Call to Order
Roll Call

ORAL COMMUNICATIONS
This is the opportunity to address the Council on any matter scheduled for Closed Session.

CLOSED SESSION:
A. Closed Session Pursuant to:
   3- Government Code Section 54956.9(c) - Conference with Legal Counsel - Anticipated Litigation: One Case.

7:00 P.M. RECONVENE OPEN SESSION
REPORT ON ANY ACTION TAKEN IN CLOSED SESSION

Pledge of Allegiance Led by Mayor Pro Tem Cameron Hamilton
Invocation

PROCLAMATION
Freedom Days in Porterville - June 14 and July 4, 2006

PRESENTATIONS
Employee Service Awards
City Manager’s Featured Projects for May, 2006

ORAL COMMUNICATIONS
This is the opportunity to address the Council on any matter of interest, whether on the agenda or not. Please address all items not scheduled for public hearing at this time.

CONSENT CALENDAR
All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar.

1. Claim - Joel Hernandez
   Re: Consideration of rejecting a claim for damages in the amount of $495.00 due to a damaged tire and rim.
2. **Claim - Bruce Kaiser**  
Re: Consideration of rejecting a claim for damages in the amount of $701.66 due to a damaged tire and rim.

3. **Claim - Marisol Lopez**  
Re: Consideration of rejecting a claim for damages in the amount of $760.00 due to a damaged tire and rim.

4. **Authorize Emergency Repair**  
Re: The emergency repair of Fire Engine #2101 for $9,663.10 from Valley Power Systems.

5. **Negotiated Purchase - Laboratory Equipment**  
Re: Purchase of equipment replacing the Mass Selective Detector (MSD) part of the Gas Chromatography/ Mass Spectroscopy (GC/MS) laboratory instrument. The purchase includes the latest model DSM, revised software package and dedicated computer to control the new MSD and the existing GC and auto-sampler components.

6. **Award of Contract - Municipal Pool Complex Water Slide Design Contract**  
Re: Award a design contract to Jones & Madhavan in the amount of $7,000 for architecture/engineering consulting services associated with the addition of a new water slide at the Municipal Pool Complex.

7. **Approval of Final Subdivision Map - Ranch Victoria, Phase One Subdivision (Tom McNamara**  
Re: Approval of the Subdivision Map located between Morton and Putnam Avenues and approximately 413' east of Walch Street and west of Belmont Street.

8. **Authorization for Public Works Director to Execute Time Extension - REMOVE II Program, Class II Bicycle Lane Striping Project**  
Re: Authorizing a six month extension to complete the Class II Bicycle Lane Striping Project along the Morton Avenue corridor from Westwood Street east terminating in the vicinity of the Porterville Junior College.

9. **Program Supplement to the Local Agency-State Master Agreement - Bicycle Lockers**  
Re: Approving an agreement for the installation of bike lockers in the vicinity of City Hall, the Transit Center, the Tule River Parkway Park & Ride Lot and at the Corporation Yard.

10. **Set Public Hearing for Water Conservation Plan**  
Re: Setting the date of June 20, 2006 to move into Phase II of the Plan if a water supply shortage is projected for the summer.

11. **Lease Agreement Between the City of Porterville’s Sewer Operation Fund & the Airport Enterprise Fund**  
Re: Leasing the 7.1 acres on which the drying beds are located (lot 13) along with 240 acres (lots 1, 2, 12) for another three-year term for an annual amount of $25,420 plus CPI.

12. **Lease Agreement Between the City of Porterville’s General Fund and the Airport Enterprise Fund**
Fund
Re: Leasing 35.23 acres of airport land as part of the Sports Complex parking lot for an annual amount of $7,046 plus CPI.

13. Approval for Community Civic Event - Porterville Adult School - Picnic in the Park
Re: Approval for an outdoor concert event at Centennial Plaza on Saturday, May 27 from noon to 3 p.m.

13a. Approval for Community Civic Event - Barn Theater - Antique and Collectibles Sale - June 3, 2006
Re: Approval for a sales event on the Barn Theater parking lot on Saturday, June 3 from 8 am to 4 pm.


15. Hiring Freeze Update
Re: Consideration of recommendation to fill current previously frozen vacant positions; an increased allocation of 2 Field Worker II positions, and the recruitment and filling of these 2 positions; filling any positions which become vacant between now and September 30, 2006 as deemed appropriate by the City Manager; continuation of the hiring freeze from October 1, 2006; and direction to bring back an update on the status of the hiring freeze no later than the last Council meeting in December, 2006.

16. Retirement Health Savings Plan
Re: Approval of an employer-sponsored health benefit savings vehicle that allows employees to accumulate assets to pay for medical expenses at retirement on a tax-free basis, at no cost to the City.

A Council Meeting Recess Will Occur at 8:30 p.m., or as Close to That Time as Possible

PUBLIC HEARINGS
17. Prohibit Commercial Vehicle Parking along Westwood Street
Re: Consideration of adopting an ordinance prohibiting parking of commercial vehicles along Westwood Street within the City limits.

18. Zoning Ordinance Amendment 2006-1 Regarding Increase in Lot Coverage (Buildable Area)
Re: Consideration of adopting an ordinance to modify the Zoning Ordinance to increase allowable lot coverage in certain single family residential zones from 40% to 45%.

SECOND READINGS
19. Ordinance No. 1696, Zone Change 18-2005
Re: Adoption of the change of zone from County R-A, R-A-217, R-M, R-O, R-1, PD-M-1, and AE-20 Zone to City R-1 and O-A for the area located south of Mulberry Avenue and east of Plano Street.
20. Ordinance No. 1697, Zone Change 19-2005
   Re: Adoption of the change of zone from County R-A, R-O, R-A-M, R-1-217, and AE-20 to City R-1 for the areas generally located south of Mulberry Avenue, east and west of Leggett Street.

SCHEDULED MATTERS
21. Short Range Transit Plan Study
   Re: Review of Short Range Transit Plan by the City’s Transit Consultant, Charley Clouse of TPG Consulting, Inc., with possible options for Council’s future consideration.

22. Airport Land Available for Dry Farming
   Re: Authorizing the advertisement of 398.2 acres of land as “dry farm land” available for a three year renewable lease, pursuant to FAA requirements.

23. Request of a Council Member to Consider a Letter from Robert E. Vanderhorst about the Porterville Business Improvement Area
   Re: Consideration Mr. Vanderhorst’s letter to “dis-establish” the Business Improvement Area.

24. Avian Influenza Viruses
   Re: Consideration of the question of whether should the Council should consider supporting a Health Ordinance that limits an individual’s ability to own or possess specific poultry or birds within the City of Porterville.

25. Request of a Council Member to Consider a Requirement for Connecting to the City Sewer System
   Re: Request to consider adopting a policy whereby if a sewer line is extended in front of a property within the City limits, that by local ordinance the property owner will be required to connect to the sewer within a six month period.

26. Request to Set a Date for the 2006/2007 Annual Budget Session for the City of Porterville
   Re: Setting date and time to consider Preliminary 2006/2007 Annual Budget prior to holding a public hearing for adoption of the Budget.

ORAL COMMUNICATIONS
OTHER MATTERS

CLOSED SESSION
   Any Closed Session Items not completed prior to 7:00 p.m. will be considered at this time.

ADJOURNMENT - to the meeting of June 6, 2006

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, or to be able to access this agenda and documents in the agenda packet, please contact the Chief Deputy City Clerk at (559) 782-7442. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting and/or provision of an appropriate alternative format of the agenda and documents in the agenda packet.
CITY MANAGER’S FEATURED PROJECTS FOR
MAY, 2006

1. Well No. 28
SUBJECT: CLAIM - JOEL HERNANDEZ

SOURCE: Administration/City Clerk

COMMENT: Joel Hernandez has filed a claim against the City for property damage. He is claiming that on April 6, 2006, his vehicle's tire and rim were damaged on Main Street, north of Henderson Avenue, when the tire struck a pothole.

The amount being claimed as of the date of this claim is $495.00, based on repair estimates.

RECOMMENDATION: That the Council reject said claim and refer the matter to the City's insurance adjustor, and direct the City Clerk to give the claimant proper notification.

Item No. 1

[Signatures]
CITY OF PORTERVILLE
CLAIM FORM

FORM B
(Please Type Or Print)

CLAIM AGAINST CITY OF PORTERVILLE
Claimant's name: Joel Hernandez SS#: [Redacted]
Claimant's Telephone No.: (559) 783-9032 (559) 350-2150 DOB: [Redacted]
Claimant's address: 903 S. Victor
Address where notices about claim are to be sent, if different from above:

Date of incident/accident: 4-10-06
Date injuries, damages, or losses were discovered: rim & tire 4-10-06
Location of incident/accident: Main Street Pass Henderson "North"
(Use back of this form or attach Diagram if necessary to answer this question in detail.)

What did entity or employee do to cause this loss, damage, or injury? hit a pothole
(Use back of this form or separate sheet if necessary to answer this question in detail.)

What are the names of the entity's employees who caused this injury, damage, or loss (if known)?
city street unkown

What specific injuries, damages, or losses did claimant receive? hit a pothole
& damage rim & tire
(Use back of this form or separate sheet if necessary to answer this question in detail.)

What amount of money is claimant seeking or, if the amount is in excess of $10,000, which is the appropriate court of jurisdiction. Note: If Superior and Municipal Courts are consolidated, you must represent why then it is a "limited civil case" [see Government Code 901(f)]

$ 0.00 or $52,25

How was this amount calculated (please itemize)? M&M & Convoll's
See attach
(Use back of this form or separate sheet if necessary to answer this question in detail.)

Date Signed: 4-10-06 Signature: Joel Hernandez

If signed by representative:
Representative's Name
Address

Telephone #
Relationship to Claimant
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<th>Price</th>
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<tr>
<td>1</td>
<td>MAN TA TOYO</td>
<td></td>
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<tr>
<td></td>
<td>255-35-20</td>
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<td>$495.00</td>
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RETURN POLICY

* NO CASH REFUNDS
* ONLY STORE CREDIT MAY BE GRANTED

SUBTOTAL

TAX

TOTAL $495.00
**WORK ORDER**

**Customer Name:** JOEL HERNANDEZ  
**Salesman:** Gabe  
**Date:** 4/6/06

**Address:**  
**City:**  
**Zip:**  
**Pick Up At:**

**Car Color:**

**MAKE AND YEAR:**

<table>
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<th>AMOUNT</th>
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<tr>
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<td>300</td>
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<tr>
<td>1</td>
<td>255/35R20 TOYO PROXES 4</td>
<td>169.95</td>
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**TIRE DISPOSAL**

| VALVE STEMS | CHROME STEMS | 2.95 | 2.95 |
| WHEEL BALANCE | | 9.95 | 9.95 |
| ALIGNMENT | DF | | |
| ROAD HAZARD | PF | | | TAX |
| FLAT REPAIR | DR | | | PR |

**All Parts New Unless Otherwise Indicated**

I hereby authorize the repair work to be done along with the necessary materials. You and your employees may operate vehicle for purposes of testing, inspection or delivery at my risk. An express mechanic's lien is acknowledged on vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

**ORIGINAL ESTIMATE $**

AUTHORIZED BY

X

**WORK ORDER ONLY. COMPUTER GENERATED INVOICES NECESSARY FOR WARRANTY. NO CASH REFUNDS.**
SUBJECT: CLAIM - BRUCE KAISER

SOURCE: Administration/City Clerk

COMMENT: Bruce Kaiser has filed a claim against the City for property damage. He is claiming that on April 11, 2006, his vehicle's tire and rim were damaged on Scranton Avenue, 339 feet west of Newcomb Street, when the tire struck a large hole in the roadway.

The amount being claimed as of the date of this claim is $701.66, based on repair estimates.

RECOMMENDATION: That the Council reject said claim and refer the matter to the City's insurance adjustor, and direct the City Clerk to give the claimant proper notification.

Item No. 2

[Signature]
[Stamp: Appro./Funded]
CITY OF PORTERVILLE
CLAIM FORM

FORM B
(Please Type Or Print)

CLAIM AGAINST CITY OF PORTERVILLE

Claimant's name:  BRUCE KAISER  SS#: [Redacted]
Claimant's Telephone No.:  559-784-1153  DOB: [Redacted]
Claimant's address:  2150 W. TOMAH, PORTERVILLE, CA 93257

Address where notices about claim are to be sent, if different from above:  SAME

Date of incident/accident:  APRIL 11, 2006
Date injuries, damages, or losses were discovered:  APRIL 11, 2006
Location of incident/accident:  339 FEET WEST OF NEWCOMB AND SCRANTON
(Use back of this form or attach Diagram if necessary to answer this question in detail.)

What did entity or employee do to cause this loss, damage, or injury?  NON REPAIR OF STREET SURFACE, HUGH HOLE IN STREET SURFACE. 8" depth, 52" long, 36" wide
(Use back of this form or separate sheet if necessary to answer this question in detail.)

What are the names of the entity's employees who caused this injury, damage, or loss (if known)?

CITY OF PORTERVILLE

What specific injuries, damages, or losses did claimant receive?  EXPLANATION ATTACHED

(Use back of this form or separate sheet if necessary to answer this question in detail.)

What amount of money is claimant seeking or, if the amount is in excess of $10,000, which is the appropriate court of jurisdiction. Note: If Superior and Municipal Courts are consolidated, you must represent whether it is a "limited civil case" [see Government Code 910(f)]

How was this amount calculated (please itemize)?  SEE ATTACHED ITEMS BILLING

(Use back of this form or separate sheet if necessary to answer this question in detail.)

Date Signed:  4-21-06  Signature:  [Signature]

If signed by representative:

Representative's Name
Address

Telephone #
Relationship to Claimant
On April 11, 2006 at 10:30 a.m., 339 feet west of Newcomb on Scranton a huge hole (pictures enclosed) 8" deep, 52" long and 36" wide in the roadway damaged the right front wheel, strut and front suspension to my 2001 Chrysler Sebring LXI. This huge hole was also observed by the Porterville Airport Operations Manager Mr. Jim McDonald and reported to the Porterville Road Maintenance Department.

Two days later this hole was filled by the road maintenance department and was advised by phone that the hole was filled.
ACTUAL COST TO REPAIR:

Attached are the actual cost invoices to repair my 2001 Chrysler Sebring LXI right front wheel, strut and required suspension repairs:

MR 624355  Wheel----------------------------------------- $330.17
801565 Strut--------------------------------------------- $109.04

Labor to install strut, wheel, mounting, balance tire, align frame cradle------$262.45

Total---------$701.66

2150 w. tomah
porterville Calif
93257
LET OUR FIVE STAR STAFF ASSIST YOU!!!
STU, DAVE, PAUL AND JUSTIN

<table>
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<tr>
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<th>NET PRICE</th>
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<td>MR624355 WHEEL ALU 22001005</td>
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NOTICE: RETURN POLICY
No refund on transportation charges. Absolutely no returns after 30 days. A 20% handling charge will be made on all goods returned unless on account of being defective or error on our part. All returns must be returned by original receipt. No returns on electrical items.

09.48.36 PAGE 1 OF 1
"PRICE QUOTE"
NET504
<table>
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<tr>
<th>ITY. ORD.</th>
<th>PART NUMBER</th>
<th>QTY. SHIP.</th>
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<tr>
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<td>801565</td>
<td></td>
<td>STRUT</td>
<td></td>
<td>10.20</td>
<td>10.20</td>
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</tbody>
</table>

**Total** $9.04

**Subtotal** $10.20

**TAX** 7.5%

**Thank You**

**Cash** ✕ **Charge** □ **Credit** □

ILL. Claims and returned goods MUST be accompanied by this bill. Returns subject to 10% handling charge when not due to our error.

ELECTRICAL PARTS ARE NOT RETURNABLE FOR CREDIT IF INSTALLED
**Repair Order**

**Parts Number**

<table>
<thead>
<tr>
<th>Part No. Description</th>
<th>Parts Labor</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Quantity**

1. Augment 4 wheel... $69.95
2. Replace right front strut... $90.00
3. Adjust suspension cradle... $45.00
4. Mount tire... $7.50
5. Balance tire... $10.00
6. Diagnose front end damage... $40.00

**Accessories**

<table>
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<tbody>
<tr>
<td>Gas, Oil, Grease</td>
<td>$174.48</td>
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</table>

**Total Labor**

$262.45

**Total Parts**

$174.48

**Total Amount**

$437.03

**Notice to Consumer:**

I hereby authorize the above repair work to be done along with the necessary materials and hereby grant you and your employees permission to operate the car, truck or vehicle herein described on streets, highways or elsewhere for the purpose of testing and or inspection. An express mechanic's lien is hereby acknowledged on above car, truck or vehicle to secure the amount of repairs therein. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other condition beyond your control.

Work Authorized by: [Signature]

Date Promised: [Date]

Date Delivered: [Date]
SUBJECT: CLAIM - MARISOL LOPEZ

SOURCE: Administration/City Clerk

COMMENT: Marisol Lopez has filed a claim against the City for property damage. She is claiming that on April 25, 2006, her vehicle's tire and rim were damaged on Poplar Road, at Highway 190 and Jaye Street, when the tire struck a pothole.

The amount being claimed as of the date of this claim is $760.00, based on repair estimates.

RECOMMENDATION: That the Council reject said claim and refer the matter to the City's insurance adjustor, and direct the City Clerk to give the claimant proper notification.

Item No. 3

[Signatures]

Funded
CITY OF PORTERVILLE
CLAIM FORM
FORM B
(Please Type Or Print)

RECEIVED
APR 25 2006
CITY OF PORTERVILLE
DEPUTY CITY CLERK

CLAIM AGAINST CITY OF PORTERVILLE
Claimant's name: Maria Lopez
Claimant's Telephone No.: (559) 784-7208
Claimant's address: 257 W. Willow

Address where notices about claim are to be sent, if different from above: ________________________________________________________________

Date of incident/accident: 04/25/06
Date injuries, damages, or losses were discovered: 5/17/06
Location of incident/accident: Hwy 190 
Street Poplar Street

(Use back of this form or attach Diagram if necessary to answer this question in detail.)

What did entity or employee do to cause this loss, damage, or injury? City street not maintained.

(Use back of this form or separate sheet if necessary to answer this question in detail.)

What are the names of the entity's employees who caused this injury, damage, or loss (if known)?

Unknown

What specific injuries, damages, or losses did claimant receive? 

Damage, rim & tire

(Use back of this form or separate sheet if necessary to answer this question in detail.)

What amount of money is claimant seeking or, if the amount is in excess of $10,000, which is the appropriate court of jurisdiction. Note: If Superior and Municipal Courts are consolidated, you must represent whether it is a "limited civil case" [see Government Code 910(6)]

Carrell's $701.44 Merc $2,700.00

How was this amount calculated (please itemize)?

(Use back of this form or separate sheet if necessary to answer this question in detail)

Date Signed: 04/25/06 Signature: Maria Lopez

If signed by representative:
Representative's Name ____________________________________________
Address ________________________________________________________

Telephone # ____________________________________________________
Relationship to Claimant __________________________________________
WORK ORDER

Customer Name: **MALISOL LOPEZ**  
Salesman: **GABE**  
Date: **12-25-02**

Address: ____________________________  
City: ______________  
Zip: __________  
Pick Up At: ________________________

**Car Color:** **BLUE**

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<th>DESCRIPTION</th>
<th>PRICE</th>
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</thead>
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<td>BOYD CODDINGTON</td>
<td>516.95</td>
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<td>1</td>
<td>245-40 R 18</td>
<td>TOYO PROXES</td>
<td>181.95</td>
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<tr>
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<td>CALIF RECYCLE MAX</td>
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**TIRE DISPOSAL**

**VALVE STEMS** CHROME STEMS  
**WHEEL BALANCE**  
**ROAD HAZARD**  
**ALIGNMENT** DF  
**FLAT REPAIR** DR  

**AMOUNT**  
**ALL PARTS NEW UNLESS OTHERWISE INDICATED**

I hereby authorize the repair work to be done along with the necessary materials. You and your employees may operate vehicle for purposes of testing, inspection or delivery at my risk. An express mechanic's lien is acknowledged on vehicle to secure the amount of repairs thereto. You will not be held responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft, accident or any other cause beyond your control.

**ORIGINAL ESTIMATE $7679.4**  
**AUTHORIZED BY**

Date: ____________________  
Time: ____________________  
Contact: ____________________

Date: ____________________  
Time: ____________________  
Contact: ____________________

Date: ____________________  
Time: ____________________  
Contact: ____________________

WORK ORDER ONLY COMPUTER GENERATED INVOICES NECESSARY FOR WARRANTY. NO CASH REFUNDS.
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<td></td>
<td>Cocklington</td>
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<tr>
<td>1</td>
<td>TOYO PROXCS</td>
<td>100.00</td>
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<td></td>
<td>FZI</td>
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</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td>700.00</td>
</tr>
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</table>
COUNCIL AGENDA: MAY 16, 2006

SUBJECT: AUTHORIZE EMERGENCY REPAIR

SOURCE: FIRE DEPARTMENT

COMMENT: The transmission on Engine #2101 has failed. The apparatus was taken to the City's shop for evaluation and repair.

The City shop was unable to repair the unit and referred the job to E. M. Tharp. The scope of the repair was beyond E. M. Tharp's ability to repair, and they directed us to take the apparatus to Valley Power Systems in Bakersfield. (Valley Power Systems is the authorized sole source vendor for Allison transmission repair.)

Valley Power Systems has provided a repair estimate of $9,663.10 to overhaul and rebuild the transmission. The Fire Department has adequate funds to cover this expense in the "Equipment Replacement Fund."

RECOMMENDATION: That the City Council:

1) Authorize the emergency repair for $9,663.10 from Valley Power Systems and allow the Fire Department to utilize the needed funds from the "Equipment Replacement Fund."

ATTACHMENTS: 1) Estimate from Valley Power Systems

APPRIOPRIATED/FUNDED CM ITEM NO. 4
TO: GLEEN IRISH
FROM: ANDY MASON
COMPANY: CITY OF PORTERVILLE
DATE: 5/8/06
FAX NUMBER: 1-559-791-7834
TOTAL NO. OF PAGES INCLUDING COVER: 2
PHONE NUMBER: 1-661-635-1253
RE: ESTIMATE
YOUR REFERENCE NUMBER: 18484

☐ URGENT ☐ FOR REVIEW ☑ PLEASE COMMENT ☑ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:
ESTIMATE

CUSTOMER    City of Porterville       Recommend Overhaul of unit, No Retran available

DESCRIPTION    Transmission fluid found burnt, Removed trans and disassembled, found internal filter
plugged with clutch material and C1 clutch burnt up, other clutches had excessive wear.

REPAIR ORDER # 15484

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<tr>
<td>LABOR</td>
<td>4,370.00</td>
</tr>
<tr>
<td>SUBLET</td>
<td></td>
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<tr>
<td>DYNO</td>
<td>75.00</td>
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<tr>
<td>HAZMAT</td>
<td>25.00</td>
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<tr>
<td>MISC.</td>
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<tr>
<td>TRAVEL MILEAGE</td>
<td></td>
</tr>
<tr>
<td>TRAVEL TIME</td>
<td></td>
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</tbody>
</table>

TOTAL $ 9,663.10

Customer Signature

Date

Please Note: Labor and Parts cost are "estimated" and is subject to change if unseen problems should arise. Airfreight charges, applicable taxes, and surcharges are not included.
SUBJECT: NEGOTIATED PURCHASE – LABORATORY EQUIPMENT

SOURCE: Public Works Department - Field Services Division

COMMENT: The 2005/2006 equipment replacement budget authorized expenditure of $45,000 for replacement of obsolete equipment. The negotiation for purchase of this equipment was authorized in CMO 08-071905. The equipment to be replaced is the Mass Selective Detector (MSD) part of the Gas Chromatography/ Mass Spectroscopy (GC/MS) laboratory instrument.

The GC/MS is used to analyze water samples for volatile organic compounds (VOC’S). Select drinking water wells are analyzed for tetrachloroethene (PCE) or as needed for a full VOC scan. Wastewater treatment facility and reclamation area monitor wells are analyzed quarterly for trialomethanes or for the full VOC scan depending on location.

The purchase includes the latest model DSM, revised software package and dedicated computer to control the new MSD and the existing GC and auto-sampler components. This is a sole source purchase as it replaces parts of an existing piece of equipment.

RECOMMENDATION: That Council authorize the purchase of the equipment outlined in the attached quotation.

ATTACHMENT: Quotation for equipment

P:\Public\Council Agenda Items\2006\May\Purchase Lab Equip.doc

Dir Appropriated/Funded CM Item No. 5
### Quotation

<table>
<thead>
<tr>
<th>Quote No.</th>
<th>Create Date</th>
<th>Delivery Time</th>
<th>Page</th>
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<tbody>
<tr>
<td>516667</td>
<td>04/03/2006</td>
<td>5 Weeks</td>
<td>1 of 5</td>
</tr>
</tbody>
</table>

#### Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone No.</th>
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<tbody>
<tr>
<td>Dave Quinn</td>
<td>310-791-1924</td>
<td>06/02/2006</td>
</tr>
</tbody>
</table>

To place an order: Call 1-800-227-9770

### Detailed Quotation

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<tr>
<th>Product/Description</th>
<th>Qty/Unit</th>
<th>Unit List Price</th>
<th>Discount Amount</th>
<th>Extended Net Price</th>
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<tr>
<td>G2577A</td>
<td>1.000 EA</td>
<td>37,624.00 USD</td>
<td>5,643.60-</td>
<td>31,980.40</td>
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<tr>
<td>5973N MSD Diffusion-pump EL Mainframe for use w/ 6890 GC. Comes standard w/ diffusion pump and EL source. NOT included: 59864B ion gauge controller.</td>
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<tr>
<td>Installation (44K)</td>
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<td>Familiarization at Installation (44L)</td>
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<td>MSD Productivity SW License Bundle</td>
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<tr>
<td>Includes: CPU with DVD/CDRW, Monitor, Printer, and XP Operating System. DOES NOT INCLUDE I&amp;F.</td>
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To place an order: Call 1-800-227-9770

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6890 LAN kit
ThinLan (coax) and 10BaseT (twisted pair) connectors, LAN card, cable brackets and other assembly needed for upgrading a 6890A use PN G2335A.Lan cable.

With the following configuration:
Ship-to Country : USA

- Installation (44K) | 1 EA | 195.00 USD | 29.25- | 165.75 |
- Familiarization at Installation (44L) | 1 EA | 131.00 USD | 19.65- | 111.35 |

**Item Total**

|                      |                      |                      |                      | 957.95 |

Special discount of 15.00 % is applied.
## Quotation

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**Contact**

Dave Quinn  
310-791-1924  
06/02/2006

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<td>3,224.90</td>
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NIST 05 MS Library Bundle includes: 191K spectra, 163K structures (Agilent & NIST formats), 121K Kovats RI, 5.2K MS/MS spectra, and NIST MS Search & Deconvolution Programs. Requires ~140MB. CD-ROM.

With the following configuration:
Ship-to Country: USA

**Item Total**  
3,224.90

Special discount of 15.00 % is applied.

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Ion Gauge Controller  
For use with 5973 MSD and 5972A MSD.

With the following configuration:
Ship-to Country: USA

**Item Total**  
1,189.15

Special discount of 15.00 % is applied.
### Quotation

**Product/Description** | **Qty/Unit** | **Unit List Price** | **Discount Amount** | **Extended Net Price**
--- | --- | --- | --- | ---
H5913A Zone 4 Travel Charge | 1.000 EA | 785.00 USD | 117.75- | 667.25

**Item Total** 667.25

Special discount of 15.00% is applied.

