

16. RESOLUTION NO. R-19-11

A RESOLUTION ACCEPTING THE BID OF FIRST STEP INTERNET, LLC FOR THE MICROWAVE RADIO SYSTEM DESIGN AND INSTALLATION PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 03/29/11

ACTION REQUESTED:

Award the Microwave Radio System Design and Installation contract to First Step Internet, LLC.

BACKGROUND:

An approved CIP project to support the water system is the construction of a wireless data network between remote reservoirs, booster stations, and wells to replace the existing, old, and often failing telephone circuits used for telemetry control of the system. A request for proposals was advertised and distributed for the Microwave Radio System Design and Installation project with a due date of September 14, 2010. Four proposals were submitted by: First Step Internet, Day Wireless, Ceragon, and Leaf Communications. These proposals were then reviewed and ranked against specific criteria by a committee of City staff consisting of Mark Bailey, Jerry Cork, Art Garro, and me. The firm unanimously selected as the best was First Step Internet. Following this selection, negotiations began on the details of the work to be accomplished and the cost for that work. That negotiation has now been completed and incorporated into a standard City of Pullman contract. The contract amount, including sales tax, is \$157,434.35, which is well within the budget allocated for this project. Funding for this project will be from the Utility Capital Projects Fund.

RECOMMENDATION:

Adopt the attached resolution awarding contract 10-13, Microwave Radio System Design and Installation, to First Step Internet, LLC.

FISCAL IMPACT:

\$157,434.35
403.3353.594.34.63.00
BARS Code Number

SUBMITTED BY:

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

Name Mark Workman
Title Public Works Director
Dept. Public Works

1. Resolution No. R-19-11

REVIEWED BY:

	Initial	Date
Department Head	<u>MW</u>	<u>3/23/11</u>
City Supervisor	<u>MW</u>	<u>3/25/11</u>
City Attorney	<u>may</u>	<u>3-23-11</u>

(As to Form)

RESOLUTION NO. R-19 -11

A RESOLUTION ACCEPTING THE BID OF FIRST STEP INTERNET, LLC FOR THE MICROWAVE RADIO SYSTEM DESIGN AND INSTALLATION PROJECT AND AUTHORIZING EXECUTION AND DELIVERY OF THE CONTRACT FOR SAID PROJECT.

WHEREAS, First Step Internet, LLC submitted the best proposal for the Microwave Radio System Design and Installation project in response to a Request for Proposal and Evaluation process; and,

WHEREAS, a contract has been prepared to provide for performance of said project in the amount of One Hundred Fifty-Seven Thousand, Four Hundred Thirty-Four and Thirty-Five/100 DOLLARS (\$157,434.35); 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 First Step Internet, LLC 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 First Step Internet, LLC.

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

17. ORDINANCE NO. 11-6

AN ORDINANCE RENAMING PULLMAN-ALBION ROAD WITHIN THE CITY OF
PULLMAN AS ALBION DRIVE.

NOTES:

REQUEST FOR COUNCIL ACTION

For Meeting of: 03/29/11

ACTION REQUESTED:

Rename Pullman-Albion Road within the city limits as Albion Drive.

BACKGROUND:

With the recent annexation of over 500 acres to the north, almost a mile of Pullman-Albion Road was brought into the City. In order to provide jurisdictional distinction between City streets and County roads and to facilitate efficient emergency response, such streets are typically renamed by City Council Ordinance. The proposal for this particular situation is to rename Pullman-Albion Road within the city limits of Pullman as Albion Drive.

RECOMMENDATION:

Pass the attached ordinance renaming Pullman-Albion Road within the city limits of Pullman as Albion Drive.

FISCAL IMPACT:

BARS Code Number

SUBMITTED BY:

ATTACHMENTS FOR COUNCIL REVIEW/ACTION:

Name Mark Workman
Title Public Works Director
Dept. Public Works

1. Ordinance No. 11-6

REVIEWED BY:

	Initial	Date
Department Head	<u>MW</u>	<u>3/23/11</u>
City Supervisor	<u>MW</u>	<u>3/25/11</u>
City Attorney	<u>maj</u>	<u>3-23-11</u>

(As to Form)

ORDINANCE NO. 11-6

AN ORDINANCE RENAMING PULLMAN-ALBION ROAD WITHIN THE CITY OF PULLMAN AS ALBION DRIVE.

The City Council of the city of Pullman do ordain as follows:

Section 1: The name of Pullman-Albion Road within the city limits of Pullman, as it exists now or in the future, is hereby changed to and shall hereafter be known as Albion Drive.

Section 2: This ordinance shall be in full force and take effect five (5) days from and after its publication, or a summary thereof is published, in the official newspaper of the city of Pullman.

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

SIGNED by the Mayor in Authentication and Approval Thereof on the _____ day of _____, 2011.

Mayor Glenn A. Johnson

ATTEST:

Finance Director
William F. Mulholland

Approved as to Form:

City Attorney Laura D. McAloon

Summary Published:_____

18. BISHOP BOULEVARD PRESENTATION

STAFF REPORT_____

QUESTIONS FROM COUNCIL ON STAFF REPORT_____

DISCUSSION_____

ACTION TAKEN_____

NOTES:



City of Pullman
Public Works Department
MEMORANDUM

TO: Mayor and City Council
FROM: Mark Workman MW
RE: Bishop Boulevard
DATE: March 23, 2011

In 2007, a Traffic Engineering Report was completed by Garry Struthers Associates, Inc. addressing Bishop Boulevard. The study did a good job of analyzing existing facilities, traffic counts, turning movements, level of service, speed, delay, turning radii, and collision history, and in projecting future traffic. The study also included a public participation element that solicited input from key stakeholders. Where that report fell a bit short was in the recommendations for improvements to accommodate ultimate build-out traffic.

The recommended street section simply tried to do too much; accommodating median landscaping, bicycle lanes, and planter strips, in addition to two travel lanes in each direction and left turn lanes at intersections along with accommodating U-turns. In addition to the functional deficiencies, that proposed ultimate section does not fit within the existing 80-foot right of way and would require significant right of way purchase and removal of structures. This, in my opinion, is not likely to happen. However, just because we cannot do something that might be viewed as perfect, does not mean that we cannot do something that would be quite good. That was the underlying goal of the Bishop Boulevard Widening Study that was commissioned to and recently completed by Taylor Engineering, Inc.

