9. RESOLUTION NO. R-24-11

A RESOLUTION ACCEPTING THE BID OF M & M HARRISON ELECTRIC CO. FOR THE CENTRAL BUSINESS DISTRICT LIGHTING PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 05/03/11

ACTION REQUESTED:

Award the Central Business District Lighting Project contract.

BACKGROUND:

Most of the street lights in Pullman are owned and operated by Avista Utilities for which the City pays a monthly fee. However, the street lights in the central business district (CBD) area are owned and operated by the City itself with metered power from Avista. The electrical circuits that provide power to the CBD street lights are over 40 years old and are experiencing degradation of the wiring and connections. In addition, the main power runs are bare wire and some of the circuits are overloaded. The scope of contract 10-15, Central Business District Lighting Project, provides for upgrading the wiring to larger, insulated, tri-plex wire and provides additional power sources and circuitry to spread the load more evenly throughout the system. The installation of a new signal control cabinet in a less vulnerable location at the Grand Avenue/Davis Way-Olsen Street intersection is also included in the project scope. Bids for this project were opened on April 19, 2011 with two bids received. The low bidder was M&M Harrison Electric Co. at $106,824.41. The Engineer's Estimate was $107,800.00. A copy of the bid summary is attached for referenced. Most of this work will be overhead wiring, requiring bucket truck access along with associated parking and traffic revisions. Old circuits will be retained until new circuits are operational so that street lights will be functional at all times. Funding for this project will be from the Street Fund.

RECOMMENDATION:

Adopt the attached resolution awarding contract 10-15, Central Business District Lighting Project, to M&M Harrison Electric Co. for the bid amount of $106,824.41.

FISCAL IMPACT:

$106,824.41
105.4300.542.64.48.00
BARS Code Number

SUBMITTED BY:

Name Mark Workman
Title Public Works Director
Dept. Public Works

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

1. Resolution No. R-24-11
2. Bid Summary

REVIEWED BY:

	Initial	Date
Department Head	MW	4/25/11
City Supervisor		4-28-11
City Attorney (As to Form)		4-25-11

S.R. #037

RESOLUTION NO. R- 24 -11

A RESOLUTION ACCEPTING THE BID OF M & M HARRISON ELECTRIC CO. FOR THE CENTRAL BUSINESS DISTRICT LIGHTING PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

WHEREAS, M & M Harrison Electric Co. submitted the low bid for Contract No. 10-15, Central Business District Lighting, in the amount of One Hundred Six Thousand, Eight Hundred Twenty-Four and Forty-One/100 DOLLARS ($106,824.41); and,

WHEREAS, a contract has been prepared to provide for performance of said project; and,

WHEREAS, the City Council deems it to be in the best interests of the city of Pullman to enter into said contract; now, therefore,

IT IS HEREBY RESOLVED by the City Council of the city of Pullman that the bid of M & M Harrison Electric Co. for the above-described project be and it is hereby accepted.

BE IT FURTHER RESOLVED that the Mayor and the Finance Director be and they are hereby authorized and directed to execute the contract for said project and to deliver an executed copy thereof to M & M Harrison Electric Co.

BE IT FURTHER RESOLVED that pursuant to the provisions of WAC 308-330-265(2), the traffic engineer is hereby authorized to place and maintain official traffic control devices as the traffic engineer may deem necessary to regulate, warn, or guide traffic during construction.

IT IS FURTHER RESOLVED that the mayor is hereby authorized to take whatever further action is necessary, including but not limited to the execution of a Contractor's Escrow Agreement if requested by the Contractor, in order to effect the purposes of this resolution.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

ENGINEER'S ESTIMATE AND BID SUMMARY
CENTRAL BUSINESS DISTRICT LIGHTING PROJECT
BID OPENING 04-19-11

Item No.	Bid Item	Estimated Quantity	Engineer's Estimate		M&M Harrison Electric Co.		Thorco, Inc.	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Central Business District Lighting Project	1 L.S.	100,000.00	100,000.00	99,095.00	99,095.00	104,875.00	104,875.00
		SUBTOTAL		100,000.00		99,095.00		104,875.00
		Sales Tax 7.8%		7,800.00		7,729.41		8,180.25
		TOTAL	**$**	**107,800.00**	**$**	**106,824.41**	**$**	**113,055.25**

10. RESOLUTION NO. R-25-11

A RESOLUTION ACCEPTING THE BID OF MOTLEY-MOTLEY, INC. FOR THE ACCELERATED STREETS RESURFACING 2011 PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 05/03/11

ACTION REQUESTED:

Award the Accelerated Streets Resurfacing 2011 contract.

BACKGROUND:

The scope of contract 11-11, Accelerated Streets Resurfacing 2011, provides for the resurfacing of the following streets:

Rocky Way and South Street from Grand Avenue to Dilke Street,
Dilke Street from Ridgeview Street to Derby Street,
Bleasner Drive from Bishop Boulevard east 950 feet to its terminus,
Moe Avenue from Wadleigh Drive to Staley Drive, and
Kamiaken Street from the SFPR Bridge through the Olsen Street intersection.

Bleasner Drive is being reconstructed in conjunction with a water line replacement project. Except for Kamiaken Street, reconstruction will include grinding the existing asphalt, mixing the ground asphalt with the underlying crushed rock, shaping the asphalt/crushed rock mixture, and paving with new hot mix asphalt. Kamiaken Street will be reconstructed with a full excavation and replacement of the roadway section and will include the replacement of traffic signal loops with video detection. Bids for this project were opened on April 21, 2011 with two bids received. The low bidder was Motley-Motley, Inc. at $514,686.50. The Engineer's Estimate was $641,939.00. A copy of the bid summary is attached for reference. The work on Kamiaken Street is to be completed by August 6th. All other work is to be completed by October 21st. Funding for this project will be from the Street Fund, the Utility Capital Projects Fund, the Sewer Budget of the Utility Fund, and the Stormwater Fund.

RECOMMENDATION:

Adopt the attached resolution awarding contract 11-11, Accelerated Streets Resurfacing 2011, to Motley-Motley, Inc. for the bid amount of $514,686.50.

FISCAL IMPACT:

$475,406.50	$17,280.00
105.4300.595.30.63.00	403.3369.594.34.63.00
BARS Code Number	**BARS** Code Number
$10,000.00	$12,000.00
401.4100.501.35.48.00	404.3700.502.37.48.00
BARS Code Number	**BARS** Code Number

SUBMITTED BY:

Name Mark Workman
Title Public Works Director
Dept. Public Works

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

1. Resolution No. R-25-11
2. Bid Summary

REVIEWED BY:

	Initial	Date
Department Head	MW	4/25/11
City Supervisor		4-25-11
City Attorney (As to Form)		4-25-11

S.R. #036

RESOLUTION NO. R- 25 -11

A RESOLUTION ACCEPTING THE BID OF MOTLEY-MOTLEY, INC. FOR THE ACCELERATED STREETS RESURFACING 2011 PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

WHEREAS, Motley-Motley, Inc. submitted the low bid for Contract No. 11-11, Accelerated Streets Resurfacing 2011, in the amount of Five Hundred Fourteen Thousand, Six Hundred Eighty-Six and Fifty/100 DOLLARS ($514,686.50); and,

WHEREAS, a contract has been prepared to provide for performance of said project; and,

WHEREAS, the City Council deems it to be in the best interests of the city of Pullman to enter into said contract; now, therefore,

IT IS HEREBY RESOLVED by the City Council of the city of Pullman that the bid of Motley-Motley, Inc. for the above-described project be and it is hereby accepted.

BE IT FURTHER RESOLVED that the Mayor and the Finance Director be and they are hereby authorized and directed to execute the contract for said project and to deliver an executed copy thereof to Motley-Motley, Inc.

BE IT FURTHER RESOLVED that pursuant to the provisions of WAC 308-330-265(2), the traffic engineer is hereby authorized to place and maintain official traffic control devices as the traffic engineer may deem necessary to regulate, warn, or guide traffic during construction.

IT IS FURTHER RESOLVED that the mayor is hereby authorized to take whatever further action is necessary, including but not limited to the execution of a Contractor's Escrow Agreement if requested by the Contractor, in order to effect the purposes of this resolution.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