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To place an order: Call 1-800-227-9770

TO PLACE AN ORDER, Agilent offers several options:

1. Visit http://www.agilent.com/chem/supplies to place online orders using a purchase order or credit card.
2. Call 1-800-227-9770 (option 1 then 1) any weekday between 8 am and 8 pm Eastern time in the U.S., Canada & Puerto Rico.
3. To place an order for Consumables, please fax the order to 302-633-8901.
   To place an instrument and/or software order, please fax the order to 302-633-8953.
4. Or you can mail your order to:
   Agilent Technologies
   North American Customer Contact Center
   2850 Centerville Road BUS-2
   Wilmington, DE 19808-1610

To place an order, the following information is required:

- Your company's purchase order number or
- Your Visa, MasterCard or American Express card expiration date for credit card orders.

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TO CHECK THE STATUS OF AN ORDER:

1. Visit www.agilent.com/chem/supplies to check the status of your order.
2. Call 1-800-227-9770 (option 1 then 2 then 2) any weekday between 8 am and 8 pm Eastern time, in the U.S., Canada & Puerto Rico. You will need to know the purchase order or credit card number the order was placed on.

TERMS AND CONDITIONS:

This offer is subject to Agilent Technologies' Standard Terms and Conditions for Sales and Services,

- Pricing: Web prices are provided only for the U.S. in U.S. dollars. All phone prices are in local currency and for end use.
- Applicable local taxes are applied.
- All Sales Tax is subject to change at the time of order.
- Shipping and Handling Charges: Orders with a value less than $2000 or those requiring special services such as overnight delivery may be subject to additional shipping & handling fees. Some of these charges may be avoided by ordering via the Web.
- Payment Terms: Net 30 days from invoice date, subject to credit approval.
- Quotation Validity: This quotation is valid for 60 days unless otherwise indicated.
- Warranty period for instrumentation is 1 year. The Warranty period for columns and consumables is 90 days.

Visit www.agilent.com/chem

- For Training course information and registration including e-Seminars, select Education.
- For Literature, Application notes, and other Information, select Library.
- For Online Technical Support including the Technical Support Assistant and Frequently Asked Questions, select Technical Support.

This Quotation is valid only for the period indicated. All Products and Services quoted are subject to the then-current version of the Agilent Terms and Conditions of Sale and Service (E16), and the then-current version of any applicable LSQA Supplemental Terms exists. A copy of the relevant Agilent Terms & Conditions and Supplemental Terms are either attached or have been previously provided to you. Please contact us if you have not received a copy or require an additional copy. If you have previously signed Agreement with Agilent covering such Products and Services, the terms of that Agreement will take precedence for those Products and Services. Agilent expressly objects to any different or additional terms in your purchase/sales order documentation, unless agreed to in writing by Agilent. Product and Service availability dates are estimated at the time of the quotation. Actual delivery dates or delivery windows will be specified at the time Agilent acknowledges and accepts your purchase order. The above conditions shall apply to the fullest extent permitted by the law governing this transaction and shall not derogate from any public or legal rights you may have hereunder. Commodities, technology or software exported from the United States of America (U.S.), or, from other exporting countries will be subject to the U.S. Export Administration Regulations and all exporting countries' export laws and regulations. Diversion contrary to U.S. law and the applicable export laws and regulations is prohibited.
COUNCIL AGENDA: MAY 16, 2006

SUBJECT: AWARD OF CONTRACT-MUNICIPAL POOL COMPLEX WATER SLIDE DESIGN CONTRACT

SOURCE: Public Works Department - Engineering Division

COMMENT: Staff received direction from Council to install a water slide at the Municipal Pool Complex by the end of the calendar year 2006. Due to staff’s current workload and specialty requirements associated with this project, the original design consultant for the Municipal Pool Complex was contacted.

Jones & Madhavan, the design engineer’s for the Municipal Pool Complex Renovation Project, specialize in commercial pool construction and have detailed as-built drawings of the pool complex. Jones & Madhavan provided the City with a proposal for architecture/engineering consulting services associated with addition of the new water slide in the amount of $7,000. This fee includes (1) water slide construction plans and specifications (2) jurisdictional review including environmental health review/approval and (3) construction phase including meetings at the project site with City staff and contractor, review of submittals and response to contractors request for information.

This project is funded through the Community Development Block Grant included in the Murry Park Improvement Project.

RECOMMENDATION: That City Council:

1. Authorize staff to award a design contract to Jones & Madhavan in the amount of $7,000 for architecture/engineering consulting services associated with the addition of a new water slide at the Municipal Pool Complex;

2. Authorize the Mayor to sign all contract documents; and

3. Authorize staff to make payments up to 100% upon satisfactory completion of the work.

ATTACHMENTS: Locator Map

P:\pubworks\Engineering\Council\Items\Award of Contract-Municipal Pool Complex Water Slide Design Contract.doc

Signature: Appropriated/Funded CM Item No.

Dir
SUBJECT: APPROVAL OF FINAL SUBDIVISION MAP - RANCH VICTORIA, PHASE ONE SUBDIVISION (THOMAS MCNAMARA)

SOURCE: Public Works Department - Engineering

COMMENT: The subdivider, Thomas E. McNamara and Janice McNamara, owners, have submitted the final map for the subject subdivision for Council approval. The subdivider is requesting approval prior to completing construction of the required improvements.

The subdivider has submitted the required guarantee to the City to complete all necessary public improvements for the subdivision. The subdivider has signed a subdivision agreement between the subdivider and the City and all fees have been paid.

The final map is in conformance with the approved tentative map and City Council Resolution No. 136-2004. The improvement plans, specifications, and the final map have been approved by the Public Works Director and City Engineer, and all other requirements have been met.

RECOMMENDATION: That City Council:

1. Approve the final map of Ranch Victoria, Phase One Subdivision;

2. Authorize the City Clerk to file said map with the County Recorder.

ATTACHMENTS: Final Map
SUBJECT: AUTHORIZATION FOR PUBLIC WORKS DIRECTOR TO EXECUTE TIME EXTENSION - REMOVE II PROGRAM, CLASS II BICYCLE LANE STRIPING PROJECT

SOURCE: Public Works Department - Engineering Division

COMMENT: Workload and staffing concerns compelled Public Works to seek a six month extension to complete the Class II Bicycle Lane Striping project. The project, as envisioned by Public Works and approved by the San Joaquin Valley Air Pollution Control District (SJVAPCD), includes the striping, posting and placing of bicycle icons along the Morton Avenue corridor from Westwood Street east terminating in the vicinity of the Porterville Junior College.

The SJVAPCD found merit in the City's request for the six month extension and asked that the Public Works Director sign and transmit Agreement No. R-024 to the SJVAPCD. The aforementioned document grants the City an extension to May 14, 2007 to complete all signing, striping and posting appropriate for a Class II bicycle lane facility. Engineering is currently working on the completion of the construction plans and expects to present said plans for City Council's approval in the very near future.

RECOMMENDATION: That City Council:

1. Authorize the Public Works Director to sign and transmit the attached six month extension agreement between the City and the San Joaquin Valley Air Pollution Control District and;

2. Direct staff to prepare the final construction plans and present to Council for review and approval.

ATTACHMENT: Time Extension, Amendment No. 1 to Agreement No. R-024

P:\pubworks\Engineering\Council Items\Six Month Extension_Ramone II Grant

Appropriated/Funded: Y CM: Y  
Item No. 8
AMENDMENT NO. 1 TO AGREEMENT NO. R-024
BETWEEN
SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT
AND
CITY OF PORTERVILLE

This Amendment is made and entered into this _____ day of __________, 2006, by and between the SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT, a unified air pollution control district formed pursuant to California Health and Safety Code section 40150 et seq. (District), and CITY OF PORTERVILLE (Contractor).

WHEREAS, on November 14, 2005, the parties entered into Agreement No. R-024 for all activities and work necessary to stripe a Class II Bicycle Lane along the Morton Ave. corridor to begin at Westwood St. and proceed East to the Main St. corridor then to proceed South to College Ave. and terminate at the Porterville Junior College.

WHEREAS, the parties wish to amend said Agreement.

NOW, THEREFORE, in consideration of their mutual promises, the parties agree to amend said Agreement as follows:

1. The term of the Agreement shall be extended six (6) months to May 14, 2007. No additional contract extensions shall be granted for this project.

2. All remaining terms, provisions, covenants, conditions, and promises contained in said Agreement No.R-024 shall remain in full force and effect.

///
///
IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed as of the day and year first hereinabove written.

CONTRACTOR
City of Porterville

DISTRIBUTION
San Joaquin Valley Unified Air Pollution Control District

By
Mike Maggard
Governing Board Chair

Recommended for approval:
City of Porterville

Seyed Sadredin
Executive Director/APCO

Recommended for approval:
San Joaquin Valley Unified Air Pollution Control District

Approved as to legal form:
San Joaquin Valley Unified Air Pollution Control District

Philip M. Jay
District Counsel

Approved as to accounting form:
San Joaquin Valley Unified Air Pollution Control District

Roger W. McCoy
Director of Administrative Services

For accounting use only:

Program: ____________________________

Accounting No.: _____________________
SUBJECT: PROGRAM SUPPLEMENT TO THE LOCAL AGENCY-STATE MASTER AGREEMENT – BICYCLE LOCKERS

SOURCE: Public Works Department - Engineering Division

COMMENT: The Department of Transportation (Caltrans) has submitted a Program Supplement Agreement No. 028-M, and requests that the City execute said agreement. The executed agreement becomes a part of the Local-State Master Agreement No. 06-5122.

The attached Program Supplement is for the installation of bicycle lockers in the vicinity of City Hall, the Transit Center, the Tule River Parkway Park & Ride lot and at the Corporation Yard. Said agreement describes the special covenants with which the City must comply.

RECOMMENDATION: That City Council:

1. Approve the program supplement by passing a resolution authorizing the Mayor to sign the subject program supplement; and

2. Direct staff to return the signed program supplement to Caltrans.

ATTACHMENT: Program Supplement Agreement No. 028-M
Resolution

P:\pubworks\Engineering\Council Items\Program Supplement_Bicycle Lockers
This Program Supplement hereby incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 05/14/97 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. , approved by the Administering Agency on (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by State of any funds derived from sources noted below obligated to this project, the Administering Agency accepts and will comply with the Special covenants or Remarks set forth on the following pages.

PROJECT LOCATION:
at (1) Main Street at City Hall; (2) City Public Field Services on Prospect Ave and Grant St; (3) Downtown Transit Center and (4) Park-n-Ride Lot on "J" St and Sprigville Blvd.

TYPE OF WORK: Purchase and install four (4) Bike Lockers

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<td>LOCAL $5,082.00</td>
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<td>OTHER $0.00</td>
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<td>OTHER $0.00</td>
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CITY OF PORTERVILLE

By __________________

Date __________________

Attest __________________

Title __________________

STATE OF CALIFORNIA

Department of Transportation

By __________________

Chief, Office of Project Implementation

Division of Local Assistance

Date __________________

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

Accounting Officer __________________

Date 4/13/06  $39,000.00

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<th>Statutes</th>
<th>Item</th>
<th>Year</th>
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Program Supplement 06-5122-M028- ISTEA Page 1 of 7
SPECIAL COVENANTS OR REMARKS

1. The ADMINISTERING AGENCY will reimburse the STATE for the ADMINISTERING AGENCY share of costs for work requested to be performed by the STATE.

2. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the most current published Local Assistance Procedures Manual.

3. All project repair, replacement and maintenance involving the physical condition and the operation of project improvements referred to in Article III MAINTENANCE, of the aforementioned Master Agreement will be the responsibility of the ADMINISTERING AGENCY and shall be performed at regular intervals and as required for efficient operation of the completed project improvements.

4. This PROJECT is programmed to receive funding from the State Transportation Improvement Program (STIP). Funding may be provided under one or more components. A component(s) specific fund allocation is required, in addition to other requirements, before reimbursable work can occur for the component(s) identified. Each allocation will be assigned an effective date and identify the amount of funds allocated per component(s).

This PROGRAM SUPPLEMENT has been prepared to allow reimbursement of eligible PROJECT expenditures for the component(s) allocated. The start of reimbursable expenditures is restricted to the later of either 1) the effective date of the Master Agreement, 2) the effective date of the PROGRAM SUPPLEMENT, or 3) the effective date of the component specific allocation.

5. STATE and ADMINISTERING AGENCY agree that additional funds made available by future allocations will be encumbered on this PROJECT by use of a STATE approved Allocation Letter and Finance Letter. ADMINISTERING AGENCY agrees that STATE funds available for reimbursement will be limited to the amount allocated by the California Transportation Commission (CTC) and/or the STATE.

6. This PROJECT is subject to the timely use of funds provisions enacted by Senate Bill 45 (SB 45), approved in 1997, and subsequent CTC guidelines and State procedures approved by the CTC and STATE, as outlined below:
SPECIAL COVENANTS OR REMARKS

Funds allocated for the environmental & permits, plan specifications & estimate, and right-of-way components are available for expenditure until the end of the second fiscal year following the year in which the funds were allocated.

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 12 months of the construction fund allocation and complete the construction or vehicle purchase contract within 36 months of award.

7. Upon ADMINISTERING AGENCY request, the CTC and/or STATE may approve supplementary allocations, time extensions, and fund transfers between components. An approved time extension will revise the timely use of funds criteria, outlined above, for the component(s) and allocation(s) requested. Approved supplementary allocations, time extensions, and fund transfers between components, made after the execution of this PROGRAM SUPPLEMENT will be documented and considered subject to the terms and conditions thereof.

Documentation for approved supplementary allocations, time extensions, and fund transfers between components, will be a STATE approved Allocation Letter, Fund Transfer Letter, Time Extension Letter, and Finance Letter, as appropriate.

8. This PROJECT will be administered in accordance with the CTC STIP guidelines, as adopted or amended, and the STATE Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP), the Local Assistance Program Guidelines, and the Local Assistance Procedures Manual. The submittal of invoices for project costs shall be in accordance with the above referenced publications and the following.

9. The ADMINISTERING AGENCY shall invoice STATE for environmental & permits, plans specifications & estimate, and right-of-way costs no later than 180 days after the end of last eligible fiscal year of expenditure. For construction costs, the ADMINISTERING AGENCY has 180 days after project completion to make the final payment to the contractor and prepare the final Report of Expenditures and final invoice, and submit to STATE for verification and payment.
10. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement are available only upon the passage of the State Budget Act containing these STATE funds.

11. The ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act and OMB A-133 if it receives a total of $500,000 or more in federal funds in a single fiscal year. The federal funds received under this project are a part of the Catalogue of Federal Domestic Assistance (CFDA) 20.205, Highway Planning & Research. OMB A-133 superceded OMB A-128 in 1996. A reference to OMB A-128 in a Master Agreement (if any) is superceded by this covenant to conform to OMB A-133.

12. The ADMINISTERING AGENCY agrees that payment of Federal funds will be limited to the amounts approved by the Federal Highway Administration (FHWA) in the Federal-Aid Project Authorization/Agreement or Amendment/Modification (E-76) and accepts any resultant increases in ADMINISTERING AGENCY funds as shown on the Finance Letter, any modification thereof as approved by the Division of Local Assistance, Office of Project Implementation.

13. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available for new phase(s) of work by future Federal obligations will be encumbered on this PROJECT by use of a STATE approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration.

14. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

15. This Regional Transportation Marketing Project conducts market research and undertakes marketing efforts to increase usage of regional customer service projects such as TravInfo/511, Translink, Regional Transit Information System, Regional
SPECIAL COVENANTS OR REMARKS

Rideshare Program and the Freeway Service Patrol/SAFE Callbox Program. This project adds FY 05/06 federal funds to the above scope of work.

16. Any State and Federal funds that may have been encumbered for this project are only available for disbursement for a period of five (5) years and seven (7) years, respectively, from the start of the fiscal year(s) that those funds were appropriated within the State Budget Act. All project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested and is approved by the California Department of Finance per Government Code Section 16304. The exact date of each fund reversion will be reflected in the approved finance letter(s) issued for this project.

Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement that is not submitted to the Department on or before 60 days after that applicable fixed fund reversion date will not be paid from that fiscal year's encumbered funds because all of these unexpended funds will be irrevocably reverted by the Department's Division of Accounting on that date.

Pursuant to a directive from the State Controller's Office and the Department of Finance, the last date to submit invoices for reimbursed work in each fiscal year is May 15th in order for payment to be made out of those then current appropriations. Project work performed and invoiced after May 15th will be reimbursed only out of available funding that might be encumbered in the subsequent fiscal year, and then only when those funds are actually allocated and encumbered as authorized by the California Transportation Commission and the Department's Accounting Office.

17. This PROJECT is subject to the timely use of funds provisions enacted by Senate Bill 45 (SB 45), approved in 1997, and subsequent CTC guidelines and State procedures approved by the CTC and STATE, as outlined below:

Funds allocated for the environmental & permits, plan specifications & estimate, and right-of-way components are available for expenditure until the end of the second fiscal year
SPECIAL COVENANTS OR REMARKS

following the year in which the funds were allocated.

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 6 months of the construction fund allocation and complete the construction or vehicle purchase contract within 36 months of award.

18. Billing Cycle

ADMINISTERING AGENCY agrees to submit invoices in arrears for reimbursement of participating PROJECT costs at least once every six months commencing after the funds are encumbered for each phase by the execution of this PROJECT PROGRAM SUPPLEMENT or by STATE's future approval of an applicable Finance Letter. The total of all invoiced amounts claimed, plus any required matching funds, must not exceed the actual total cost allowable under this PROGRAM SUPPLEMENT for all authorized and completed PROJECT engineering work, right of way acquisition, and construction.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY shall submit a written explanation (with target billing date and target billing amount) of the absence of PROJECT activity.

Should ADMINISTERING AGENCY fail to invoice for participating PROJECT costs incurred (including a written explanation when no invoice is submitted) within one year of the issuance of the PROJECT authorization to proceed by STATE or from the next invoice due date following the last PROJECT invoice, STATE may de-obligate and reassign to another party any unexpended Federal funds without notice to ADMINISTERING AGENCY. STATE may also not process any future request for authorization to proceed submitted by the ADMINISTERING AGENCY.

Final Billing

ADMINISTERING AGENCY agrees that it shall submit the Final Invoice and Final Detail Estimate within 180 days of PROJECT completion. ADMINISTERING AGENCY's failure to submit these documents will result in sanctions imposed upon ADMINISTERING
SPECIAL COVENANTS OR REMARKS

AGENCY by STATE in accordance with Chapter 17.6, "Consequences For Non-Compliance", of the Local Assistance Procedures Manual.

De-obligate Federal Funds for Construction Phase

ADMINISTERING AGENCY agrees that if the estimated PROJECT construction cost is less than the obligated amount for construction by more than $50,000, that excess amount of federal funds initially obligated is subject to de-obligation by STATE once the project has been awarded by ADMINISTERING AGENCY.
RESOLUTION NO.

WHEREAS, the Department of Transportation has submitted Program Supplement Agreement No. 028-M for installation of bicycle lockers for the City to execute; and

WHEREAS, the executed agreement becomes a part of the Local-State Master Agreement No. 06-5122.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville that the Council hereby authorizes the mayor to sign the program supplement and have it returned to the Department of Transportation.

Dated this 16th day of May, 2006.

________________________________________
Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By: Georgia Hawley, Chief Deputy City Clerk
SUBJECT: SET PUBLIC HEARING FOR WATER CONSERVATION PLAN

SOURCE: Public Works Department - Field Services Division

COMMENT: Water conservation and awareness have always been areas of concern for the Porterville community. Even with the latest rainfall and runoff, efforts to promote water conservation remain a high priority. In addition to the benefits of conserving water as a limited natural resource, additional benefits accrue to the community in the form of a reduced impact on the Wastewater Treatment Plant and a reduction in energy costs when water supplies are conserved.

The water system status is marginally improved from last year. Mild weather in April has shown reduced water demands as compared to prior years. Well yields are also showing some improvement. Well 28 is the latest addition to the City's water system and will assist with production during the peak summer months.

June through August are the high water consumption months; therefore, it is Staff's intent to intensify public awareness, through education and public notices, of the need to conserve water now more than ever. The City will begin promoting May as water awareness month and will be providing water conservation information and water saving kits to the public during the Porterville Fair (May 17 – 21). A media campaign will begin in late May with newspaper and radio messages and web site information provided. Water conservation awareness appeared to be successful in 2005, and Porterville residents are encouraged to continue their conservation efforts.

The City is currently in Phase I of the City's Water Conservation Plan. Phase II applies during periods when there is a water supply shortage. Voluntary conservation is requested and increased public information is implemented. Phase III applies during periods when there is a severe water supply shortage. A 20% rate increase on all residential and landscape accounts would go into effect.

RECOMMENDATION: That City Council set a Public Hearing for June 20, 2006, to move into Phase II if a water supply shortage is projected for the summer.
SUBJECT: LEASE AGREEMENT BETWEEN THE CITY OF PORTERVILLE'S SEWER OPERATION FUND AND THE AIRPORT ENTERPRISE FUND

SOURCE: Administration /Airport

COMMENT: The Sewer Division currently operates eight sludge drying beds at the Porterville Municipal Airport. The Sewer Division also leases airport land for the discharge of treated wastewater. All Airport property which is leased for non-aviation use must be renewed every three years.

For fiscal year 2006/2007 through 2008/2009, the Sewer Division is requesting to lease the 7.1 acres on which the drying beds are located (lot 13) along with 240 acres (lots 1, 2, 12) for another three-year term.

The charges to the Sewer Operating Fund will be $25,420 for fiscal year 2006/2007 and adjusted by the Consumer Price Index for fiscal years 2007/2008 and 2008/2009. This is based on $200.00 an acre per year for the drying beds and $100.00 an acre per year for the remaining 240 acres. The CPI used will be the average of the San Francisco Index and the Los Angeles Index, all users.

As this three-year lease reflects a reduction in acreage of airport land once used for dry farming operations, the airport fund will see a reduction in revenues from last year. The reduction will be approximately $26,000.

Staff will attempt to lease any unused airport land to recoup the anticipated losses. One option is to advertise the open land for a "Request for Proposal" to local farmers as dry farm land available for lease.

Item No. 11
RECOMMENDATION: That the City Council authorize the Mayor to sign the Resolution and Lease Agreement between the City of Porterville Sewer Operating Fund and the Airport Enterprise Fund.

ATTACHMENT: Lease Agreement
Resolution
Airport Map of proposed lease areas
LEASE AGREEMENT FOR USE OF AIRPORT PROPERTY 
LOCATED AT THE PORTERVILLE MUNICIPAL AIRPORT 
FOR TREATED WASTE WATER AND BIOSOLIDS DISPOSAL 
OPERATIONS

This Lease Agreement is entered into this 16th day of May, 2006, by and between the City of Porterville, a Charter Law City and Municipal Corporation, hereinafter referred to as "City," and the City of Porterville Airport Enterprise Fund, hereinafter referred to as "Airport."

WITNESSETH:

1. For and consideration of the terms, conditions and covenants hereinafter contained, the Airport hereby lets, leases and demises unto the City, and the City hereby hires and takes from the Airport, that real property situate in the City of Porterville, in the County of Tulare, State of California, described as follows:

See Map attached as Exhibit "A"

2. This Lease Agreement shall be a three (3) year renewable agreement effective July 1, 2006 and ending on June 30, 2009.

3. City agrees to pay an annual lease payment to the Airport Enterprise Fund in the amount of $25,420 adjusted at the beginning of each fiscal year by the rise or fall of the Consumer Price Index. The CPI will be calculated annually at the average between the Los Angeles and San Francisco CPI, all items index.

4. Should the Airport have a need for any and all of the subject property, this agreement shall become null and void.

Dated this 16th day of May, 2006.

CITY OF PORTERVILLE

BY: __________________________________________
Pedro R. Martinez, Mayor

ATTEST: APPROVED AS TO FORM

____________________________________________
John Longley, City Clerk
____________________________________________
Julia Lew, City Attorney
RESOLUTION NO. ___-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE APPROVING THE USE OF CERTAIN AIRPORT PROPERTY LOCATED AT THE PORTERVILLE MUNICIPAL AIRPORT FOR TREATED WASTE WATER AND BIOSOLIDS DISPOSAL OPERATIONS, AND AUTHORIZING A LEASE AGREEMENT FOR SAID USE

WHEREAS, the City of Porterville intends to enter into a Lease Agreement with the City of Porterville Airport Enterprise Fund, hereinafter referred to as "Airport,"; and

WHEREAS, the City intends to rent property from the Airport for the disposal of treated waste water and biosolids operations; and

WHEREAS, the City understands that this agreement is for a three (3) year renewable Agreement effective July 1, 2006 and ending on June 30, 2009, and should the Airport have a need for any or all of the subject property, the Agreement shall become null and void; and

WHEREAS, the Airport will supply the property for the disposal of treated waste water and biosolids.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville as follows:

1. The City of Porterville shall lease property from the Porterville Municipal Airport for the disposal of treated waste water and biosolids.

2. The City of Porterville agrees to pay an annual lease payment to the Airport Enterprise Fund in the amount of $25,420 adjusted at the beginning of each fiscal year by the rise or fall of the Consumer Price Index. The CPI will be calculated annually at the average between the Los Angeles and San Francisco CPI, all items index.

3. The term of the agreement shall be for three (3) years.

Adopted this 16th day of May, 2006.

____________________________________
Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By: __________________________________
Georgia Hawley, Chief Deputy City Clerk
SUBJECT: LEASE AGREEMENT BETWEEN THE CITY OF PORTERVILLE'S GENERAL FUND AND THE AIRPORT ENTERPRISE FUND

SOURCE: Administration /Airport

COMMENT: The Parks Department currently leases 35.23 acres of airport land as part of the Sports Complex parking lot. All Airport property, which is leased for non-aviation use, must be renewed every three years.

For fiscal year 2006/2007 through 2008/2009, the Parks Department is once again requesting to use airport land for the Sports Complex parking.

The current value of the land for 2006/2007 is $200 per acre per year. The funding source will be the Park Development Fund. The total cost for 2006/2007 is $7,046, which will be adjusted by the Consumer Price Index for fiscal years 2007/2008 and 2008/2009. The CPI used will be the average of the San Francisco Index and the Los Angeles Index, all users.

RECOMMENDATION: That the City Council authorize the Mayor to sign the Resolution and Lease Agreement between the City of Porterville General Fund and the Airport Enterprise Fund.

ATTACHMENT: Lease Agreement
Resolution
Airport Map of proposed lease areas

Item No. 12
LEASE AGREEMENT FOR USE OF AIRPORT PROPERTY
LOCATED AT THE PORTERVILLE MUNICIPAL AIRPORT FOR PARKING
AT THE CITY OF PORTERVILLE SPORTS COMPLEX

This Lease Agreement is entered into this 16th day of May, 2006, by and between the City of Porterville, a Charter City and Municipal Corporation, hereinafter referred to as "City," and the City of Porterville, Airport Enterprise Fund, hereinafter referred to as "Airport."

WITNESSETH:

WHEREAS, City rents property from the Airport for parking at the Sports Complex; and

WHEREAS, Airport will supply the property for parking at the Sports Complex.

