

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
Chambers Creek Rd Phase 2	N/A	University Place
Partner Agencies	Certification Acceptance	CA Sponsor
none	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
Jack Ecklund	Kyle Mauren
Primary Contact Phone	Alternate Contact Phone
253-460-5411	253-460-2531
Primary Contact Email	Alternate Contact Email

jecklund@cityofup.com

kmauren@cityofup.com

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

This project will complete the final leg of pedestrian and bicycle facilities on Chambers Creek Road West between Bridgeport Way and the Chambers Creek Regional Park. Improvements are proposed between 81st Avenue West and 64th Street West and include new sidewalks, bike lanes, pedestrian oriented street lighting and landscaped pedestrian buffers. Pedestrian and bicycle amenities will also be provided, including benches and bike racks. Storm drainage will be improved as needed to accommodate the new facilities. Pedestrian accessibility ramps and landings will be constructed at all intersections to conform to the current WSDOT design standards.

Project Location

County/Counties	Location
Pierce	Chambers Creek Road West

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
64th Street West	81st Avenue West

Please Identify the center the project is supporting.

The project will support the connection between the Steilacoom local center, the University Place Regional Growth Center and the Chambers Creek Properties regional recreation area (Chambers Creek Properties Overlay Zone, UP Comprehensive Plan Goal LU13 page 3-20).

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, Bike lanes (striped or buffered)

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

Sidewalks, Bike lanes (striped or buffered), 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 is on the City's 6-yr TIP, project #5, page 1.

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 is located on the primary route between the University Place Regional Growth Center

and the Steilacoom Local Center while also providing the principal gateway to the regional recreation and employment destination of the Chambers Creek Properties, which includes the Chambers Bay Golf Course, Pierce County Environmental Services Building, beach access, fields, walking trails, and playgrounds.

The project will support the existing and planned housing and employment densities in the local center by improving the pedestrian and bicycle routes along this key corridor, and improving the safety of the corridor through lighting and the separation of travel modes. These improvements provide safe and viable travel mode alternatives and expand and enhance the person and goods carrying capacity to and from these vital centers.

By improving the traffic flow between these centers and the local residential areas, the business will be able to draw on and be supported by a larger population base which will strengthen these businesses and will support the establishment of new jobs/businesses and help retain existing jobs and businesses. This will help support the City's other growth management goals and policies including those addressing economic vitality and livability and it will enhance the roles of University Place and Steilacoom in the regional economy by supporting economic development within these centers thereby improving the ability of businesses to draw their workforce and customer base.

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

The project will support the development/redevelopment plans and objectives of the UP Regional Growth Center in accordance with the following goals and policies of the University Place Comprehensive Plan: Policy TR1A - Create a transportation network that includes vehicle, pedestrian, bicycle and transit components located throughout the City and connecting to adjacent communities, to provide for the safe, efficient, convenient and reliable movement of people, goods and services; and Policy TR11D - Ensure Comprehensive Plan consistency with the Regional Transportation Plan, by prioritizing growth within the City's Regional Growth Center, supporting the development of a safe, accessible, and efficient transportation network that supports a healthy environment and strong economy, while working towards an increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs. Policy TR11C - Support VISION 2050 and the Regional Growth Strategy by promoting Transit Oriented Development and improving connections between the University Place Regional Growth Center and other growth centers. Work with Lakewood, Fircrest, Tacoma, Pierce Transit and Sound Transit to identify and improve transportation facilities between regional growth centers and along transit routes that connect them. Retrofit existing public transportation facilities to better facilitate future connections. Policy TR2B - Design and build Complete Streets with facilities for all modes of transportation. Connect residential neighborhoods to commercial mixed-use centers and public transit with accessible sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources, prioritizing mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low-incomes. Policy LU13A - Maintain the Chambers Creek Properties Overlay, which allows existing and planned uses subject to development review processes and compliance with design standards that promote the development of the Chambers Creek Properties Master Site Plan, mitigate impacts and maintain

consistency with the City's goals and objectives. Policy LU13F - Encourage the timely development of park and recreation facilities at the Chambers Creek Properties to help meet local and regional recreation needs.