ENGINEER'S ESTIMATE AND BID SUMMARY
ACCELERATED STREETS RESURFACING 2011
BID OPENING 04-21-11

Item No.	Bid Item	Estimated Quantity	Engineer's Estimate		Motley-Motley, Inc.		Poe Asphalt Paving Inc.	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Mobilization	1 L.S.	39,000.00	39,000.00	20,000.00	20,000.00	14,000.00	14,000.00
2	HMA class 1" commercial mix	2025 Ton	85.00	172,125.00	80.50	163,012.50	66.00	133,650.00
3	HMA class 1/2" commercial mix	1740 Ton	83.00	144,420.00	82.00	142,680.00	71.00	123,540.00
4	Roadway excavation and haul in digout areas	465 C.Y.	25.00	11,625.00	12.00	5,580.00	29.60	13,764.00
4(a)	Over excavation and haul in grind and mix areas	430 C.Y.	45.00	19,350.00	12.00	5,160.00	30.00	12,900.00
5	Remove and haul reinforced concrete	247 S.Y.	25.00	6,175.00	10.00	2,470.00	10.75	2,655.25
6	Crushed surfacing	1630 Ton	21.00	34,230.00	13.50	22,005.00	17.00	27,710.00
7	Grind and mix or remove ACP	15520 S.Y.	2.95	45,784.00	1.90	29,488.00	2.30	35,696.00
8	Process and grade road base	15520 S.Y.	1.75	27,160.00	1.05	16,296.00	1.70	26,384.00
9	Adjust manhole frame to grade	24 EA.	695.00	16,680.00	320.00	7,680.00	550.00	13,200.00
10	Adjust gate valve box to grade	25 EA.	350.00	8,750.00	225.00	5,625.00	235.00	5,875.00
11	Adjust monument case to grade	8 EA.	350.00	2,800.00	250.00	2,000.00	260.00	2,080.00
12	Remove and replace curb	1 T&M	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00
13	Remove and replace sidewalk	1 T&M	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00
14	Traffic control labor	870 Hr.	43.00	37,410.00	41.00	35,670.00	47.39	41,229.30
15	Repair storm drain	1 T&M	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00	12,000.00
16	Repair sanitary sewer	1 T&M	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00	10,000.00
17	Biaxial geogrid	2400 S.Y.	8.00	19,200.00	4.00	9,600.00	4.41	10,584.00
18	Erosion control	1 L.S.	3,000.00	3,000.00	500.00	500.00	700.00	700.00
19	Exploratory test holes	1 T&M	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00	5,000.00
20	Pavement patching	70 S.Y.	35.00	2,450.00	32.00	2,240.00	75.50	5,285.00
21	Moe Avenue storm drain	1 L.S.	16,000.00	16,000.00	8,900.00	8,900.00	14,750.00	14,750.00
		SUBTOTAL		641,159.00		513,906.50		519,002.55
		7.8% sales tax on bid item 16		780.00		780.00		780.00
		TOTAL	**$**	**641,939.00**	**$**	**514,686.50**	**$**	**519,782.55**

11. RESOLUTION NO. R-26-11

A RESOLUTION ACCEPTING THE BID OF BCV, INC. FOR THE STREET CRACKFILL 2011 PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 05/03/11

ACTION REQUESTED:

Award the Street Crackfill 2011 contract.

BACKGROUND:

The scope of contract 11-09, Street Crackfill 2011, provides for crackfilling various streets as an annual maintenance project. The streets included in this year's project are:

1. Marcia Drive from Wawawai Road to North End
2. Hanna Drive from Marcia Drive to Marcia Drive
3. Sanna Drive from Marcia Drive to North End
4. Jones Road from Wadleigh to South End
5. Sundance Court from Jones Road to West End
6. Center Street from Cityview Street to Itani Drive
7. Itani Drive from Center Street to Crestview Street
8. Crestview Street from Kamiaken Street to SE 550 Spring Street
9. Harvest Drive from Bishop Boulevard to Pheasant Run Court
10. Professional Mall Boulevard from Bishop Boulevard to North 300 feet
11. Meyer Drive from Sunnyside Drive to Campus View Drive
12. Sunnyside Drive from Crestview Street to End
13. Campus View Drive from Crestview Street to End
14. Mies Street from Alvar Drive to Marcel Street
15. Marcel Street from Crestview Street to Mies Street
16. Crestview Street from Grand Avenue to Sunnyside Drive

Bids for this project were opened on April 21, 2011 with two bids received. The low bidder was BCV, Inc. at $12,150.00. The Engineer's Estimate was $14,625.00. A copy of the bid summary is attached for reference. Funding for this project is from the Street Fund. All work is to be completed by August 31, 2011.

RECOMMENDATION:

Adopt the attached resolution awarding contract 11-09, Street Crackfill 2011, to BCV, Inc. for the bid amount of $12,150.00.

FISCAL IMPACT:

$12,150.00
105.4300.542.30.48.00
BARS Code Number

SUBMITTED BY:

Name Mark Workman
Title Public Works Director
Dept. Public Works

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

1. Resolution No. R-26-11
2. Bid Summary

REVIEWED BY:

	Initial	Date
Department Head	MW	4/25/11
City Supervisor		4-28-11
City Attorney (As to Form)		4-25-11

S.R. #035

RESOLUTION NO. R- 26 -11

A RESOLUTION ACCEPTING THE BID OF BCV, INC. FOR THE STREET CRACKFILL 2011 PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

WHEREAS, BCV, Inc. submitted the low bid for Contract No. 11-09, Street Crackfill 2011, in the amount of Twelve Thousand, One Hundred Fifty and No/100 DOLLARS ($12,150.00); and,

WHEREAS, a contract has been prepared to provide for performance of said project; and,

WHEREAS, the City Council deems it to be in the best interests of the city of Pullman to enter into said contract; now, therefore,

IT IS HEREBY RESOLVED by the City Council of the city of Pullman that the bid of BCV, Inc. for the above-described project be and it is hereby accepted.

BE IT FURTHER RESOLVED that the Mayor and the Finance Director be and they are hereby authorized and directed to execute the contract for said project and to deliver an executed copy thereof to BCV, Inc.

BE IT FURTHER RESOLVED that pursuant to the provisions of WAC 308-330-265(2), the traffic engineer is hereby authorized to place and maintain official traffic control devices as the traffic engineer may deem necessary to regulate, warn, or guide traffic during construction.

IT IS FURTHER RESOLVED that the mayor is hereby authorized to take whatever further action is necessary, including but not limited to the execution of a Contractor's Escrow Agreement if requested by the Contractor, in order to effect the purposes of this resolution.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

ENGINEER'S ESTIMATE AND BID SUMMARY
STREET CRACKFILL 2011
BID OPENING 04-21-11

Item No.	Bid Item	Estimated Quantity	Engineer's Estimate		BCV Inc.		Stripes-a-Lot, LLC	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Crackfill	22,500 LF	0.65	14,625.00	0.54	12,150.00	0.80	18,000.00
		TOTAL	**$**	**14,625.00**	**$**	**12,150.00**	**$**	**18,000.00**

12. RESOLUTION NO. R-27-11

A RESOLUTION ACCEPTING THE BID OF COATINGS UNLIMITED, INC. FOR THE TANK 9 PAINTING PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 05/03/11

ACTION REQUESTED:

Award the Tank 9 Painting contract.

BACKGROUND:

The scope of contract 11-05, Tank 9 Painting, provides for constructing a complete enclosure around the tank, sandblasting both the interior and exterior surfaces to bare metal, and applying a new coating system to Tank 9, the water standpipe located west of Staley Drive and east of Campus View Drive on Sunnyside Hill. Protection of the cellular communication equipment on the tank was bid as its own bid item and that cost will be divided evenly and billed to the companies that have equipment on the tank. Bids for this project were opened on April 20, 2011 with eight bids received. The low bidder was Coatings Unlimited, Inc. at $220,451.00. The Engineer's Estimate was $242,199.65. A copy of the bid summary is attached for reference. Funding for this project is from the Water Budget of the Utility Fund.

RECOMMENDATION:

Adopt the attached resolution awarding contract 11-05, Tank 9 Painting, to Coatings Unlimited, Inc. for the bid amount of $220,451.00.

FISCAL IMPACT:

$220,451.00

401.3400.501.34.48.00

BARS Code Number

SUBMITTED BY:

Name Mark Workman
Title Public Works Director
Dept. Public Works

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

1. Resolution No. R-27-11
2. Bid Summary

REVIEWED BY:

	Initial	Date
Department Head	MW	4/24/11
City Supervisor	[illegible]	4-28-11
City Attorney (As to Form)	[illegible]	4-25-11

S.R. #034

RESOLUTION NO. R-27 -11

A RESOLUTION ACCEPTING THE BID OF COATINGS UNLIMITED, INC. FOR THE TANK 9 PAINTING PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

WHEREAS, Coatings Unlimited, Inc. submitted the low bid for Contract No. 11-05, Tank 9 Painting, in the amount of Two Hundred Twenty Thousand, Four Hundred Fifty-One and No/100 DOLLARS ($220,451.00); and,

WHEREAS, a contract has been prepared to provide for performance of said project; and,

WHEREAS, the City Council deems it to be in the best interests of the city of Pullman to enter into said contract; now, therefore,

IT IS HEREBY RESOLVED by the City Council of the city of Pullman that the bid of Coatings Unlimited, Inc. for the above-described project be and it is hereby accepted.

BE IT FURTHER RESOLVED that the Mayor and the Finance Director be and they are hereby authorized and directed to execute the contract for said project and to deliver an executed copy thereof to Coatings Unlimited, Inc.

BE IT FURTHER RESOLVED that pursuant to the provisions of WAC 308-330-265(2), the traffic engineer is hereby authorized to place and maintain official traffic control devices as the traffic engineer may deem necessary to regulate, warn, or guide traffic during construction.