NOW, THEREFORE, IT IS MUTUALLY AGREED AS FOLLOWS:

1. Airport agrees to supply to the City property for parking at the Sports Complex.

2. City agrees to pay an annual lease payment to the Airport Enterprise Fund in the amount of $7,046.00, adjusted yearly by the rise or fall of the Consumer Price Index. The CPI will be calculated annually at the average between the Los Angeles and San Francisco CPI, all items index.

3. The term of the agreement shall be for three (3) years, and should the Airport have a need for any or all of the subject property, this agreement shall become null and void.

Dated this 16th day of May, 2006.

CITY OF PORTERVILLE

By: Pedro R. Martinez, Mayor

AIRPORT

By: Frank Guyton, Airport Manager

ATTEST:

John Longley, City Clerk

APPROVED AS TO FORM

Julia Lew, City Attorney
RESOLUTION NO. ___-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE APPROVING THE USE OF CERTAIN AIRPORT PROPERTY LOCATED AT THE PORTERVILLE MUNICIPAL AIRPORT FOR PARKING AT THE CITY OF PORTERVILLE SPORTS COMPLEX, AND AUTHORIZING A LEASE AGREEMENT FOR SAID USE

WHEREAS, the City of Porterville intends to enter into a Lease Agreement with the City of Porterville Airport Enterprise Fund, hereinafter referred to as "Airport,"; and

WHEREAS, the City intends to rent property from the Airport for parking at the Porterville Sports Complex; and

WHEREAS, the City understands that this agreement is for a three (3) year renewable Agreement effective from date of execution, and should the Airport have a need for any or all of the subject property, the Agreement shall become null and void; and

WHEREAS, the Airport will supply the property for parking at the Porterville Sports Complex.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville as follows:

1. The City of Porterville shall lease property from the Porterville Municipal Airport for parking at the Porterville Sports Complex.

2. The City of Porterville agrees to pay an annual lease payment to the Airport Enterprise Fund in the amount of $7,046.00 adjusted at the beginning of each fiscal year by the rise or fall of the Consumer Price Index. The CPI will be calculated annually at the average between the Los Angeles and San Francisco CPI, all items index.

3. The term of the agreement shall be for three (3) years.

Adopted this 16th day of May, 2006.

____________________________________
Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By: __________________________________________
Georgia Hawley, Chief Deputy City Clerk
SUBJECT: APPROVAL FOR COMMUNITY CIVIC EVENT
PORTERVILLE ADULT SCHOOL-PICNIC IN THE PARK

SOURCE: Administrative Services - Finance Division

COMMENT: The Porterville Adult School is requesting approval to hold an outdoor concert event at Centennial Plaza on Saturday, May 27, 2006, from 12:00 p.m. to 3:00 p.m. This application is submitted in accordance with the Community Civic Events Ordinance No. 1326, as amended.

The application has been routed according to the ordinance regulations and reviewed by all the departments involved. All requirements are listed on the attached copy of the Application, Agreement and Exhibit "A."

RECOMMENDATION: That the Council approve the Community Civic Event Application and Agreement from the Porterville Adult School, subject to the Restrictions and Requirements contained in the Application, Agreement and Exhibit "A" of the Community Civic Event Application.

ATTACHMENT: Community Civic Event Application and Agreement, Exhibit "A".
CITY OF PORTERVILLE

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Application date: April 20, 2006  Event date: May 27, 2006

Name of Event: Picnic Concert in the Park

Sponsoring organization: Porterville Adult School's South Valley Community Concert Band

Authorized representative: Lisa Barrett

Event chairperson: Portugalete CA

Location of event (location map must be attached): Centennial Park 6900

Type of event/method of operation:

Nonprofit status determination: PUSD Adult School

City services requested (any fees associated with these services will be billed separately):

- Barricades (quantity): 0
- Police protection: Yes  No
- Street sweeping: Yes  No
- Refuse pickup: Yes  No
- Other:

- Parks facility application required: Yes  No
- Assembly permit required: Yes  No

STAFF COMMENTS (list special requirements or conditions for event):

Approve  Deny

Bus Lic Spvr
Pub Works Dir
Comm Dev Dir
Field Svcs Mgr
Fire Chief
Parks Dir
Police Chief
Risk Manager
CITY OF PORTERVILLE

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Authorization: This permit must be submitted 30 days PRIOR to the date of the event in order to obtain City Council approval.

City Code requirements:

At least 48" must remain clear on sidewalks for pedestrian traffic.
Do not block any entrance to or exit from buildings.
Area must be accessible to emergency and safety personnel and vehicles.
Electrical cords must be approved and installation checked by the Fire Department.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The City of Porterville shall be named as additional insured. The amounts of such insurance and any additional requirements are listed in Exhibit "A."

Alcohol liability insurance: Organization/Applicant will obtain an alcohol permit if any alcoholic beverages are to be served. The insurance policy shall be endorsed to include full liquor liability in an amount not less than one million dollars ($1,000,000) per occurrence. The City of Porterville shall be named as additional insured against all claims arising out of or in connection with the issuance of this permit or the operation of the permittee, his/her agents or representatives pursuant the permit. Claims-made policies are not acceptable.

Health permit: Organization/Applicant will obtain or ensure that all participants obtain a health permit(s) from the County of Tulare Department of Health if any food is to be served in connection with this Community Civic Event.

First aid station: Organization/Applicant will establish a first aid station to provide basic emergency care, such as ice/hot packs, bandages, and compresses.

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 1326, as amended, and the terms and conditions set forth by City Council and stated in Exhibit "A." The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees.

PUSD South Valley Community Concert Band

(Name of organization)

Ogie M. Burns

(Signature)

4-20-06

(Date)
CITY OF PORTERVILLE

VENDOR/PARTICIPANT LIST IN CONNECTION WITH THE APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Name of event: Picnic Concert in the Park

Sponsoring organization: PUSD South Valley Community Concert Band

Location: Centennial Park 6am-6pm Event date: Sat May 27 1pm

List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. NO PERMIT WILL ISSUED WITHOUT THIS INFORMATION. This form should be completed at the time of application, but must be submitted one week prior to the event.

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3 of 4
CITY OF PORTERVILLE

REQUEST FOR STREET CLOSURES AND PUBLIC PROPERTY USAGE IN CONNECTION WITH THE APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Name of event: **Picnic Concert in the Park**

Sponsoring organization: **PUSD South Valley Community Concert Band**

---

Event date: **Sat. May 27 2006**  
Hours: **12pm - 3pm**  
(Perf. starts at 1pm)

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED

NONE

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4 of 4
REQUIREMENTS FOR COMMUNITY CIVIC EVENT
PORTERVILLE ADULT SCHOOL
PICNIC CONCERT IN THE PARK
MAY 27, 2006

Business License Supervisor:  
S. Perkins  
No requirements.

Public Works Director:  
B. Rodriguez  
Provide general clean-up after event.

Community Development Director:  
B. Dunlap  
No comments.

Field Services Manager:  
B. Styles  
No comments.

Chief of Fire Operations:  
M. G. Garcia  
No comments.

Parks and Leisure Services Director:  
J. Perrine  
Facility permit obtained-provide own chairs.

Police Chief:  
S. Rodriguez  
No comments.

Deputy City Manager:  
F. Guyton  
See attached.
REQUIREMENTS FOR COMMUNITY CIVIC EVENT

Sponsor: Porterville Adult School
Event: Picnic Concert in the Park
Event Chairman: Lisa Buringrid
Location: Centennial Plaza
Date of Event: May 27, 2006
Time of Event: 1:00 pm to 3:00 pm

RISK MANAGEMENT: Conditions of Approval

That the Porterville Adult School provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than $1,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, its Officers, Employees, Agents and Volunteers as “Additional Insured” against all claims arising from, or in connection with, the Permittee’s operation and sponsorship of the aforementioned Community Civic Event.

A. Said Certificate of Insurance shall be an original (fax and xerographic copies not acceptable), the Certificate shall be signed by an agent authorized to bind insurance coverage, with the carrier, and the deductible, if any, shall not be greater than $1,000.

A. Said insurance shall be primary to the insurance held by the City of Porterville, be with a company having an A.M. Best Rating of no less that A:VII, and the insurance company must be an “admitted” insurer in the State of California.
This application must be submitted 10 days prior to the date of the event. A copy of this 
permit must be at the operating premises of the amplifying equipment for which this registration 
is issued.

1. Name and home address of the applicant:  
   Lisa Buringwod  
   16715 Mustang Dr.  
   Springville, CA 93265  
   Phone # 719-9905

2. Address where amplification equipment is to be used:  
   None Needed  
   Phone #

3. Names and addresses of all persons who will use or operate the amplification equipment:  
   Lisa Buringwod  
   Address above

4. Type of event for which amplification equipment will be used:  
   Picnic Concert in the Park  
   (Concert Band, Wind and Percussion, Instruments only)

5. Dates and hours of operation of amplification equipment:  
   12:00 PM - 3:00 PM

6. A general description of the sound amplifying equipment to be used:  
   One Microphone only for Announcements  
   and Speaker  
   Small
I hereby certify that all statements and answers on this registration form are true and correct.

[Signature]
Applicant

[Signature]
Chief of Police

4/21/06
Date

5/1/2006
Date

Section 18-14 City Ordinance Outside Amplifiers; permit required.
It shall be unlawful for any person to maintain, operate, connect, or suffer or permit to be
maintained, operated, or connected any loud-speaker or sound amplifier in such a manner as to
cause any sound to be projected outside of any building or out of doors in any part of the city,
without having first procured a permit from the Chief of Police.

Section 18-9 City Ordinance, Radios, record players, etc.
It shall be unlawful for any person within the city to use or operate or cause to be operated or to
play any radio, phonograph, juke box, record player, loudspeaker musical instrument, mechanical
device, machine, apparatus, or instrument for intensification or amplification of the human voice
or any sound or noise in a manner so loud as to be calculated to disturb the peace and good order
of the neighborhood or sleep of ordinary persons in nearby residences or so loud as to
unreasonably disturb and interfere with the peace and comfort of the occupants of nearby
residences.

California Penal Code Section 415
Any person who maliciously and willfully disturbs another person by loud and unreasonable noise,
is guilty of a misdemeanor.

THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED. HOWEVER, WE URGE
YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE
NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN
RESULT IN REVOCATION OF THE PERMIT.

cc: _______________________

____________________

____________________

3/27/01
CITY OF PORTERVILLE
PARKS & LEISURE SERVICES DEPARTMENT
REQUEST FOR USE OF FACILITIES

PLEASE PRINT CLEARLY - PRESS HARD

FACILITY REQUESTED:
[ ] Murry Park [ ] Community Center [ ] Sports Complex [ ] Burton Ballfields [ ] Zalud Garden
[ ] Veterans Park [ ] Library [ ] Hayes Fields [ ] Heritage Cmty. Center [ ] Other [ ]
[ ] Zahud Park [ ] Municipal Ballpark [ ] Pool [ ]
[ ] Centennial Plaza

Area/Room:

Nature of Use: [ ] Band [ ] Concert [ ] Picnic [ ] Are fees being charged? [ ] NO

Date of Event: [ ] Sat. May 27 [ ] 1 PM

Time: ___________ To: ___________

Amplified Equipment/Music: [ ] Yes [ ] No

Bounce House: [ ] Yes [ ] No

Bounce House Company: ___________________________ Set-Up Time: [ ] 12 NOON

Attendance: [ ] 15 people

[ ] Will Alcohol be Served: [ ] Yes [ ] No

Number of Drinking Adults ($2 per person):

Requested Requirements: [ ] 15 chairs

قدمة

PUSD Adult School

**************

Organization: South Valley Community Concert Band

Name: Lisa Binnings, Director

Mailing and/or Billing Address: 16716 Mustang Dr. Springville CA 93265

Phone: Day/Work: 714.990.27 Cal/No: ___________________________ Evening/Home: 559-256-7 Email: Lisa.binnings@potsd.us

Applicant hereby agrees to hold the City of Porterville, their employees, agents and officers free and harmless from any loss, damage, liability, cost or expense that may arise during or be caused in any way by such use or occupancy of said facilities. The applicant agrees to furnish such liability or other insurance for the protection of the public and the City as the City shall require. Applicant agrees to leave the facility in the same condition as found before use. Any damages, misuse or destruction of City property or equipment is the responsibility of the applicant. Applicant agrees to reimburse City for all charges. The CITY OF PORTERVILLE does not provide accident, medical, liability or any other insurance for facility users. In the case of staff taking photos of the park and/or the recreational activities it affords on the day of my event, I give my permission for the City to use said photos in promotional materials. I have read, understand and agree to the rules and regulations that are listed on the back of this form.

SIGNATURE: [ ] M. Binnings

Date: 4-19-06

*** FOR OFFICE USE ONLY ***

APPROVED: ___________________________ DATE: ___________________________

POLICE DEPT.: ___________________________ DATE: ___________________________

RENTAL CHARGE: ___________________________ DATE: ___________________________

ALCOHOL PERMIT CHARGE: ___________________________ Date Paid: ___________________________ Received By: ___________________________

SECURITY/KEY DEPOSIT: ___________________________ Date Paid: ___________________________ Received By: ___________________________

ENTERTAINMENT CHARGE: ___________________________ Date Paid: ___________________________ Received By: ___________________________

INSURANCE REQUIRED: ___________________________ Date Submitted: ___________________________ Received By: ___________________________

SUPERVISOR FEE: ___________________________ DEPOSIT RETURNED: ___________________________

SPECIAL DEPARTMENT NOTATIONS: [ ] NEED TO FILL OUT A COMMUNITY EVENT FORM - ALSO YOU MAY CHECK WITH PORTERVILLE HOT ASSOC. FOR PERFORM UNDER THEIR ENTERTAINMENT SCHEDULE.

PARK IN DESIGNATED AREAS ONLY

Distribution: Original - Dept.; Green - Parks; Blue - Police; Yellow - Applicant

291 NORTH MAIN STREET, PORTERVILLE, CA 93257, PHONE (559) 782-7461

FAX (559) 782-4053, Park/facility information available @ www.ci.porterville.ca.us

SEE BACK PAGE FOR RULES, REGULATIONS AND POLICIES
SUBJECT: APPROVAL FOR COMMUNITY CIVIC EVENT
BARN THEATER - ANTIQUE AND COLLECTIBLES SALE
JUNE 3, 2006.

SOURCE: Administrative Services - Finance Division

COMMENT: The Barn Theater is requesting approval to hold a sales event on the parking lot at the Barn Theater on Saturday, June 3, 2006, from 8:00 a.m. to 4:00 p.m. This application is submitted in accordance with the Community Civic Events Ordinance No. 1326, as amended.

The application has been routed according to the ordinance regulations and reviewed by all the departments involved. All requirements are listed on the attached copy of the Application, Agreement and Exhibit "A."

RECOMMENDATION: That the Council approve the Community Civic Event Application and Agreement from the Barn Theater, subject to the Restrictions and Requirements contained in the Application, Agreement an Exhibit "A" of the Community Civic Event Application.

ATTACHMENT: Community Civic Event Application and Agreement, Exhibit "A".

D.D. Appropriated/Funded  C.M.  Item No. 13
CITY OF PORTERVILLE
APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A
COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Application date: May 2, 2006  Event date: June 3, 2006

Name of Event: Antiques and Collectibles Sale

Sponsoring organization: Barn Theater
Address: P.O. Box 108, Porterville 93258

Authorized representative: Terry Manning
Address: P.O. Box 876, Springville 93265

Event chairperson: Joan Givan

Location of event (location map must be attached): 42 S. Plano at Olive
Barn Theater parking lot

Type of event/method of operation: Yard Sale

Nonprofit status determination: 501(c)(3)

City services requested (any fees associated with these services will be billed separately):

Barricades (quantity): none  Street sweeping Yes ___ No ___  
Police protection Yes ___ No ___ Refuse pickup Yes ___ No ___
Other: __________________________

Parks facility application required: Yes ___ No ___
Assembly permit required: Yes ___ No ___

STAFF COMMENTS (list special requirements or conditions for event):

Approve  Deny
_________  ________  Bus Lic Spvr
_________  ________  Pub Works Dir
_________  ________  Comm Dev Dir
_________  ________  Field Svcs Mgr
_________  ________  Fire Chief
_________  ________  Parks Dir
_________  ________  Police Chief
_________  ________  Risk Manager
CITY OF PORTERVILLE

APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Authorization: This permit must be submitted 30 days PRIOR to the date of the event in order to obtain City Council approval.

City Code requirements:

- At least 48" must remain clear on sidewalks for pedestrian traffic.
- Do not block any entrance to or exit from buildings.
- Area must be accessible to emergency and safety personnel and vehicles.
- Electrical cords must be approved and installation checked by the Fire Department.

Liability insurance: The sponsoring organization/applicant agrees to provide and keep in force during the term of this permit a policy of liability and property damage insurance against liability for personal injury, including accidental death, as well as liability for property damage which may arise in any way during the term of this permit. The City of Porterville shall be named as additional insured. The amounts of such insurance and any additional requirements are listed in Exhibit "A." The City of Porterville is listed as an additional insured on the Barn Theater liability policy.

Alcohol liability insurance: Organization/Applicant will obtain an alcohol permit if any alcoholic beverages are to be served. The insurance policy shall be endorsed to include full liquor liability in an amount not less than one million dollars ($1,000,000) per occurrence. The City of Porterville shall be named as additional insured against all claims arising out of or in connection with the issuance of this permit or the operation of the permittee, his/her agents or representatives pursuant the permit. Claims-made policies are not acceptable.

Health permit: Organization/Applicant will obtain or ensure that all participants obtain a health permit(s) from the County of Tulare Department of Health if any food is to be served in connection with this Community Civic Event.

First aid station: Organization/Applicant will establish a first aid station to provide basic emergency care, such as ice/hot packs, bandages, and compresses.

Agreement: The sponsoring organization/applicant agrees to comply with all provisions of the Community Civic Event Ordinance 1326, as amended, and the terms and conditions set forth by City Council and stated in Exhibit "A." The sponsoring organization/applicant agrees, during the term of this permit, to secure and hold the City free and harmless from all loss, liability, and claims for damages, costs and charges of any kind or character arising out of, relating to, or in any way connected with his/her performance of this permit. Said agreement to hold harmless shall include and extend to any injury to any person or persons, or property of any kind whatsoever and to whomever belonging, including, but not limited to, said organization/applicant, and shall not be liable to the City for any injury to persons or property which may result solely or primarily from the action or non-action of the City or its directors, officers, or employees.

Barn Theater
(Name of organization)

C. Manning
(Signature)

5-2-06
(Date)
CITY OF PORTERVILLE

VENDOR/PARTICIPANT LIST IN CONNECTION WITH THE APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Name of event: **Antiques and Collectibles Sale**

Sponsoring organization: **Barn Theater**

Location: **Barn Theater parking lot** Event date: **June 3, 2006**

List all firms, individuals, organizations, etc., that will engage in selling at or participate in the above-named event. **NO PERMIT WILL ISSUED WITHOUT THIS INFORMATION.** This form should be completed at the time of application, but must be submitted one week prior to the event.

<table>
<thead>
<tr>
<th>Vendor name</th>
<th>Address</th>
<th>Telephone</th>
<th>Type of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barn Theater</td>
<td>42 S. Plano</td>
<td></td>
<td>yard sale</td>
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</tbody>
</table>

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3 of 4
REQUEST FOR STREET CLOSURES AND PUBLIC PROPERTY USAGE IN CONNECTION WITH THE
APPLICATION AND AGREEMENT FOR A PERMIT TO HOLD A COMMUNITY CIVIC EVENT OR OTHER
ACTIVITY TO BE HELD ON PUBLIC PROPERTY

Name of event: ________________________________

Sponsoring organization: ________________________________

Event date: ____________________________ Hours: ____________________________

ATTACH MAP MARKING AREAS TO BE CLOSED OR USED

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Closed</th>
<th>From</th>
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<th>Activity</th>
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<th>Sidewalks</th>
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REQUIREMENTS FOR COMMUNITY CIVIC EVENT
BARN THEATER
ANTIQUES AND COLLECTIBLES SALE
JUNE 3, 2006

Business License Supervisor: S. Perkins
No requirements.

Public Works Director: B. Rodriguez
No conditions.

Community Development Director: B. Dunlap
Maintain available parking to customers.

Field Services Manager: B. Styles
No comments.

Chief of Fire Operations: M.G. Garcia
No comments.

Parks and Leisure Services Director: J. Perrine
Clean up parking lot and turf area following event.

Police Chief: S. Rodriguez
No conditions.

Risk Manager: F. Guyton
Standard insurance requirement.
REQUIREMENTS FOR COMMUNITY CIVIC EVENT

Sponsor: Barn Theater
Event: Antiques and Collectibles sale
Event Chairman: Terry Manning
Location: Barn Theater parking lot
Date of Event: June 3, 2006
Time of Event: 8:00 am to 4:00 pm

RISK MANAGEMENT: Conditions of Approval

That the Barn Theater provide a Certificate of Commercial General Liability Insurance Coverage evidencing coverage of not less than $1,000,000 per occurrence, and having the appropriate Endorsement naming the City of Porterville, its Officers, Employees, Agents and Volunteers as "Additional Insured" against all claims arising from, or in connection with, the Permittee's operation and sponsorship of the aforementioned Community Civic Event.

A. Said Certificate of Insurance shall be an original (fax and xerographic copies not acceptable), the Certificate shall be signed by an agent authorized to bind insurance coverage with the carrier, and the deductible, if any, shall not be greater than $1,000.

A. Said insurance shall be primary to the insurance held by the City of Porterville, be with a company having an A.M. Best Rating of no less that A:VII, and the insurance company must be an "admitted" insurer in the State of California.
SUBJECT: REPORT ON COMPLETION OF SPORT FIELDS EVALUATION

SOURCE: Parks and Leisure Services Department

COMMENT: An evaluation of the current use and projected need for various sport fields within the community was initiated late last year. The evaluation included an inventory of the existing fields and how they are being utilized, both in terms of schedule and who holds the reservation. In addition, a survey of the various sport leagues was conducted to determine each league’s projected sport field needs. The data was compiled and reviewed by the Parks and Leisure Services Commission.

The Commission concluded their review with two recommendations. In priority, the recommendations of the Commission are:

1. The development of a sports complex with a minimum of four full size lighted adult softball fields. The complex should include outfield fencing, concession stand, restrooms, dugouts, etc. Concurrently, continue with the plans for the construction of the Heritage Center complex as soon as possible. This design should include two full size Babe Ruth level and above, lighted baseball diamonds.
   The softball complex would provide the opportunity to revitalize the adult league that was lost in 2003/2004 due to the lease termination with Porterville College, and would also provide facilities for weekend tournament play. An example is Barney Schwartz Park in Paso Robles. The two lighted and fenced baseball diamonds could be utilized for games and tournament hosting of Babe Ruth, High Schools, Club Baseball Teams, and Porterville College Baseball.

2. Provide lighting for existing soccer, football and Girl’s softball fields. Lighted fields could include the Sports Complex, Zalud Park and other existing fields.
   Providing many more lighted athletic fields will allow for expanded league play. Also, additional lighted fields would help eliminate unintended dual use of athletic facilities. Currently, football and soccer practice is held on the only two lighted facilities available. This unintended dual use is destroying the athletic facilities for their designed primary sport purpose.
The direction of the City Council to move forward with the construction of the two lighted baseball fields adjacent to the Heritage Center is consistent with the Commission's highest priority recommendation. The completed Evaluation together with the Commission's recommendations has been supplied to the General Plan consultant for further consideration in the preparation of the new General Plan.

**RECOMMENDATION:** Receive status report and priority recommendations of the Parks and Leisure Services Commission regarding the Sports Fields Evaluation for use in the General Plan process.

**ATTACHMENT:** 2006 Sport Fields Evaluation
CITY OF PORTERVILLE

PARKS & LEISURE SERVICES DEPARTMENT

SPORTS FIELDS EVALUATION

January 2006

Reviewed by Parks & Leisure Services Commission
Recommendations made on February 2, 2006

PREPARED BY:

Weber & Associates
Parks, Recreation and Special Events Consulting Services
P. O. Box 7357
Visalia, CA 93290-7357
559.732.4825
CITY OF PORTERVILLE SPORTS FIELDS EVALUATION

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<tr>
<td>Burton Ball Fields</td>
<td>3</td>
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<tr>
<td>Municipal Ball Park</td>
<td>5</td>
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<tr>
<td>Sports Complex</td>
<td>7</td>
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<tr>
<td>Zalud Ball Fields</td>
<td>12</td>
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<tr>
<td>Pioneer Ball Field</td>
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City Owned Properties - Undeveloped

<table>
<thead>
<tr>
<th>Property Name</th>
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<tbody>
<tr>
<td>Heritage Center</td>
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<tr>
<td>Murry Park</td>
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<table>
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<tr>
<th>League Name</th>
<th>Page</th>
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<tbody>
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<tr>
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<tr>
<td>Youth Football (Tackle)</td>
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<tr>
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<tr>
<td>Flag Football</td>
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<tr>
<td>Girls Softball (PAYSA)</td>
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<tr>
<td>City Sponsored – Youth Baseball</td>
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<tr>
<td>City Sponsored – Arena Soccer</td>
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Introduction:

In May 2005, Weber & Associates of Visalia, CA was hired to complete an evaluation of the sports fields used for league play in the City of Porterville.

The purposes of this project were to determine the current use and the demand for the future need of sport facilities in the City.

Description of Project:

The project includes an inventory of the six facilities used for youth sports leagues, the league users at each, a profile of each youth sport league in the City of Porterville, and a projected demand for future facilities based on information provided by each league.

The evaluation also includes a review of undeveloped City owned properties that may be used for future expansion of sports facilities.

There is also a short presentation of data concerning the need for adult softball facilities.

Goals:

1. To determine current usage and demand.
2. To determine if current facilities meet the needs of the community.
3. To determine the projected five year growth for each league.
4. To determine if additional facilities will be needed based on league growth.

Methodology:

A survey was developed to obtain information on the league profile, history, participation levels both present and future, schedules, and general overall condition of current facilities. A survey was sent to a representative of eleven leagues identified by City staff at the Parks and Leisure Services Department. Ten of the eleven league representatives returned the survey and their information is included in this report.

City staff also provided league and practice schedules for the development for Section B: League/Practice Users and Schedules.
INVENTORY OF SPORTS FIELDS

HAYES FIELD - 945 W. Mulberry

A. Facility Description

3 lighted diamonds

A. Diamond 1 (North) dimensions – 180’ left to right outfield, dirt infield, 60’ base paths, 40’ pitchers plate no mound.

B. Diamond 2 (Center) dimensions – 180’ left field, 138’ center and right fields, dirt infield, 60’ base paths, 40’ pitchers plate on mound.