The charge to Taylor Engineering was to analyze the impacts of a street section that will move vehicular traffic, accommodate pedestrian traffic, and that generally fits within the existing right of way. The section that was determined to best meet this goal is a five lane section that includes a center, two-way, left-turn lane; 6-foot sidewalks on both sides of the street; and 3 ½-foot planter strips between the curb and the sidewalk where possible to provide an area that can be somewhat landscaped, that provides some separation for pedestrians from moving vehicles, and that provides an area for snow storage. Because

there simply is not enough room, separate bicycle lanes needed to be excluded from the street section; however, there are ongoing efforts by the Civic Trust and the City to pursue a bicycle path south of Bishop Boulevard that would be a good, and maybe better, substitute. The study also focused exclusively on Bishop Boulevard; realizing that eventually both Grand Avenue and Main Street will also need to be widened to accommodate the additional lanes on Bishop Boulevard.

The Taylor Engineering study took a realistic look at Bishop Boulevard and identified the difficulties to be addressed such as cut and fill slopes, existing improvements, driveways, and franchise utilities. Two major pinch points in the widening plan are the two bridges; one over Paradise Creek and the other over the South Fork of the Palouse River. Both of these will need to be widened at what will no doubt be a significant cost. Another issue for which there is no good answer is the intersection of Latah Street. As there are now, there will continue to be times when making a left turn from Latah to Bishop will not be feasible and drivers will need to turn right instead.

With this study in hand, we can move forward with incremental improvements to Bishop Boulevard as development occurs and as grant money becomes available. For example, the intersection improvements associated with a traffic signal proposed for the Klemgard Drive intersection can be constructed to the ultimate Bishop Boulevard section. Ron Pace from Taylor Engineering will be present at the March 29th Council meeting to present the study.

19. PULLMAN-MOSCOW REGIONAL AIRPORT PRESENTATION

STAFF REPORT

QUESTIONS FROM COUNCIL ON STAFF REPORT

DISCUSSION

ACTION TAKEN

NOTES:



CITY OF PULLMAN

HIGH Tech, HIGHER Education, HIGHEST Quality of Life


325 S.E. Paradise Street Pullman, WA 99163

(509) 338-3208 Fax (509) 334-2751

admin@pullman-wa.gov

MEMORANDUM

TO: Mayor and City Council

FROM:  John Sherman, City Supervisor

RE: Pullman-Moscow Regional Airport Presentation

DATE: March 17, 2011

We have invited Airport Manager Robb Parish to provide a presentation on proposed improvements at the Pullman-Moscow Regional Airport. Public open house presentations regarding the planned improvements were given in Moscow on January 18 and in Pullman on January 20. The attached articles detail information about the planned runway expansion and the airport improvement project funding sources.

Moscow-Pullman Daily News - DNews.com

Pullman-Moscow airport working toward new runway

\$50M dollar project to bring facility up to safety, design standards

By [author]Alexiss Turner[/author] [org]Daily News Staff Writer[/org]
January 19, 2011

The Pullman-Moscow Regional Airport is looking to cover some new ground.

The airport has a proposal for a new, and possibly longer, runway to bring the facility up to safety and design standards required by the Federal Aviation Administration for the larger planes now using it.

The FAA already has agreed to replace the current 6,730-foot runway.

On Feb. 8, the airport administration and its consulting firm, Mead & Hunt, will seek FAA permission to lengthen the runway to increase the efficiency of airliner takeoffs and landings.

Airport manager Robb Parish said a new \$50 million runway should put the airport where it needs to be for the next 20 years of forecasted activity.

Kevin Mulcaster, master plan project manager, said the firm has enough research to warrant a request for a runway up to 7,500 feet. He said the ultimate goal would be to have an 8,000-foot runway in the next 20 years.

"It's a real challenge," Parish said.

The airport master plan is set for completion by the end of this year. Environmental assessment for the new runway would run until 2013, with construction starting in 2015 and ending in 2016.

The first phase of the master plan project, which was completed in July 2007, outlined project options to meet design and safety standards and narrowed them down by cost. The second phase, which is near completion, will cover such details as environmental impacts, cost and minimizing service disruption during construction.

If the runway is not completed, Parish said, the airport would have to cut services.

"We want to enhance our service," he said. "We don't want to risk it."

The airport offers scheduled service through Horizon Airlines. Over the last 15 years, its planes have grown from 18 to 76 seats. These larger planes require more space to take off, land and move around the airport. The FAA has allowed planes to use the current airport runway temporarily until the improvements are made.

Since 2007, passenger boarding on Horizon has increased by 48 percent. A total of 35,000 passengers flew in 2010.

The airport, along with its Horizon flights, serves several business and school charters.

Because of the runways current length, said Mulcaster, university flights for sports teams often have weight limits that are usually accounted for by sacrificing fuel or passenger numbers. To get around this, many flights must make an extra stop to refuel if they want to arrive at the Pullman-Moscow Regional Airport.

Many university flights arrive on Boeing 737s, which require a 7,200-foot runway. Schweitzer Engineering Laboratories' charter, the Cessna Citation X, requires 7,232 feet.

Ninety-five percent of the funding for the project will be provided by the FAA. The remaining 5 percent, or an estimated \$2.5 million, will have to be provided by the airport authority. Parish said he

expects this amount to be accumulated from airport facility fees being paid by the increasing number of passengers. He said the airport could also sell bonds to pay for the project and pay them off with fees over time.

"We are confident ... we're not going to have to go out to the community or to the taxpayers," to fund the project, Parish said.

During construction, Parish said, service will be disrupted as little as possible. Because the new runway will be realigned, it can be constructed with minimal interruption in the use of the old runway.

The current placement of the runway requires pilots to decide whether they are clear for a landing at 500 feet. The realignment would allow pilots to make their decisions at 200 feet, an industry standard, said Mulcaster.

The airport administration is holding open houses to inform and allow comment on the proposed plan. The Moscow open house was held Tuesday. The Pullman open house will be 4-7 p.m. Thursday in the Schweitzer Engineering Laboratories Event Center. A five-minute presentation will be repeated every half hour. Project representatives also will be available for questions. Another public comment session will be held in May.

For more information on the airport master plan, visit <http://www.meadhunt.com/client/puw-plan/>.

Alexiss Turner can be reached at (208) 882-5561, ext. 233, or by e-mail at aturner@dnews.com.

THE SPOKESMAN-REVIEW

February 21, 2011

FAA bill touted as local job generator

Measure would bring array of airport improvements

John Stucke

The Spokesman-Review

Tags: Absolute Aviation Services airports aviation economy faa Federal Aviation Administration jobs
Maria Cantwell NextGen Randy Julin



Randy Julin, left, of Absolute Aviation Services, talks about the FAA bill as Todd Woodard, with Spokane International Airport, U.S. Sen. Maria Cantwell and Spokane Mayor Mary Verner listen.

The U.S. Senate's newly passed bill to modernize airports is being hailed a jobs measure that could create 2,200 jobs in Spokane County over six years.