IT IS FURTHER RESOLVED that the mayor is hereby authorized to take whatever further action is necessary, including but not limited to the execution of a Contractor's Escrow Agreement if requested by the Contractor, in order to effect the purposes of this resolution.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

ENGINEER'S ESTIMATE AND BID SUMMARY
TANK 9 PAINTING
BID OPENING 04-20-11

Item No.	Bid Item	Estimated Quantity	Engineer's Estimate		Coatings Unlimited, Inc.		S&K Painting, Inc.		Hancock Sandblast & Paint LLC		Extreme Coatings, Inc. dbs ECI Services	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
	INTERIOR											
1	Scaffold Mounting System	1 L.S.	5,000.00	5,000.00	1,500.00	1,500.00	100.00	100.00	8,000.00	8,000.00	4,384.00	4,384.00
2	Cleaning and Sandblasting	1 L.S.	41,000.00	41,000.00	73,500.00	73,500.00	50,000.00	50,000.00	53,666.00	53,666.00	77,832.00	77,832.00
3	Painting	1 L.S.	15,375.00	15,375.00	28,000.00	28,000.00	34,000.00	34,000.00	29,952.00	29,952.00	15,427.00	15,427.00
4	Service Fitting	1 L.S.	800.00	800.00	3,000.00	3,000.00	1,500.00	1,500.00	3,000.00	3,000.00	400.00	400.00
	EXTERIOR											
5	SSPC Class I Enclosure	1 L.S.	30,000.00	30,000.00	45,000.00	45,000.00	60,000.00	60,000.00	70,365.00	70,365.00	74,000.00	74,000.00
6	Sandblasting and Painting Tank	1 L.S.	130,000.00	130,000.00	51,000.00	51,000.00	55,000.00	55,000.00	55,905.00	55,905.00	94,000.00	94,000.00
7	Protect Cell Phone Equipment	1 L.S.	2,500.00	2,500.00	2,500.00	2,500.00	5,000.00	5,000.00	6,238.00	6,238.00	2,400.00	2,400.00
		SUBTOTAL		224,675.00		204,500.00		205,600.00		227,126.00		268,443.00
		Sales Tax 7.8%		17,524.65		15,951.00		16,036.80		17,715.83		20,938.55
		TOTAL	**$**	**242,199.65**	**$**	**220,451.00**	**$**	**221,636.80**	**$**	**244,841.83**	**$**	**289,381.55**

Item No.	Bid Item	Estimated Quantity	Long Painting Company		HCI Industrial & Marine Coatings, Inc.		Purcell Painting and Coatings		Preferred Tank & Tower, Inc.	
			Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
	INTERIOR									
1	Scaffold Mounting System	1 L.S.	6,000.00	6,000.00	2,000.00	2,000.00	4,000.00	4,000.00	5,000.00	5,000.00
2	Cleaning and Sandblasting	1 L.S.	65,000.00	65,000.00	62,863.00	62,863.00	82,725.00	82,725.00	75,000.00	75,000.00
3	Painting	1 L.S.	60,000.00	60,000.00	47,407.00	47,407.00	35,640.00	35,640.00	30,000.00	30,000.00
4	Service Fitting	1 L.S.	5,000.00	5,000.00	2,000.00	2,000.00	4,000.00	4,000.00	500.00	500.00
	EXTERIOR									
5	SSPC Class 1 Enclosure	1 L.S.	60,000.00	60,000.00	57,000.00	57,000.00	73,700.00	73,700.00	100,000.00	100,000.00
6	Sandblasting and Painting Tank	1 L.S.	59,000.00	59,000.00	100,049.00	100,049.00	79,200.00	79,200.00	110,000.00	110,000.00
7	Protect Cell Phone Equipment	1 L.S.	20,000.00	20,000.00	9,000.00	9,000.00	2,500.00	2,500.00	10,000.00	10,000.00
		SUBTOTAL		275,000.00		280,319.00		281,765.00		330,500.00
		Sales Tax 7.8%		21,450.00		21,864.88		21,977.67		25,779.00
		TOTAL	**$**	**296,450.00**	**$**	**302,183.88**	**$**	**303,742.67**	**$**	**356,279.00**

13. RESOLUTION NO. R-28-11

A RESOLUTION AUTHORIZING THE ACCEPTANCE OF THE THIRD AMENDMENT TO PULLMAN TRANSIT OPERATING ASSISTANCE GRANT (GCA6146).

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 6/3/11

ACTION REQUESTED:

Authorize the acceptance of the 3rd amendment to Pullman Transit's Operating Assistance Grant (GCA6146) which will reduce the Pullman Transit local matching funds from 80% to 78%.

BACKGROUND:

See attached letter to Public Transportation Office

RECOMMENDATION:

That the City Council by resolution accept this amendment to Pullman Transit's Operating Assistance Grant (GCA6146) for reducing Pullman Transit local match funds from 80% to 78% and authorize the Mayor and Finance Director to sign all documents.

FISCAL IMPACT : $_____

SUBMITTED BY:

Name Rod Thornton
Title Transit Manager
Dept. Public Works/Transit

ATTACHMENTS FOR COUNCIL REVIEW/ACTION

1. Resolution No. R-28-11

REVIEWED BY:	Initial	Date
Department Head	MW	4/27/11
City Supervisor		4-28-11
City Attorney (As to form)		4-28-11

S.R. #041

RESOLUTION NO. R- 28 -11

A RESOLUTION AUTHORIZING THE ACCEPTANCE OF THE THIRD AMENDMENT TO PULLMAN TRANSIT OPERATING ASSISTANCE GRANT (GCA6146).

WHEREAS, the City Council for the City of Pullman has before it a contract entitled "The Third Amendment to Agreement GCA6146" which is attached hereto and marked as Exhibit "A"; and,

WHEREAS, said amendment adjusts projected costs to fully utilize operating grant funds; and,

WHEREAS, this Council believes it to be in the best interests of the City of Pullman to authorize the acceptance of said grant; now, therefore,

IT IS HEREBY RESOLVED that the Mayor and the finance director be and they are hereby authorized and directed to execute the Agreement.

IT IS FURTHER RESOLVED that the Mayor and finance director are each hereby authorized and directed to take such further action as may be appropriate in order to effect the purpose of this Resolution.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

The THIRD AMENDMENT to AGREEMENT GCA6146 entered into between the Washington State Department of Transportation (hereinafter referred to as "WSDOT"), and Pullman Tansit (hereinafter referred to as "CONTRACTOR"), and/or individually referred to as the "PARTY" and collectively referred to as the "PARTIES",

WHEREAS, both PARTIES agree to amend AGREEMENT GCA6146 to reduce Contractor Funds in Project A by $500,000 in order to align total project cost with estimated biennial expenses.

NOW THEREFORE, the following AMENDMENTS are hereby incorporated into AGREEMENT GCA6146:

1. Amend Caption heading 'PROJECT COSTS,' on the first page of the AGREEMENT to read as follows:

Project Costs	
Federal Funds	$ 1,100,000
State Funds	$ 169,325
Contractor Funds	$ 4,642,591
Total Project Cost	$ 5,911,916

2. Amend the funding table in Exhibit I SCOPE OF PROJECT AND BUDGET to read as follows:

EXHIBIT I
SCOPE OF PROJECT AND BUDGET

Total Project Costs	
Federal Funds	$ 1,100,000
State Funds	$ 169,325
Contractor Funds	$ 4,642,591
Total Project Cost	$ 5,911,916

3. Amend the current funding table and budget language set forth in Exhibit I, Funding by Project to read as follows:

Project A
Scope of Work: To provide operating funding assistance to maintain existing fixed route and dial-a-ride paratransit transportation services to the general public and persons with special needs within the City of Pullman

Funding	Percentage	Project Totals
FTA 5311	19%	$ 1,100,000
Rural Mobility Transit Tax Equalization Formula	2%	$ 95,957
Contractor Share	79%	$ 4,642,591
Total Project Cost	100%	$ 5,838,548

Budget: *Funding and percentages identified reflect current funds for 2009-2011.*

EXHIBIT "A"

4. A copy of this AMENDMENT to the AGREEMENT shall be attached to and made a part of the original AGREEMENT. Any references to the "AGREEMENT" shall mean "AGREEMENT as amended."

5. All other terms and conditions of the original AGREEMENT not hereby amended shall remain in full force and effect. This document may be simultaneously executed in several counterparts, each of which shall be deemed original having identical legal effect.

IN WITNESS WHEREOF, the PARTIES hereto have executed this AMENDMENT the day and year last written below.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____
Brian Lagerbert, Director
Public Transportation, WSDOT

Date: _____

CONTRACTOR

By: _____
Authorized Representative

Title: _____

Print Name: _____

Date: _____

CITY OF PULLMAN

Pullman Transit and Dial-A-Ride

775 N.W. Guy Street, Pullman, WA 99163
Transit (509) 332-6535 Dial-A-Ride (509) 332-5471
Fax (509) 332-6590 www.pullmantransit.com

April 12, 2011

Don Chartock
Rural & Coordinated Transportation Administrator
WSDOT, Public Transportation Division
P.O. Box 47387
Olympia WA 98504-7387

Dear Don:

I am writing to request an amendment to reduce the contractual match for the City of Pullman/Pullman Transit's operating assistance Grant Agreement #GCA6146, Project A. Our original project budget forecast overestimated the total project costs and, at present expenditure levels, Pullman Transit will not be able to utilize all the remaining state and federal grant funds. Reducing our Contractor's Share by $500,000 will allow us to access the remaining grant funds and assist in replenishing our reserve funds that were utilized as match during the biennium. This reduction will not affect service levels currently planned and funded by this grant while still satisfying all federal statutory match requirements. Our proposed amended project budget would be as follows:

Funding	Amount	Percentage	Net Change
FTA 5311	$ 1,100,000	19%	+ 2%
RMTF	$ 95,957	1.5%	- 1.5%
Local	$ 4,642,591	79.5%	- 0.5%
Project Total	$ 5,838,548	100%	0.0

The reason for this request is simple. The budget I proposed for this grant in 2008 projected a number of things that did not happen and there were changes to our service that reduced our expenses even more. For one, I made the assumption that annual employee wages would increase by 2.5 % per year over a three year period, 2009 thru 2011, but this did not happen. There was only a 2% wage increase in 2009 and none are anticipated in the near future. Two, service levels were expected to increase in the proposed budget, but actually declined over the grant cycle. As a result fewer drivers were needed than I had budgeted for. All of these factors greatly reduced my projected expenses and our ability to draw down our grant funds.