C. Diamond 3 (South) dimensions – 120’ left to right outfield, dirt field, 60’base paths, 40’ pitchers plate no mound.

Bleachers Concessions Restroom Parking

B. League/Practice Users and Schedules

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<th>Field 1</th>
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<tbody>
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<td>Open</td>
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<tr>
<td>February</td>
<td>PAYSA Practice</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>March</td>
<td>PAYSA</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>April</td>
<td>PAYSA</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>May</td>
<td>PAYSA</td>
<td>Open</td>
<td>Open</td>
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<tr>
<td>June</td>
<td>Open</td>
<td>Open</td>
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<tr>
<td>July</td>
<td>Open</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>August</td>
<td>Youth Baseball Practice</td>
<td>Youth Baseball Practice</td>
<td>Youth Baseball Practice</td>
</tr>
<tr>
<td>September</td>
<td>Open</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>October</td>
<td>Youth Football Practice</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>November</td>
<td>Youth Football Practice</td>
<td>AYSO Practice</td>
<td>AYSO Practice</td>
</tr>
<tr>
<td>December</td>
<td>Open</td>
<td>Open</td>
<td>Open</td>
</tr>
</tbody>
</table>

User and Schedule

PAYSA - M-T-Th 5:30pm -7:30pm (League)
F - 5:30pm - 9:30pm, Sat. - 9:00am - 3:00pm (League)
PAYSA 5:15pm - 9:00pm (Practice)

Youth Baseball - 8:00am - 8:00pm (Sat – Sun Practice)

Youth Football - 6:00pm - 8:00pm (T – W – Th Practice)

AYSO - 5:30pm - 7:30pm (W –Th Practice)
C. Capacity for League Use:

This facility has the potential to host multiple softball leagues with varying daytime and evening play times open.

Fields 2 and 3 are available day or night, Monday through Friday, January through October, except Saturday and Sunday in August when Youth Baseball uses all three diamonds. Field 1 is also available for a June and or July schedule.

While all three diamonds show open scheduling in December and January this facility is subject to some water run-off and may not be playable during these months.
BURTON BALL FIELDS - 2375 W. Morton Ave.

A. Facility Description

2 lighted Little League diamonds

A. Diamond 1 (North) dimensions – 200' left to right outfield fence, 60' base
paths, 45' pitchers mound, grass infield, dirt base paths.

B. Diamond 2 (South) dimensions – 200' left to right outfield fence, 60' base
paths, 45' pitchers mound, grass infield, dirt base paths.

Bleacher Parking

B. League/Practice Users and Schedules

<table>
<thead>
<tr>
<th>BURTON BALL FIELDS</th>
<th>Field 1 (North)</th>
<th>Field 2 (South)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>March</td>
<td>Little League</td>
<td>Little League</td>
</tr>
<tr>
<td>April</td>
<td>Little League</td>
<td>Little League</td>
</tr>
<tr>
<td>May</td>
<td>Little League</td>
<td>Little League</td>
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<tr>
<td>June</td>
<td>Little League</td>
<td>Little League</td>
</tr>
<tr>
<td>July</td>
<td>Little League</td>
<td>Little League</td>
</tr>
<tr>
<td>August</td>
<td>Youth Football Practice</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>September</td>
<td>Youth Football Practice</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>October</td>
<td>Youth Football Practice</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>November</td>
<td>Youth Football Practice</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>December</td>
<td>Youth Football Practice</td>
<td>Flag Football Practice</td>
</tr>
</tbody>
</table>

User and Schedule

| Little League                | 3:00pm - 8:00pm (M-T-W-Th-F-Sat-Sun (Practice & League) |
| Youth Football               | 6:00pm - 8:30pm (T-W-Th Practice)                   |
| Flag Football                | 5:00pm - 7:00pm (M-T-W-Th Practice)                   |
C. Capacity for League Use

Burton Ball Fields appear to be used to capacity.

Little League is scheduled Monday through Sunday from 3:00pm until 8:00pm for a five month period, August – July. Youth Football and Flag Football then begin use from approximately 5:00pm until 8:30pm, August – December.

The only open periods are during the day, but this facility is located on school property and not available for daytime fall/spring schedules.
MUNICIPAL BALL PARK - 225 E. Garden

A. Facility Description

1 lighted baseball diamond

A. Diamond dimensions – Left field 330’, center 417’, right field 318’, 90’ base paths, 60’ pitchers mound, grass infield, dirt base paths.

Bleachers  Concession stand  Restroom  Parking

B. League/Practice Users and Schedules

<table>
<thead>
<tr>
<th>MUNICIPAL BALL FIELD</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Arena Soccer Practice</td>
</tr>
<tr>
<td>February</td>
<td>Arena Soccer</td>
</tr>
<tr>
<td>March</td>
<td>Arena Soccer</td>
</tr>
<tr>
<td>April</td>
<td>Arena Soccer</td>
</tr>
<tr>
<td>May</td>
<td>Open</td>
</tr>
<tr>
<td>June</td>
<td>Babe Ruth</td>
</tr>
<tr>
<td>July</td>
<td>Babe Ruth</td>
</tr>
<tr>
<td>August</td>
<td>Babe Ruth</td>
</tr>
<tr>
<td>September</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>October</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>November</td>
<td>Youth Football Practice</td>
</tr>
<tr>
<td>December</td>
<td>AYSO Practice</td>
</tr>
</tbody>
</table>

User and Schedule

<table>
<thead>
<tr>
<th>Arena Soccer</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M-T-W-Th - 3:30pm - 9:00pm</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Babe Ruth</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M-W-F-Sat - 5:30pm - 9:30pm (ages 13-15)</td>
<td></td>
</tr>
<tr>
<td>T-Th-Sat - 5:00pm - 8:00pm (ages 16-18)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>AYSO</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00pm - 8:00pm (Th Practice)</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Youth Football</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00pm - 8:00pm (T-W-Th Practice)</td>
<td></td>
</tr>
</tbody>
</table>
C. Capacity for League Use

This facility has scheduling opportunities during the daytime hours May through December. The ball park is only used for night games or practices during this time period.

The facility is also available for year round Saturday use in the morning and early afternoon period.

The ball field is also available for Monday and Friday night games September through December.
A. Facility Description

11 soccer fields (turf fields)
  Area 1  Field 1 = 225’ x 360’
  Field 2 = 225’ x 360’
  Field 3 = 225’ x 360’
  Field 4 = 225’ x 360’
  Field 5 = 225’ x 360’
  Field 6 = 225’ x 360’
  Field 7 = 225’ x 360’

Area 4  Field 1 = 110’ x 240’
  Field 2 = 110’ x 240’
  Field 3 = 110’ x 240’
  Field 4 = 110’ x 240’

3 football fields (turf fields)
  Area 4  Field 1 = 120’ x 360’
  Field 2 = 120’ x 360’
  Field 3 = 120’ x 360’

2 softball diamond (turf outfields, dirt infield, no mounds)
  Area 4  Diamond 1 (Bobbi Sox) = 60’ base paths, no outfield fence
  Diamond 2 (Bobbi Sox) = 60’ base paths, no outfield fence

Concession Stand  Restrooms  Parking
### B. League/Practice Users and Schedules

<table>
<thead>
<tr>
<th>SPORTS COMPLEX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AREA 1</strong></td>
<td></td>
</tr>
<tr>
<td>Soccer Fields 1 – 7</td>
<td></td>
</tr>
<tr>
<td>Not scheduled</td>
<td></td>
</tr>
<tr>
<td><strong>AREA 2</strong></td>
<td></td>
</tr>
<tr>
<td>Soccer Field 2</td>
<td>Soccer Field 3</td>
</tr>
<tr>
<td>January</td>
<td>CYSA</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
</tr>
<tr>
<td>March</td>
<td>Open</td>
</tr>
<tr>
<td>April</td>
<td>Open</td>
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<tr>
<td>May</td>
<td>Open</td>
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<td>June</td>
<td>Open</td>
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<td>July</td>
<td>Open</td>
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<td>August</td>
<td>Open</td>
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<td>September</td>
<td>Open</td>
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<td>October</td>
<td>Open</td>
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<tr>
<td>November</td>
<td>Open</td>
</tr>
<tr>
<td>December</td>
<td>Open</td>
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</tbody>
</table>

**Soccer Field 4**

<p>| January | Open |
| February | Open |
| March | Open |
| April | Juventus Soccer |
| May | Juventus Soccer |
| June | Juventus/Baseball G-Knot 11-13 |
| July | Baseball G-Knot 11-13 |
| August | Open |
| September | Juventus Soccer |
| October | Juventus Soccer |
| November | Open |
| December | Open |</p>
<table>
<thead>
<tr>
<th>AREA 3</th>
<th>Soccer Field 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
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<tr>
<td>March</td>
<td>Open</td>
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<tr>
<td>April</td>
<td>Open</td>
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<tr>
<td>May</td>
<td>Open</td>
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<tr>
<td>June</td>
<td>Open</td>
</tr>
<tr>
<td>July</td>
<td>Open</td>
</tr>
<tr>
<td>August</td>
<td>AYSO</td>
</tr>
<tr>
<td>September</td>
<td>AYSO</td>
</tr>
<tr>
<td>October</td>
<td>AYSO</td>
</tr>
<tr>
<td>November</td>
<td>AYSO</td>
</tr>
<tr>
<td>December</td>
<td>AYSO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AREA 4</th>
<th>Flag Football Field 1</th>
<th>Flag Football Field 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>March</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>April</td>
<td>Open</td>
<td>Open</td>
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<tr>
<td>May</td>
<td>Open</td>
<td>Open</td>
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<tr>
<td>June</td>
<td>Open</td>
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<tr>
<td>July</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>August</td>
<td>Open</td>
<td>Open</td>
</tr>
<tr>
<td>September</td>
<td>Flag Football</td>
<td>Flag Football</td>
</tr>
<tr>
<td>October</td>
<td>Flag Football</td>
<td>Flag Football</td>
</tr>
<tr>
<td>November</td>
<td>Flag Football</td>
<td>Flag Football</td>
</tr>
<tr>
<td>December</td>
<td>Open</td>
<td>Open</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Softball Diamond 1 (North)</th>
<th>Softball Diamond 2 (South)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>PAYSA (Practice)</td>
</tr>
<tr>
<td>March</td>
<td>PAYSA (Practice)</td>
</tr>
<tr>
<td>April</td>
<td>PAYSA (Practice)</td>
</tr>
<tr>
<td>May</td>
<td>PAYSA (Practice)/Youth Baseball</td>
</tr>
<tr>
<td>June</td>
<td>Youth Baseball</td>
</tr>
<tr>
<td>July</td>
<td>Open</td>
</tr>
<tr>
<td>August</td>
<td>Open</td>
</tr>
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<td>September</td>
<td>Open</td>
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<tr>
<td>October</td>
<td>Open</td>
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<tr>
<td>November</td>
<td>Open</td>
</tr>
<tr>
<td>December</td>
<td>Open</td>
</tr>
<tr>
<td>User and Schedule</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td></td>
</tr>
<tr>
<td>PAYSA practice time ranges from 2:00pm - 7:00pm depending on month</td>
<td></td>
</tr>
<tr>
<td>Youth Baseball 5:00pm - 8:00pm (M-T-W-Th League)</td>
<td></td>
</tr>
<tr>
<td>AYSO 8:00am - 5:00pm (M-T-W-Th-F-Sat-Sun League)</td>
<td></td>
</tr>
<tr>
<td>Juventus Soccer 10:00am - 12:00pm (Sat. League)</td>
<td></td>
</tr>
<tr>
<td>Baseball G-Knot 11-13 6:00pm - 8:00pm (T - Th League)</td>
<td></td>
</tr>
<tr>
<td>CYSA schedule varies from 8:00am - 5:00pm depending on month</td>
<td></td>
</tr>
<tr>
<td>Scheduled on Saturday and some Sundays</td>
<td></td>
</tr>
<tr>
<td>Flag Football 8:00am - 3:00pm (Sat. League)</td>
<td></td>
</tr>
</tbody>
</table>
C. Capacity for League Use

The Sports Complex has many opportunities for expanded league play. No field has maximum play for more than six months during the year.

According to data from league representatives, this facility has play from five different leagues, August thru December. The time schedules while appearing to be over-lapping do not conflict since each league uses different fields. See list of fields above.

This facility is not heavily scheduled during the fall. Selected fields are also available to handle multiple sports in after school leagues, February through May. See field assignment chart.

Area 2: Soccer Field 2 is available February through December, Field 3 is open February through September, while Field 4 is open January through April. It is also available in August, November and December.

Area 3: Soccer Field 1 is available January through July.

Area 4: Flag Football Fields 1 & 2 are open January through August and then again for the month of December. Softball Diamonds 1 & 2 are both available for the month of January and then July through December.
ZALUD BALL FIELDS - 700 N. El Granito

A. Facility Description

2 baseball diamonds

A. Diamond 1 (South) dimensions – 185' left to right outfield with no fence, 60' base paths, 40' pitchers plate (no mound), dirt infield, dirt base paths.

B. Diamond 2 (North) dimensions – 180' left to right outfield with no fence, 60' base paths, 40' pitchers plate (no mound), dirt infield, dirt base paths.

Parking Restrooms in park

B. League/Practice Users and Schedules

<table>
<thead>
<tr>
<th>ZALUD BALL FIELD</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Field 1 (South)</td>
</tr>
<tr>
<td>January</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
</tr>
<tr>
<td>March</td>
<td>Little League Practice</td>
</tr>
<tr>
<td>April</td>
<td>Little League Practice</td>
</tr>
<tr>
<td>May</td>
<td>Little League Practice</td>
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<tr>
<td>June</td>
<td>Little League Practice</td>
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<tr>
<td>July</td>
<td>Little League Practice</td>
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<tr>
<td>August</td>
<td>Open</td>
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<td>September</td>
<td>Open</td>
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<td>October</td>
<td>Open</td>
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<td>November</td>
<td>Open</td>
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<tr>
<td>December</td>
<td>Open</td>
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</tbody>
</table>

User and Schedule

CV Thunder Girls Softball (League)
M-W-F 4:00pm - 8:00pm (hours vary in winter/summer season)
Sat. 11:00am - 1:00pm

CV Thunder Girls Softball 5:30pm - 8:00pm (Practice)

Little League
M-T-W-Th-F-Sat. 3:00pm - 8:00pm (Practice)
C. Capacity for League Use

The two ball fields at Zalud Park have the potential for additional league play. Both diamonds are open August through January.

While this facility has not reached its capacity for play, there were several safety concerns observed, such as broken benches in the dugout areas and broken wood barriers in the backstop area.
PIioneer Ball Field - 225 E. College

A. Facility Description

1 lighted diamond

A. Diamond dimensions – Flat dirt infield with no pitching mound, open outfield with no outfield boundary, 60’ base paths.

B. League/Practice Users and Schedules

No leagues were identified in survey
No practice schedules identified in survey or by staff
This facility is currently closed due to rodent problem in playing surface

<table>
<thead>
<tr>
<th>Pioneer Ball Field</th>
<th>Field 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Open</td>
</tr>
<tr>
<td>February</td>
<td>Open</td>
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<tr>
<td>March</td>
<td>Open</td>
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<td>April</td>
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<td>November</td>
<td>Open</td>
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<tr>
<td>December</td>
<td>Open</td>
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<tr>
<td>Schedule:</td>
<td></td>
</tr>
<tr>
<td>No schedule</td>
<td></td>
</tr>
</tbody>
</table>

C. Capacity for League Use

This facility was used at one time for the adult softball leagues. There was no data submitted showing that this facility was being used for any league or practice play.

Due to an influx of gophers and a restriction on the use of pest controls by the school district, this facility is no longer used for sports leagues.
CITY OWNED PROPERTIES - UNDEVELOPED

The following properties are City owned, but currently are not developed for use. Both have concept design plans under review.

HERITAGE CENTER - 256 E. Orange Ave. (12 acres)

Current Use: This undeveloped twelve acre site is located directly behind the Heritage Community Center.

Potential Use: The City has construction plans designed for this site; two lighted baseball diamonds, concession stand, restroom building and a parking lot. The diamonds will have grass infields, 80’ dirt base paths, 60’ pitchers mounds. One diamond is projected to have 280’ left to right fence line, while the second diamond will be 310’ left, 380 center, and 310 in right field.

In addition to the baseball diamonds, this design also provides an opportunity for the layout of one soccer and or flag football layout in each of the outfield areas.

MURRY PARK – EXTENSION - Corona Drive & Mill Ave. (6 acres)

Current Use: This site is located across Corona Drive from Murry Park. The land is undeveloped and is not currently used.

Potential Use: The City has a concept plan for the renovation of Murry Park to include the development of this extension site. The extension site plan includes the development of basketball and volleyball courts, a disc golf course and picnic facilities.
INTRODUCTION TO LEAGUE SURVEYS

Surveys were sent to representatives to collect league data on current use and projected future needs for growth.

Representatives were asked to provide historical data, participation levels, schedules, lists of facilities used, facility rankings, growth projections, and if they held potential community revenue generators in the form of tournaments.

Surveys were sent to:

1. Porterville Little League
2. Porterville Babe Ruth
3. Youth Soccer (AYSO)
4. Porterville Juventus Soccer
5. Flag Football League
6. Youth Football (Tackle)
7. Girls Softball (PAYSA)
8. Central Valley Thunder Softball
9. Youth Soccer (CYSA)
10. City of Porterville (Parks and Leisure Services Department)

Surveys were returned from all leagues except the Central Valley Thunder Softball.

Following are the summaries of league information submitted. For individual league responses and information, please see Appendix A.
SUMMARY OF LEAGUE PROFILES

A. Little League

Ages: 6-12, both genders
Time: Monday thru Friday 5:30pm – 9:30pm  Saturday 9:00am – 5:30pm
Site: Burton School Complex
Schedule: Approximately a seventeen week schedule
Participants per week: 345
Tournament held in Porterville in June

B. Babe Ruth

Ages: 13-18, males
Time: Monday, Wednesday, Friday, Saturday 5:30pm – 9:30pm (ages 13 -15)
      Tuesday, Thursday, Saturday 5:00pm – 8:00pm (ages 16 -18)
Site: Municipal Ball Park
Schedule: Approximately a nine week schedule
Participants per week: 70
Tournament held in Porterville in July

C. Youth Soccer (AYSO)

Ages: 4-17, both genders
Time: Saturday 8:00am – 5:00pm
Site: Sports Complex
Schedule: Approximately a sixteen week schedule
Participants per week: 600
Tournament held in Porterville in December/January

D. Youth Soccer (CYSA)

Ages: 12-18, both genders
Time: Wednesday and Saturday, some Sundays 8:00am – 4:00pm
Site: Sports Complex
Schedule: Year round schedule
Participants per week: 180
No tournaments held
E. Youth Football (Tackle)

Ages: 10-14, both genders  
Time: Saturday 5:00pm – 9:00pm  
Site: Strathmore High School Football Field  
Schedule: Estimated twelve week schedule  
Participants per week: 140  
No tournaments held

F. Porterville Juventus Soccer (CYSA)

Ages: 12-18, both genders  
Time: Saturday and Sunday 8:00am – 3:00pm  
Site: Sports Complex  
Schedule: A twelve week schedule  
Participants per week: 144  
No tournaments held

G. Flag Football

Ages: 7-13, both genders  
Time: Saturday 8:00am – 1:00pm  
Site: Sports Complex  
Schedule: Approximately a twelve week schedule  
Participants per week: 265  
Tournament held in Porterville at end of season

H. Girls Softball (PAYSA)

Ages: 5-16, female  
Time: Monday, Tuesday, Thursday 5:30pm – 7:30pm  
Friday 5:30pm – 9:30pm and Saturday 9:00am – 3:00pm  
Site: Hayes Field  
Schedule: Approximately a sixteen week schedule  
Participants per week: 450  
Tournament held in Porterville at end of season

I. City Sponsored – Youth Baseball

Ages: 4-13, both genders  
Time: Monday thru Thursday 6:00pm – 8:00pm  
Site: Sports Complex  
Schedule: Approximately a six week schedule  
Participants per week: 596  
No tournament held
J. City Sponsored – Arena Soccer

Ages: 4-13, both genders
Time: Monday thru Thursday 5:30pm – 8:30pm
Site: Porterville Municipal Ball Park
Schedule: Approximately a six week schedule
Participants per week: 281
No tournament held
FIVE YEAR PARTICIPATION LEVELS AND DEMAND PROJECTIONS

A. Little League

Provided only the 2004 data (330 participants on 23 teams). Growth projection not available. The ball diamonds available at the Burton facility appear to be handling the league growth at this time. If additional facilities are need in the future the practice schedule at Zalud Par could be converted to league games.

B. Babe Ruth

2000 = 100 participants, 2001 = 90 participants, 2002 = 95 participants, 2003 = 80 participants, 2004 = 70 participants

Based on the participation levels provided, it appears the Babe Ruth League has experienced a decline in interest levels. If the decline continues at approximately the same rate, the league will see an additional loss of 25 – 30 players over the next five year period. Based on this decline, no additional baseball facilities will be required.

C. Youth Soccer (AYSO)

2000 and 2001 data not provided
2002 = 480 participants, 2003 = 550 participants, 2004 = 605 participants

AYSO has experienced a growth of 125 players in just a two year period. If this growth rate continues, the league should have an additional 300 players in the next five years, which will put the total player level between 900 – 925. This expansion can easily be taken care of at the Sports Complex. If needed, Area 1 at the complex will contain seven additional soccer fields.

D. Youth Soccer (CYSA)

2000 and 2001 data not provided
2002 = 140 participants, 2003 = 140 participants, 2004 = 140 participants

CYSA data supports no growth or decline in participation over the next five year period. This league has been consistent in participation, but if growth becomes a factor the Sports Complex will have adequate soccer fields available.
E. Youth Football (Tackle)

2000 thru 2004 = 120 participants per year

The Youth Football League has seen no growth over the last five years.

No additional facilities will be needed. The league uses City facilities for practice only and holds their league games at the Strathmore High School Stadium.

F. Porterville Juventus Soccer (CYSA)

2000, 2001, 2002 data not provided
2003 = not usable, 2004 = 144 participants

League did not provide adequate data for the five year projection.
Based on information provided by City staff on practice and league schedules
Juventus Soccer has adequate soccer facilities for both practice and league games.

If participation expansion takes place in the next five years, the Sports Complex will have a sufficient number of fields developed to handle the increase in demand.

G. Flag Football

2000 = 311 participants, 2001 = 235 participants, 2002 = 245 participants
2003 = 250 participants, 2004 = 265 participants

The Flag Football League has experienced a slight decrease in participation over the last five years, however, after a low in 2001 the league has seen an increase each year.

If the league continues to grow at the rate of approximately 10 players per year, it will have an estimated 315 players in the next five years. This total slightly exceeds the high participation level of 2000.

The City provides adequate facilities for this growth. The league uses multiple facilities for practices and has a third flag football field available at the Sports Complex to cover future growth.
H. Girls Softball (PAYSA)

2000 = 300 participants, 2001 = 350 participants, 2002 = 375 participants, 2003 = 375 participants, 2004 = 425 participants

Leagues continues to grow. If league continues at current rate of growth, an estimated 550 participants will be in the league by 2010.

The potential growth for this league does not require additional facilities. Schedules provided indicate that Fields 2 & 3 at Hayes Field are available for league play. Practice facilities are provided at Hayes and the Sports Complex.

I. City Sponsored – Youth Baseball

2000 = 597 participants, 2001 = 559 participants, 2002 = 482 participants, 2003 = 448 participants, 2004 = 550 participants

League has been up and down over the years, however growth in 2004 and projected growth in 2005 and beyond show this league is expanding. If it continues to grow at its current rate, it is projected that an estimated 750 youngsters will participate by 2010.

This growth can be adequately covered by the diamonds at Hayes Field (currently used for practice) and the diamonds at the Sports Complex used for league games.

J. City Sponsored – Arena Soccer

2000 = NA, 2001 = 197 participants, 2002 = 205 participants, 2003 = 244 participants, 2004 = 244 participants

This league has seen substantial growth in the last five years. The 2005 projections show a fifteen percent increase over 2004. The five year projection for this league is to have approximately 450 youth involved by 2010.

No additional facilities will be needed for this growth. The Sports Complex has adequate developed soccer fields that could be used for this league for both practice and league play.
RANKINGS OF FACILITIES

League Representatives were asked to rank their satisfaction with the City facilities used for their practice and league games.

Scale: 1 = unacceptable, 2 = below average, 3 = average, 4 = above average
5 = outstanding

A. Little League

Practice facilities ranked as average (Zalud Park, Burton Ball Fields, Bartlett)
League facility ranked above average (Burton Ball Fields)

B. Babe Ruth

Practice facilities ranked average (Municipal Ball Park)
League facilities ranked average (Municipal Ball Park, Burton Ball Fields)

C. Youth Soccer (AYSO)

Practice facilities ranked average (Veterans Park, Zalud Park, school grounds)
League facilities ranked above average (Sports Complex)

D. Youth Soccer (CYSA)

Practice facilities ranked above average (Monache High, Burton School, Sports Complex)
League facilities ranked above average (Sports Complex)

E. Youth Football (Tackle)

Practice facilities ranked average (Municipal Ball Park, Maples Academy)
League facilities ranked above average (Strathmore High School)

F. Porterville Juventus Soccer (CYSA)

Practice facilities ranked above average (Sports Complex)
League facilities ranked above average (Sports Complex)

G. Flag Football

Practice facilities ranked above average (Coaches select school grounds or parks)
League facilities ranked above average (Sports Complex)
H. Girls Softball (PAYSA)

Practice facilities ranked as average (Hayes Field, Zalud Park, schools grounds)
League facilities ranked as average (Hayes Field)

I. City Sponsored – Youth Baseball

Practice facilities ranked as average (Sports Complex, Monache High, elementary school grounds)
League facilities ranked as above average (Sports Complex)

J. City Sponsored – Arena Soccer

Practice facilities ranked as below average (Municipal Ball Park)
League facilities ranked below average (Municipal Ball Park)

NOTE 1: Girls Softball League representative indicated a change in scheduling or need to shorten games, due to the occasional flooding of facilities at Hayes Field.

NOTE 2: Arena Soccer ranked the Municipal Ball Park facility as below average due to uneven playing surface, poor restrooms and bleacher area.

NOTE 3: League representatives indicated that no participants were denied the opportunity to play due to the lack or condition of facilities.
ADULT SOFTBALL

Due to the loss of adequate facilities for adult softball, this report looked at the potential of providing a facility to recover this league.

According to a representative of the now defunct Porterville Softball Association the leagues stopped officially participating at the end of 2003. In 2003, the various adult leagues had approximately twenty-eight (28) teams. In 2004, seven (7) teams continued to play a modified schedule playing wherever they could find a facility.

The representative stated that the only cause for the leagues terminating was the lack of facilities. The City did not provide a facility, Pioneer Ball Fields were closed due to rodent problems, and Porterville College wanted to charge a fee for the use of their diamonds that the leagues could not absorb in their registration fee. City staff stated that Porterville residents now drive to Tulare and Visalia to play softball.

A staff member of the Tulare Parks and Community Services Department reviewed their league records and found Tulare had two full teams of thirty (30) Porterville residents in their Senior Citizen’s League. They also have twenty-eight (28) additional Porterville residents registered in the men’s and coed leagues.

The coordinator for the City of Visalia softball program identified twenty-two (22) Porterville residents in their leagues.

The lack of an adequate adult softball facility in Porterville is significant. With team rosters commonly having twelve (12) to fifteen (15) players per team, the figures for 2003, the last full season of play, would show a potential 336 to 420 adults playing in the leagues in Porterville. The twenty-eight (28) teams and the number of participants are on a par with league numbers from the majority of the youth programs.

The representative felt that if a facility were provided by the City the interest would return and the leagues could be recovered.
SUMMARY

Inventory of Facilities

The inventory of the sports facilities show there are no significant deficiencies in the facilities provided.

The Municipal Ball Field is quite old and in need of major repair of the restrooms, bleachers and playing surface. Occasionally, Hayes Field (ponding basin) floods and causes games to be rescheduled.