Sen. Maria Cantwell, D-Wash., the new chairwoman of the Senate's aviation subcommittee, met with local politicians and business people Sunday morning in Spokane to laud the Federal Aviation Administration reauthorization bill. The \$34.5 billion spending package allows airports to tap about \$8 billion in user fees captured by the sale of every airline ticket to repave runways, upgrade hangars and buildings, and make

other improvements.

The bill, which still needs approval from the House, also includes about \$7 billion for a comprehensive reworking of the nation's air traffic controls to adopt satellite-based Global Positioning Systems rather than continued reliance on ground-based systems. Called NextGen, this initiative would improve safety, cut delays, save fuel and create more high-tech jobs, she said. Spokane had 1,500 delayed flights in 2009, Cantwell said.

Other funding in the bill would pay for the vast FAA operations ranging from inspections to control tower management, her staff said.

Randy Julin, general manager of Absolute Aviation Services, said the bill would boost airlines and thus ensure they continue to send work to companies such as his specialized equipment repair service.

Absolute Aviation has grown from a two-person shop six years ago into a business that now employs 36 people refurbishing aircraft parts ranging from instruments in the cockpit to flashing wing strobes.

Spokane Mayor Mary Verner said supporting such business growth is needed to work this region out of the national recession.

Aerospace is a big piece of the local and state economy, Verner said. She said 3 million passengers pass through the Spokane airport each year, along with 46,000 tons of cargo. Aviation accounts for about 270,000 jobs in Washington state. While Boeing and other major firms in the Seattle area first come to mind, Verner said the number also includes scores of small Spokane businesses and corporate heavyweights with factories here such as Goodrich Corp., Kaiser Aluminum Corp. and Triumph Composite Systems Inc.

Verner joined Cantwell in calling for quick passage of the FAA bill – perhaps within 90 days – which they said could create 280,000 jobs across the country.

The Senate passed the reauthorization bill 87-8 last week.

Todd Woodard, marketing director for Spokane International Airport, envisions some \$50 million in projects through 2016 that need FAA authorization.

Get more news and information at [Spokesman.com](http://www.spokesman.com)

20. 2011 PROPERTY TAX

STAFF REPORT_____

QUESTIONS FROM COUNCIL ON STAFF REPORT_____

DISCUSSION_____


ACTION TAKEN_____

NOTES :

**CITY OF PULLMAN MEMORANDUM
FINANCE DEPARTMENT**

Date: March 22, 2011

To: Mayor, City Council, City Supervisor, and Department Heads

From: William F. Mulholland, Finance Director 

Subject: Summary Data and Analysis: 2010 for 2011 Property Tax Levies, Receipts, and Assessed Valuation

We have received data from County Assessor Joe Reynolds, advising us of Pullman's 2010 for 2011 assessed valuation, property tax totals, and the levy rates. Below is a comparison of 2009 for 2010 data, 2011 budget estimates, and the actual 2010 for 2011 figures:

	2009 for 2010 Actual	2011 Budget Estimate	2010 for 2011 Levies	%Change: 2010-2011
Assessed Value	\$1,314,040,526		\$1,325,528,045	.87%
General Levy Rate	\$2.8352/\$1,000		\$2.9106/\$1,000	2.66%
General Tax Receipts	\$3,725,627	\$3,858,145	\$3,857,781	3.55%
EMS Levy/\$1,000:	\$0.394		\$0.4044	2.64%
EMS Levy Receipts	\$517,714	\$536,128	\$536,041	3.54%
G.O. Bond Levy/\$1,000:	\$0.2167		\$0.2164	-.14%
G.O. Bond Receipts	\$283,482	\$285,500	\$285,474	.70%
Metro. Park Dist. Levy/\$1,000:	\$0.394		\$0.4044	2.64%
Metro. Park Dist. Receipts	\$517,714	\$536,128	\$536,041	3.54%
Total <u>City</u> Levy	\$3.8399/\$1,000		\$3.9359/\$1,000	2.50%

The annual property tax analysis and city comparisons prepared from the county assessor's report are attached.

City of Pullman

2010 and 2011 Property Tax Collections

	2010	2010
<u>Proposed 2009 City of Pullman</u>	<u>Levy Rate</u>	<u>Amount per</u>
<u>Property Tax Levy</u>	<u>per \$1,000</u>	<u>\$200K Home</u>
GO Bond	0.2167	43.34
EMS Levy	0.3940	78.80
General	2.8352	567.04

	2010	2010
<u>Proposed 2009 Metropolitan Park Dist.</u>	<u>Levy Rate</u>	<u>Amount per</u>
<u>Property Tax Levy</u>	<u>per \$1,000</u>	<u>\$200K Home</u>
Metro Park District	0.3940	78.80

2010 Total City & Metro Park Dist.:	\$ 3.8399	\$ 767.98
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	2011	2011
<u>Proposed 2010 City of Pullman</u>	<u>Levy Rate</u>	<u>Amount per</u>
<u>Property Tax Levy</u>	<u>per \$1,000</u>	<u>\$200K Home</u>
GO Bond	0.2164	43.28
EMS Levy	0.4044	80.89
General	2.9106	582.13

	2011	2011
<u>Proposed 2010 Metropolitan Park Dist.</u>	<u>Levy Rate</u>	<u>Amount per</u>
<u>Property Tax Levy</u>	<u>per \$1,000</u>	<u>\$200K Home</u>
Metro Park District	0.4044	80.89

Actual 2011 Total City & Metro Park Dist.:	\$ 3.9359	\$ 787.19
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2011 Total Increase (Decrease)	\$ 0.0960	\$ 19.21
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2010 FOR 2011 PROPERTY TAX LEVIES

	LEVY PER \$1,000	**PULLMAN EST REVENUE	% OF TOTAL REVENUES	\$ PER CAPITA	\$ PER \$200K HOME
SCHOOL DIST #267					
BOND	\$1.5217	\$2,349,811	9.6%	\$78.86	\$304.33
CAP PROJ	\$0.1295	\$199,984	0.8%	\$6.71	\$25.90
SPECIAL	\$2.7196	\$4,199,660	17.1%	\$140.93	\$543.92
TOTAL:	\$4.3708	\$6,749,455	27.5%	\$226.50	\$874.15
CITY					
GO BOND	\$0.2164	\$285,474	1.2%	\$9.58	\$43.28
EMS LEVY	\$0.4044	\$536,041	2.2%	\$17.99	\$80.89
METRO PARK DIST.	\$0.4044	\$536,041	2.2%	\$17.99	\$80.89
GENERAL	\$2.9106	\$3,857,781	15.7%	\$129.46	\$582.13
TOTAL:	\$3.9359	\$5,215,338	21.3%	\$175.02	\$787.19
HOSP. BOND	\$0.4907	\$647,480	2.6%	\$21.73	\$98.14
PORT	\$0.3749	\$1,066,953	4.3%	\$35.81	\$74.97
COUNTY C.E.	\$1.5082	\$4,292,810	17.5%	\$144.06	\$301.64
ST. SCHOOLS	\$2.3490	\$6,567,465	26.8%	\$220.39	\$469.79
TOTAL ALL	\$13.0294	\$24,539,502	100.0%	\$823.50	\$2,605.88