In addition to our operating expenses being down, our capital expenses increased during the grant cycle impacting our reserves. In 2010, we spent over $500,000 from our reserves for cost increases for five new buses, a van, bus shelters, a driver restroom, and other minor capital items. If we were to lose operating assistance due to our inability to meet our local match, it would require us to use more of our depleted reserves. With future federal and state funding in a period of uncertainty, losing access to available funding and not restoring our reserves would be detrimental to our agency in ensuring our ability to sustain services during this recession.

Sincerely,

Rod Thornton
Manager
Pullman Transit

14. RESOLUTION NO. R-29-11

A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE CITY OF PULLMAN AND WASHINGTON STATE UNIVERSITY, AN INSTITUTION OF HIGHER EDUCATION AND AGENCY OF THE STATE OF WASHINGTON, FOR THE PURPOSE OF INSTALLING A PERMANENT EFFLUENT MONITORING STATION ON THE LAKE STREET SANITARY SEWER LINE.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 05/03/11

ACTION REQUESTED:

Approve Agreement with Washington State University (WSU) for installation of a permanent effluent monitoring station on the Lake Street sanitary sewer line.

BACKGROUND:

WSU commissioned a wastewater flow monitoring study in 2009 that showed excessive concentrations of BOD (biological oxygen demand) and TSS (total suspended solids) at its Lake Street interconnection with the City's sanitary sewer system. Investigation determined that the WSU creamery (cheese whey) was a substantial contributor to this excessive loading and that cheese whey was discharged as a slug load (short duration in 24 hour period). Excessive BOD and TSS loading, especially in the form of a slug load can lead to violations of the city's wastewater treatment plant NPDES permit. The creamery was able to implement an alternative to discharging cheese whey to the sanitary sewer system, however subsequent BOD and TSS loading in this WSU sub-basin still show elevated concentrations of BOD and TSS. The city has asked that WSU fund a permanent flow and sampling station at Lake Street, so that current and future periodic monitoring can be used to determine whether there may be other high strength wastewater contributors on campus, that discharge into this sub-basin. WSU's consultant estimated it would cost $250,000 to construct a permanent station at Lake Street. With the economic uncertainties that WSU is facing, city staff offered to design and provide construction management of the project, and have been able to reduce the construction cost estimate to $40,000, which WSU has agreed to fund. Construction is expected to be complete in 2011.

RECOMMENDATION:

Adopt the attached resolution authorizing an Agreement with WSU for installation of a permanent effluent monitoring station on the Lake Street sanitary sewer line.

FISCAL IMPACT:

($40,000.00)

401.xxx.xx.xx.xx

BARS Code Number

SUBMITTED BY:

Name Kevin Gardes
Title Deputy Public Works Director
Dept. Public Works

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

1. Resolution No. R-29-11

REVIEWED BY:

	Initial	Date
Department Head	MW	4/28/11
City Supervisor		
City Attorney (As to Form)		4-28-11

S.R. #039

RESOLUTION NO. R- 29 -11

A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE CITY OF PULLMAN AND WASHINGTON STATE UNIVERSITY, AN INSTITUTION OF HIGHER EDUCATION AND AGENCY OF THE STATE OF WASHINGTON, FOR THE PURPOSE OF INSTALLING A PERMANENT EFFLUENT MONITORING STATION ON THE LAKE STREET SANITARY SEWER LINE.

WHEREAS, the City Council has before it an Agreement which is attached hereto as Exhibit "A"; and,

WHEREAS, this Council believes it to be in the best interests of the city of Pullman to authorize the execution of said Agreement; now, therefore,

IT IS HEREBY RESOLVED that the Mayor and the finance director be and they are hereby authorized and directed to execute the Agreement which is attached hereto and marked as Attachment "A" and to deliver an executed original thereof to Washington State University.

IT IS FURTHER RESOLVED that the Mayor and finance director are each hereby authorized and directed to take such further action as may be appropriate in order to effect the purpose of this Resolution and the Agreement authorized thereby.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

AGREEMENT FOR INSTALLATION OF A PERMANENT EFFLUENT MONITORING STATION ON THE LAKE STREET SANITARY SEWER LINE WSU CONTRACT #19330

This agreement (the AGREEMENT) is entered into between the city of Pullman, a municipal corporation of the state of Washington (CITY), and Washington State University, an institution of higher education and agency of the state of Washington (WSU).

RECITALS

A. WSU commissioned a wastewater flow monitoring study in 2009 that was provided to the CITY, which showed excessive concentrations of BOD (biological oxygen demand) and TSS (total suspended solids) at WSU's Lake Street interconnection with the CITY's sanitary sewer collection system. Further investigation revealed that a substantial contributor of effluent to that line was the WSU Creamery's discharge of cheese whey; in response, WSU implemented an alternative solution of composting the whey.

B. The CITY has further requested that a flow and sampling station be installed at WSU's connection point to the Lake Street sewer line so the CITY may better monitor the loadings at that site to determine if there are other significant dischargers of high strength wastewater on the Pullman campus, in an effort to avoid potential violations of the CITY's effluent discharge permit.

C. The CITY has agreed to design the flow and sampling station at its cost, will assume responsibility for construction administration and inspection, and will install the monitoring station provided WSU pays for the costs of such installation, which WSU has agreed to do.

NOW, THEREFORE, the parties agree as follows:

CITY'S RESPONSIBILITIES:

1. The CITY shall design at its sole cost and expense the flow and monitoring station for the Lake Street sewer line, and provide two copies of the final design specifications to WSU Facilities Operations for review, comment and documentation.

2. Subject to reimbursement by WSU for such costs, the CITY shall construct and install the monitoring station on CITY property at the Lake Street sewer line transition point between the WSU and CITY systems.

3. The CITY shall be responsible for construction administration and inspection(s) of the monitoring station during and upon completion of installation, and shall thereafter own the monitoring station and be responsible for its operation, maintenance, repair and/or replacement.

EXHIBIT "A"

4. Upon completion of the work, the CITY shall invoice WSU for the cost of construction and installation of the Lake Street monitoring station, not to exceed $40,000.

WSU'S RESPONSIBILITIES:

1. WSU shall be responsible for reimbursing the CITY the costs of the construction and installation of the Lake Street monitoring station, not to exceed $40,000.

2. WSU shall pay the CITY within thirty (30) days of receipt of an invoice from the CITY for the completed work.

IT IS MUTUALLY AGREED:

1. The payment by WSU is a one-time payment to the CITY. No other costs shall be paid to the CITY by WSU under this AGREEMENT, and WSU shall have no further obligations with respect to the Lake Street monitoring station under this AGREEMENT.

2. WSU shall have unlimited access to the flow data generated from this monitoring station via a web browser.

3. WSU acknowledges the CITY may request additional flow and sampling stations at other WSU connection points if any future testing or studies by the CITY show high pollutant levels from such connection points.

4. This AGREEMENT shall not affect the existing agreement between the parties for the ongoing expenses of the CITY's wastewater treatment plant as covered in the "Agreement Relating to Proration of Capital and Operating Costs of the Pullman Wastewater Treatment Plant" effective April 25, 2001 and recorded on May 2, 2001 under Whitman County Recorder's #628803.

GENERAL TERMS AND CONDITIONS:

1. **Term**: This AGREEMENT shall commence upon the date of last signature and shall end on the date installation of the Lake Street monitoring station is completed.

2. **Hold Harmless**: Each party to this AGREEMENT shall be responsible for its own acts and/or omissions and those of its officers, employees and agents in the performance of this AGREEMENT. No party to this AGREEMENT shall be responsible for the acts and omissions of those entities or individuals not a party to this AGREEMENT.

3. **Dispute Resolution**: In the event that a dispute arises under this AGREEMENT that the parties cannot resolve, they shall allow the dispute to be decided by a Dispute Panel in the following manner: each party to this AGREEMENT shall appoint one member to the Dispute Panel, and the members so appointed shall jointly appoint an additional member to the Dispute Panel. The Dispute Panel shall review the facts, contract terms and applicable statutes and rules and make a determination of the dispute. The determination of the Dispute Panel shall be final and binding on

the parties hereto. The parties shall equally share the costs, if any, for the services of the Dispute Panel.

4. **Force Majeure**: In the event that the parties' obligations under this AGREEMENT are substantially delayed, prevented or rendered impractical by fire, flood, riot, earthquake, civil commotion, war, strike, lockout, labor disturbances, exposition, sabotage, accident or other casualty, act of GOD, any law ordinance, rule or regulation which becomes effective after the date of this AGREEMENT, or any other cause beyond the reasonable control of either party, then the parties shall be released from performance under this AGREEMENT. Both parties hereby waive any claim for damages or compensation for such delay or failure to perform, other than obligations incurred up to the date of such force majeure.

5. **Amendments**: This AGREEMENT may be amended or modified only upon the mutual written consent of the parties.

6. **Severability**: If any provision of this AGREEMENT or any provision of any document incorporated by reference shall be held invalid, such invalidity shall not affect the other provisions of this AGREEMENT which can be given effect without the invalid provision, if such remainder conforms to the requirements of applicable law and the fundamental purpose of this AGREEMENT, and to this end the provisions of this AGREEMENT are declared to be severable.

7. **Waiver**: A failure by either party to exercise its rights under this AGREEMENT shall not preclude that party from subsequent exercise of such rights and shall not constitute a waiver of any other rights under this AGREEMENT unless stated to be such in writing signed by an authorized representative of the party and attached to this AGREEMENT.

8. **Independent Capacity**: The employees or agents of each party who are engaged in the performance of this AGREEMENT shall continue to be employees and agents of that party and shall not be considered for any purpose to be employees or agents of the other party.