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 complete the regional bicycle and pedestrian system on Chambers Creek Road between two of our highest use bicyclist and pedestrian corridors, Bridgeport Way and Grandview Drive. Overall, this project will connect to over 40 miles of existing sidewalks and bike lanes constructed in the City of University Place.

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.

There are sporadic disconnected dedicated facilities for walking or biking along Chambers Creek Road in the project area. Children and persons with limited mobility attempting to walk or bike on this street must either use the motor vehicle travel lane or walk in the narrow and uneven shoulders on the sides of the street. Existing street lighting in this area provides inadequate lighting for the sides of the road/shoulders making visibility of pedestrians and cyclists poor in PM and early morning conditions, especially during the winter months. The lack of crosswalks at the side streets and across Chambers Creek Road makes crossings difficult. The City often receives concerns from residents regarding high vehicle speeds and the need for safe walking and biking facilities along the street. The project will result in safe, dedicated, fully accessible non-motorized facilities for all users with lighting to allow for safe travel in evening hours, and providing for safe accessible crosswalks along and across this busy corridor.

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

The project will complete the non-motorized connection between the Chambers Creek Regional Park and Bridgeport Way which will provide access to Pierce Transit Route 2 (the second busiest transit route in the Pierce Transit system) at Bridgeport Way.

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.

Despite the lack of non-motorized facilities, Chambers Creek road currently has moderate pedestrian and bicycle use (approx. 200 trips/day)

The existing non-motorized facilities to the west that the project will connect to is one of the highest used pedestrian and bicycle routes in the City (2,000 trips/day). It is anticipated by

providing the non-motorized improvements we would see similar increases in the pedestrian and bicycle traffic.

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

The recreational, commercial and civic destinations along this corridor play a major role in attracting new residents to University Place and its Regional Growth Center as well as Steilacoom and its local center. The project not being funded will delay providing a safe and more efficient non-motorized travel on this vital corridor that will benefit residents, businesses, and commuters alike thereby supporting existing and planned housing and employment densities within, to and from the UP Regional Growth center, the Steilacoom local center and the local neighborhoods and destinations in these Cities.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

The project contains the population groups of older adults, people with disabilities, people with low income and youth. This project will have a positive impact by improving pedestrian, bicycle and transit access to these populations. The elderly and persons with disabilities will benefit from the project through fully ADA compliant pedestrian facilities and improved access to transit. Pierce Transit route 2 runs along Bridgeport to the east of the project area and the proposed improvements will result in a continuous accessible route to these stops from Chambers Creek Properties and the surrounding neighborhoods. The non-motorized and transit access improvements provide for and encourage alternatives to single-occupancy vehicle (SOV) travel and increase travel options within the corridor for commuters, residents and commercial users alike. This corridor serves a Regional Growth Center and a Countywide Center, and various local centers and commercial areas. By providing safe, efficient, and clean alternatives to SOV travel, this project will improve the capacity and efficiency of the corridor for all users. In addition, the improved street lighting will improve the visibility and safety for all users of the roadway.

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 development of this project is a direct result of the goals and policies of the City of University Place comprehensive plan as well as implementation of its 6-yr Transportation Improvement Plan. The development of the City's comprehensive plan involved an extensive public outreach process that included numerous public meetings. Some of the meetings were community-wide and others

were targeted to specific city stakeholders (local residents, special interest groups, business owners, etc.). At these meetings input was received from people of all ages, abilities, incomes and race. In addition, the project is included on the City of University Place 6-yr TIP which is adopted annually. Each year two public meetings are held that discuss the 6-yr TIP.