% CHANGE 2010-2011:

TOTAL COUNTY TAXABLE ASSESSED VALUATION:	\$2,846,465,044	2.8%
PULLMAN ASSESSED VALUATION:	\$1,325,528,045	0.9%
COUNTY WITHOUT PULLMAN:	\$1,520,936,999	4.6%
PULLMAN AS % OF COUNTY:	46.6%	-2.6%

PROPERTY TAX LEVY SUMMARY:

2010 LEVY FOR 2011 COLLECTION

	CURRENT LEVY PER \$1,000*	LEVY CHANGE 2010 - 2011	\$ REVENUE**	\$ CHANGE 2010 - 2011	% CHANGE 2010 - 2011
SCHOOL*	\$4.3708	(\$0.0430)	\$6,749,455	\$16,286	0.3%
CITY	\$3.9359	\$0.0960	\$5,215,338	\$170,801	3.5%
HOSPITAL**	\$0.4907	(\$0.0046)	\$647,480	(\$553)	-0.1%
PORT**	\$0.3749	(\$0.0001)	\$496,876	\$4,159	0.9%
COUNTY**	\$1.5082	\$0.0205	\$1,999,180	\$44,308	2.3%
STATE**	\$2.3490	\$0.2651	\$3,058,304	\$366,609	14.1%
TOTAL	\$13.0294	\$0.3339	\$18,166,633	\$601,611	3.9%

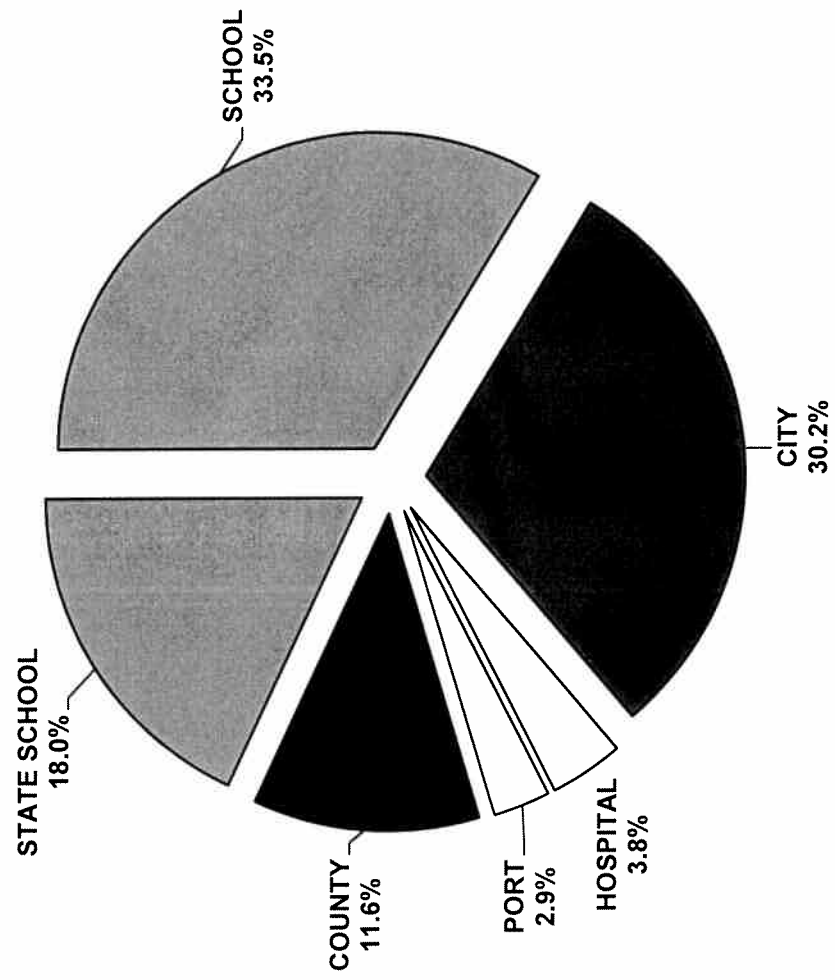
* LEVY INCLUDES GENERAL OPERATING, SPECIAL AND BOND REDEMPTION LEVIES

** REVENUE IS AMOUNT RAISED IN PULLMAN

PROPERTY TAXES ON A \$200,000 HOME IN THE CITY OF PULLMAN

	2010	1011	% CHANGE	\$ CHANGE	
SCHOOL	\$882.75	\$874.15	-0.97%	(\$8.59)	33.545%
CITY	\$767.99	\$787.19	2.50%	19.20	30.208%
HOSPITAL	\$99.05	\$98.14	-0.93%	(0.92)	3.766%
PORT	\$74.99	\$74.97	-0.03%	(0.02)	2.877%
COUNTY	\$297.54	\$301.64	1.38%	4.11	11.575%
STATE SCHOOL	\$416.78	\$469.79	12.72%	53.01	18.028%
	\$2,539.10	\$2,605.88	2.63%	\$66.79	100.000%