9. **Entire Agreement**: This AGREEMENT contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this AGREEMENT shall be deemed to exist or to bind any of the parties hereto.

10. **Signatures**: The parties affirm they have designated the persons below to have signature authority for the parties. By their signatures on this AGREEMENT, the parties agree to comply with all of its terms and conditions.

WASHINGTON STATE UNIVERSITY
Recommended:

By:_____
Printed Name:_____
Title:_____
Date:_____

Approved:

By:_____
Printed Name:_____
Title:_____
Date:_____

APPROVED AS TO FORM:

_____
Assistant Attorney General Date

CITY OF PULLMAN

By:_____
Glenn A. Johnson
Title: Mayor
Date:_____

Attest:

By:_____
William F. Mulholland
Title: Finance Director
Date:_____

_____
City Attorney Date

15. A PUBLIC HEARING RELATING TO TRANSIT.

STAFF REPORT

QUESTIONS FROM COUNCIL ON STAFF REPORT

READING OF RESOLUTION NO. R-30-11

A RESOLUTION APPROVING A SIX-YEAR TRANSIT DEVELOPMENT PLAN FOR CALENDAR YEARS 2011-2016 AND 2010 ANNUAL REPORT FOR THE CITY OF PULLMAN.

OPEN PUBLIC HEARING

CLOSE PUBLIC HEARING

DISCUSSION

ACTION TAKEN

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 5/3/11

ACTION REQUESTED:

Approval of the Pullman Transit's 2011 – 2016 Transit Development Plan and 2010 Annual Report and authorization to submit it to the Washington State Department of Transportation Public Transportation and Commute Options office.

BACKGROUND:

Please see the attached staff report for more detail.

RECOMMENDATION:

By resolution, approve the proposed Transit Development Plan 2011 – 2016 and 2010 Annual Report and authorize the Transit Manager to submit it to the Washington State Department of Transportation Public Transportation and Commute Options office.

FISCAL IMPACT : $_____

SUBMITTED BY:
Name Rod Thornton
Title Transit Manager
Dept. Public Works/Transit

ATTACHMENTS FOR COUNCIL REVIEW/ACTION
1. Resolution No. R-30-11
2. Staff report from Rod Thornton

REVIEWED BY:	Initial	Date
Department Head	MW	4/27/11
City Supervisor	[illegible]	4-28-11
City Attorney (As to form)	[illegible]	4-29-11

S.R. #040

RESOLUTION NO. R-30 -11

A RESOLUTION APPROVING A SIX-YEAR TRANSIT DEVELOPMENT PLAN FOR CALENDAR YEARS 2011-2016 AND 2010 ANNUAL REPORT FOR THE CITY OF PULLMAN.

WHEREAS, pursuant to the requirements of R.C.W. 35.58.2795, the city of Pullman has prepared a six-year transit development plan for the calendar years 2011-2016 entitled "Transit Development Plan 2011-2016 and 2010 Annual Report" attached hereto as Exhibit "A"; and,

WHEREAS, pursuant further to said law, the City Council of the city of Pullman held a public hearing on the "Transit Development Plan 2011-2016 and 2010 Annual Report" in the City Council Chambers at City Hall, Pullman, Washington, on the 3rd day of May, 2011; and,

WHEREAS, the City Council deems it to be in the best interests of the City of Pullman to approve the "Transit Development Plan 2011-2016 and 2010 Annual Report"; now, therefore,

IT IS HEREBY RESOLVED by the City Council of the City of Pullman that the six-year transit development and financial plan for the calendar years 2011-2016 attached hereto as Exhibit "A" and titled "Transit Development Plan 2011-2016 and 2010 Annual Report" be and it is hereby approved.

ADOPTED by the City Council of the city of Pullman at a regular meeting held on the _____ day of _____, 2011.

DATED this _____ day of _____, 2011.

_____
Mayor Glenn A. Johnson

ATTEST:

_____
Finance Director
William F. Mulholland

Approved as to Form:

_____
City Attorney Laura D. McAloon

Transit Development Plan 2011 - 2016 and 2010 Annual Report

City of Pullman/Pullman Transit

Date of Public Hearing: **May 3, 2011**

Table of Contents

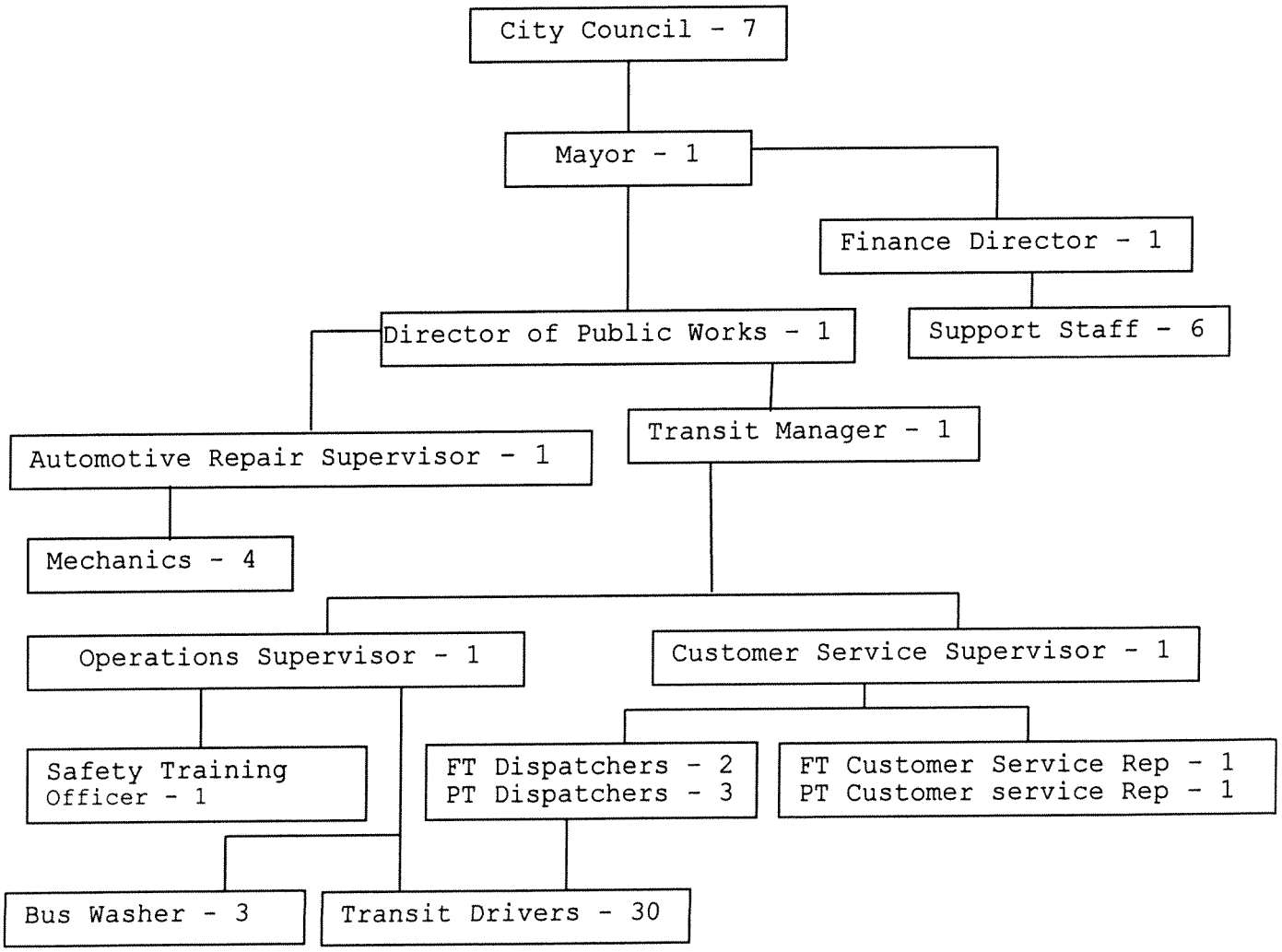
Section	Title	Page
I	Organization	3
II	Physical Plant	4
III	Service Characteristics	5
IV	Service Connections	7
V	Activities in 2010	7
VI	Proposed Action Strategies, 2011 - 2016	12
VII	Proposed Changes, 2011 - 2016	13
VIII	Capital Improvement Program, 2010 - 2015	16
IX	Operating Data, 2010 - 2016	17
X	Operating Revenues and Expenditures, 2010 - 2016	18
Appendix A	Equipment, Rolling Stock and Facilities	25
Appendix B	System Route Maps and Schedules	

Section I: Organization

Pullman Transit is a city-owned public transportation service, authorized in Chapter 36.57A RCW, located in the city of Pullman, Washington. Pullman Transit began providing public transportation services in March 1979. Our current fixed-route system map appears in the Appendix B, showing the extent of our service area.

Pullman Transit's main governing body is the Pullman City Council. The transit system is a division of the Public Works Department and is under the direction of the Director of Public Works. The transit staff handles day-to-day operations and administration. Support services such as finance and maintenance are contracted to other city departments.

Below is the table of organization for Pullman Transit.



As of December 31, 2010, Pullman Transit employed 31.91 full-time equivalents in the Operations Division. This means .26 more full-time equivalents were employed in 2010 than in 2009. This increase in FTEs is attributed to changes in the fixed-route system. Portions of the Director of Public Works, Deputy Public Works Director and Support Service employees' wages are funded through the transit budget.