While all the sites evaluated, except Pioneer Ball Field and the Sports Complex, appear to be heavily used, this is only during the league schedule. All facilities have several months where there are no leagues or practice sessions. The Sports Complex will provide for growth in soccer, flag football, and youth softball for years to come. See the leagues schedules provided in the Facility Inventory section of this report.

The main deficiency was the lack of an adult softball facility.

Five Year Participation Levels and Demand Projections

Based on the participation levels for the last five years it appears that the Babe Ruth League has been declining in interest. The league has experienced a loss in each of the last five seasons.

AYSO Soccer, Flag Football, Girls Softball, Youth Baseball and Arena Soccer have all seen significant growth patterns in the last few years. Girls Softball has added 125 players in the last five years. AYSO has also gained 125 players. Youth Baseball and Arena Soccer growth rates indicated a projected growth of almost 200 additional players in the next five years.

City Owned Property – Undeveloped

The City has concept plans for both properties. The Heritage Center property is schedule to have two baseball fields, restrooms, concession stand and parking constructed. The Murry Park expansion property does not lend itself well to full sports field development and will have basketball/volleyball courts along with picnic facilities. The site is in a residential area that would limit night lighting.

Ranking of Facilities

The league representatives were very satisfied with the condition of the facilities they used for practice and leagues. There were seven above average scores for the Sports Complex. The Municipal Ball Park was the only facility to receive multiple below average ratings. All other facilities received a rating of average.
Adult Softball

Currently there is no league available in Porterville. Residents must travel to Tulare or Visalia to play.
1. The development of a sports complex with a minimum of four full size lighted adult softball fields. The complex should include outfield fencing, concession stand, restrooms, dugouts, etc. Concurrently, continue with the plans for the construction of the Heritage Center complex as soon as possible. This design should include two full size Babe Ruth level and above, lighted baseball diamonds. 

The softball complex would provide the opportunity to revitalize the adult league that was lost in 2003/2004 due to the lease termination with Porterville College, and would also provide facilities for weekend tournament play. An example is Barney Schwartz Park in Paso Robles. The two lighted and fenced baseball diamonds could be utilized for games and tournament hosting of Babe Ruth, High Schools, Club Baseball Teams, and Porterville College Baseball.

2. Provide lighting for existing soccer, football and Girl’s softball fields. Lighted fields could include the Sports Complex, Zalud Park and other existing fields. Providing many more lighted athletic fields will allow for expanded league play. Also, additional lighted fields would help eliminate unintended dual use of athletic facilities. Currently, football and soccer practice is held on the only two lighted facilities available. This unintended dual use is destroying the athletic facilities for their designed primary sport purpose.
APPENDIX A

Surveys
PORTERVILLE LITTLE LEAGUE

I. League Profile

Age of participants: 6 years to 12 years

Gender of participants: Male_____ Female_____ Both__X

Date Season Begins: _April_ Date Season Ends: _July_

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

M-T-W-TH-F 5:30pm – 9:30pm ___ Sat. 9:00am – 5:30pm

Number of league games played by each team: _1-2 games per week_

* Ages 6 – 8  Eight teams play a 14 game schedule
* Ages 9 – 10 Twelve teams play a 22 game schedule
* Ages 11 – 12 Eight teams play a 14 game schedule

II. History of League

Number of participants (NA not available, or NR no response)


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Zalud Park, Burton Middle School Complex, Bartlett Westfield
IV. Rate the facilities used for practices.

_____ 5 – outstanding
_____ 4 – above average
X 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.  NA

V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Burton School Complex

VI. Rate the facilities used for league games.

_____ 5 – outstanding
X 4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.  NA

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes _____ No X

If yes, please explain: None offered
IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes ____ No X

If yes, explain how your scheduling is impacted. NA

X. Projected growth.

How many participants do you anticipate for 2005? 345

How many teams will your league have for 2005? 28

XI. Does your league host tournaments in the City of Porterville?

Yes X No_

If yes, what facility do you use? Burton School Little League Complex
What are the dates of your tournament? June 21, 23, 25, 2005
How many teams enter the tournament? 8
How many are local (Porterville) teams? 1
How many are from other cities? 7
What is the length of the tournament? 1 day ____ 2 days ____ 3 or more days X

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

Porterville needs more appropriate playing fields for youth sports. The airport fields with proper backstops and lighting are a good start for youth and adults.
PORTERVILLE BABE RUTH

I. League Profile

Age of participants: 13 -18 years

Gender of participants: Male X Female ___ Both ___

Date Season Begins: May 25th Date Season Ends: July 30th

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Ages 13 – 15 M-W-F-Sat. 5:00pm – 8:00pm
Ages 16 – 18 T-TH-Sat. 5:00pm – 8:00pm

Number of league games played by each team: 15

II. History of League

Number of participants

2000 100 2001 90 2002 95 2003 80 2004 70

Number of teams

2000 5 for 13/15 age group 2001 5 for 13/15 age group 2002 4 for 13/15 age group
   4 for 16/18 age group 4 for 16/18 age group 3 for 16/18 age group

2003 NR 2004 NR

III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Porterville Municipal Ball Park
IV. Rate the facilities used for practices.

- 5 – outstanding
- 4 – above average
- X 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Porterville Municipal Ball Park, Burton School

VI. Rate the facilities used for league games.

- 5 – outstanding
- 4 – above average
- X 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes _____ No X

If yes, please explain: _NA_
IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes _____ No X

If yes, explain how your scheduling is impacted. _NA_

X. Projected growth.

How many participants do you anticipate for 2005? _NR_

How many teams will your league have for 2005? _NR_

XI. Does your league host tournaments in the City of Porterville?

Yes X No __

If yes, what facility do you use? Porterville Municipal Ball Park
What are the dates of your tournament? _July_
How many teams enter the tournament? _10_
How many are local (Porterville) teams? _2 to 3_
How many are from other cities? _4 - 7_
What is the length of the tournament? 1 day _____ 2 days _____ 3 or more days X

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
YOUTH SOCCER (AYSO)

I. League Profile

Age of participants: _4 years to 17 years_

Gender of participants: Male _____ Female _____ Both X

Date Season Begins: _August 1_ Date Season Ends: _Late November_

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Practices are typically Monday – Thursday 5:30 – 8:00pm
League games are on Saturday 8:00am – 5:00pm

Number of league games played by each team: _10_

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Veteran’s Park, Zalud Park and most school grounds

IV. Rate the facilities used for practices.

_____ 5 – outstanding
_____ 4 – above average
_X_ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Leagues games are played at the Sports Complex

VI. Rate the facilities used for league games.

_____ 5 – outstanding
X  4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.  ___NA___

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes _____ No  X

If yes, please explain:  ___NA___

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes _____ No  X

If yes, explain how your scheduling is impacted.  ___NA___

X. Projected growth.

How many participants do you anticipate for 2005?  ___Greater than 600___

How many teams will your league have for 2005?  ___More than 63___
XI. Does your league host tournaments in the City of Porterville?

Yes X  No

If yes, what facility do you use? _Sports Complex_
What are the dates of your tournament? _December and January_
How many teams enter the tournament? _64_
How many are local (Porterville) teams? _12 or more_
How many are from other cities? _52 or more_
What is the length of the tournament? 1 day ___ 2 days X 3 or more days ___

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

AYSO really enjoys the use of the Sports Complex. The facility meets our current needs, however it would be nice to see the project completed with a second snack bar, restroom, and parking lot.
YOUTH SOCCER (CYSA)

I. League Profile

Age of participants: _12 years to 18 years_

Gender of participants: Male _____ Female _____ Both _X_

Date Season Begins: _Year Round Season_ Date Season Ends _NA_

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

_Wednesday, Saturday, and Sundays_  _8:00am – 4:00pm_

Number of league games played by each team _15–20_

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

_Monache High School, Burton School, Sports Complex_

IV. Rate the facilities used for practices.

_____ 5 – outstanding
_X_  4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Porterville Sports Complex

VI. Rate the facilities used for league games.

____ 5 -- outstanding
X  4 -- above average
____ 3 -- average
____ 2 -- below average
____ 1 -- unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes ____  No  X

If yes, please explain: _NA_

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes ____  No  X

If yes, explain how your scheduling is impacted. _NA_

X. Projected growth.

How many participants do you anticipate for 2005? _140 - 180_

How many teams will your league have for 2005? _11_
XI. Does your league host tournaments in the City of Porterville?

Yes  No  X

If yes, what facility do you use? ________________________________
What are the dates of your tournament? ___________________________
How many teams enter the tournament? __________
How many are local (Porterville) teams? __________
How many are from other cities? ________
What is the length of the tournament? 1 day ____ 2 days ____ 3 or more days ____

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
YOUTH FOOTBALL (TACKLE)

I. League Profile (exclude playoffs and tournaments)

Age of participants: 10 years to 14 years

Gender of participants: Male _____ Female _____ Both X

Date Season Begins August 1 Date Season Ends October 29

What is your league schedule? (Example: M-W-F or T-Th or Saturday only) Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Saturdays 5:00pm – 9:00pm

Number of league games played by each team 5

II. History of League

Number of participants

2000 120 2001 120 2002 120 2003 120 2004 120

Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Porterville Municipal Ball Park and Jim Maples Academy Ball Fields

IV. Rate the facilities used for practices.

_____ 5 – outstanding
_____ 4 – above average
X 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. NA
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Strathmore High School football field

VI. Rate the facilities used for league games.

- 5 – outstanding
- 4 – above average
- 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes ____  No _X_

If yes, please explain: _NA_

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes ____  No _X_

If yes, explain how your scheduling is impacted. _NA_

X. Projected growth.

How many participants do you anticipate for 2005? _120_

How many teams will your league have for 2005? _4_
XI. Does your league host tournaments in the City of Porterville?

Yes _____  No  X

If yes, what facility do you use? __________________________________________
What are the dates of your tournament? ______________________________________
How many teams enter the tournament? ______
How many are local (Porterville) teams? ______
How many are from other cities? ______
What is the length of the tournament? 1 day _____ 2 days ____ 3 or more days ______

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
PORTERVILLE JUVENTUS SOCCER (CYSA)

I. League Profile

Age of participants: 12 years to 18 years

Gender of participants: Male _____ Female _____ Both X

Date Season Begins Mid-September Date Season Ends Mid-November

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Saturday or Sunday (day depends on schedule) 8:00am – 3:00pm

Number of league games played by each team _8

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Porterville Sports Complex

IV. Rate the facilities used for practices.

_____ 5 – outstanding
X 4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Porterville Sports Complex

VI. Rate the facilities used for league games.

___ 5 – outstanding
X  4 – above average
___ 3 – average
___ 2 – below average
___ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.  NA

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes ___  No  X

If yes, please explain:  NA

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes ___  No  X

If yes, explain how your scheduling is impacted.  NA

X. Projected growth.

How many participants do you anticipate for 2005?  18 players per team

How many teams will your league have for 2005?  Approximately 8 per age group
XI. Does your league host tournaments in the City of Porterville?

Yes _____  No  X

If yes, what facility do you use? ________________________________
What are the dates of your tournament? __________________________
How many teams enter the tournament? ______
How many are local (Porterville) teams? ______
How many are from other cities? ______
What is the length of the tournament? 1 day ____ 2 days ____ 3 or more days _____

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

Great facility – definitely has the room to hold CYSA tournaments. But, it needs lighting on at least one field.
FLAG FOOTBALL

I. League Profile

Age of participants: 7 years to 13 years

Gender of participants: Male _____ Female _____ Both X

Date Season Begins September  Date Season Ends November

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Saturday only 8:00am – 1:00pm

Number of league games played by each team 10-11

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Coaches use any open facility available

IV. Rate the facilities used for practices.

_____ 5 – outstanding
X 4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. NA
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sport facilities.

Sports Complex

VI. Rate the facilities used for league games.

_____ 5 – outstanding
X   4 – above average
_____ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes ____  No X

If yes, please explain: _NA_

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes ___  No X

If yes, explain how your scheduling is impacted. _NA_

X. Projected growth.

How many participants do you anticipate for 2005? _NR_

How many teams will your league have for 2005? _NR_
XI. Does your league host tournaments in the City of Porterville?

Yes _X_   No ____

If yes, what facility do you use? *Sports Complex*
What are the dates of your tournament? _NR_
How many teams enter the tournament? _NR_
How many are local (Porterville) teams? _NR_
How many are from other cities? _NR_
What is the length of the tournament? 1 day _X_ 2 days ___ 3 or more days ____

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
GIRLS SOFTBALL (PAYSA)

I. League Profile

Age of participants: ___ 5 to 16

Gender of participants: Male _____ Female ___ X Both ____

Date Season Begins __February__ Date Season Ends __May__

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Monday, Tuesday, Thursday, Friday and Saturday
5:30pm – 7:30pm M-T-TH, 5:30pm – 9:30pm F, and 9:00am – 3:00pm Sat.

Number of league games played by each team __2 per week__

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

School grounds after school, Hayes Field, Zalud Park

IV. Rate the facilities used for practices.

_____ 5 – outstanding
_____ 4 – above average
___ X ___ 3 – average
_____ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. ___ NA ___
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sports facilities.

Hayes Field

VI. Rate the facilities used for league games.

____ 5 – outstanding
____ 4 – above average
X 3 – average
____ 2 – below average
____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. _NA_

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes _X_ No _____

If yes, please explain: Our field is in a ponding basin and we lose games when it rains. We also lose games when it gets too hot to make the season longer. We pay $50.00 for the use of the lights.

IX. Is the length of a game reduced to accommodate more teams? (Example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes _____ No _X_

If yes, explain how your scheduling is impacted. _NA_

X. Projected growth.

How many participants do you anticipate for 2005? _450_

How many teams will your league have for 2005? _40_
XI. Does your league host tournaments in the City of Porterville?

Yes _X_ No ______

If yes, what facility do you use? Hayes Fields
What are the dates of your tournament? _NR_
How many teams enter the tournament?  _8 - 10_
How many are local (Porterville) teams?  _2 - 3_
How many are from other cities?  _NR_
What is the length of the tournament?  1 day ___ 2 days _X_ 3 or more days _X_

XII. Other comments you may have to add to the overall evaluation of the facilities in the community.

They have two diamonds at the Sports Complex. We need three to move out there where we won’t be flooded. They can use our lights to set out there also.
CITY OF PORTERVILLE – YOUTH BASEBALL LEAGUE

I. League Profile

Age of participants: 4 years - 13 years

Gender of participants: Male ____ Female ____ Both X

Date Season Begins: May 16, 2005  Date Season Ends: June 23, 2005

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

Monday, Tuesday, Wednesday, Thursday 6:00pm – 8:00pm

Number of league games played by each team 2 per week

II. History of League

Number of participants


Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

Sports Complex, Veterans Park, Buckley, Oak Grove, Burton, Belleview, W. Putnam, Westfield, Roche Ave., Olive Street, Elementary Schools, Burton, Bartlett Middle Schools, and Monache High School
IV. Rate the facilities used for practices.

- 5 – outstanding
- 4 – above average
X 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.

Fields are adequate for younger age groups, however for the older ages the fields are insufficient in most practice areas. Uneven playing surfaces and no backstops.

V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sports facilities.

Sports Complex

VI. Rate the facilities used for league games.

- 5 – outstanding
X 4 – above average
- 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. NA

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)


VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes _____ No X If yes, please explain NA

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes _____ No X If yes, explain how your scheduling is impacted. NA
X. Projected growth.

How many participants do you anticipate for 2005? _596_

How many teams will your league have for 2005? _46_

XI. Does your league host tournaments in the City of Porterville?

Yes _____ No _X_

If yes, what facility do you use? ________________________________
What are the dates of your tournament? ________________________
How many teams enter the tournament? _________
How many are local (Porterville) teams? _________
How many are from other cities? _________
What is the length of the tournament? 1 day ___ 2 days ___ 3 or more days ____

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
CITY OF PORTERVILLE – ARENA SOCCER LEAGUE

I. League Profile

Age of participants  _4 years to 13 years_

Gender of participants: Male _____ Female _____ Both _X_

Date Season Begins _March 14, 2005_ Date Season Ends _April 14, 2005_

What is your league schedule? (Example: M-W-F or T-Th or Saturday only)
Include the time schedule (Example: 8am – 4pm or 5pm – 8pm, etc)

_Monday, Tuesday, Wednesday, Thursday 5:30pm – 8:30pm_

Number of league games played by each team _8_

II. History of League

Number of participants

2000 _NA_ 2001 _197_ 2002 _205_ 2003 _244_ 2004 _244_

Number of teams


III. Which field(s) does your league utilize for practices? List all city parks/open space, school grounds, and sport facilities.

_Porterville Municipal Ball Park_

IV. Rate the facilities used for practices.

_____ 5 – outstanding
_____ 4 – above average
_____ 3 – average
_X_ 2 – below average
_____ 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why.

_Recessors and bleachers are in terrible condition. Field area has uneven surface due to other events (non-athletic) digging holes and driving vehicles over the turf area._
V. Which field(s) does your league use for league play? List all city parks/open space, school grounds, and sports facilities.

**Porterville Municipal Ball Park**

VI. Rate the facilities used for league games.

- 5 – outstanding
- 4 – above average
- 3 – average
- 2 – below average
- 1 – unacceptable

If you ranked a facility a 1 or 2, please explain why. See comments above

VII. What do you estimate is your unmet demand? (How many participants were denied the opportunity to participate and were placed on waiting lists?)

2000 0 2001 0 2002 0 2003 0 2004 0 2005 35

VIII. Are the number of games or the length of the season reduced because of lack of facilities?

Yes X No ___

If yes, please explain: Yes, because of space and light limitations we cannot expand team numbers which prevents us from accommodating additional players.

IX. Is the length of a game reduced to accommodate more teams? (example: you would normally play 90 minutes or 9 innings, but because of the number of teams and to schedule at least one game per week, you play 60 minutes or seven innings)

Yes _____ No X

If yes, explain how your scheduling is impacted. NA

X. Projected growth.

How many participants do you anticipate for 2005? 281

How many teams will your league have for 2005? 30
XI. Does your league host tournaments in the City of Porterville?

Yes _____ No  X

If yes, what facility do you use? ________________________________
What are the dates of your tournament? ___________________________
How many teams enter the tournament? _______
How many are local (Porterville) teams? _______
How many are from other cities? _______
What is the length of the tournament? 1 day ____ 2 days ____ 3 or more days ____

XII. Other comments you may have to add to the overall evaluation of the sport facilities in the community.

None offered
COUNCIL AGENDA: MAY 16, 2006

SUBJECT: HIRING FREEZE UPDATE

SOURCE: Administration

COMMENT: At the Council meeting of February 1, 2005, and August 16, 2005 staff prepared a report updating the City Council on the status of the hiring freeze. Based on the fiscal condition of the City on those dates, and at staff’s request, Council authorized the filling of all previously frozen vacancies, and maintained the freeze in effect for future vacancies.

With the fiscal year 2005-2006 coming to an end, and the majority of revenue and expenditures projected out, staff has determined that revenues and expenditures are within projections. Final June 30, 2006 numbers will be available in September of 2006, and should demonstrate that the fiscal controls in place are providing the desired effect.

The State of California is in the process of adopting their 2006-07 Fiscal Year budget. Our representatives at the League of California Cities are watching any potential impacts to local governmental agencies closely. Based on the fiscal condition of the City as of May 15, 2006, and the actions of the State of California, staff is recommending filling all currently frozen vacant positions.

With the implementation of an enhanced retirement system and the anticipated departure of several staff members for promotional opportunities at other cities, staff is requesting the City Manager be authorized to fill any and all vacancies, which he deems appropriate, between now and September 30, 2006. Any positions, other than those designated as public safety, which become vacant on or after October 1, 2006 will be frozen until the next Council update.

Additionally, on March 21, 2006, Council approved the implementation of a Curbside Recycling program. The program will require the addition of two Field Service Worker II positions. Funding for the two positions will come from revenues derived, and fees charged, for the recycling program.

Item No. 15
RECOMMENDATIONS: That the City Council

1- Authorize the City Manager to fill current previously frozen vacant positions;

2- Authorize an increased allocation of two Field Service Worker II positions within the Public Works Department, and authorize the recruitment and filling of these two positions;

3- Authorize the City Manager to fill any positions which become vacant between now and September 30, 2006 as deemed appropriate by the City Manager;

4- Authorize the continuation of the hiring freeze from October 1, 2006; and

5- Direct the City Manager to bring back an update on the status of the hiring freeze no later than the last Council meeting in December, 2006.
SUBJECT: RETIREMENT HEALTH SAVINGS PLAN

SOURCE: Administration

COMMENT: VantageCare Retirement Health Savings (RHS) Plan is the ICMA Retirement Corporation’s employer-sponsored health benefit savings vehicle that allows employees to accumulate assets to pay for medical expenses (e.g., health insurance, co-pays, prescription expenses, etc.) at retirement (or upon meeting other eligibility requirements) on a tax-free basis.

The plan is similar to the City’s current 457 Deferred Compensation Plan, which is currently administered by ICMA. There are no monetary costs to the City as the participants’ individual account pays the annual membership fee of $30.00, and the annual asset fee of thirty basis points (0.30%) directly from their accounts.

The program is completely voluntary on the part of individual employees. The proposed plan does NOT allow for the City to provide financial support or incentives.

RECOMMENDATIONS: That the Council:

- authorize the implementation of the Retirement Health Savings Plan
- authorize the Mayor to sign the Resolution, the Plan Adoption Agreement, and the Administrative Services Agreement

ATTACHMENTS: 1- Resolution  
2- Plan Adoption Agreement  
3- Administrative Services Agreement, amendment page

Dir. Funded C/M  Item No. 160

Approp.
RESOLUTION NO. _____-2006

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PORTERVILLE, COUNTY OF TULARE, STATE OF
CALIFORNIA, ADOPTING THE ICMA RETIREMENT
CORPORATION’S VANTAGECARE RETIREMENT HEALTH
SAVINGS (RHS) PROGRAM - PLAN NUMBER 801312

WHEREAS, the City of Porterville (the “Employer”) has employees rendering valuable services; and

WHEREAS, the establishment of a retiree health savings plan for such employees serves the interests of the Employer by enabling it to provide reasonable security regarding such employees' health needs during retirement, by providing increased flexibility in its personnel management system, and by assisting in the attraction and retention of competent personnel; and

WHEREAS, the Employer has determined that the establishment of the retiree health savings plan (the "Plan") serves the above objectives;

NOW, THEREFORE BE IT RESOLVED, that the Employer hereby adopts the Plan in the form of the ICMA Retirement Corporation’s VantageCare Retirement Health Savings program.

BE IT FURTHER RESOLVED that the assets of the Plan shall be held in trust, with the Employer serving as trustee, for the exclusive benefit of Plan participants and their beneficiaries, and the assets of the Plan shall not be diverted to any other purpose prior to the satisfaction of all liabilities of the Plan. The Employer has executed the Declaration of Trust of the City of Porterville Integral Part Trust in the form of:

☐ The model trust made available by the ICMA Retirement Corporation
☐ The trust provided by the Employer (executed copy attached hereto).

BE IT FURTHER RESOLVED, that the Chief Financial Officer shall be the coordinator and contact for the Plan and shall receive necessary reports, notices, etc.

Adopted this _____ day of ____________, 2006.

________________________________________
Pedro R. Martinez, Mayor

ATTEST:

John Longley, City Clerk

by: Georgia Hawley, Chief Deputy City Clerk
STATE OF CALIFORNIA )
CITY OF PORTERVILLE ) SS
COUNTY OF TULARE )

I, JOHN LONGLEY, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy a resolution passed and adopted by the Council of the City of Porterville at a regular meeting of the Porterville City Council duly called and held on the ____ day of ________________, 2006.

THAT said resolution was duly passed adopted by the following vote:

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<tr>
<th>Council:</th>
<th>IRISH</th>
<th>WEST</th>
<th>HAMILTON</th>
<th>STADTHERRE</th>
<th>MARTINEZ</th>
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<td>ABSTAIN:</td>
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<td>ABSENT:</td>
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JOHN LONGLEY, City Clerk

by Georgia Hawley, Chief Deputy City Clerk
EMPLOYER VANTAGECARE RETIREMENT HEALTH SAVINGS (RHS) PLAN ADOPTION AGREEMENT

Plan Number: 801312
City of Porterville Retirement Health Savings Plan

I. Employer Name: City of Porterville State: CA

II. The Employer hereby attests that it is a unit of a state or local government or an agency or instrumentality of one or more units of a state or local government.

III. The Effective Date of the Plan: July 1, 2006

IV. The Employer intends to utilize the Trust to fund only welfare benefits pursuant to the following welfare benefit plan(s) established by the Employer:

V. Eligible Groups and Participant Eligibility Requirements

A. The following group or groups of Employees are eligible to participate in the VantageCare Retirement Health Savings Plan:

- All Employees
- All Full-Time Employees
- Non-Union Employees
- Public Safety Employees -- Police
- Public Safety Employees -- Firefighters
- General Employees
- Collectively-Bargained Employees (Specify unit)
- Other (specify below)

The group specified must correspond to a group of the same designation that is defined in the statutes, ordinances, rules, regulations, personnel manuals or other material in effect in the state or locality of the Employer.

☐ If this box is checked, in lieu of mandatory participation, the Employer provides for a one-time irrevocable election by eligible Employees to participate in RHS. Until such time as the election is made, the Employee shall not participate in the Plan or receive contributions pursuant to Section VI.

Newly eligible Employees shall be provided an election window of 30 days (no more than 60 calendar days) from the date of initial eligibility during which they may make the election to participate. Participation may begin no earlier than the calendar month following the end of the election window.

If the Employee does not make the election in the year of initial eligibility, the election to participate may be made in a later year. An annual election window of 30 days (no more than 60 calendar days) shall be provided during which the election may be made. The election window shall run from July 1 to July 31 (insert your annual time frame for the election window, e.g. October 1 to November 29). Participation may begin no earlier than the calendar year following the year of the election.

Once made, the election is irrevocable and may not be revoked while the participant is a member of the group covered by the RHS plan.

If the Employer’s underlying welfare benefit plan or funding under this VantageCare Retirement Health Savings Plan is in whole or part a non-collectively bargained, self-insured plan, the nondiscrimination requirements of Internal Revenue Code (IRC) Section 105(h) will apply. These rules may impose taxation on the benefits received.
by highly compensated Employees if the Plan discriminates in favor of highly compensated Employees in terms of eligibility or benefits. The Employer should discuss these rules with appropriate counsel.

B. Participant Eligibility

1. Minimum period of service required for participation is _____ (write N/A if an Employee is eligible to participate or to elect to participate immediately upon employment).

2. Minimum age required for eligibility to participate is N/A (write N/A if no minimum age is required).

VI. Contribution Sources and Amounts

A. Mandatory Contributions

☐ 1. Direct Employer Contributions N/A

The Employer shall contribute on behalf of each Participant _____% of earnings or $_______ for the Plan Year.

Definition of earnings:


☐ 2. Mandatory Leave Contributions

The Employer will make mandatory contributions of leave as follows:

Accrued Sick Leave* ☐ Yes ☒ No

Accrued Vacation* ☐ Yes ☒ No

Other* (describe) ______________________ ☐ Yes ☐ No

* Please provide the formula for determining the Accrued Leave contribution:

An Employee shall not have the right to discontinue or vary the rate of annual leave contributions.