City of Pullman 2011 Property Tax Levies Per \$200,000



WHITMAN COUNTY CITIES AND TOWNS
TOTAL TAXES - 2010 FOR 2011 COLLECTION
LEVYS PER \$1,000 ASSESSED VALUATION

<u>Entity</u>	<u>Regular</u>	<u>Special</u>	<u>Bond</u>	<u>MPD</u>	<u>EMS</u>	<u>Hospital</u>	<u>Library</u>	<u>Parks & Rec</u>	<u>Cemetery</u>	<u>Fire</u>	<u>School Dist</u>	<u>County</u>	<u>Port</u>	<u>State School</u>	<u>Total</u>	<u>Change 2011-2010</u>
Albion	2.5820				0.3866		0.4838				4.3708	1.5082	0.3749	2.3490	12.0553	1.92%
Colfax	2.6116					1.4207	0.4838		0.3488		4.6585	1.5082	0.3749	2.3490	13.7555	2.91%
Colton	2.3007	1.1947	0.1991							0.7249	4.1326	1.5082	0.3749	2.3490	12.7841	2.01%
Endicott	2.9357	1.9264	0.1376			1.4207	0.4838	0.4178	0.4258		2.7432	1.5082	0.3749	2.3490	14.7231	2.52%
Farmington	3.1000	5.1278				1.7382	0.4838				3.7627	1.5082	0.3749	2.3490	18.4445	-0.38%
Garfield	2.7044	2.3615				1.7382	0.4838	1.3237	0.4285		3.9711	1.5082	0.3749	2.3490	17.2432	-1.41%
LaCrosse	3.0029					1.4207	0.4838	0.2635			3.6163	1.5082	0.3749	2.3490	13.0192	2.01%
Lamont	3.3750										3.8462	1.5082	0.3749	2.3490	11.4532	-1.00%
Malden	2.2029						0.4838	0.4583			8.2385	1.5082	0.3749	2.3490	15.6156	2.22%
Oakesdale	2.6656	3.2161					0.4838	0.8145	0.6457		3.7627	1.5082	0.3749	2.3490	15.8204	-1.90%
Palouse	2.4021	1.4234			0.3564		0.4838				4.1762	1.5082	0.3749	2.3490	13.0740	1.70%
Pullman	2.9106		0.2164	0.4044	0.4044	0.4907					4.3708	1.5082	0.3749	2.3490	13.0294	2.63%
Rosalia	3.0611	2.5426						0.4583			8.2385	1.5082	0.3749	2.3490	18.5326	2.19%
St John	2.1704	3.4786				1.4207	0.4838	0.1953	0.0679		1.9967	1.5082	0.3749	2.3490	15.5524	-13.97%
Tekoa	2.8193	2.1500					0.4838	1.5573			5.1640	1.5082	0.3749	2.3490	16.4064	-0.51%
Uniontown	2.8751									0.7249	4.1326	1.5082	0.3749	2.3490	11.9647	4.24%
AVERAGE:	\$2.7325	\$2.6023	\$0.5150	\$0.4044	\$0.3825	\$1.3785	\$0.4838	\$0.6861	\$0.3833	\$0.7249	\$4.4488	\$1.5082	\$0.3749	\$2.3490	\$14.5921	0.32%
Average without Pullman:	\$2.7206	\$2.6023	\$0.6145		\$0.3715	\$1.5265	\$0.4838	\$0.6861	\$0.3833	\$0.7249	\$4.4540	\$1.5082	\$0.3749	\$2.3490	\$14.6963	0.17%

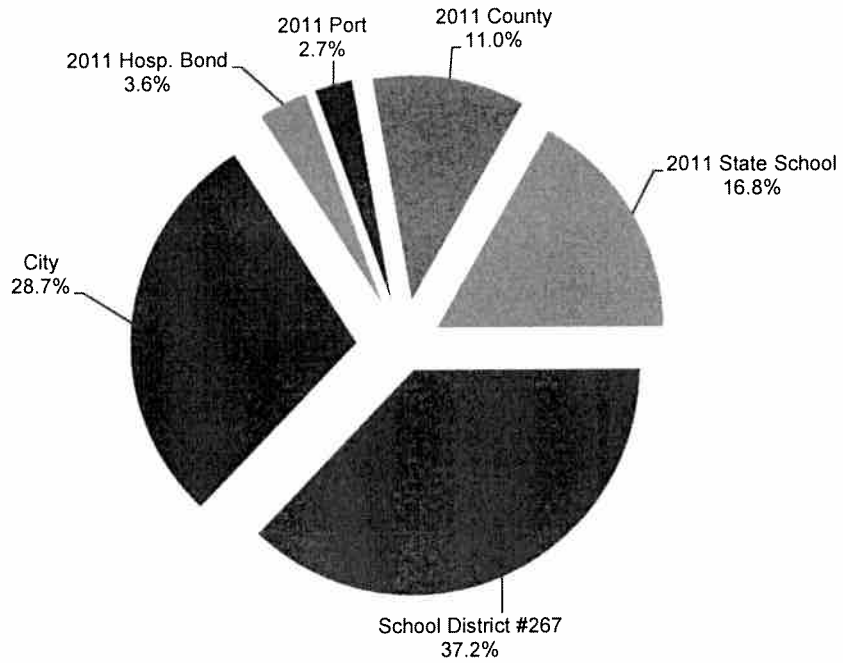
**City of Pullman
Property Tax Levies
2001 - 2011**

Year	Entity	Levy /\$1000	Estimated Pullman Revenue	Percent of Total	Dollars Per Capita	Dollars Per \$200,000 Home
2002	School District #267	\$4.9098	\$3,667,762	31.3%	\$149.46	\$981.96
	City	\$4.4655	\$3,335,857	28.5%	\$135.94	\$893.10
	Hosp. Bond	\$0.9899	\$739,484	6.3%	\$30.13	\$197.98
	Port	\$0.4500	\$336,163	2.9%	\$13.70	\$90.00
	County	\$1.8000	\$1,344,652	11.5%	\$54.79	\$360.00
	State School	\$3.0502	\$2,278,587	19.5%	\$92.85	\$610.04
TOTAL		\$15.6654	\$11,702,505		\$476.87	\$3,133.08
2003	School District #267	\$6.0835	\$4,618,709	35.3%	\$185.42	\$1,216.70
	City	\$4.9411	\$3,749,590	28.7%	\$150.53	\$988.22
	Hosp. Bond	\$1.0201	\$769,635	5.9%	\$30.90	\$204.02
	Port	\$0.4500	\$341,649	2.6%	\$13.72	\$90.00
	County	\$1.8000	\$1,366,594	10.5%	\$54.86	\$360.00
	State School	\$2.9265	\$2,221,855	17.0%	\$89.20	\$585.30
TOTAL		\$17.2212	\$13,068,032		\$524.63	\$3,444.24
2004	School District #267	\$5.9658	\$4,700,962	34.2%	\$185.81	\$1,193.16
	City	\$4.9431	\$3,893,330	28.3%	\$153.89	\$988.62
	Hosp. Bond	\$0.9836	\$770,293	5.6%	\$30.45	\$196.72
	Port	\$0.4500	\$354,593	2.6%	\$14.02	\$90.00
	County	\$1.7790	\$1,401,826	10.2%	\$55.41	\$355.80
	State School	\$2.9119	\$2,294,534	16.7%	\$90.69	\$582.38
TOTAL		\$17.0334	\$13,415,538		\$530.27	\$3,406.68
2005	School District #267	\$5.8231	\$4,750,106	33.9%	\$187.75	\$1,164.62
	City	\$4.9370	\$4,025,901	28.7%	\$159.13	\$987.40
	Hosp. Bond	\$0.9527	\$773,429	5.5%	\$30.57	\$190.54
	Port	\$0.4500	\$367,081	2.6%	\$14.51	\$90.00
	County	\$1.7837	\$1,455,026	10.4%	\$57.51	\$356.74
	State School	\$2.9297	\$2,389,858	17.1%	\$94.46	\$585.94
TOTAL		\$16.8762	\$13,761,401		\$543.93	\$3,375.24
2006	School District #267	\$5.6392	\$4,807,643	32.2%	\$180.81	\$1,127.84
	City	\$4.9031	\$4,178,791	28.0%	\$157.16	\$980.62
	Hosp. Bond	\$0.9119	\$773,949	5.2%	\$29.11	\$182.38
	Port	\$0.4457	\$379,977	2.5%	\$14.29	\$89.14
	County	\$1.7667	\$1,506,182	10.1%	\$56.64	\$353.34
	State School	\$2.7695	\$2,361,109	15.8%	\$88.80	\$553.90
TOTAL		\$16.4361	\$14,007,651		\$526.80	\$3,287.22