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

A common need identified in the meetings were the need for improved non-motorized access and reduced vehicle speeds along pedestrian and bicycle routes throughout the City. Chambers Creek Road has been specifically identified as a priority corridor for non-motorized improvements. Two of the major policies in the City's comprehensive plan that influenced the development of the project area:

Policy TR1A - Create a transportation network that includes vehicle, pedestrian, bicycle and transit components located throughout the City -- and connecting to adjacent communities -- to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

Policy TR1B - Refine and implement the City's Complete Street design standards to provide safe and convenient access for all modes of transportation including provide motor vehicles, transit, cyclists and pedestrians, thereby increasing capacity, increasing safety, and improving street aesthetics and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project will reduce potential pedestrian and bicycle conflicts with motor vehicles by providing separate dedicated facilities for each use. The landscaped pedestrian buffer will further separate pedestrians from the motor vehicles and will provide a traffic calming effect. Intersection improvements to add compliant ADA ramps will improve safety for vulnerable users. In addition, the improved street lighting will improve the visibility and safety for all users of the roadway.

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 reduce potential pedestrian and bicycle conflicts with motor vehicles by providing separate dedicated facilities for each use. The landscaped pedestrian buffer will further separate pedestrians from the motor vehicles and will provide a traffic calming effect. This project will provide marked crosswalks across all side streets to improve visibility and safety for pedestrians.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How

did these policies inform the development of the project?

The City of University Place has adopted a safety policy in the Transportation Element of its Comprehensive Plan (Goal TR3). Under this section, Policy TR3B states: "Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State's goal of zero deaths and disabling injuries, and create a more comfortable environment for pedestrians and cyclists." In addition, Policy TR3C states: "Such improvements may include sidewalks and pathways to connect to schools, parks and transit stops. Additional improvements may include signage, bicycle facility and street improvements that include traffic calming design elements." Furthermore, policy TR3H states: "Avoid the construction of sidewalks next to street curbs and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users' comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees." These policies form the building blocks for the development of the City's non-motorized network including this project.

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

The landscaped planter strip, street lights, and street trees have the effect of visually narrowing the appearance of the roadway and result in a traffic calming effect along the corridor. Based on past projects with similar improvements, the City has observed an average speed reduction of 5 – 7 miles per hour along the roadway segment upon completion of the project. This traffic calming will improve the safety of pedestrians, cyclists, and motorists alike along the corridor and will reduce the reliance on enforcement.

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.

June, 2028

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	\$259500

Total PSRC Funding Request: \$259500

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	\$259500
Local	Reasonably Expected	\$40500
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$300000

Expected year of completion for this phase:

June, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$346000
Local	Unsecured	\$54000
		\$
		\$
		\$

Total Right of Way Phase Cost: \$400000

Expected year of completion for this phase:

December, 2031

Construction Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$2595000
Local	Unsecured	\$405000
		\$
		\$
		\$

Total Construction Phase Cost: \$3000000

Expected year of completion for this phase:

December, 2033

Other Phase

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):
\$3700000	December, 2033

Financial Documentation

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

The City adopts budgets on a two year cycle. The current budget is for the 2025-2026 so no funds for 2027 or 2028 have been adopted at this time. The local funds for this project would come from General Fund revenues. This amount is within the traditionally expected funding levels available for Capital Projects. The City's Finance Director confirms that funds are available for the local match in the attached letter.

Attached are copies of our financial forecast for the 2025 estimated ending fund balance as well as the balance sheet from our 2024 audited ACFR. Both sheets demonstrate that there is sufficient unallocated general funds available to fund the local share of the project.

The City will be adopting its biannual budget this year (typically by November) for the years of 2027 and 2028. These funds would be allocated to the project under that process, however if needed, the City is also able to perform a mid year budget adjustment to allocate these funds earlier.

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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f-151-712-21479261_w77AmOez_UP_Financial_Forcast.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.

Chambers Creek Properties is a 930-acre recreation area that is major regional draw that attracts visitors from across the state and beyond (it is the 2nd largest urban park in the state). The property has hosted numerous national events, annual festivals and is a focal point for the surrounding 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 to have it returned to you.