Transit Division Employees	
Transit Manager	- 1
Operations Supervisor	- 1
Customer Service Supervisor	- 1
Safety/Training Officer	- 1
Full-Time Dispatchers	- 2
Part-Time Dispatchers	- 3
Full-Time Customer Service Representative	- 1
Part-Time Customer Service Representative	- 1
Transit Drivers	- 30
Bus Washer	- 3
Management	
Pullman City Council	- 7
Mayor	- 1
Director of Public Works	- 1
Support Service Employees	
Finance	
Finance Director	- 1
Support Staff	- 6
Maintenance	
Automotive Repair Supervisor	- 1
Equipment Mechanics	- 4

Section II: Physical Plant

Pullman Transit has administrative offices at 775 NW Guy Street in Pullman. These offices are located in the city of Pullman maintenance and operations yard. Pullman Transit administrative offices and bus storage facility are separate from all other city divisions located in the city yard. The vehicle maintenance facility is also located within the city yard, but is operated by the city's Equipment Rental Division, not Pullman Transit.

Appendix A contains the completed forms for the state public transportation management system for all revenue vehicles, non-revenue vehicles and facilities currently owned by the city of Pullman/Pullman Transit.

Section III: Service Characteristics

In 2010 Pullman Transit provided fixed-route service within the city of Pullman and on the Washington State University (WSU) campus for the general public. In addition, Pullman Transit provided complementary accessible paratransit service (Dial-A-Ride).

As of December 2010, Pullman Transit operated eight fixed routes, Monday through Friday, 6:50 a.m. – 12:30 a.m. During the school year, fixed-route service to the University from an area north of the campus (a highly developed area with apartment complexes populated with students) between 7:00 a.m. and 7:15 p.m. is operated with three buses on 26-minute headways and three buses on 24-minute headways. This service is provided by two routes: Express 1 and Express 2. The Express 1 Route has three buses providing service on the route, which means that a bus goes by each stop every 8 minutes. The Express 2 Route also has three buses, which means that a bus goes by each stop every 8 or 9 minutes. A total of six buses operate from the apartment housing area to the WSU campus. In addition to the six buses operated in this high density area, seven supplemental bus trips were provided from 8:40 a.m. to 10:15 a.m. to meet the high demand when school starts.

Starting at 5:30 p.m., the PM North and South routes were operated until 12:30 a.m. (Monday through Thursday) and until 3 a.m. on Fridays to the high-student-population areas, downtown, and to outlying retail areas on 30-minute headways. The A, I, J and E Routes provided daytime service to the remainder of the community, all on 30-minute headways. All community routes provide service to and from the WSU campus. The A and E-Routes provided service to the northwest area of the community and the I and J-Routes served the southern section of the community, with the E, I and J-routes operating from 6:50 a.m. to 5:50 p.m. and the A-Route operating from 7:20 a.m. to 9:20 a.m. and from 3:50 p.m. to 5:50 p.m. During WSU's spring break the E, I and J-Routes offered service to the community.

During the WSU school year, two routes, Saturday North and Saturday South, are operated on Saturdays. One route serves the north side of Pullman and the other serves the south side. Both routes are operated from 9 a.m. to 3 a.m. on a 30-minute headway. During WSU breaks and the summer, the Saturday routes were operated from 10:30 a.m. to 6:00 p.m.

During the summer—May, June, July and August—three routes were operated. The E-Route on the north end of the community is modified to include service to the high density apartment area. The C-Route offered service to the same high density housing, to campus and retail areas on the south side of town and downtown. The H-Route provided service to the residential areas on the south side of the community and to the campus. All of these routes were operated on 30-minute headways from 6:50 a.m. to 6 p.m. These routes proved to be effective and ridership for the overall summer months increased by 7,000 rides or 8.1 percent.

Our accessible paratransit service (Dial-A-Ride) was available weekdays (Monday – Thursday) from 6:50 a.m. to 12:30 a.m. and from 6:50 a.m. to 3 a.m., concurrent with our fixed-route service on Fridays and on Saturdays from 9 a.m. to 3 a.m. as well during the WSU school year. During WSU breaks and the summer months the service was offered from 9 a.m. to 6 p.m. Paratransit service is limited to senior citizens (65 and over), and persons with disabilities (ADA and non-ADA) only. Service is provided with four, wheelchair-accessible vans and two, wheelchair-accessible mini-buses. Section IX shows our operating data for 2009.

The fixed-route fare structure, per boarding, as of December 31, 2010

Adult, ages 18 - 64:	$0.50
School-age youth grades K-12:	$0.30
Pre-Kindergarten Children when accompanied by an adult:	free
Senior Citizen, age 65 or older:	$0.30
Disabled, ADA certified or not:	$0.30
Transfers between fixed routes:	free
(Transfers are generally done within 5 minutes)	

Our fixed-route passes

Monthly	
Adult, ages 18 - 64	$ 14.00
School-age youth grades K -12	$ 10.00
Senior Citizen, age 65 or older	$ 9.00
Disabled, ADA certified or not	$ 9.00
Semi-Annual	
Adult, ages 18 - 64	$ 72.00
School-age youth grades K -12	$ 48.00
Senior Citizen, age 65 or older	$ 45.00
Disabled, ADA certified or not	$ 45.00
Annual	
Adult, ages 18 - 64	$141.00
School-age youth grades K -12	$ 94.00
Senior Citizen, age 65 or older	$ 88.00
Disabled, ADA certified or not	$ 88.00
School Year	
This pass is for school-age youth grades K -12	$ 72.00
Summer Youth Pass	
This pass is for school-age youth grades K -12	$ 24.00
Tokens (Sold 20 to a package)	

Adult, ages 18 - 64	$ 10.00
School-age youth grades K -12	$ 6.00
Senior Citizen, age 65 or older	$ 6.00
Disabled, ADA certified or not:	$ 6.00

Dial-A-Ride fares are $0.40 per ride in town and $3 to the airport for all eligible riders. Pullman Transit also has a contract with Washington State University that allows all students, staff, retirees, and faculty to ride the buses and paratransit vans (if they are eligible) by showing a valid University identification card.

In addition, a contract with the Pullman School District allows students who qualify to ride the buses by showing a school district issued pass. These students are eligible to ride all our fixed-route service during the week. They are not allowed to use their school district issued passes on Saturdays.

Section IV: Service Connections

Pullman Transit provides access to the following public transportation operators and facilities:

- Wheatland Express; hourly commuter bus service between Pullman, WA and Moscow, ID and providing limited service to the Pullman-Moscow Regional Airport and Spokane Airport.
- Northwest Trailways, regional bus service depot
- Service to the Pullman-Moscow Regional Airport is only provided by Dial-A-Ride and only to eligible riders of the service.

Section V: Activities in 2010

Dial-A-Ride

In 2010 the Dial-A-Ride service experienced some changes that expanded and improved service during high peak times. Additional service was added in the mornings from 9:00 a.m. to 11:00 a.m. to assist with high demand we were seeing.

In 2009 a new Senior Shuttle service was created. The Senior Shuttle was designed on a one-hour route that served grocery stores, the hospital, doctors' offices, therapists, shopping areas, downtown and City Hall from all of the major senior living centers in Pullman. The service was envisioned to improve access to these areas for the senior population by making the route more fixed and giving it exact times to be at these locations. We had hoped that seniors would like this flexibility and not have to always depend on Dial-a-Ride to get around town.

As a result of the lack of ridership, the Senior Shuttle was terminated in June and a new

service, the Shopper Shuttle took its place. The new service was offered on Tuesdays and Thursdays from 10:00 a.m. to 2:00 p.m. Ridership was very light and the service was terminated in early 2011. With the demise of the Senior Shuttle a full-time driving position was lost, which reduced our FTE driving positions to 3.25. Additional service added in the fall of 2010 increased this slightly, but our FTE driving positions remained below 3.5.

The staffing changes made in 2009 were really paying off in 2010. The addition of the Customer Service Representatives gave us the dedicated personal to control scheduling of all our paratransit rides. In 2010 the new Customer Service Supervisor guided these employees through some upgrades to our scheduling software which improved our scheduling capabilities and improved our service. We are very pleased with the improvements and our riders are even more pleased with the service they are getting. Drivers are especially happy, because the changes we have made are making their jobs much easier.

As a result of the scheduling improvements, ridership on the Dial-A-Ride service started to make a turnaround in the latter part of the year. In recent years ridership was declining at about 7.5 percent annually. While ridership at the start of 2010 continued this decline through June, the second half of the year saw a marked improvement. Ridership for the second half of the year was up by 2.6 percent over 2009. This is not a huge increase, but it gives us hope that we have been able to reverse the decline in ridership we have seen for the past three years. Total ridership for 2010 was 16,310, a decline of only 230 rides, or 1.4 percent. To date in 2011 ridership is up by nearly 20 percent over 2010 first quarter totals. Our service is very well used and is a vital part of the community's transportation infrastructure. The service's future is still bright. With the city of Pullman growing ridership has begun to rebound.

Fixed Route

2010 was a year of very little change in fixed-route service but a very big year for ridership increases. Only one minor change took place for our fixed-route service. To accommodate more riders who wanted to get to our old stop on Thatuna Street, we changed the operating hours of the two north side weekday routes: A-Route and E-Route. E-Route was expanded to all-day service from 6:50 a.m. to 5:50 p.m. and the A-route was reduced to peak hours from 7:20 a.m. to 9:20 a.m. and from 3:50 p.m. to 5:50 p.m. This is what our riders wanted, as ridership on the E-Route surpassed what the all-day A-Route did the year before.