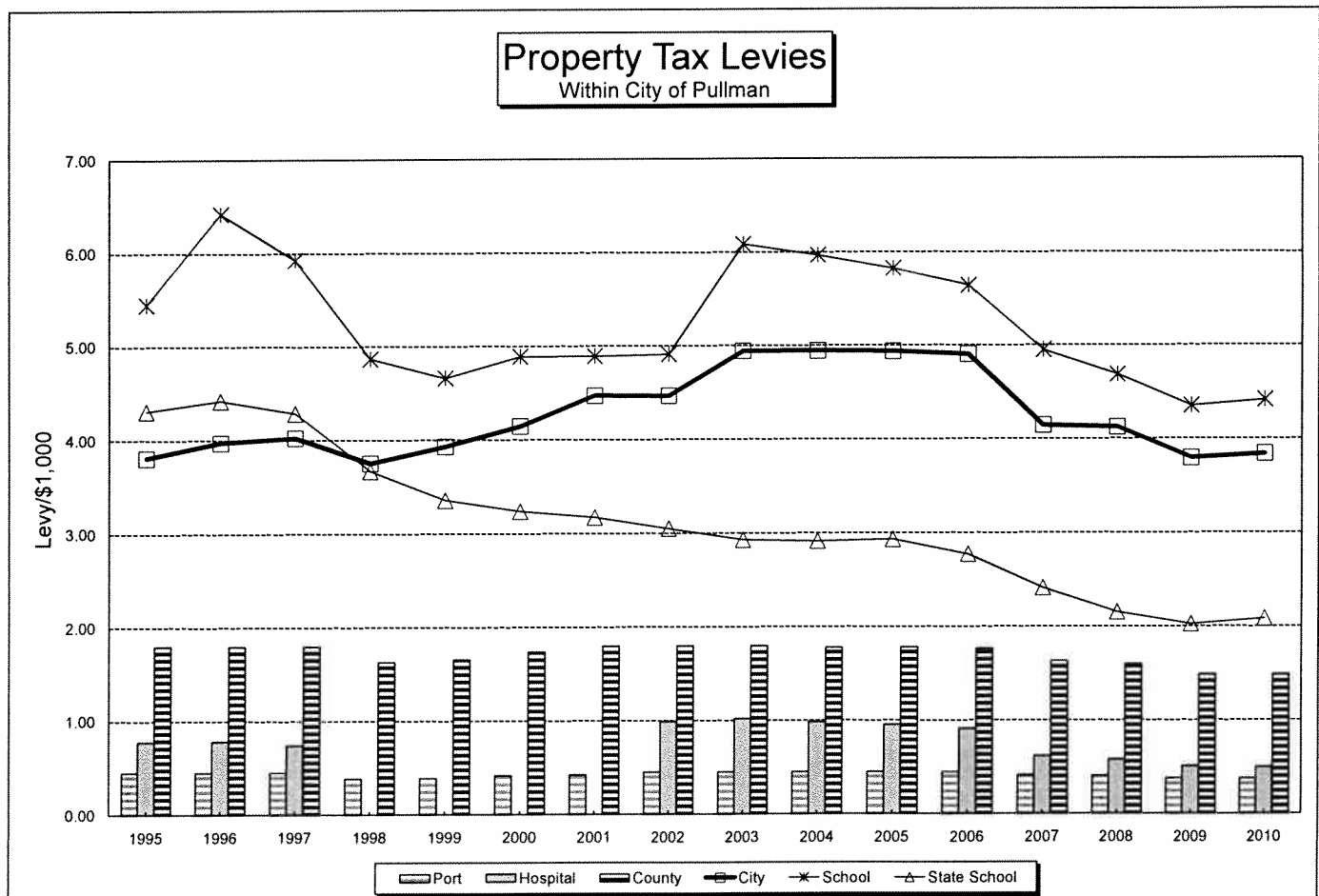
**City of Pullman
Property Tax Levies
2001 - 2011**

Year	Entity	Levy /\$1000	Estimated Pullman Revenue	Percent of Total	Dollars Per Capita	Dollars Per \$200,000 Home
2007	School District #267	\$4.9485	\$5,210,360	34.0%	\$192.76	\$989.70
	City	\$4.1459	\$4,363,929	28.5%	\$161.45	\$829.18
	Hosp. Bond	\$0.6180	\$647,664	4.2%	\$23.96	\$123.60
	Port	\$0.4122	\$434,012	2.8%	\$16.06	\$82.44
	County	\$1.6339	\$1,720,361	11.2%	\$63.65	\$326.78
	State School	\$2.4119	\$2,539,531	16.6%	\$93.95	\$482.38
TOTAL		\$14.1704	\$14,915,857		\$551.83	\$2,834.08
2008	School District #267	\$4.6860	\$5,309,853	34.6%	\$197.69	\$937.20
	City	\$4.1245	\$4,672,146	30.5%	\$173.94	\$824.90
	Hosp. Bond	\$0.5769	\$650,600	4.2%	\$24.22	\$115.38
	Port	\$0.4028	\$456,425	3.0%	\$16.99	\$80.56
	County	\$1.5980	\$1,810,744	11.8%	\$67.41	\$319.60
	State School	\$2.1505	\$2,436,799	15.9%	\$90.72	\$430.10
TOTAL		\$13.5387	\$15,336,567		\$570.98	\$2,707.74
2009	School District #267	\$4.3522	\$6,449,690	38.0%	\$237.56	\$870.44
	City	\$3.7950	\$4,866,468	28.7%	\$179.24	\$759.00
	Hosp. Bond	\$0.5064	\$646,753	3.8%	\$23.82	\$101.28
	Port	\$0.3759	\$482,162	2.8%	\$17.76	\$75.18
	County	\$1.4914	\$1,913,000	11.3%	\$70.46	\$298.28
	State School	\$2.0246	\$2,596,929	15.3%	\$95.65	\$404.92
TOTAL		\$12.5455	\$16,955,002		\$624.49	\$2,509.10
2010	School District #267	\$4.4137	\$6,733,170	38.3%	\$243.96	\$882.74
	City	\$3.8399	\$5,044,536	28.7%	\$182.77	\$767.98
	Hosp. Bond	\$0.4953	\$648,033	3.7%	\$23.48	\$99.06
	Port	\$0.3750	\$492,717	2.8%	\$17.85	\$75.00
	County	\$1.4877	\$1,954,872	11.1%	\$70.83	\$297.54
	State School	\$2.0839	\$2,691,693	15.3%	\$97.53	\$416.78
TOTAL		\$12.6955	\$17,565,020		\$636.41	\$2,539.10
2011	School District #267	\$4.3708	\$6,749,455	37.2%	\$244.55	\$874.15
	City	\$3.9359	\$5,215,338	28.7%	\$188.96	\$787.19
	Hosp. Bond	\$0.4907	\$647,480	3.6%	\$23.46	\$98.14
	Port	\$0.3749	\$496,876	2.7%	\$18.00	\$74.97
	County	\$1.5082	\$1,999,180	11.0%	\$72.43	\$301.64
	State School	\$2.3490	\$3,058,304	16.8%	\$110.81	\$469.79
TOTAL		\$13.0294	\$18,166,633		\$658.21	\$2,605.88