March 19, 2026

Kelly McGourty
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Re: Certification of Grant Match
City of University Place/Chambers Creek Rd Phase 2

Ms. McGourty:

The City of University Place is applying for a grant for the Chambers Creek Rd Phase 2 project. The estimated City match for this project is \$40,500.

Funding is available for the required grant match. The City has unallocated funds available in our General Fund in excess of the required \$40,500.

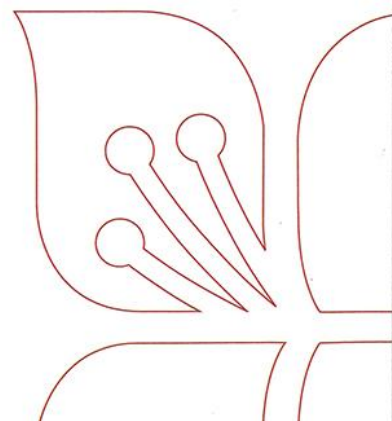
If you have any questions or require any additional information, please do not hesitate to contact me at 253.460.2517.

Sincerely,



Leslie Blaisdell
Finance Director

c: Jack Ecklund, Director of Public Works



From: Mitch Koch <MKoch@psrc.org>
Sent: Thursday, March 19, 2026 3:10 PM
To: Kyle Mauren; Doug Cox; Jack Ecklund
Subject: RE: Chambers Creek Rd Phase 2 - TAP screening form comments

Hi Kyle,

Thank you for the thorough response. These answers will suffice. Please include this information when submitting your TAP grant application.

I have unlocked the application so you can proceed to complete and submit it once you are able. Please submit it by April 3rd.

Let us know if you have any questions.

Thanks,

Mitch Koch (he/him/his)
Associate Planner
Puget Sound Regional Council

Phone 206-464-7537
mkoch@psrc.org
www.psrc.org
1201 3rd Avenue, Suite 500, Seattle, WA 98101



From: Kyle Mauren <KMauren@cityofup.com>
Sent: Thursday, March 19, 2026 11:13 AM
To: Doug Cox <DCox@psrc.org>; Jack Ecklund <JEcklund@cityofup.com>
Cc: Mitch Koch <MKoch@psrc.org>
Subject: RE: Chambers Creek Rd Phase 2 - TAP screening form comments

Hi Doug,

Funding Request Comment Response:

This project will connect to the improvements that will be constructed by the Chambers Creek Roundabout Project. There will be no overlap between projects. The intersection improvements are related to the side streets within the project limits that do not have ADA ramps.

Financial Plan Comment Response:

The reference to the Chambers Creek Roundabout Project within the funding letter was an error. The letter (attached) has been updated to remove the reference to the roundabout.

I confirmed that the University Place general fund has sufficient unallocated funds to accommodate the needed \$40,500 of local funds for the project. Below are copies of our financial forecast for the 2025 estimated ending fund balance as well as the balance sheet from our 2024 audited ACFR. Both sheets demonstrate that there is sufficient unallocated general funds available to fund the local share of the project.

The City will be adopting its biannual budget this year (typically by November) for the years of 2027 and 2028. These funds would be allocated to the project under that process, however if needed, the City is also able to perform a mid year budget adjustment to allocate these funds earlier. Please let me know if you need any other information.