While the core routes made very few changes, our fixed-route ridership increased dramatically in 2010. We experienced the fourth highest annual increase in ridership Pullman Transit has seen in its 32 years of operation. Our fixed-route ridership increased by 87,973 rides, an increase of 7.3 percent. While past increases have been larger, this is the first major increase in ridership without a major increase in fixed-route service. This is the first time in Pullman Transit history that fixed-route ridership exceeded 1.4 million rides,

with a total for 2010 of 1,420,148.

We are very pleased that our community utilizes our service so effectively, but the increases in ridership do not come without challenges. Due to the demand on our Express Routes we have added more supplemental bus trips during our highest peak times. While it is not a major challenge to provide the additional service, it does require a good bit of effort from our dispatchers to ensure that our drivers operate the supplements correctly in order to make it effective.

The major drawback to the increase in ridership without increasing service was the difficulty in keeping our routes on time. During the winter months it was virtually impossible; many of our riders complained about us being late. We are evaluating what can be done in 2011 to correct this problem. It will take some time to evaluate our service issues and develop new or improved routes. We are still facing increasing ridership in 2011. As of this writing we are running about 30,000 rides ahead of 2010, or 7.3 percent ahead of last year.

We recently conducted a rider survey and it showed that the riders are pleased with our service, but timeliness was not given as high a mark as we would like. We are in an unenviable position, lots of riders, but not enough service to meet their everyday needs. This is something we will have to fix in a very short period or face the fact we cannot meet our riders' needs and thus sending them back to their cars. With gas prices increasing once again, we may have more and more riders using the buses. If we cannot improve our reliability we may lose their support.

For the thirteenth year, Pullman Transit provided service for our community Fourth of July celebration. For 2010 we offered our three summer routes: one on our north side (A-Route), one on our south side (H-Route), and one to our high density campus housing (C-Route). The routes covered the entire city and offered our residents and anyone who wished to go to the celebration rides to the event. Buses operated from 4:30 p.m. to 10:10 p.m. and after the fireworks display to take everyone home. As in the past, this service is very popular and we are very pleased to be able to provide it. In 2010 we provided 1,430 rides, a drop of 468 from 2009. We attribute this decline to the fact that the 4th fell on a Sunday, the middle of a three-day holiday so not as many people were in town and the fact that the weather was a little cooler than in 2009.

Capital

Capital projects for 2010 were many and expensive. Pullman Transit purchased five new fixed-route coaches (four 40' buses and one 35' bus). This is the first time we have purchased 40' buses, but with our ridership being so high on our Express Routes, it was time to purchase larger buses to aid with the passenger loads. They have proven to be very effective in moving more people and reducing the overcrowding we constantly face. The one 35' coach is also very useful on all our routes. Our passengers are very thankful for the new low-floor buses that we purchased and are very happy our older buses have

been retired.

Pullman Transit purchased an ADA accessible van for our Dial-A-Ride service. The new van was an addition to our fleet, which brings our total Dial-A-Ride fleet to six vehicles. As with many of the systems in the state, the Dial-A-Ride fleet is growing older and two of our vans are over nine years old. The addition of a fourth van allows us to place our oldest van in backup status and only use it when one of our three primary vans is down for repairs. This has proven very effective and it has helped improve our efficiency.

Other capital projects that were completed in 2010 were the construction of a new restroom/break room, transit office remodel, telephone and two-way radio recording system, and two new bus shelters.

Since the inception of the Express Route, our drivers have had to utilize restroom facilities in WSU buildings along their route. This became problematic when we extended the routes after midnight, since most WSU buildings close around midnight. In addition to this problem, drivers had nowhere to go to take their lunch breaks. This meant they drove the staff vehicle to a fast food restaurant, ate in the staff car, or went to a location somewhere off route to take their break. While this worked in some instances, it did not work for all the drivers' breaks. To solve this problem a new facility was built at an accessible location for all Express and night route drivers that met everyone's needs.

In 2010 we moved forward with a remodel of the transit office space to accommodate the new staffing levels established in 2009. We converted our small training/conference room into an office for the Customer Service Supervisor. The office is located next to dispatch and the Dial-A-Ride scheduling area, opening communications between the Customer Service Supervisor and the staff. Since we removed the training/conference room we needed to replace it. To do this we remodeled and combined an office space and closet area in another part of the building, giving us a much larger space. The space is located away from the offices, which reduces distractions in the office area. We are still getting used to this change, but it seems to be working very well.

We installed a telephone and two-way radio recording system in 2010. The system records all incoming and outgoing phone calls from dispatch and from the customer service phones. In addition, the system records all incoming and outgoing two-way radio calls to the fixed-route and Dial-A-Ride vehicles.

Lastly we installed two new bus shelters on Bishop Blvd, one near the new Walmart and one near Pullman Regional Hospital. Both are equipped with solar powered lighting. We are very pleased that Walmart was generous enough to pay for the concrete pad and aid us in getting this shelter placed near their store. Our riders are very happy to have a shelter on those rainy and windy days we can have in Pullman.

Pullman Transit spent $2,277,465 for these capital projects in 2010. Over $500,000 of these expenses came from our local reserves, but these projects were very important and

needed.

General

Once again in 2010 we renewed our contracts with the Pullman School District (PSD) and Washington State University (WSU) to continue providing transportation services for them. The signing of these agreements marks the twenty-ninth year we have had an agreement with PSD and the twentieth year we have had an agreement with WSU. These agreements allow both WSU and designated PSD students to ride our fixed-route services without paying a fare by showing a valid ID. In addition, the agreement with WSU allows all staff, faculty and retirees to ride the fixed-route service without paying a fare by showing their WSU IDs. The agreements also allow eligible WSU and PSD students as well as WSU staff and faculty and retirees to ride the paratransit service.

For the 2010-2011 school year, WSU increased the fees paid for the service. WSU increased their funding support from $1,496,905 to $1,559,952, an increase of $63,047 or 4.2 percent. Due to budget concerns the Pullman School District has been experiencing, we agreed to their request to not increase their fee for the 2010-2011 school year. PSD paid the same fee of $104,673. The city of Pullman and Pullman Transit are very appreciative of their support and how they are able to assist us in providing service in Pullman.

This Transit Development Plan reflects what we want to do if funding allows. With the continued funding from WSU and the PSD, our future looks stable. However, in these ongoing uncertain times we must be very conservative with our spending. While we have had a better then expected rebound in our reserves, we still have a few major capital expenditures planned in the next few years that could deplete those reserves if we are not careful. In the near future, expansion of service will occur if we are to maintain our current ridership. As noted before, ridership is at an all-time high and to maintain reliability additional service will be required. However, what exactly that additional service will be has yet to be determined. Since we have very limited revenue, any expansion of service will need to carefully thought out and presented to all stakeholders before it can be implemented. We are currently working on some ideas that, if approved, will be a major change in the community service we provide. Because it is so extensive, it will take us sometime to present the change to everyone involved. If it is implemented, it will be in the fall of 2012.

As has been our position for a number of years, our most pressing future capital need is the purchase of new buses and vans to replace our aging fleet. In 2010 we replaced five fixed-route coaches and added one new paratransit van. However, we still have eight older buses to replace and at least one van in the near future. The AVL/GPS system for the buses that was planned for 2010 has been postponed until 2011. We will have to continue to be very frugal with our local resources to ensure Pullman Transit is able to get the equipment it needs to provide services. Pullman Transit finances have improved over

the past few years, but cautious use of those resources must be continued if the system is to maintain a viable and effective service. Having a stable funding base is the key to the future. We should be able to continue providing the type of services our community expects for many years to come with continued support from federal and state sources, WSU and PSD, as well as improving local revenues.

In 2010 we addressed the Washington State Department of Transportation State Public Transportation Policy Objectives through the following action strategies:

Maintain the effective and predictable operations of the transportation system to meet customers' expectations. 2010 was a year in which Pullman Transit's services experienced only a few minor changes. The fixed-route service added some supplemental service to the Express service, but overall had a reduction in daily service when the "Senior Shuttle" was terminated and replaced with the "Shopper Shuttle. This resulted in a decrease of 28 hours of fixed-route service per week, but only on a route that had been is service for less than one year. While our weekly fixed-route service hours declined after June, the overall service hours we provided were 1,674 more service hours in 2010 than we provided in 2009. This was due to the two additional buses on the Express Routes in 2009. The paratransit service saw only one minor change in service which was the addition of a few hours in the morning during peak hours. Overall, we provided 7,359 hours of service in 2010, a decrease of 961 hours from what was provided in 2009.

Meet all basic transportation needs for special needs population. (Basic transportation needs means health and work-related essential travel.)

At the start of 2010 ridership on our paratransit service, Dial-A-Ride, continued to have declining ridership. We still do not have a solid reason for the decline, but it was not due to any changes we had made in the service. As a result, service levels on the Dial-A-Ride service were reduced due to a lack of riders. Our Dial-A-Ride staff continued to work hard to rectify the situation and with updates to our ride scheduling software, ridership started to rebound. By the end of the year the decline in ridership had been reversed and has been growing ever since October. We ended the year with the lowest level of decline we have seen since 2008. 2011 ridership is currently running ahead of 2010 by nearly 20 percent and we have had to add more service. We believe we are doing everything possible to meet the needs of our special needs population and our now increasing ridership seems to confirm that.

Increase stakeholder and partner satisfaction with the level of involvement in decision-making in the development and implementation of transportation projects. We renewed our contracts with WSU as well as PSD, but only WSU increased their financial commitment to provide transportation services. Due to budget constraints the Pullman School District was unable to increase the annual contribution, but they did keep their funding at the 2009-2010 school year levels. We continued to work with Wheatland Express to ensure that they remain the primary provider of charter service within the area as well as a private provider of intercity public transit service between Pullman, Washington

and Moscow, Idaho. We continued to seek public comments through public meetings with the Pullman City Council, through online e-mail, onboard comment forms, and through mailings to our fixed-route and paratransit riders.