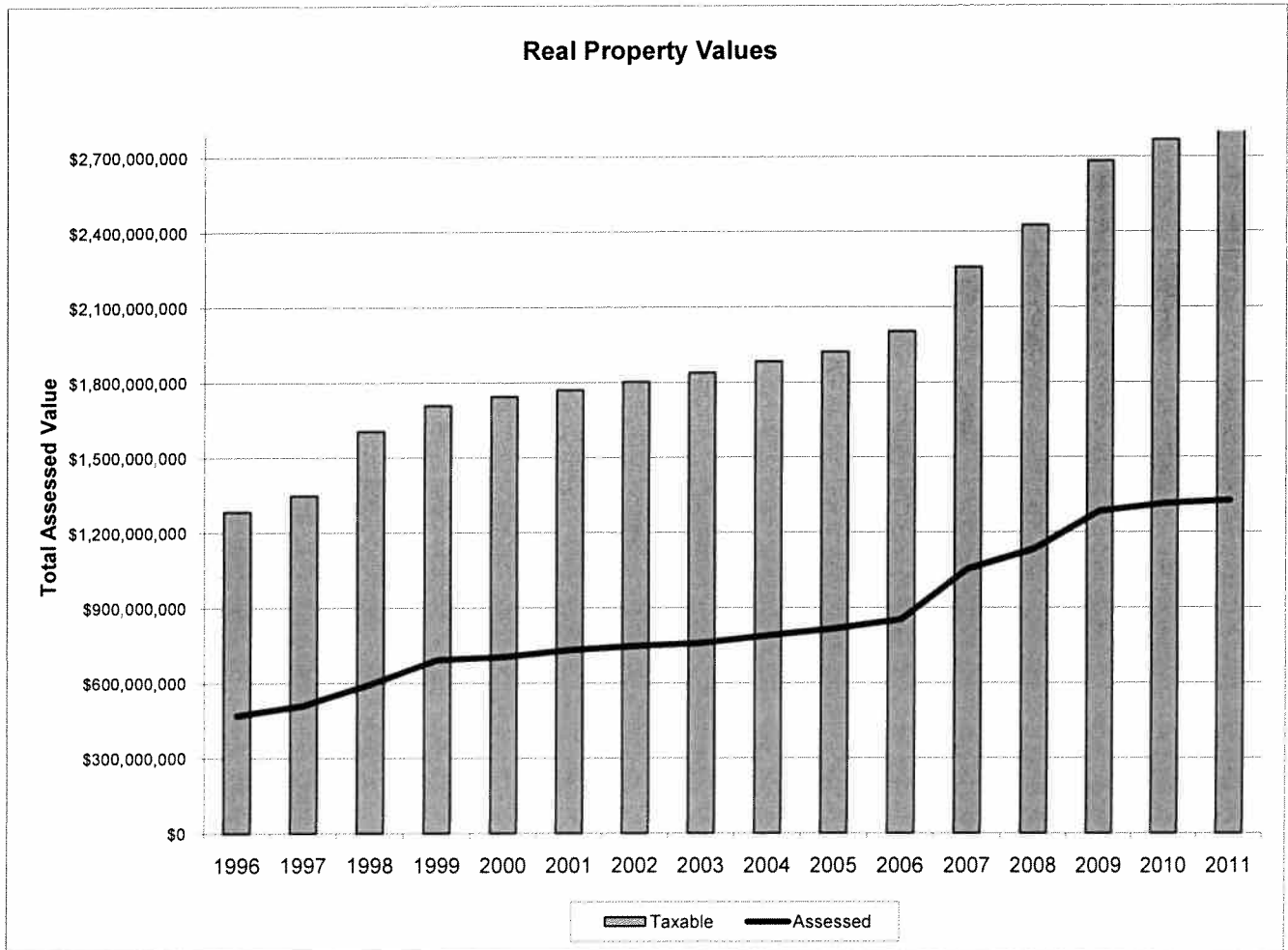
**Year 2011 Property Tax Levies
Within City of Pullman**