☐ 3. Mandatory Employee Compensation Contributions N/A

The Employer will make mandatory contributions of Employee compensation as follows:

☐ Reduction in Salary - _____% of earnings (as defined in VI.A.1.) or $_______ will be contributed for the Plan Year.

☐ Decreased Merit or Pay Plan Adjustment - All or a portion of the Employees' annual merit or pay plan adjustment will be contributed as follows:

An Employee shall not have the right to discontinue or vary the rate of mandatory contributions of Employee compensation.
B. Elective Contributions

1. Elective Pre-Tax Contributions

The Employer will permit each Employee to make the following elections to make pre-tax contributions to the Plan:

☐ a. Irrevocable Election for Pre-Tax Contributions from Compensation: A one-time, irrevocable election of the amount of Employer contributions of compensation made on his or her behalf.

The Employer limits the amount elected to either a fixed percentage or a range of percentages of an Employee’s earnings

______% of earnings (as defined in VI.A.1.) or up to ______% of earnings (as defined in VI.A.1) for the Plan Year.

Newly eligible Employees shall be provided an election window of ________days (no more than 60) from the date of initial eligibility during which they may make the election to contribute. Contributions may begin no earlier than the calendar month following the end of the election window.

If the Employee does not make the election in the year of initial eligibility, the election to contribute may be made in a later year. An annual election window of ________days (no more than 60) shall be provided during which the election may be made. The election window shall run from ________ to ________ (insert your annual time frame for the election window). Contributions may begin no earlier than the calendar year following the year of the election.

Once made, the election is irrevocable and may not be revoked.

☐ b. Irrevocable Election for Pre-Tax Contributions of Accrued Leave: A one-time, irrevocable election of the amount of employer contributions of Employee accrued N/A

☐ sick ☐ vacation ☐ other _____________ (describe) leave made on his or her behalf.
☐ Yes ☐ No

The Employer limits the amount elected as shown below:

______________________________________________________________

Newly eligible Employees shall be provided an election window of ___________ days (no more than 60 calendar days) from the date of initial eligibility during which they may make the election to contribute. Contributions may begin no earlier than the calendar month following the end of the election window.

If the Employee does not make the election in the year of initial eligibility, the election to contribute may be made in a later year. An annual election window of ___________ days (no more than 60 calendar days) shall be provided during which the election may be made. The election window shall run from ___________ to ___________ (insert your annual time frame for the election window). Contributions may begin no earlier than the calendar year following the year of the election.

Once made, the election is irrevocable and may not be revoked.

☐ c. Annual Prospective Election for Pre-Tax Contributions of Leave: An annual, irrevocable election to have his or her ☐ sick ☐ vacation ☐ other _____________ (describe) leave to be accrued in the next calendar year contributed to the Plan on his or her behalf. N/A
The Employer limits the amount elected as shown below:

Contributions of future leave accruals will be remitted to the Plan

☐ as earned ☐ at the end of the calendar year.

The election to contribute must be made in the calendar year before the year in which contributions are to begin. Once made, the election shall apply to succeeding calendar years unless otherwise revised or revoked by the Employee on an annual basis.

An annual election window of _____ days (no more than 60 calendar days) is provided during which eligible Employees may make the election to contribute. The election window shall run from ______ to ______ (insert your annual time frame for the election window).

In adopting section a, b, and/or c, the Employer acknowledges that the Internal Revenue Service has not ruled on irrevocable election contributions in an integral part trust. ICMA-RC has obtained the advice of counsel that such contributions are allowable under the conditions outlined in this Adoption Agreement. The Employer should discuss this issue with appropriate counsel.

2. Voluntary After-Tax Contributions

N/A

Each Employee may contribute up to _____% of earnings (as defined in VI.A.1.) or $_______ for the Plan Year on a voluntary after-tax basis. In no event may aggregate Employee voluntary after-tax contributions exceed 25% of total contributions in any Plan Year.

An Employee shall have the right to discontinue or vary the rate of elective after-tax contributions of Employee earnings.

By adopting this section, the Employer acknowledges that the Internal Revenue Service has declined to rule on Employee after tax contributions in an integral part trust. ICMA-RC has obtained the advice of counsel that such contributions are allowable in an insubstantial amount (i.e. no more than 25% of total contributions in any Plan Year). The Employer should discuss this issue with appropriate counsel.

C. Limits on Total Contributions

The total contribution on behalf of each Participant (including both Mandatory and Elective Contributions) for each Plan Year shall not exceed the following limit(s):

☐ _________% of earnings (as defined in VI.A.1.).
☐ $_________.
☐ There is no Plan-defined limit on the percentage or dollar amount of earnings that may be contributed.

Limits on individual contribution types are defined within the appropriate section above.

See Section V.A. for a discussion of nondiscrimination rules that may apply to non-collectively bargained self-insured Plans.
VII. Vesting Schedule

A. The account is 100% vested at all times, unless specified otherwise in B. below.

B. The following vesting schedule applies to Direct Employer Contributions outlined in VI.A.1:

<table>
<thead>
<tr>
<th>Years of Service Completed</th>
<th>Specified Percent</th>
<th>Vested Percent</th>
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<td></td>
<td>N/A</td>
</tr>
</tbody>
</table>

C. The account will become 100% vested upon the death, disability, retirement, or attainment of benefit eligibility by a Participant.

    Attainment of age 50 and separation from City employment as a regular full time employee, or separation from City employment at any age due to disability.

D. Any period of service by a Participant prior to a rehire of the Participant by the Employer shall not count toward the vesting schedule outlined in B. above.

VIII. Forfeiture Provisions

Upon separation from the service of the Employer or upon reversion to the Trust of a Participant’s account assets remaining upon the participant’s death (as outlined in Section XI), a Participant’s non-vested funds shall:

☐ Remain in the Trust to be reallocated among all Plan Participant’s as Direct Employer Contributions for the next and succeeding contribution cycle(s).

☐ Remain in the Trust to be reallocated on an equal dollar basis among all Plan Participants.

☐ Remain in the Trust to be reallocated among all Plan Participants based upon Participant account balances.

☐ Revert to the Employer.

In the case of separation from service, the Participant’s non-vested funds shall be applied as shown above. In the case of reversion due to the Participant’s death under Section XI, the remaining account assets shall be applied as shown above.

IX. Eligibility Requirements to Receive Medical Benefit Payments from the VantageCare Retirement Health Savings Plan

A. A Participant is eligible to receive benefits:

- At retirement only (as defined in Section VII.C.)
- At separation from service with the following restrictions
- See 7-C only
- At age _______ only
- At retirement and age _______
- At retirement or age _______
B. Termination prior to general benefit eligibility: A Participant who separates from the service of the Employer prior to attaining benefit eligibility as outlined in Section IX.A. or C. will be eligible to receive benefits:

☐ Immediately upon separation from service.
☒ At age 50

C. A Participant who dies or becomes totally and permanently disabled (as defined by the Social Security Administration) will become immediately eligible to receive medical benefit payments from his/her VantageCare Retirement Health Savings Plan account.

X. Permissible Medical Benefit Payments

Benefits eligible for payment consist of:

A. ☒ All Medical Expenses eligible under IRC Section 213* other than direct long-term care expenses, OR

B. The following Medical Expenses (select only the expenses you wish to cover under the VantageCare Retirement Health Savings Plan):

- Medical Insurance Premiums
- Medical Out-of-Pocket Expenses*
- Medicare Part B Insurance Premiums
- Medicare Supplement Insurance Premiums
- COBRA Premiums
- Dental Insurance Premiums
- Dental Out-of-Pocket Expenses*
- Long Term Care Insurance Premiums
- Other (Must be eligible under IRC Section 213)*

* See Section V.A. for a discussion of nondiscrimination rules which may apply to non-collectively bargained, self-insured Plans.

XI. Death Benefit

In the event of a Participant’s death, the following shall apply:

Account Transfer: The surviving spouse and/or surviving eligible dependents (as defined in Section XIII.F.) of the deceased Participant are immediately eligible to maintain the account and utilize it to fund eligible medical benefits specified in Section X above.

Upon notification of a Participant’s death, the Participant’s account balance will be transferred into the Vantagepoint Money Market Fund*. The account balance may be reallocated by the surviving spouse or dependents.

* Please read the current prospectus carefully prior to investing. An investment in this fund is neither insured nor guaranteed and there can be no assurance that the Fund will be able to maintain a stable net asset value of $1.00 per share. Vantagepoint Mutual Funds are distributed by ICMA-RC Services, LLC, a controlled affiliate of ICMA Retirement Corporation. Member NASD/SIPC.

If a Participant’s account balance has not been fully utilized upon the death of the eligible spouse, the account balance may continue to be utilized to pay benefits of eligible dependents. Upon the death of all eligible dependents, the balance will be available for medical benefits for the designated beneficiary of the last dependent or spouse to die. Assets remaining upon the death of a designated beneficiary shall be available for medical benefits of the beneficiary’s designated beneficiary. If there is no living beneficiary(ies), the account will revert to the Plan to be applied as specified in Section VIII.
There will be no elective withholding of federal, state, or local taxes for medical benefit payments to the Participant's spouse's or dependent's designated beneficiary(ies).

If there are no living spouse or dependents at the time of death of the Participant, the account will be available for medical benefits for the designated beneficiary(ies) of the Participant. Assets remaining upon the death of all designated beneficiaries shall be available for medical benefits of the beneficiary's beneficiary. If there is no living beneficiary(ies), the account will revert to the Plan to be applied as specified in Section VIII.

There will be no elective withholding of federal, state, or local taxes for medical benefit payments to the Participant's beneficiary(ies) or any beneficiary's beneficiary.

XII. De Minimis Accounts

Upon separation from the service of the Employer prior to a Participant becoming eligible for medical benefits from a VantageCare Retirement Health Savings Plan account, Participant accounts that are considered de minimis as specified below will be paid to the Participant.

☐ The de minimis account value shall be $5,000 or less.

☐ The de minimis account value shall be $___________ (insert dollar amount between $0 and $5,000) or less.

☐ The Plan shall not allow de minimis account distributions.

XIII. The Plan will operate according to the following provisions:

A. Employer Responsibilities

1. The Employer will submit all VantageCare Retirement Health Savings Plan contribution data via electronic submission.

2. Participant status updates and/or changes or personal information updates and/or changes (Participants' termination dates, Participants' benefit eligibility dates, etc.) will be provided via electronic submission.

B. Participant account administration fees will be paid through the redemption of Participant account shares, unless agreed upon otherwise in the Administrative Services Agreement.

C. Employer plan fees will be paid by the Employer as outlined in the Administrative Services Agreement.

D. Assignment of benefits is not permitted.

E. Payments to an alternate payee (payee other than a Participant) are not permitted with the exception of reimbursement of health insurance premiums to the Employer.

F. An eligible dependent is the Participant's lawful spouse and any other individual who is a person described in IRC Section 152(a).

G. The Employer will be responsible for withholding, reporting and remitting any applicable taxes, as outlined in the VantageCare Retirement Health Savings Plan Employer Manual.

XIV. The Employer hereby acknowledges it understands that failure to properly fill out this Employer VantageCare Retirement Health Savings Plan Adoption Agreement may result in the loss of tax exemption of the Trust and/or loss of tax-deferred status for Employer contributions.
EMPLOYER

By: ____________________________________________

Title: Mayor ______________________________________

Attest: ___________________________________________

Accepted: Vantagepoint Transfer Agents, LLC

[Signature]

_______________________________________________
Corporate Treasurer
October 7, 2005

Darryl Pyle  
City of Porterville  
P.O. Box 432  
Porterville, California 93258

Re: VantageCare Retirement Health Savings Plan No. 801312

Dear Mr. Pyle:

This letter agreement will serve to amend the existing Administrative Services Agreement between City of Porterville (the “Employer”) and the ICMA Retirement Corporation ("ICMA-RC") to provide the City of Porterville VantageCare Retirement Health Savings (RHS) Plan for Employer’s eligible employees ("Accountholders").

The existing Agreement between Employer and ICMA-RC is hereby amended as follows:

1. Employer desires to make the RHS plan administered by ICMA-RC available to its employees. The details of the RHS plan shall be as mutually agreed between Employer and ICMA-RC, but in general shall be as set forth in the RHS plan materials developed by ICMA-RC and provided to Employer. RHS plan materials shall include the VantageCare RHS Employer Manual, available electronically through the EZ Link System upon plan adoption.

2. Employer agrees that this Addendum and the terms set forth and referenced herein shall be in effect for an initial term beginning on the date the Addendum is executed by the Employer below and ending 5 years after that date. The Addendum will be renewed automatically for each succeeding year unless written notice of termination is provided by either party no less than 60 days before the end of such extension year.

3. Absent an explicit agreement to the contrary between ICMA-RC and Employer, Accountholder fees and expenses shall be payable from RHS assets, in accordance with the requirements of the RHS plan as set forth in paragraph 9 below.

4. Each Accountholder will receive a consolidated quarterly statement providing information for any deferred compensation plan, qualified plan or RHS account maintained by each Accountholder and administered by ICMA-RC.

5. Tax withholding and reporting will be provided by ICMA-RC and its agents in conjunction with the Employer for each RHS Account administered by ICMA-RC.

6. Information required to be retained by the employer shall be set forth in the RHS plan materials developed by ICMA-RC and provided to Employer.

7. The details of ICMA-RC’s administration of the RHS plan, as well as other features of the RHS plan, shall be as set forth in RHS plan materials. The RHS plan materials are hereby incorporated by reference and made a part of this Agreement, except that Employer and ICMA-RC may from time to time mutually agree in writing to terms that vary from the RHS plan materials.

8. Employer is responsible for determining that there are no state of local laws that would prohibit it from establishing ICMA-RC's VantageCare RHS program. Employer is also
responsible for determining that the investments selected for the VantageCare RHS account fall within state/local requirements.

9. The Employer understands that, as a general matter, the Internal Revenue Service ("IRS") may decline to rule on certain design features or provisions that the Employer may request to have added to the RHS plan materials. The Employer agrees to hold ICMA-RC harmless in connection with the addition and administration of any RHS plan feature or provision requested by the Employer for which the IRS will not provide express interpretive guidance.

10. Accountholder’s account administration fees will be paid from RHS assets according to the following schedule:

a. Employer with ICMA-RC §401 and §457 retirement plan average participant account balances of $25,000 or more:

   A $30 annual account fee will be charged to each Accountholder’s account. The fee will be charged against the account on a quarterly basis. In addition, an annual asset fee of 0.30% (30 basis points) will be charged on a quarterly basis, based on the balance in the account on the last day of the previous quarter.

b. Employer with ICMA-RC §401 and §457 retirement plan average participant account balances of less than $25,000, or Employer who does not currently have a retirement plan with ICMA-RC:

   A $30 annual account fee will be charged to each Accountholder’s account. The fee will be charged against the account on a quarterly basis. In addition, an annual asset fee of 0.40% (40 basis points) will be charged on a quarterly basis, based on the balance in the account on the last day of the previous quarter.

   When the average participant account balance of the Employer’s §401 and §457 retirement plans with ICMA-RC totals $25,000 or more (based on the balances in the Employer’s retirement plans on the last day of the previous quarter), the pricing detailed in paragraph 9.a. shall apply beginning in the subsequent quarter.

   For De Minimis account payments (as defined in the RHS plan materials), there will be a fee of $25 collected at the time of disbursement.

Account administration fees are subject to change with appropriate prior notification.

If City of Porterville finds these terms agreeable, please so indicate by having the appropriate person sign and date this letter agreement in the space indicated below.

Very truly yours,

Paul Gallagher
Corporate Secretary

Agreed: ____________________________________________ / ______________

Authorized Official Date
SUBJECT: PROHIBIT COMMERCIAL VEHICLE PARKING ALONG WESTWOOD STREET

SOURCE: Public Works Department - Engineering Division

COMMENT: At the May 2, 2006, Council meeting, Council directed staff to prepare a traffic ordinance prohibiting the parking of commercial vehicles along Westwood Street within City limits. Section 17-11.8 implementing Council's direction is proposed for inclusion in the City's Traffic Ordinance 1162. The new section is included herein for Council's full reading as is a locator map of the current commercially zoned areas adjacent to Westwood Street. Approval of this item will result in the elimination of commercial vehicle parking in the areas identified on the locator map.

RECOMMENDATION: That City Council:

1. Approve the proposed Ordinance amendment;

2. Give first reading to the Ordinance amending Chapter 17, Article XI to include Section 17-11.8, "Parking – Commercial Vehicles Along Westwood Street from Pioneer Avenue to the Tule River and;

3. Direct the City Engineer to make the appropriate changes in the posted signs when the ordinance becomes effective.

ATTACHMENT: Ordinance adding Section 17-11.8 Locator Map

P:\pubworks\Engineering\Council Items\Prohibit Truck parking Along Westwood St
ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE AMENDING CHAPTER 17, ARTICLE XI, TO INCLUDE SECTION 17-11.18 PARKING – COMMERCIAL VEHICLES ALONG WESTWOOD STREET, OF THE CODE OF THE CITY OF PORTERVILLE

THE COUNCIL OF THE CITY OF PORTERVILLE DOES ORDAIN AS FOLLOWS:

A. That Section 17-11.8, Parking – Commercial Vehicles along Westwood Street between Pioneer Avenue and the Tule River, of the Code of the City of Porterville is hereby included as follows:

   Except as noted below, no person shall park any commercial vehicle having a manufacturer's gross vehicle weight rating of 10,000 pounds or more, in whole or in part, on any roadway adjacent to any property zoned commercial along Westwood Street from Pioneer Ave. to the Tule River, in the City of Porterville.

   Exceptions:

   (a) While loading or unloading property. This exception shall apply only while such work is actually in progress and those in control of the vehicle are on the scene.

   (b) While parked in connection with, and in the aid of, the performance of a service to or on a property in the block in which such vehicle is parked. This exemption shall apply only while such work is actually in progress and those in control of the vehicle are on the scene.

   (c) When the vehicle has experienced mechanical failure along an authorized route of travel for such vehicles and only while repair or towing services are actually en route to, or repairing/towing said vehicle. This exemption shall apply only while the person in control of the vehicle is on the scene.

B. This ordinance and code amendment shall be in full force and effect thirty (30) days from and after its publication and passage.

   ________________________________
   Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By: Georgia Hawley, Chief Deputy City Clerk
SUBJECT: ZONING ORDINANCE AMENDMENT 2006-1 REGARDING INCREASE IN LOT COVERAGE (BUILDABLE AREA)

SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT- PLANNING DIVISION

COMMENT: On May 2, 2006, in consideration of an appeal of a Zoning Administrator denial of an administrative adjustment of lot coverage, City Council directed staff to modify the Zoning Ordinance to increase allowable lot coverage in certain single family residential zones. The City Council’s direction calls for an increase in the buildable area in the R-1 Zone; this accommodates the growing trend of subdivisions providing increased built living-space area on residential lots. Staff evaluated two other local agency standards, Tulare and Visalia, and found that Porterville’s standard allows the smallest percentage of lot coverage among the three cities. The City of Tulare has a maximum lot coverage of 50%, while the City of Visalia, in standard subdivisions, has no maximum lot coverage, so long as setback requirements are maintained.

In response to area trends in residential development, Staff has prepared a proposed amendment to the current Zoning Ordinance Article 2 for R-1 Zone which would increase maximum lot coverage from the currently allowed forty (40) percent to a maximum of forty-five (45) percent lot coverage.

RECOMMENDATION: That the City Council;

1. Give first reading to the Draft Ordinance pertaining to the maximum allowable lot coverage in the R-1 Zone.
2. Waive further reading of the Ordinance and order the Ordinance to print.

ATTACHMENT: Draft Ordinance
ORDINANCE NO.___________

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE AMENDING THE PORTERVILLE
MUNICIPAL CODES APPENDIX A SECTION 236, PERTAINING TO BUILDABLE AREA

WHEREAS: On May 2, 2006, the City Council at its regularly scheduled meeting, considered an appeal to the Zoning Administrator’s decision regarding a request to exceed maximum lot coverage in the Claremont Terrace Subdivision; and

WHEREAS: On May 2, 2006, the City Council directed Staff to draft an amendment to the Zoning Ordinance regulations regarding buildable area in the One-Family Residential (R-1) Zone; and

WHEREAS: Zoning Ordinance Section 236 establishes “Buildable Area” in One Family Residential (R-1) Zone as “percentage of a lot which may be occupied by any and all buildings, shall not exceed forty (40) percent”; and

WHEREAS: the Zoning Ordinance Section 236 needs to be amended;

WHEREAS: the City Council has duly considered staff recommendations to amend the current Zoning Ordinance Section 236 to increase buildable area in R-1 Zone to forty-five (45) percent

WHEREAS: based on studies and investigations made regarding increasing the maximum lot coverage. The Council made the following findings in support of Zoning Ordinance Amendment 2006-1.

NOW, THEREFORE, BE IT ORDAINED: That the City Council of the City of Porterville does hereby amend Porterville Zoning Ordinance Section 236 as follows:

SECTION 1: Article Two, Section 236 of the City of Porterville Zoning Ordinance is hereby amended to read as follows:

Section 236: Buildable Area (R-1 Zone)

A. The buildable area or percentage of a lot which may be occupied by any and all buildings, shall not exceed forty-five (45) percent, including garage and/or carports.

B. For general provisions and exceptions, see article twenty-six.

SECTION 3: There is hereby amended and added to the City of Porterville Zoning Ordinance Section 236 set by the City Council of the City of Porterville to regulate such buildable area standards.
SECTION 4: This ordinance shall be in full force and effect thirty (30) days from and after its publication and passage.

Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By Georgia Hawley, Chief Deputy City Clerk
COUNCIL AGENDA - MAY 16, 2006

SUBJECT: SECOND READING - ORDINANCE NO. 1696, ZONE CHANGE NO. 18-2005 (Pre-zoning) (Annexation 469)

SOURCE: Administration/City Clerk Division

COMMENT: Ordinance No. 1696 approved Zone Change No. 18-2005. It was a change of zone from County R-A, R-A-217, R-M, R-O, R-1, PD-M-1, and AE-20 Zone to City R-1 and O-A for the area located south of Mulberry Avenue and east of Plano Street. The ordinance was given a First Reading on May 2, 2006, and has been printed.

RECOMMENDATION: That Council give Second Reading to Ordinance No. 1696, waive further reading, and adopt said ordinance.

ATTACHMENT: Ordinance No. 1696
ORDINANCE NO. 1696

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING ZONE CHANGE 18-2005 (PRE-ZONING) THREE UNINCORPORATED
ISLANDS CONSISTING OF 133.3± ACRES AND APPROXIMATELY 35 PARCELS
LOCATED SOUTH OF MULBERRY AVENUE AND EAST OF PLANO STREET

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of
May 2, 2006, conducted a public hearing to consider Zone Change 18-2005 (Pre-Zoning), to change
the existing zoning from County R-A, R-A-217, R-M, R-O, R-1, PD-M-1, and AE-20 Zone to City
R-1 and O-A for the area located south of Mulberry Avenue and east of Plano Street; and

WHEREAS: In conjunction with Zone Change 18-2005, Annexation 469 proposes to annex three
annexation areas generally located south of Mulberry Avenue and east of Plano Street.

WHEREAS: The City Council of the City of Porterville, after proceedings duly had and taken,
and after due and legal notice having been given, as prescribed by Ordinance 1198 of the City of
Porterville, and the laws of the State of California, has determined that the public interest would best
be served by approval of the proposed pre-zoning from County R-A, R-A-217, R-M, R-O, R-1, PD-M-
1, and AE-20 Zone to City R-1 and O-A for the area located south of Mulberry Avenue and east of
Plano Street; and

WHEREAS: The City Council made the following findings in support of the approval of Zone
Change 18-2005.

1. That the proposed zoning will conform with the land use designation of the General
   Plan; and

2. That a Negative Declaration was approved for this project in accordance with the
   California Environmental Quality Act based on findings of the environmental studies
   indicating that the Project will not have a negative impact on the environment; and

3. That the Negative Declaration prepared for this project was originally made available
   for public review and comment; and

4. That this zoning designation will allow for the logical establishment for future Low
   Density Residential and Open Area uses as supported by the City of Porterville
   General Plan Land Use Element for the 2.5±, 122±, and 8.8± acre areas; and

5. That this zoning designation will ensure that any future development of the subject site
   will be in conformance with existing plans and policies and will not adversely impact
   the surrounding area.

NOW, THEREFORE, BE IT ORDAINED: That the City Council of the City of
Porterville does ordain as follows:
Section 1: That the following described property in the City of Porterville, County of Tulare, State of California, known as Zone Change 18-2005, is hereby prezoned from County R-A, R-A-217, R-M, R-O, R-1, PD-M-1, and AE-20 Zone to City R-1 and O-A for the area located south of Mulberry Avenue and east of Plano Street more particularly shown on the attached map, incorporated herein by this reference as Exhibit “A”, Exhibit “B”, and Exhibit “C”.

Section 2: It is further ordained that upon consummation of Annexation No. 469, all records of the City of Porterville, together with the official zoning map of the City of Porterville, shall be changed to show that all of the above described real property is rezoned from County R-A, R-A-217, R-M, R-O, R-1, PD-M-1, and AE-20 Zone to City R-1 and O-A for the area located south of Mulberry Avenue and east of Plano Street.

Section 3: This ordinance shall be in full force and effect thirty (30) days from and after its publication and passage and upon consummation of Annexation No. 469.

__________________________
Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By _________________________
Georgia Hawley, Chief Deputy
ANNEXATION 470
PROPOSED ZONING

City of Porterville
Initial Study and Mitigated Negative Declaration
Island Annexation and Re-Zoning Round II for Annexation Numbers 465 - 470

April 2006
1 - 25
COUNCIL AGENDA - MAY 16, 2006

SUBJECT: SECOND READING - ORDINANCE NO. 1697, ZONE CHANGE NO. 19-2005 (Pre-zoning) (Annexation 470)

SOURCE: Administration/City Clerk Division

COMMENT: Ordinance No. 1697 approved Zone Change No. 19-2005. It was a change of zone from County R-A, R-O, R-A-M, R-1-217, and AE-20 to City R-1 for the areas generally located south of Mulberry Avenue, east and west of Leggett Street. The ordinance was given a First Reading on May 2, 2006, and has been printed.

RECOMMENDATION: That Council give Second Reading to Ordinance No. 1697, waive further reading, and adopt said ordinance.

ATTACHMENT: Ordinance No. 1697

Item No. 20
ORDINANCE NO. 1697

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING ZONE CHANGE 19-2005 (PRE-ZONING) CONSISTING OF ONE
UNINCORPORATED AREA CONSISTING OF 110± ACRES AND
APPROXIMATELY NINE (9) PARCELS GENERALLY LOCATED SOUTH OF
MULBERRY AVENUE AND EAST AND WEST OF LEGGETT STREET

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting
of May 2, 2006, conducted a public hearing to consider Zone Change 19-2005 (Pre-Zoning), to
change the existing zoning from County R-A, R-O, R-A-M, R-1-217, and AE-20 to City R-1 for
the areas generally located south of Mulberry Avenue, east and west of Leggett Street; and

WHEREAS: In conjunction with Zone Change 19-2005, Annexation 470 proposes to
annex one annexation area generally located south of Mulberry Avenue, east and west of Leggett
Street.