**CITY OF UNIVERSITY PLACE
FINANCIAL FORECAST
ENDING FUND BALANCES**

	2025 Adopted Mid Bi	12/31/2026 Mid Biennial	12/31/2027 Projected	12/31/2028 Projected	12/31/2029 Projected	12/31/2030 Projected
General Fund - Unreserved	\$17,036,434	\$2,212,934	\$6,014,315	\$9,185,012	\$11,462,002	\$14,097,410
Police/Public Safety Fund	10,604,013	10,405,603	9,771,223	9,072,383	8,202,123	7,153,243
Street Fund	3,226,053	2,858,940	2,731,797	2,563,349	2,803,309	2,997,887
General Fund - Reserved EFB	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Strategic Reserve	3,568,764	3,568,764	3,568,764	3,568,764	3,640,575	3,741,302
	\$38,435,263	\$23,046,240	\$26,086,099	\$28,389,508	\$30,108,010	\$31,989,843
Internal Service Funds*	413,655	390,287	369,155	369,155	369,155	369,155
SWM Restricted Fund - Cash	574,501	432,644	262,550	260,521	703,638	537,598
Other Restricted Funds**	2,272,827	4,862,319	1,122,408	1,705,956	2,092,905	2,484,905
Assets - Invested in Fixed Asset	13,625,361	13,625,361	13,625,361	13,625,361	13,625,361	13,625,361
Grand Total	\$55,321,607	\$42,356,851	\$41,465,573	\$44,350,501	\$46,899,068	\$49,006,862

* **Internal Service Funds:** IT, Fleet, Property Management and Risk Management (Balance reflects Cash Balance)

** **Other Restricted Funds:** Real Estate Excise Tax Fund, Traffic Impact Fee Fund, Transportation Benefit District, Affordable Housing

For something a little more official here is the balance sheet from our 2024 audited ACFR:

City of University Place, WA
Balance Sheet
Governmental Funds
December 31, 2024

	General Funds	Public Works CIP	Debt Service	Nonmajor Governmental Funds	Total Governmental Funds
Assets					
Cash and equivalents	\$ 37,871,133	\$ 4,354,044	\$ 242,896	\$ 6,443,999	\$ 48,912,072
Investments	8,809,917	-	-	-	8,809,917
Accounts receivables	800,186	-	-	259,799	1,059,985
Due from other government units	1,492,948	2,001,735	-	147,594	3,642,277
Prepaid items	759	-	-	305	1,064
Impact fee deferral	361,120	-	-	638,400	999,520
Total assets	\$ 49,336,063	\$ 6,355,779	\$ 242,896	\$ 7,490,097	\$ 63,424,835
Liabilities, deferred inflows of resources, and fund balances					
Liabilities					
Accounts payable	\$ 695,800	\$ 1,195,077	\$ -	\$ 439,834	\$ 2,330,711
Accrued salaries and wages	70,031	7,378	-	13,055	90,464
Accrued liabilities	2,301	-	-	-	2,301
Retainage payable	11,435	-	-	-	11,435
Unearned revenue	6,715,129	-	-	638,400	7,353,529
Total liabilities	7,494,696	1,202,455	-	1,091,289	9,788,440
Deferred inflows of resources					
Unavailable revenue	72,220	1,744,699	-	144,696	1,961,615
Total deferred inflows of resources	72,220	1,744,699	-	144,696	1,961,615
Fund balances					
Restricted					
Housing and community development	-	-	-	122,140	122,140
Capital facilities plan financing	2,069,557	-	-	-	2,069,557
Traffic impact-roadway improvements	475,773	-	-	3,985,532	4,461,305
Donations	-	-	-	23,406	23,406
Parks capital improvement	-	-	-	2,069,063	2,069,063
Health and human services	-	-	-	52,489	52,489
Debt	-	-	242,896	-	242,896
Assigned					
Public safety	11,331,642	-	-	-	11,331,642
Public works capital improvement	-	3,408,625	-	-	3,408,625
Municipal facilities capital improvements	-	-	-	1,177	1,177
Nonspendable					
	-	-	-	305	305
Unassigned	27,892,175	-	-	-	27,892,175
Total Fund Balance	41,769,147	3,408,625	242,896	6,254,112	51,674,780
Total liabilities, deferred inflows of resources, and fund balances	\$ 49,336,063	\$ 6,355,779	\$ 242,896	\$ 7,490,097	\$ 63,424,835



Kyle Mauren, P.E. Senior Project Engineer
Engineering Department
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University Place, WA 98466
Phone 253.460.2531
www.CityofUP.com