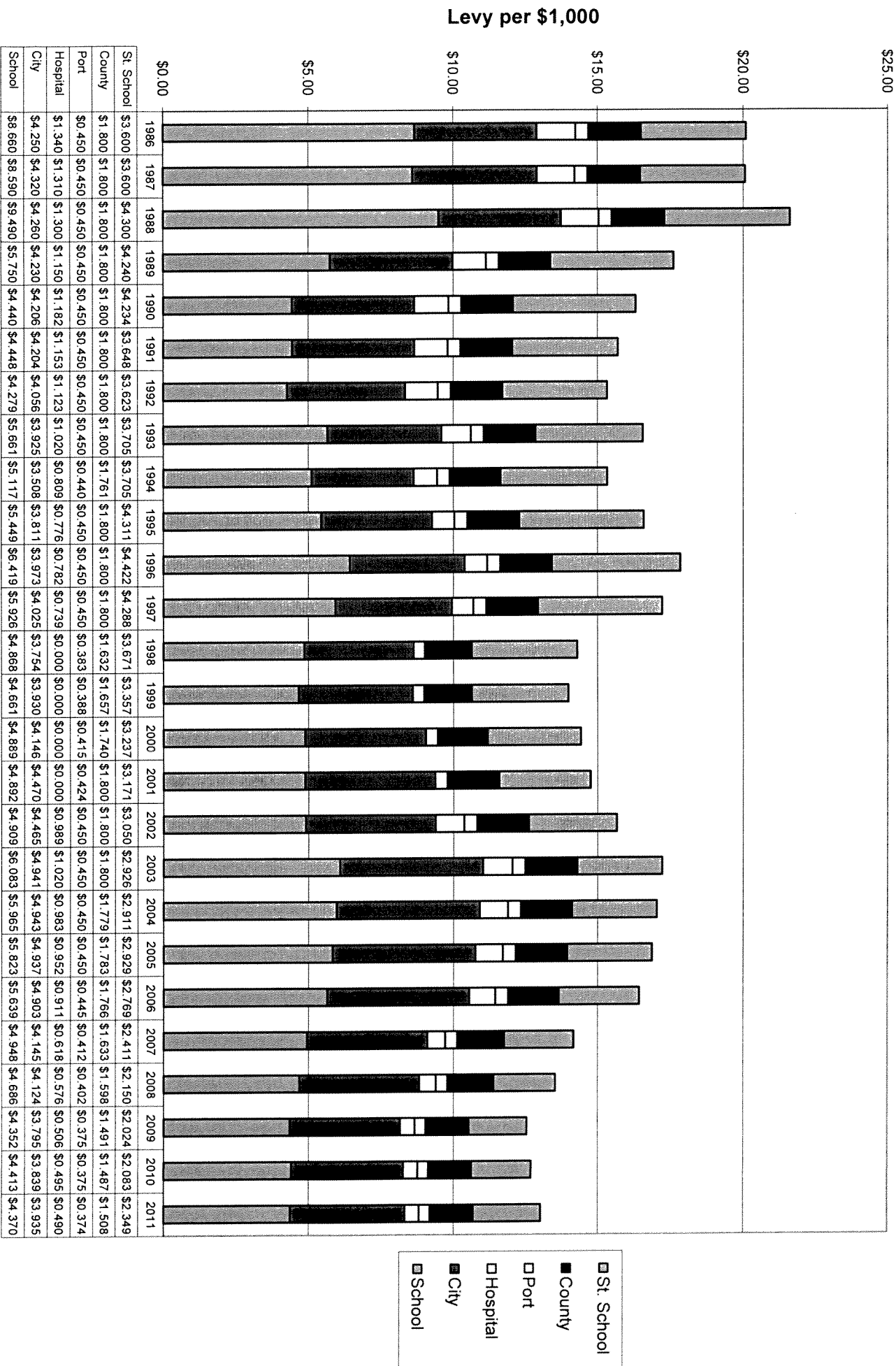
	Port	Hospital	County	City	School	State School	Year	Total
Levy/1000	0.4500	1.1484	1.8000	4.2290	5.7528	4.2400	1989	17.6202
	0.4500	1.1829	1.8000	4.2069	4.4400	4.2300	1990	16.3098
	0.4500	1.1530	1.8000	4.2041	4.4482	3.6500	1991	15.7053
	0.4500	1.1231	1.8000	4.0562	4.2797	3.6200	1992	15.3290
	0.4500	1.0209	1.8000	3.9300	5.6600	3.7100	1993	16.5709
	0.4400	0.8090	1.7600	3.5089	5.1178	3.7100	1994	15.3457
	0.4500	0.7761	1.8000	3.8113	5.4498	4.3100	1995	16.5972
	0.4500	0.7825	1.8000	3.9739	6.4192	4.4224	1996	17.8480
	0.4500	0.7399	1.8000	4.0255	5.9263	4.2886	1997	17.2303
	0.3830	0.0000	1.6323	3.7543	4.8683	3.6714	1998	14.3093
	0.3888	0.0000	1.6573	3.9300	4.6616	3.3575	1999	13.9952
	0.4156	0.0000	1.7401	4.1465	4.8890	3.2372	2000	14.4284
	0.4247	0.0000	1.8000	4.4703	4.8922	3.1713	2001	14.7585
	0.4500	0.9899	1.8000	4.4655	4.9098	3.0502	2002	15.6654
	0.4500	1.0201	1.8000	4.9411	6.0835	2.9265	2003	17.2212
	0.4500	0.9836	1.7790	4.9431	5.9658	2.9119	2004	17.0334
	0.4500	0.9527	1.7837	4.9370	5.8231	2.9297	2005	16.8762
	0.4457	0.9119	1.7667	4.9031	5.6392	2.7695	2006	16.4361
	0.4122	0.6180	1.6339	4.1459	4.9485	2.4119	2007	14.1704
	0.4028	0.5769	1.5980	4.1245	4.6860	2.1505	2008	13.5387
	0.3759	0.5064	1.4914	3.7950	4.3522	2.0246	2009	12.5455
	0.3750	0.4953	1.4877	3.8399	4.4137	2.0839	2010	12.6955
	0.3749	0.4907	1.5082	3.9359	4.3708	2.3490	2011	13.0294



Year	Total County Taxable Assessed Valuation	Pullman Assessed Valuation	Pullman Percent of County
1996	\$ 1,283,941,808	\$ 470,070,082	36.61%
1997	\$ 1,347,914,969	\$ 509,971,793	37.83%
1998	\$ 1,605,360,220	\$ 594,192,789	37.01%
1999	\$ 1,708,690,237	\$ 692,568,491	40.53%
2000	\$ 1,744,593,764	\$ 704,366,955	40.37%
2001	\$ 1,771,093,551	\$ 731,866,141	41.32%
2002	\$ 1,802,334,972	\$ 747,028,780	41.45%
2003	\$ 1,839,301,040	\$ 759,219,040	41.28%
2004	\$ 1,883,007,645	\$ 787,985,172	41.85%
2005	\$ 1,921,463,388	\$ 815,734,885	42.45%
2006	\$ 2,002,922,470	\$ 852,539,862	42.56%
2007	\$ 2,258,939,073	\$ 1,052,917,091	46.61%
2008	\$ 2,426,416,344	\$ 1,133,131,234	46.70%
2009	\$ 2,683,830,771	\$ 1,282,687,595	47.79%
2010	\$ 2,768,111,240	\$ 1,314,040,526	47.47%
2011	\$ 2,846,465,044	\$ 1,325,528,045	46.57%



Pullman Property Tax Levy History



21. SECOND GOAL-SETTING RETREAT

STAFF REPORT

QUESTIONS FROM COUNCIL ON STAFF REPORT

DISCUSSION

ACTION TAKEN

NOTES :



CITY OF PULLMAN

Administration/Finance

325 S.E. Paradise Street, Pullman, WA 99163

(509) 338-3208 Fax (509) 334-2751

admin@pullman-wa.gov

MEMORANDUM

TO: Mayor and City Council

FROM: John Sherman, City Supervisor

RE: Discussion of Second Goal-Setting Retreat

DATE: March 14, 2011

Each year we hold two City Council goal-setting retreats. This year the initial City Council retreat was held on Saturday, March 12. We are proposing that the second goal-setting retreat with department heads in attendance be held on Tuesday, April 26 at 6:30 p.m. in the large conference room in City Hall. At that time the City Council will vote to adopt, modify, consolidate, or reject those goals from the initial retreat. You may also add additional goals at the second retreat.

Is the date of Tuesday, April 26 acceptable?