WHEREAS: The City Council of the City of Porterville, after proceedings duly had and
taken, and after due and legal notice having been given, as prescribed by Ordinance 1198 of the
City of Porterville, and the laws of the State of California, has determined that the public interest
would best be served by approval of the proposed pre-zoning from County R-A, R-O, R-A-M, R-
1-217, and AE-20 to City R-1 for the areas generally located south of Mulberry Avenue, east and
west of Leggett Street; and

WHEREAS: The City Council made the following findings in support of the approval of
Zone Change 19-2005.

1. That the proposed zoning will conform with the land use designation of the General
   Plan; and

2. That a Negative Declaration was approved for this project in accordance with the
   California Environmental Quality Act based on findings of the environmental
   studies indicating that the Project will not have a negative impact on the
   environment; and

3. That the Negative Declaration prepared for this project was originally made
   available for public review and comment; and

4. That this zoning designation will allow for the logical establishment for future Low
   Density Residential uses as supported by the City of Porterville General Plan Land
   Use Element for the 110± acre area; and

5. That this zoning designation will ensure that any future development of the subject
   site will be in conformance with existing plans and policies and will not adversely
   impact the surrounding area.

NOW, THEREFORE, BE IT ORDAINED: That the City Council of the City of
Porterville does ordain as follows:

Section 1: That the following described property in the City of Porterville, County of Tulare, State of California, known as Zone Change 19-2005, is hereby pre-zoned from County R-A, R-O, R-A-M, R-1-217, and AE-20 to City R-1 for the areas generally located south of Mulberry Avenue, east and west of Leggett Street more particularly shown on the attached map, incorporated herein by this reference as Exhibit “A”.

Section 2: It is further ordained that upon consummation of Annexation No. 470, all records of the City of Porterville, together with the official zoning map of the City of Porterville, shall be changed to show that all of the above described real property is rezoned from County R-A, R-O, R-A-M, R-1-217, and AE-20 to City R-1 for the areas generally located south of Mulberry Avenue, east and west of Leggett Street.

Section 3: This ordinance shall be in full force and effect thirty (30) days from and after its publication and passage and upon consummation of Annexation No. 470.

______________________________
Pedro R. Martinez, Mayor

ATTEST:
John Longley, City Clerk

By________________________________
Georgia Hawley, Deputy
CITY COUNCIL AGENDA: May 16, 2006

SUBJECT: SHORT RANGE TRANSIT PLAN

SOURCE: Administration (Transit)

COMMENT: One of the requirements of the Section 5307 program is to periodically update the City of Porterville Short Range Transit Plan. This required update is timely due to a number of factors that are impacting our public transportation system.

Because the City is now designated as a small urbanized area and receives Federal funding, we are also entitled to Section 5303 planning funds to assist us with the required studies and updates, including this Short Range Transit Plan. Charley Clouse, of TPG Consulting, Inc., the City’s Transportation Consultant, will be available to review the Plan he has prepared for the City and will address the three options provided for consideration. Staff will also be available to assist with answering any specific questions the Council may have in determining the future service levels and funding requirements.

The first four chapters of the Plan address required elements of Community Profile, Service Overview, Policies and Standards and On-Board Passenger Surveys. Chapter 5 is the discussion of the analysis of the system and Chapter 6 is the Implementation Plan. Key points that will be addressed include:

- The annual cost of providing Transit (Fixed Route) service has increased by approximately 35% over the last two fiscal years, mainly attributed to an increase in vehicle maintenance costs, including rising fuel costs and mechanical labor rate increases.
- Farebox ratios have declined over the past five years, in conjunction with rising operating costs. Farebox ratios can improve if cost increases can be reduced and productivity can be increased, either through increased ridership, fare increases, or both.
- The annual cost per passenger on Transit has increased approximately 110% over the past five years. This increase reflects the increase in annual costs.
- The routes running through downtown and major shopping, employment, and school areas showed the highest farebox ratios, while the outlying routes showed the lowest ratios.
• Annual ridership on the COLT (Demand-Response) system has decreased approximately 18% over the past three years.
• While annual ridership has declined, the annual cost of providing COLT service has increased by approximately 71% over the last five years. This rise in operating costs can be attributed to an increase in vehicle maintenance costs and a decrease in ridership levels.
• The annual cost per passenger on COLT has increased approximately 123% over the past five years.
• Future ridership demand is analyzed for both Fixed Route and Demand-Response, and an evaluation made of three service alternatives. These alternatives are evaluated focusing on anticipated ridership, fare revenues, operating costs, and farebox ratio projections.
• The three service alternatives outlined in the Plan include:
  (1) **Existing Transit and COLT Service**
      Continuation of the existing transit service as it currently operates. Under this alternative, Porterville Transit ridership is projected to increase approximately 17% over the current level; annual operating costs are projected to increase 16% over current costs; and the farebox ratio will fall below the 20% performance standard for Fixed Route service, and the 20% minimum required by the Transit Development Act (TDA).
  (2) **Expanded Fixed Route & Reduced COLT Service**
      In order to meet a greater demand for general public transit service, the system could be focused on the Fixed Route service while at the same time reducing the Demand-Response service. Under this option, Fixed Route would be expanded from 7 routes and 6 buses, to 8 routes using 7 buses. The new route would focus on development areas in the northeast section of the City. Under this alternative, ridership is projected to increase approximately 33% over the five years, annual operating costs are projected to increase by 13%, and the farebox ratio will fall below the 20% performance standard and the 20% minimum farebox ratio required.
  (3) **Expanded Fixed Route & Restricted COLT Service**
      In order to more efficiently serve a greater demand for transit service, Fixed Route would be expanded as detailed in Option 2, while the Demand-Response service would be converted to a restricted
ADA and Senior only service. The existing Demand-Response service would remain in effect to accommodate those passengers who are unable to ride Fixed Route, generally, individuals who qualify under ADA, as well as senior citizens. Under this alternative, Transit ridership is projected to increase approximately 41% due to transferred ridership from Demand-Response. Operating costs should remain the same as in Option 2, but fare revenues will increase with increased ridership. The farebox ratio will just meet the 20% minimums required.

(4) **Continue Service Without Fare Increases**

An option to continue service without the necessity of a fare increase can be discussed in greater detail at the meeting, but would basically include one of two things: (1) the City can subsidize the difference in required farebox ratio and actual farebox ratio with either General Fund monies or monies from some other non-TDA (Transit Development Act) fund; or (2) the entire Fixed Route service can be reduced at least two or three hours each day, which would reduce overhead costs and fuel consumption. To just eliminate one or two low-producing routes would not be sufficient enough to meet farebox because while Fixed Route service would achieve 20%, the blended rate with Demand-Response would fall below the required ratio. In addition, this reduction in route service would ultimately result in an unmet transit need. The City will not be entitled to receive its Local Transportation Funds (LTF) or State Transit Assistance Funds (STAF) if it is determined that it has unmet transit needs. If routes are eliminated, those areas would have to be maintained through the Demand-Response system, which would increase those costs proportionately.

- Fare comparisons are outlined on Page 80 of the Plan. As of July 1, 2006, Visalia will be raising their Fixed Route fare to $1.00, and will also raise their Dial-A-Ride (ADA) fare. Visalia is the only other city in Tulare County currently under the Section 5307 Federal program. All other cities are Section 5311, a rural designation, and are only required to maintain a 10% farebox ratio.

- Fixed Route service was implemented in Porterville in July of 1997. The only fare adjustment since Fixed Route began raised fares from $.50 to $.75.
- If Fixed Route fares were to be increased to $1.00, the farebox ratio would provide enough room to implement planned operational improvements, such as expansion into the northeast section of the City, without further increases in fares. Additionally, a pass program could be implemented concurrently to help make increased fares more palatable to the transit public by providing a price break for loyal riders. Monthly passes also tend to increase service productivity by allowing bus drivers to focus less of their energy on fare collection and more on customer service, and help to alleviate farebox abuse.

RECOMMENDATION: That the City Council give staff direction which option the Council would like to pursue. Staff will then proceed to set a public hearing to address any service level increases/reductions, or fare increases that may be a part of any option.

ATTACHMENT: Short Range Transit Plan
City Of Porterville
2006 SHORT RANGE TRANSIT PLAN

Draft: May 2006

Prepared for:
City of Porterville
291 North Main Street
Porterville, California  93257
559.782.7448

Prepared by:
TPG Consulting, Inc.
222 North Garden Street, Suite 100
Visalia, California  93291
559.739.8072

The preparation of this report has been financed, in part through a grant from the U. S. Department of Transportation, Federal Transit Administration Grant Program, using Section 5303 Metropolitan Planning Program funds. The contents do not necessarily reflect the official views or policies of the U. S. Department of Transportation. This document does not constitute a national standard, specification or regulation.
CITY OF PORTERVILLE

CITY COUNCIL

Pedro (Pete) Martinez, Mayor
Cameron J. Hamilton, Mayor Pro Tem
Ronald L. Irish
Kelly E. West
Richard M. Stadtherr

CITY STAFF

John Longley, City Manager
Frank Guyton, Deputy City Manager/Fire Chief
Linda A. Clark, Administrative Analyst

TPG CONSULTING, INC.

Charles Clouse, AICP, Principal
Jennie Miller, Planner
Nabor Solorio, Graphic Designer
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Appendix A – 2006 Porterville Transit/COLT On-Board Bus Survey Form
CHAPTER 1 – INTRODUCTION

The 2006 Short Range Transit Plan (SRTP) for Porterville represents the sixth five-year plan prepared for the Porterville Transit System since its inception in March of 1981. The first Porterville Transit Development Plan (TDP) was prepared in 1984 and covered Fiscal Years (FY) 1985/86 through 1989/90. The last TDP was completed in 2003, prior to the designation of Porterville as an Urbanized Area; with the completion of the 2000 U.S. Census, the City of Porterville obtained Urbanized Area status. That TDP was updated in the 2004 SRTP to reflect new requirements and plans resulting from the change in federal status and funding level. This SRTP is the bi-annual update of the 2004 SRTP.

TPG Consulting has prepared this document under contract with the City of Porterville. This SRTP was funded, in part, by a Section 5303 Grant from the Federal Transit Administration (FTA), and Transportation Development Act (TDA) funds contributed by the City of Porterville.

PURPOSE OF THE SRTP

The Porterville SRTP is a five-year operating plan and capital program for public transit. The purpose of the Plan is to promote a comprehensive, coordinated, and continuous planning process for transit service in the Porterville urban area over a five-year planning horizon. In general, the SRTP provides the community, policy makers, and city staff an opportunity to understand current transit conditions, define the demand for service over the next five years, and establish an operational and capital plan to meet those demands.

More specifically, Porterville City Staff and City Council will use this SRTP to help guide the planning, policy making, programming, and budgeting of transit activities over the next five years. The Tulare County Association of Governments (TCAG) will use the document for programming local, state and federal funding, as well as for preparing the annual Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). The Federal Transit Administration (FTA) will use the Plan as an information source for programming and approving federal funding grants and programs.

CONTENTS OF THE SRTP

The Porterville SRTP is presented in six chapters: the Introduction, System Description, Policies and Standards, On-Board Passenger Surveys, System Analysis, and the Implementation Plan. The System Description describes the history and organizational structure of the Porterville Transit 
System. It also provides a service overview of the system’s fixed route and demand-response services, as well as a description of the Downtown Transit Center and other area transit providers. Porterville Transit’s system goal, objectives, and policies are included in the Policies and Standards section. The Survey section presents the findings of on-board passenger surveys that were conducted on both Porterville Transit and COLT, during February of 2006. The System Analysis includes an operational analysis of the existing service and reviews future operating alternatives. This section also includes an opportunity and constraints matrix with future demand estimates. The Implementation Plan outlines the direction the system will take over the next five years and includes a comprehensive Financial Plan, a Management Plan, and a Marketing Plan. This section also covers the Americans with Disabilities Act (ADA), Transportation Demand Management Program, and the Federal Drug Testing Program.

**COMMUNITY PROFILE**

The City of Porterville is located in Tulare County, which is part of the Central San Joaquin Valley of California. The San Joaquin Valley is a rich agricultural area, and Tulare County is recognized as the largest agricultural-producing county in the world. Porterville is located at the base of the Sierra Nevada Mountain Range. It is approximately 60 miles northeast of Bakersfield, 30 miles southeast of Visalia, 165 miles northeast of Los Angeles, and 254 miles southeast of San Francisco (see Figure 1 – Location Map). The City’s sphere of influence includes rural areas surrounding the incorporated city and an urban area known as East Porterville (see Figure 2 – City Base Map). The demographic data contained herein was extracted from the 2000 U.S. Census and reflects estimated populations for the urbanized area. The complete demographic information for the urbanized area is not yet available, so in some instances the City of Porterville (incorporated city) demographic information is utilized within this SRTP report.

![City of Porterville Population by Gender (2000 Census)](#)

According to the 2000 Census, the population of the urbanized area was approximately 60,261, of which the City of Porterville’s population totaled 39,615. The population distribution is shown in Figure 3. According to the California Department of Finance, the estimated population for the City of Porterville was 44,496 persons as of January 1, 2005.

The 2000 Census revealed that roughly 49% of the population in the City of Porterville is male (19,444), and 51% is female, (20,171).
The 2000 Census data indicates that within the City of Porterville the median age is 28.6 years. Thirty-eight percent (38%) of the population is under the age of 19, 21% is between the ages of 20 and 34, 25% is between the ages of 35 and 54, 6% is between the ages of 55 and 64, and 10% is over the age of 65.

According to the 2000 Census there are 7,724 single (never married) adults within the City of Porterville. Of these adults, 4,211 are male and 3,513 are female. Of the 37,983 persons living in households, 9,170 (77.2%) live in family households, and 2,714 (22.8%) live in non-family households. Thirty-one percent (31%) of the family households are made up of married couples with children under the age of 18, and 17% are made up of single parents with children under the age of 18. The median household size within the City of Porterville is 3.2 persons per household, while the median family size is 3.6 persons per household.

In 2000 the City of Porterville had a total of 12,691 housing units available. Of these, 11,884, or 94%, were occupied. The 807 remaining units were vacant. The homeowner vacancy rate was 2%, while the rental vacancy rate was 7.2%. Seasonal use of housing units totals less than 1%, with only 48 housing units being used seasonally.

Housing tenure refers to whether occupants own or rent the housing unit in which they reside. The 2000 Census data indicates that of the 11,884 total housing units occupied, 6,698, or approximately 56%, are owner-occupied. Conversely, renter occupied units make up approximately 44% of the total housing tenure. This equates to 5,186 renter-occupied housing units within the City of Porterville. The average household size of owner-occupied units is 3.19 persons, while the average household size of renter-occupied units is 3.2 persons.
Based on race and ethnic data from the 2000 Census, persons of Hispanic origin make up the majority of the population (49%) within the City of Porterville. Minority groups include Non-Hispanic Caucasians (42% of the population), persons of Asian and Pacific Island descent (4% of the population), Blacks and African-Americans (1% of the population), and persons of Native American descent (1% of the population). Other ethnicities make up the remaining 3% of the population. Figures 4 through 9 show the ethnic distributions within the Porterville area.

In 2000, 23% of persons 25 years of age or older in the City of Porterville had a high school diploma and 16% had a college degree. Conversely, 38% percent of persons 25 years of age or older did not have a high school diploma, and 23% had attended college but did not have a degree. The Census data indicates that approximately 13,166 residents (age 3 years and older) were enrolled in school during 2000.

In 2000, 14,152 City of Porterville residents over the age of 15 were employed, 1,983 were unemployed, and 5,729 were not part of the workforce. The 2000 Census data reveals that the median household income for the City of Porterville is $32,046, while the per capita income is $12,745. Thirty-one percent (31%) of the total households earn less than $20,000 annually. Sixteen (16%) percent of households earn $20,000 to $29,999, 22% fall into the $30,000 to $49,999 income range, and 31% of households earn more than $50,000 annually. In 2000 the official poverty level was an annual income of $17,463 for a family of four; approximately 22% of all households, or 9,921 residents, live below the poverty level (see Figure 10 – Persons Below Poverty Level).
Short Range Transit Plan
City of Porterville
Figure 5

CAUCASIAN (NON-HISPANIC) POPULATION DISTRIBUTION
Twenty-six percent (26%) of the working residents within the City of Porterville hold a position in a managerial or professional occupation according to the 2000 Census, while 24% work in sales or office occupations. The remaining occupational categories include service (18% of working residents), farming and forestry (11% of working residents), construction (8% of working residents), transporting (7% of working residents), and production (6% of working residents). Twenty-eight percent (28%) of all employed Porterville residents work in the educational, health, and social services industry.

According to the 2000 Census, 13,716 persons in the City of Porterville commute to work. Seventy-one (71%) percent of the working population drive alone to work, 21% carpool, 1% use public transportation (including taxicabs), 2% walk to work, and 5% use other means of transportation or telecommute. The median commute time to work in 2000 was 21 minutes.
CHAPTER 2 – SYSTEM DESCRIPTION

Chapter 2 presents an overview of transit service within the City of Porterville.

HISTORY

Transit service in Porterville dates back to 1981 when the City began offering curb-to-curb, demand response service with the City Operated Local Transit (COLT) dial-a-ride service. In response to increasing ridership, the City implemented full-time fixed route service in early July 1997. The City currently operates Porterville Transit as its fixed route service and COLT as its general public dial-a-ride service.

Porterville Transit and COLT are provided within the city limits and to designated unincorporated urban areas of the county, including both “county islands” within the city limits and areas outside. Service to county areas is provided under a service agreement between the City and the County.

ORGANIZATIONAL STRUCTURE

The City Council is the policy-making body for the Porterville Transit and COLT services. It adopts the Short Range Transit Plan, and through the annual budgetary process, establishes operational and funding levels for the system. The City Council also sets operational policies and parameters for both services.

Management of Porterville Transit and COLT are an integrated function of the City of Porterville. The City Manager’s office is responsible for the overall management of the service.

Program management of the services is provided by the City’s Administration Division through the Deputy City Manager and the Administrative Analyst. These City Staff members are responsible for marketing, data analysis, contract administration and oversight, report preparation, system design and implementation, vehicle procurement, vehicle fueling, vehicle storage, vehicle maintenance, and state and federal funding program management. They also act as liaisons to the Tulare County Association of Governments, Caltrans and the Federal Transit Administration.

The City has used a private contractor to operate the transit service since it began operation in 1981. In July 1994, the City contracted with Sierra Management, a private contractor, to perform the daily operations of both Porterville Transit and COLT. Sierra Management is responsible for day-to-day operations management, the hiring, testing, training and supervision of all drivers and dispatch staff, fare collection, reporting, ridership data collection, and the operation of Porterville Transit and COLT vehicles in accordance with City policy and all state and federal regulations.
The County of Tulare contracts with the City of Porterville to provide transit service to the unincorporated areas surrounding Porterville. The County reimburses the City for service provided to County residents using Local Transportation Funds (LTF).

PORTERVILLE TRANSIT ORGANIZATIONAL STRUCTURE

PORTERVILLE CITY COUNCIL

CITY MANAGER
John Longley, City Manager

ADMINISTRATIVE SERVICES DIVISION
(Public Transportation)
Frank Guyton, Deputy City Manager/Fire Chief
Linda A. Clark, Administrative Analyst

TRANSPORT CONTRACTOR
(Sierra Management)
Steve Tree, Owner
Richard Tree, General Manager

COUNTY OF TULARE
(Resource Management Agency)
Henry Hash, Director
Dan Fox, Transit Manager
SERVICE OVERVIEW

Description of Current Fixed Route Service

The City of Porterville operates Porterville Transit as its fixed route service. The fixed route service area covers approximately 28.4 square miles of urban Porterville and its unincorporated county areas. Figure 11 delineates Porterville Transit's current routes.

Currently Porterville Transit operates seven fixed routes. Each is a one-way loop, beginning and ending at the Transit Center. Routes 1 through 5 operate on 30-minute headways. Routes 6 and 7 operate on an hourly basis, alternating one bus between the two routes.

Route 7 was introduced by Porterville Transit on July 1, 2005 to serve the new Porterville Adult School which opened in August of the same year. Route 7 consists of several new stops, as well as several stops formerly part of Routes 2 and 5.

Porterville Transit routes operate on a timed-transfer system. All routes are scheduled to arrive at and depart the Transit Center at approximately the same time to allow for transfers between routes. The routes are described below:

- **Route 1** serves central and west Porterville, including Sierra View District Hospital on Putnam, Porterville High School, and locations along Olive, Westwood, and Morton.
- **Route 2** serves northwest Porterville, including Monache High School, commercial areas along Henderson, Westfield, and north Main Street.
- **Route 3** serves eastern portions of the City, including Granite Hills High School and several residential areas to the south.
- **Route 4** serves southeastern portions of the City, including areas south of Highway 190 (Porterville Developmental Center, Porterville College, and Pioneer Junior High School), and locations along Main Street, Orange Avenue, and Plano.
- **Route 5** serves central and west Porterville, including commercial areas along Henderson and locations on Morton, Westwood, and North Main.
- **Route 6** serves Downtown Porterville, Sierra View District Hospital, Porterville High School, Jaye Street, and the Family HealthCare Network.
- **Route 7** serves the Porterville Adult School, Citrus High School, the County Courthouse, and areas along North Grand, and Indiana.

Porterville Transit provides fixed route service Monday through Friday from 7:00 a.m. to 7:00 p.m. and on Saturday from 9:00 a.m. to 5:00 p.m. Porterville Transit does not operate on Sundays, New Year’s Day, Independence Day, Thanksgiving Day, or Christmas Day.
Fixed Route Fare Structure

Porterville Transit has a one-way fare of 75¢. Timed transfers are free if used within 30 minutes, and are not valid for return trips or stop-overs. Children under the age of 4 ride for free (two children per adult). Seniors, 62 years of age and older, and ADA registrants ride for 35¢ between the hours of 9:00 a.m. and 1:00 p.m. daily.

Fixed Route Ridership Profile

In FY 2004/05, ridership on Porterville Transit totaled 423,934 passengers. This is a 1.6% increase from the FY 2003/04 total of 417,253 passengers. Monthly ridership peaked within the 2004/05 fiscal year during the month of April 2005, which reported 39,814 passengers. The month of January 2005 saw the lowest reported ridership for the fiscal year, with 31,496 passengers. The average monthly fixed route ridership for FY 2004/05 was 35,328 passengers.

Following is an outline of monthly ridership on Porterville Transit over the last reported fiscal year.

![Porterville Transit Monthly Ridership Chart](chart-url)
Fixed Route Vehicle Profile

The fixed route fleet consists of twelve (12) vehicles; ten (10) vehicles in the active fleet and two (2) in the inactive fleet. The “Inactive” vehicles are used as back-up vehicles. All Porterville Transit buses are equipped with a wheelchair lift and securement system to better serve passengers who are physically challenged. The following table shows the fixed route fleet inventory as of January 2006.

<table>
<thead>
<tr>
<th>Vehicle No.</th>
<th>Year</th>
<th>Make/Model</th>
<th>Capacity</th>
<th>Fuel Type</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>8142</td>
<td>Inactive</td>
<td>Collins Diplomat*</td>
<td>16</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>8143</td>
<td>Active</td>
<td>Collins Diplomat*</td>
<td>16</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>8150</td>
<td>Active</td>
<td>Ford E450 Aerotech*</td>
<td>22</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8151</td>
<td>Active</td>
<td>Ford E450 Aerotech*</td>
<td>22</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8152</td>
<td>Active</td>
<td>Ford E450 Aerotech*</td>
<td>22</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8156</td>
<td>Active</td>
<td>MST*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8157</td>
<td>Active</td>
<td>MST*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8158</td>
<td>Active</td>
<td>MST*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8159</td>
<td>Active</td>
<td>MST Freightliner*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8160</td>
<td>Active</td>
<td>MST Freightliner*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8161</td>
<td>Active</td>
<td>MST Freightliner*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8162</td>
<td>2003</td>
<td>MST Freightliner*</td>
<td>28</td>
<td>Diesel</td>
<td>Active</td>
</tr>
<tr>
<td>8100</td>
<td>2005</td>
<td>Classic American Trolley**</td>
<td>20</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
</tbody>
</table>

*Lift Equipped  
**Used for Special Events

Fixed Route Financial

Porterville Transit cost a total of $843,184 to operate in FY 2004/05. The passenger fare revenue totaled $171,979 in FY 2004/05, which is approximately 20% of total operating revenue. FTA Section 5307 funding, Tulare County Local Transportation Funds (LTF), and farebox revenues are the main sources of revenue for Porterville Transit. FTA 5307 funds comprise a significant portion of total operating revenues. County LTF contract service fees cover Porterville Transit service provided to County residents.
Description of Current Demand-Response Service

The City of Porterville operates COLT as its demand-response service; COLT is a general public dial-a-ride service, providing curb-to-curb service for disabled persons, seniors, and the general public. The demand-response service area covers approximately 28.4 square miles of urban Porterville and its unincorporated county areas. The City of Porterville is responsible for service within the incorporated City limits, and provides service within designated County of Tulare urban areas under a funding and service agreement with the County. Figure 2 delineates COLT’s current service area (Service Area Boundary).

COLT provides demand-response service Monday through Friday from 7:00 a.m. to 9:00 p.m. and on Saturday from 9:00 a.m. to 6:00 p.m. COLT does not operate on Sundays, New Year’s Day, Independence Day, Thanksgiving Day, or Christmas Day. The COLT dial-a-ride service handles all requested trips on a first come, first serve basis. COLT accepts reservations up to fourteen day before the desired trip time. When scheduling a pick-up, customers are advised of their approximate pick-up time and every effort is made to pick up that customer as soon as reasonably possible. COLT drivers are required to assist disabled persons and seniors while boarding and disembarking the vehicle.

Demand-Response Fare Structure

The current COLT fare structure is as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Fares (one-way)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Public</td>
<td>$2.50</td>
</tr>
<tr>
<td>Seniors (62 and older)</td>
<td>$1.50</td>
</tr>
<tr>
<td>ADA (certified registrants)</td>
<td>$1.50</td>
</tr>
<tr>
<td>Personal Care Attendant (one per registrant)</td>
<td>Free</td>
</tr>
<tr>
<td>College (after 6:00 p.m. with student ID)</td>
<td>$1.50</td>
</tr>
<tr>
<td>Child (5 and older)</td>
<td>$2.50</td>
</tr>
<tr>
<td>Under 4 (two children per adult)</td>
<td>Free</td>
</tr>
</tbody>
</table>

Americans with Disabilities Act (ADA) passengers must show his/her eligibility card in order to receive the reduced fare. Present eligibility requirements include: self-certification, licensed professional certification and the use of medical verification on an "as needed" basis. Eligibility screening will be given to anyone who requests it, or to anyone who requests screening on behalf of a potential rider. All requests for eligibility will be reviewed and applicants will be advised of their eligibility determination in writing within 21 days of receipt of a completed application or telephone/TDD interview. The eligibility determination letter explains any eligibility limitations and/or conditions. If the applicant is determined to be ineligible, the determination letter states the reasons for the finding.
Demand-Response Ridership Profile

In FY 2004/05, ridership on COLT totaled 60,620 passengers. This is a 0.6% increase from the FY 2003/04 total of 60,259 passengers. Monthly ridership peaked within the 2004/05 fiscal year during the month of April 2005, which reported 5,393 passengers. The month of October 2004 saw the lowest reported ridership for the fiscal year, with 4,641 passengers. The average monthly fixed route ridership for FY 2004/05 was 5,052 passengers.

Following is an outline of monthly ridership on the COLT system over the last reported fiscal year.

