,576.00	0.00	0.00	0.00	0.00
	103-05 EXPENSE Totals:	268,185.00	0.00	32,074.63	254.27	31,820.36
Dept 08	Police					
103-08-3-521-70-11-000000	Salaries & Wages	401,400.00	0.00	39,542.21	0.00	39,542.21
103-08-3-521-70-12-000000	Overtime - Worked	12,200.00	0.00	6,348.74	0.00	6,348.74
103-08-3-521-70-13-000000	Overtime - Training	0.00	0.00	0.00	0.00	0.00
103-08-3-521-70-19-000000	Annual Uniform Allow - Taxable	3,000.00	0.00	3,000.00	0.00	3,000.00
103-08-3-521-70-21-000000	Personnel Benefits	157,400.00	0.00	29,649.21	508.54	29,140.67
103-08-3-521-70-31-090000	Uniform Clothing	0.00	0.00	0.00	0.00	0.00
103-08-3-521-70-41-950000	Interfund Leases	0.00	0.00	0.00	0.00	0.00
103-08-3-521-70-41-980000	Interfund Vehicle Repair	0.00	0.00	0.00	0.00	0.00
	103-08 EXPENSE Totals:	574,000.00	0.00	78,540.16	508.54	78,031.62
Dept 98	Estimated Fund Balance					
103-98-0-508-80-00-000000	Unreserved End Fund Bal	6,111,231.00	0.00	0.00	0.00	0.00
	103-98 EXPENSE Totals:	6,111,231.00	0.00	0.00	0.00	0.00
	EXPENSE Totals:	9,044,954.00	0.00	337,375.85	93,890.98	243,484.87
	Fund 103 Totals:	0.00	0.00	338,186.91	514,059.97	-175,873.06
	Report Totals:	0.00	0.00	338,186.91	514,059.97	-175,873.06