Section VI: The proposed changes in Section VII, 2011 – 2016

The proposed changes in Section VII, below, are action strategies that reflect the state public transportation policy objectives.

Preserve transportation infrastructure to achieve the lowest life-cycle cost and prevent failure. In the next two to six years, should funding remain stable, Pullman Transit would like to replace eight coaches and two paratransit vans and add three minibuses. In 2011 expansion and remodeling of our vehicle maintenance facility will take place. Also in 2011 we will complete the process of replacing our current fixed-route data collection software and hardware. The current data collection equipment completely failed in mid-2010 and we have reverted back to manual counting of our riders. The system we are installing uses a proximity reader to determine fare type, which will also allow us to integrate various ID cards issued by WSU. We will also install GPS/AVL equipment in our fixed-route coaches and purchase new narrow band mobile two-way radios for all our vehicles. We also wish to purchase more bus shelters for our routes. We currently have twenty-one shelters located around the community and see a need for many more.

Maintain the effective and predictable operations of the transportation system to meet customers' expectations. With the continued financial support from WSU, the PSD, state and federal sources we will be able to maintain our current and proposed service levels, plan for capital replacement, and stay within our revenue sources. Pullman Transit's future looks bright, but maintaining a prudent fiscal policy will be the key to any long-term stability. Maintaining viable fixed-route and paratransit service is paramount to the goals of Pullman Transit and the state. To do this Pullman Transit will have to use its resources wisely to assure responsible growth and to maintain its capital programs.

Section VII: Proposed Changes, 2011-2016

2011	***Preservation***	***Improvement***
Services	No change	No change
Facilities	No change	Purchase two bus shelters Remodel and expand vehicle maintenance facility
Equipment	Upgrade fixed-route data collection system	Purchase GPS/AVL system for the fixed-route buses

		Replace narrow band mobile radios
2012	***Preservation***	***Improvement***
Services	No change	Implement changes in community routes recommended by redesign process in 2011
Facilities	No change	Purchase 2 bus shelters
Equipment	No change	Purchase ADA Accessible van Purchase Road Supervisor vehicle
2013	***Preservation***	***Improvement***
Services	No change	No change
Facilities	No change	Purchase 2 bus shelters
Equipment	Replace one paratransit van	No change
2014	***Preservation***	***Improvement***
Services	No change	No change
Facilities	No change	Purchase 2 bus shelters
Equipment	Replace two fixed-route coaches Replace one paratransit van	Purchase one mini-bus
2015	***Preservation***	***Improvement***
Services	No change	No change
Facilities	No change	Purchase 2 bus shelters
Equipment	Replace two fixed-route coaches	Purchase one mini-bus

2016	***Preservation***	***Improvement***
Services	No change	No change
Facilities	No change	Purchase 2 bus shelters
Equipment	Replace two fixed-route coaches	Purchase one mini-bus

Section VIII: Capital Improvement Program, 2011 - 2016
(All figures in thousands of dollars.)

Preservation	2011	2012	2013	2014	2015	2016
Dial-A-Ride Vehicles (3)	$0	$65	$65	$0	$0	$65
Fixed Route Buses (6)	$0	$0	$0	$1,200	$1,200	$1,200
Upgrade Fixed Route Data Collection System	$64	$0	$0	$0	$0	$0
Replace Narrow Band Mobile Radios	$51	$0	$0	$0	$0	$0
Stormwater	$0	$40	$0	$0	$0	$0
Totals	**$115**	**$105**	**$65**	**$1,200**	**$1,200**	**$1,265**

Improvement	2011	2012	2013	2014	2015	2016
Mini-buses (3)	$0	$0	$0	$150	$150	$150
Expand and remodel vehicle maintenance facility	$1,100	$0	$0	$0	$0	$0
Purchase bus shelters (2/yr)	$26	$26	$26	$26	$26	$26
Purchase Road Supervisor Vehicle	$0	$40	$0	$0	$0	$0
GPS system for buses	$163	$0	$0	$0	$0	$0
Upgrade Transit Offices	$0	$36	$0	$0	$0	$0
Totals	**$1,289**	**$102**	**$26**	**$176**	**$176**	**$176**

Section IX: Operating Data, 2010-2016

(All figures, except 2010, in thousands of units.)

Fixed Routes	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
Vehicle Revenue Hours	24,496	25	25	25	25	25	25
Total Vehicle Hours	25,430	26	26	26	26	26	26
Vehicle Revenue Miles	339,996	345	345	345	345	345	345
Total Vehicle Miles	353,482	360	360	360	360	360	360
Passenger Trips	1,420,148	1,455	1,465	1,500	1,500	1,500	1,500
Total Diesel Fuel Used	112,058						
Reportable Injuries	2						
Fatalities	0						
Total Vehicle Collisions	16						

Dial-A-Ride	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
Vehicle Revenue Hours	7,359	7.4	7.7	7.7	7.7	7.7	7.7
Total Vehicle Hours	7,924	7.9	8	8	8	8	8
Vehicle Revenue Miles	66,214	66	66	66	66	66	66
Total Vehicle Miles	71,296	71	71	71	71	71	71
Passenger Trips	16,310	17	17	17	18	18	18
Total Diesel Fuel Used	1046						
Total Gasoline Fuel Used	11,850						
Reportable Injuries	1						
Fatalities	0						
Total Vehicle Collisions	0						

Section X: **Operating Revenues and Expenditures, 2010 - 2016** **(Continued)**

(All figures, except 2010, in thousands of units.)

	2010 Transit Fund	2010 Reserve Capital Account	Total
Beginning Balances	$ 412,788	685,233	$ 1,098,021
Revenues			
Fares, Fixed Route	$ 1,661,239		$ 1,661,239
Fares, Dial-A-Ride	$ 5,971		$ 5,971
Local Utility Taxes	$ 1,088,968		$ 1,088,968
Miscellaneous Revenues	$ 5,038.0		$ 5,038
Federal Grants *(FTA 5311 Operating & RTAP)*	$ 551,177		$ 551,177
Special Needs Allocation	$ 41,769		$ 41,769
Rural Mobility Allocation	$ 47,979		$ 47,979
Total Available	**$ 3,814,929**	**685,233**	**4,500,162**
Operating Expenses			
Fixed Route	$ 2,535,296		$ 2,535,296
Dial-A-Ride	$ 641,037		$ 641,037
Total Expenses	**$ 3,176,333**	**0**	**$ 3,176,333**
Net Cash Available	**$ 638,596**	**685,233**	**$ 1,323,829**
Capital Revenue			
ARRA (GPS/AVL & Phone Recording System)	$ 113,952		$ 113,952
FTA 5309 Capital	$ 1,288,200		$ 1,288,200
State Rural Mobility Capital	$ 339,000		$ 339,000
Local Reserves	$	536,313	$ 536,313
Totals	**$ 1,741,152**	**536,313**	**$ 2,277,465**
Capital Expenditures			
System P&M			
Minor Capital	$	9,527	$ 9,527
Bus Replacement	$	1,959,358	
Other Improvements	$	23,942	$ 23,942
System Improvement			
GPS/AVL & Data Collection System	$	97,191	
Purchase ADA van	$	55,744	$ 55,744
Remodel Transit Offices	$	12,603	$ 12,603
Driver Break Room	$	85,145	$ 85,145
Phone and Two-Way Radio Recording System	$	14,087	$ 0
Bus Shelters	$	19,868	$ 0
Total Capital Expenditures	**0**	**2,277,465**	**$ 2,277,465**
Ending Cash Balances 12/31	**$ 2,379,748**	**(1,592,232)**	**$ 787,516**

Section X: **Operating Revenues and Expenditures, 2010 - 2016** **(Continued)**

(All figures, except 2010, in thousands of units.)

	2011 Transit Fund	Reserve Capital Account	Total
Beginning Balances	$ 445	342	$ 787
Revenues			
Fares, Fixed Route	$ 1,667		$ 1,667
Fares, Dial-A-Ride	$ 7		$ 7
Local Utility Taxes	$ 1,088		$ 1,088
Miscellaneous Revenues	$ 10		$ 10
Federal Grants (FTA 5311 Operating)	$ 588		$ 588
Special Needs Allocation	$ 47		$ 47
Rural Mobility Allocation	$ 42		$ 42
Total Available	**$ 3,894**	**342**	**4,236**
Operating Expenses			
Fixed Route	$ 2,742		$ 2,742
Dial-A-Ride	$ 686		$ 686
Total Expenses	**$ 3,428**	**0**	**$ 3,428**
Net Cash Available	**$ 466**	**342**	**$ 808**
Capital Revenue			
Revenue (5309 Earmark)			
Vehicle Maintenance Facility	$ 784		$ 784
ARRA			
Technology Upgrade	$ 227		$ 227
Local Funding			
Local Interfuld Transfer	$ 316		$ 316
Transit Reserves	$	77	$ 77
	$		$ 0
Totals	**$ 1,327**	**77**	**$ 1,404**
Capital Expenditures			
System P&M			
Minor Capital	$	4	$ 4
Two Way Radio Replacement	$	62	$ 62
System Improvement			
GPS/AVL System for Buses	$	227	$ 227
Bus Shelters	$	26	$ 26
Expand and Remodel Vehicle Maintenance Facility	$	1,100	$ 1,100
Total Capital Expenditures	**0**	**1,419**	**$ 1,419**
Ending Cash Balances 12/31	**$ 1,793**	**(1,077)**	**$ 716**