![COLT Monthly Ridership (FY 2004/2005)](image_url)
Demand-Response Vehicle Profile

The demand-response fleet consists of eleven (11) vehicles; six (6) vehicles in the active fleet and five (5) in the inactive fleet. The “Inactive” vehicles are used as back-up vehicles. All COLT buses are lift-equipped Activans. The following table shows the demand-response fleet inventory as of January 2006.

<table>
<thead>
<tr>
<th>Vehicle No.</th>
<th>Year</th>
<th>Make/Model</th>
<th>Capacity</th>
<th>Fuel Type</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>D8145</td>
<td>1999</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>D8146**</td>
<td>1999</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>D8147</td>
<td>1999</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>D8148**</td>
<td>1999</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>D8149</td>
<td>1999</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Inactive</td>
</tr>
<tr>
<td>D8153</td>
<td>2000</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
<tr>
<td>D8154</td>
<td>2000</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
<tr>
<td>D8155</td>
<td>2000</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
<tr>
<td>D8163</td>
<td>2003</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
<tr>
<td>D8164</td>
<td>2003</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
<tr>
<td>D8165</td>
<td>2003</td>
<td>Activan*</td>
<td>6</td>
<td>Unleaded</td>
<td>Active</td>
</tr>
</tbody>
</table>

* Lift Equipped
** Vehicle no longer in use; pending “surplus” status upon arrival of new/ordered Activans.

Demand-Response Financial

COLT cost a total of $663,385 to operate in FY 2004/05. The passenger fare revenue totaled $100,947 in FY 2004/05, which was approximately 15% of total operating revenues. FTA Section 5307 funding, Tulare County LTF, and farebox revenues are the main sources of revenue for COLT. FTA 5307 funds comprise a significant portion of total operating revenues. County LTF contract service fees cover COLT service provided to County residents.

Description of Current Trolley Service

The City of Porterville operates a Special Event trolley service. The newly acquired, 20 passenger trolley bus is used to transport passengers from downtown Porterville to and from special or promotional events, as a shuttle service to difficult-to-serve areas, and for special holiday service. Figure 12 illustrates the three routes served by the Porterville trolley. Route 1, the Holiday Route, serves major shopping destinations during major holiday periods. Route 2,
Fairgrounds Route, provides service between Downtown and the Porterville Fairgrounds for specific fairground events. Route 3, the Main Street/Community Events Route, provides service along Main Street for community-based special events. Trolley Route 1, the Holiday Route, has a one-way fare of 75¢. Trolley rides are free of charge on Trolley Routes 2 and 3.

**DOWNTOWN TRANSIT CENTER**

The Downtown Transit Center in the City of Porterville was built to establish a centralized location for the routing of transit buses, coordinate all local transit systems, provide access to the Union Pacific Railroad, and to attract revenue-generating enterprises related to the center. Prior to its opening in May of 2003, the City of Porterville did not have an integrated transit center. Buses were routed through an on-street transfer site located on Second Street in the downtown area, where only four buses could be accommodated at any one time.

The Downtown Transit Center is located on Oak Avenue between “D” Street and Hockett Street. The Transit Center is depicted in Figure 13. The building was constructed on a previously abandoned car wash site. The Transit Center is an inter-modal center providing City bus service (Porterville Transit), connections to County bus service (Tulare County Transit) and connections to Regional bus service provided by Orange Belt Stages. The 2,790 square foot building houses a dispatch center and a ticket office, and is surrounded by nine bus bays and landscaping. The Center is equipped with 24-hour security cameras. In addition, the area includes a well-lit 24-hour car parking lot for transit employees, persons traveling overnight, and those passengers connecting with other transit services. The City is currently redeveloping a City-owned retail lot adjacent to the Transit Center to facilitate designated parking for transit users.

**EXISTING INTERFACE BETWEEN TRANSIT SYSTEMS**

A number of transit systems interface within the Porterville area. Porterville Transit and COLT currently provide transit service to the Porterville Developmental Center and the Porterville Sheltered Workshop. The Porterville Sheltered Workshop also provides transit service to its clients from their homes to program work sites. The service operates Monday through Friday from 5:00 a.m. to 5:00 p.m., and limited hours on Saturday and Sunday. The Porterville Sheltered Workshop service area encompasses approximately 700 square miles in southeast Tulare County.
The Developmental Center provides door-to-door transit service to its clients attending Porterville Sheltered Workshop activities, as well as other activities throughout the Porterville area. This service operates between the hours of 6:00 a.m. and 10:00 p.m. on a daily basis. The Porterville Sheltered Workshop contracts with the Tulare County Housing Authority to provide service to senior citizens residing at the Sequoia Dawn facility in Springville. This service operates on Tuesdays and Thursdays from 9:00 a.m. to 1:00 p.m. for the first two weeks of the month and on Thursdays (only) during the last two weeks of the month.

The County of Tulare currently operates one inter-city transit route and four local circulator routes that serve Porterville. The Southeast route runs Monday through Friday and travels between Visalia, Tulare, Lindsay, Strathmore, and Porterville. The Lindsay-Strathmore-Plainview-Porterville line serves each of the towns in the bus route’s name, Monday through Friday. The Springville-Porterville route travels between Springville and Porterville each Tuesday and Thursday. The Porterville-Terra Bella line serves the towns of Porterville and Terra Bella. This line runs each Monday and Wednesday. The Woodville-Poplar-Porterville line runs between each of the towns in the bus route’s name every Monday through Friday. In Porterville, the Tulare County Transit service can be utilized Monday through Friday at the Downtown Transit Center.

The Orange Belt Stages, which is partially funded by Tulare County Transit, provides bus service between Porterville and Bakersfield, as well as between Porterville, Visalia, Hanford, and Fresno. The service is designed to provide basic inter-city service, carry express packages and connect to both AMTRAK and Greyhound depots. An Orange Belt Stages office is housed within the Porterville Transit Center.

The Family HealthCare Network provides vanpool transportation services along a designated route in the outlying Porterville areas. Transportation services can be accessed at locations in Poplar, Terra Bella, and Woodville. These services are free to Family HealthCare Network patients and their families.
CHAPTER 3 – POLICIES AND STANDARDS

The Policy Section of the SRTP will outline the various policies that control the operation of the Porterville Transit and COLT systems. The Goal, Objectives, and Policies represent the attitudes, values and aspirations of the community for their public transit services. The Goal, Objectives and Policies are not static and should be updated periodically to reflect changes in the community and service. In addition, this section will outline a set of service standards, which can be used by the City to test the attainment of the specified policies. The City should continuously test the service to determine its success and to highlight any problems which may arise. The current policies and standards were adopted as part of Porterville’s 2003 Transit Development Plan.

A goal is defined as the direction toward which the service is expending its efforts; it is general and timeless. An objective is an action or point to be reached; it is attainable and measurable. A policy is a specific course of action chosen from among a set of alternatives.

There is a strong role for public transit service in the City of Porterville. The critical role for transit is serving the mobility requirements and travel needs of the transit-dependent who have no or very limited access to a private vehicle. Low-income families, seniors, and persons with disabilities comprise the primary transit markets in Porterville. Students, as represented by school ridership peaks around class start times and afternoon dismissal times, also make up a sizable market for Porterville Transit.

Transit-dependent individuals have few travel choices and rely heavily on publicly provided community transportation to access jobs and those goods, services and activities within the community that influence social well-being and quality of life. The development of a transit system goal should recognize and focus on the importance of the system’s primary markets and the importance of an affordable transit service to the mobility of this dependent market.

The marketing of transit to a “choice” travel market in Porterville would be difficult and impractical. While some transit agencies try to capture and cater to a “choice” transit market in order to influence a decrease in single occupant vehicle (SOV) use, there are no disincentives such as chronic traffic congestion or parking shortages in Porterville to “push” people out of their cars. A transit alternative is a hard sell to individuals in a community like Porterville who have a choice between the unrestricted use of an automobile and public transit. Besides, many jobs and destinations are dispersed around the city and difficult to effectively serve with a fixed route service or efficiently serve with a demand-response service.

SYSTEM GOAL

"Provide affordable, reliable and efficient transit service that effectively meets the needs of Porterville residents who have limited mobility options or those who choose transit for some or all of their local travel needs".
RECOMMENDED OBJECTIVES AND POLICY DIRECTIONS

Objective A: Maximize service reliability and convenience.

Policies:

- Ensure availability of sufficient safe and reliable in-service vehicles to meet the daily pullout requirements of Porterville Transit and COLT. Adopt and adhere to a zero tolerance standard for the cancellation of scheduled Porterville Transit bus trips or the cancellation of COLT trips already confirmed with the passenger, unless service must be canceled due to circumstances beyond the reasonable control of the City and/or service contractor.

- Ensure sufficient in-service buses to eliminate canceled Porterville Transit bus trips because of on-time performance problems.

- Ensure sufficient round-trip running times for all Porterville Transit routes to facilitate on-time performance within the adopted on-time performance standard. Adopt and adhere to a 90% on-time performance standard for all scheduled Porterville Transit service.

- Maintain timed transfers between Porterville Transit fixed routes at the Downtown Transit Center.

- Porterville Transit buses will not depart an identified time point before the published departure time in the schedule.

- COLT service will operate on schedule within the adopted on-time service performance standard. Adopt and adhere to a 90% on-time performance standard for all scheduled COLT service.

- Ensure adequate Porterville Transit capacity to maintain passenger loads within the adopted maximum load standards established for transit service. Establish and adhere to a 1.25 maximum load standard for Porterville Transit service.

- Ensure adequate COLT wheelchair and ambulatory service capacity to meet all confirmed trips within the adopted COLT wait time, maximum travel time and on-time performance standards.

- Provide Porterville Transit service to designated bus stops along each route and provide a courtesy stop request service on the last bus trip each evening.

- Provide subscription, advance booking and same day service on COLT.
Objective B: Maximize operating efficiency without negatively impacting service quality.

Policies:

- Formalize and adhere to a medium to heavy-duty bus specification to increase the effective life span of Porterville Transit service vehicles.

- Establish and adhere to a Porterville Transit and COLT fleet retirement program that recognizes the effective life cycle of specific Porterville Transit and COLT service vehicles.

- Maintain a small bus fleet with a maximum spare bus to in-service bus ratio of one spare to every three buses required to meet the daily in-service pullout requirement. This will have to be delayed until all buses and vans within the Porterville Transit and COLT fleets are at or under the optimal life cycle age.

- Minimize general public service overlap between Porterville Transit and COLT.

- Develop COLT scheduling and trip assignment parameters and procedures that maximize ride sharing, linked trips and maintain productive vehicle utilization.

- Establish a COLT hourly productivity incentive to encourage higher vehicle utilization.

Objective C: Operate a productive service that remains affordable to the recognized primary transit markets.

Policies:

- Maintain adopted farebox ratio standards by operating productive and efficient services to minimize fare increases.

- Maintain affordable fares for low income persons, seniors, and persons with disabilities, on Porterville Transit and COLT services.

- Maintain a Porterville Transit fare lower than the COLT discounted fares to encourage a continual ridership shift from COLT to Porterville Transit fixed route service.

- Offer free transfers between Porterville Transit fixed routes.

- Support a countywide fare-medium and fare-reciprocity agreement.
Objective D: Promote the coordination of service with other regional transit services.

Policies:

- Improve Porterville Transit connections with Tulare County Transit and Orange Belt Stages/Greyhound through the integrated use of the new Downtown Transit Center.

- Encourage the flexibility in Tulare County Transit scheduling to improve connections between Porterville Transit and Tulare County Transit services.

- Continue to provide COLT service to County urban areas beyond the Porterville city limits on a full cost recovery basis.

- Support a countywide fare-medium and fare-reciprocity agreement.

Objective E: Promote public/private partnerships to market or operate transit services in support of City of Porterville Economic and Land Use Development Goals.

Policies:

- Actively participate in the City of Porterville’s development review process to ensure that transit operations are considered as part of new developments.

- Promote commuter service to and from major employers and service centers.

- As part of the marketing program, work with retailers and service industries to promote Porterville Transit service.

- Work with local organizations to provide transit support to major events.

- Continue a 100% cost recovery Porterville Transit /COLT service policy for services to locations that cannot be effectively served at existing service levels, or fall outside the existing service area.
Objective F: Ensure ongoing service monitoring, evaluation and planning.

Policies:

- The Porterville Transit and COLT service contractor is required to maintain an on-going road supervision program to deal effectively with driver concerns, suggestions, and issues as well as commendations, operating problems, breakdowns, complaint investigation, driver training and accident investigations.

- The Porterville Transit and COLT service contractor is required to maintain a fleet coordination program to ensure that driver maintenance requests are addressed.

- The City of Porterville will actively monitor service performance through the review of operating and performance reports and field spot checks.

- The City will coordinate a management, dispatch and driver forum with the service contractor for: the ongoing review and resolution of operations and service quality issues; the development of vehicle specifications; and to obtain input on on-going service planning.

SERVICE STANDARDS AND BENCHMARKS

Monitoring system performance remains an important task for transit operators. Standards can be set by federal, state and local regulatory requirements, as well as goal objectives and service priorities adopted by transit agencies. While specific standards vary, industry practice generally uses the following three categories for service performance and design:

- Efficiency standards,
- Service quality/reliability standards, and
- Service design standards.

Recommended Efficiency Standards

Efficiency standards use operational performance data to measure the performance of a transit system. Monitoring operational efficiency and productivity requires data such as operating costs, farebox revenue recovery, vehicle revenue miles, vehicle revenue hours and boardings (passenger trips).

Many communities the size of Porterville do not have the staff resources to collect and analyze a broad range of performance data. We have therefore limited efficiency performance standards to several key indicators that provide transit managers with a good picture of how well their service
is doing. Recommended efficiency performance for Porterville Transit and COLT include the following:

- **Operating Cost per Passenger**: Calculated by dividing all operating and administrative costs by total passengers (with passengers defined as unlinked trips). The subsidy cost per passenger is a further refinement of this measure and is calculated by subtracting farebox revenue from gross operating and administrative costs and dividing by total passengers.

- **Operating Cost per Revenue Hour**: Calculated by dividing all operating and administrative costs by the total number of vehicle revenue hours (with revenue hours defined as time when the vehicle is actually in passenger service). Operating cost per revenue hour measures system efficiency.

- **Passengers per Revenue Hour**: Calculated by dividing the total number of passengers (unlinked trips) by the total number of vehicle revenue hours. The number of passengers per hour is a good measure of service productivity and critical to the establishment of design standards and benchmarks for the expansion of transit service.

- **Farebox Recovery Ratio**: Calculated by dividing all farebox revenue by total operating and administrative costs. The California Transportation Development Act (TDA) mandates a farebox recovery of 20% for fixed route service and demand-response service. Farebox recovery evaluates both system efficiency (through operating cost) and productivity (through boardings). Farebox recovery ratio benchmarks are critical to the establishment of passengers per revenue hour benchmarks and benchmarks for design standards.

The chosen indicators comply with the basic performance indicators required by the TDA and are consistent with operating and cost data already collected for Porterville Transit and COLT. Cost and productivity standards based on revenue miles were not included in the set of recommended performance standards because most transit costs, as well as budget projections, are based on operating or revenue hours. Revenue mile-based performance standards would be more relevant than hour-based standards for paratransit contracts, such as taxis contracts, where contractor compensation is based on travel distance.

Porterville Transit operating cost/revenue hour will be influenced by increasing labor, fuel, service and inventory costs. The operating cost/revenue hour will be dependent on contractor bid prices beyond June 30, 2006, City administrative overheads and fleet maintenance costs.

For both Porterville Transit and COLT, the operating cost/passenger and the achievement of the recommended farebox recovery ratio will be greatly influenced by the achievement of the passenger/revenue hour productivity benchmarks. The City and the service contractor have more direct control over service productivity through the fixed route planning process and the demand-response scheduling and dispatch process.
Service Quality/Reliability Standards

Porterville Transit and COLT service quality and reliability standards should reflect system goals and support the measurement of success in achieving specific objectives and polices. Both the key service quality and reliability standards and the performance standards for the fixed route and demand-response services are summarized in the following sections.

Fixed Route Service Standards

The 2003 Porterville Transit Development Plan established a series of service standards for use in determining the efficiency and effectiveness of the fixed route service. These standards have been updated to reflect current service conditions. The following table summarizes the fixed route performance and service standards for Porterville Transit.

Please note that a zero tolerance applies to cancelled trips caused by equipment or manpower shortages and on time performance. It does not apply to service cancellations resulting from conditions or circumstances beyond the control of the City or service contractor.
<table>
<thead>
<tr>
<th>Performance Standard or Service Standard</th>
<th>Porterville Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Cost/Pasenger</td>
<td>$2.25</td>
</tr>
<tr>
<td>Operating Cost/Revenue Hour</td>
<td>$45.00</td>
</tr>
<tr>
<td>Passengers/Revenue Hour</td>
<td>21.0</td>
</tr>
<tr>
<td>Farebox Recovery Ratio</td>
<td>20.0%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>90% of all revenue bus trips must depart the route start point and arrive at the route end point within 5 minutes of the time published in the schedule. No bus shall depart a formal time point before the time published in the schedule.</td>
</tr>
<tr>
<td>Passenger Complaints/Passengers Carried</td>
<td>The number of complaints shall not exceed 0.10% of the total boardings. Standard = 1 complaint/1,000 boardings</td>
</tr>
<tr>
<td>Preventable Accidents/Revenue Miles Operated</td>
<td>While there should be no preventable accidents, a benchmark has been established to permit some flexibility in the evaluation of training efforts. The number of preventable accidents shall not exceed 0.0005% of total revenue miles operated. Standard = 1 preventable accident/200,000 revenue miles</td>
</tr>
<tr>
<td>Roadcalls/Revenue Miles Operated</td>
<td>The number of roadcalls should not exceed 0.01% of total revenue miles operated. Standard = 1 roadcall/10,000 revenue miles</td>
</tr>
<tr>
<td>Bus Trips Cancelled</td>
<td>No Scheduled bus trips shall be cancelled because of equipment or manpower shortages, or on time performance. Standard = zero tolerance</td>
</tr>
</tbody>
</table>
Demand-Response Service Standards

The 2003 Porterville Transit Development Plan established a series of service standards for use in determining the efficiency and effectiveness of the COLT service. These standards have been updated to reflect current service conditions. The following table summarizes the demand-response performance and service standards for COLT.

Please note that a zero tolerance applies to cancelled trips caused by equipment or manpower shortages and on time performance. It does not apply to service cancellations resulting from conditions or circumstances beyond the control of the City or Service Contractor.

<table>
<thead>
<tr>
<th>Performance Standard or Service Standard</th>
<th>COLT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Cost/Passenger</td>
<td>$10.00</td>
</tr>
<tr>
<td>Operating Cost/Revenue Hour</td>
<td>$43.00</td>
</tr>
<tr>
<td>Passengers/Revenue Hour</td>
<td>4.50</td>
</tr>
<tr>
<td>Farebox Recovery Ratio</td>
<td>20.0%</td>
</tr>
<tr>
<td>On Time Performance</td>
<td>90% of all pick ups must be within the policy pick up window, and 90% of all drop offs will not be earlier than 20 minutes before, or 5 minutes after the requested drop off time, unless otherwise requested by the passenger.</td>
</tr>
<tr>
<td>Passenger Complaints/Passengers Carried</td>
<td>The number of complaints shall not exceed 0.30% of the total boardings. Standard = 3 complaints/1,000 boardings</td>
</tr>
<tr>
<td>Preventable Accidents/Revenue Miles Operated</td>
<td>While there should be no preventable accidents, a benchmark has been established to permit some flexibility in the evaluation of training efforts. The number of preventable accidents shall not exceed 0.005% of total revenue miles operated. Standard = 1 preventable accident/200,000 revenue miles</td>
</tr>
<tr>
<td>Roadcalls/Revenue Miles Operated</td>
<td>The number of roadcalls should not exceed 0.01% of total revenue miles operated. Standard = 1 roadcall/10,000 revenue miles</td>
</tr>
<tr>
<td>Bus Trips Cancelled</td>
<td>No scheduled (confirmed) passenger trips shall be cancelled because of insufficient vehicles to meet the scheduled in-service pullout requirement. Standard = zero tolerance</td>
</tr>
<tr>
<td>COLT Trip Denials</td>
<td>No advance bookings by ADA certified registrants shall be denied.</td>
</tr>
</tbody>
</table>
Recommended Service Design Standards

Service design standards are critical planning tools to justify and prioritize the expansion of service to new areas and potential markets, and to guide how the service will be delivered. Transit service design incorporates a mix of interrelated social, political and economic factors. Generally these can include:

- The community's vision, goals, and objectives for transit;
- The marketability of the service(s) to be provided;
- Environmental and energy issues;
- Available technology;
- Budget limitations; and,
- Land use constraints and right-of-way design characteristics and limitations.

Design service standards for Porterville Transit and COLT are summarized in the following tables.
**Fixed Route Service Design Standards**

The 2003 Porterville Transit Development Plan established a series of service design standards for use as service planning tools. These standards have been updated to reflect current service conditions. The following table summarizes the fixed route design standards for Porterville Transit.

<table>
<thead>
<tr>
<th>Table 5 - Porterville Transit Service Design Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
</tr>
<tr>
<td>Introduction of New Service</td>
</tr>
<tr>
<td>Maximum Walking Distance</td>
</tr>
<tr>
<td>Bus Stop Spacing</td>
</tr>
<tr>
<td>Bus Stop Location</td>
</tr>
<tr>
<td>Minimum Bus Stop Design</td>
</tr>
<tr>
<td>Passenger Loads</td>
</tr>
<tr>
<td>Service Headways</td>
</tr>
<tr>
<td>Timed Transfers</td>
</tr>
<tr>
<td>Minimum Bus Specifications</td>
</tr>
</tbody>
</table>
Demand-Response Service Design Standards

The 2003 Porterville Transit Development Plan established a series of service design standards for use as service planning tools. These standards have been updated to reflect current service conditions. The following table summarizes the demand-response design standards for Porterville Transit.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Benchmark/Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Eligibility</td>
<td>Service will be provided to the general public residing in the City of Porterville and in designated urban areas within the County, under a service agreement with the County.</td>
</tr>
<tr>
<td>Service Capacity</td>
<td>Service capacity as determined by the number of in-service vehicles will be maintained at levels that support the minimum hourly productivity standard needed to achieve the farebox recovery ratio standard.</td>
</tr>
<tr>
<td>Pick-Up Windows</td>
<td>The pick-up windows confirmed with COLT passengers will not exceed 30 minutes, and will not begin, beyond 60 minutes of the confirmed drop-off time.</td>
</tr>
<tr>
<td>Drop-Off Window</td>
<td>Unless otherwise advised by the passenger, no passenger will be dropped off 20 minutes before the confirmed drop off time.</td>
</tr>
<tr>
<td>Maximum On-Board Travel Time</td>
<td>On-board travel times for COLT passengers will not exceed 45 minutes.</td>
</tr>
<tr>
<td>Trip Booking Options</td>
<td>Registered seniors and persons with disabilities shall be able to make subscription, advance, and same day bookings.</td>
</tr>
<tr>
<td></td>
<td>General public riders shall be limited to same day bookings.</td>
</tr>
<tr>
<td>Minimum Vehicle Specifications</td>
<td>While meeting all federal, state, and city safety, emissions, and mechanical fitness requirements, all COLT vehicles will have a minimum capacity for three ambulatory passengers, or capacity for one wheelchair and one ambulatory passenger, and comply with all technical specifications developed by the City’s Maintenance Division.</td>
</tr>
</tbody>
</table>
CHAPTER 4 – ON-BOARD PASSENGER SURVEYS

On-board surveys are one of the most accurate and cost effective means of obtaining information about current riders. A well-designed and administered survey can provide statistically valid data about who rides the system (demographics), and how they feel about the service they receive. Surveys are often the only direct source of information about trip purpose and mode choice. Surveys can also be used to identify service needs, and to answer specific policy questions.

METHODOLOGY

On-board surveys were administered for Porterville Transit and COLT during the week beginning January 30th, 2005. A total of 468 survey forms were completed, 377 for Porterville Transit, and 91 for COLT. Each of the fixed routes was represented during survey collection. The days and times selected for the surveys were selected to represent a “typical” ridership period. Thus, survey results are assumed to be representative of overall Porterville Transit and COLT ridership.

The survey form was developed by TPG Consulting, with input and approval from City staff. The on-board surveys were distributed and collected by Sierra Management staff, under direction from TPG. Surveys were provided in English with Spanish assistance available from the administering staff. See Appendix A for a copy of the survey form used by surveyors during the on-board survey process.

PORTERVILLE TRANSIT PASSENGER SURVEY RESULTS

Surveyors collected a total of 377 surveys from Porterville Transit passengers. Results of the surveys are summarized below. All responses are for combined weekday and Saturday ridership.

Gender

The majority of respondents indicated they were female; just under two-thirds (67%) of respondents were female. Three hundred seventy-five (375) passengers, or 99% of passengers surveyed, responded to this question.

![Gender Profile](Porterville_Transit_Gender_Profile)
Age

Approximately half of respondents (53%) were working age adults between the ages of 19 and 49. The system also serves a significant number of school-aged passengers. Youth under the age of 18 made up 30% of respondents. Approximately 17% of passengers are 50 years of age and older, with 9% being at least 60 years of age. This is in line with the 2000 Census report of 16% of local residents being above the age of 55.

Three hundred sixty-seven (367) passengers, or 97% of passengers surveyed, responded to this question.

![Porterville Transit Age Profile]

Ethnic Origin

According to the 2000 Census, almost half of the population (49%) of the City of Porterville is of Hispanic origin. This data was mirrored in the on-board surveys, with 49% of respondents reporting Hispanic ethnicity. The survey also reflected that 39% of passengers are white. Three hundred fifty (350) passengers, or 93% of passengers surveyed, responded to this question.
Income

The majority (88%) of respondents reported household incomes below $20,000, with 70% in the very low-income category (less than $10,000). Since one-fifth of respondents (20%) were unwilling to state their income, the actual percentage of low-income passengers could be much higher. Although household size is not known, it is likely that many of these households are at, or near the poverty level.

Overall, the majority of Porterville Transit passengers (83%) make under $15,000 per year. Typically, a direct correlation exists between income and ridership. As household income increases, transit use generally decreases simply because higher income families have more options available to them.

Three hundred four (304) passengers, or 80% of passengers surveyed, responded to this question.
Disability Status

Twenty percent (20%) of passengers surveyed answered “yes” to having a handicap or disability, while the other 80% indicated that they did not. Three hundred sixty-four (364) passengers, or 96% of passengers surveyed, responded to this question.

Passengers that responded “yes” to having a disability were asked to answer a series of related questions. Answers to these questions were only tallied if the respondent claimed to have a handicap or disability; all other answers were dismissed. From these questions it was ascertained that 14% of disabled passengers need a wheelchair lift to complete their trip. Eighty-eight percent (88%) of these respondents feel that Porterville Transit adequately meets their mobility needs, and 86% claim that they use Porterville Transit more frequently than the COLT service.

Automobile Availability

Respondents were asked whether they had access to an automobile for their particular trip. Almost all (92%) of the passengers surveyed indicated that they did not have a car available for their trip, underscoring the importance of transit service to Porterville Transit’s core riders.

Three hundred sixty-four (365) passengers, or 97% of passengers surveyed, responded to this question.

Alternative Modes

Another question asked riders how they would have traveled to and from their destination if transit service had not been available. A significant percentage (44%) of respondents reported that they would have walked; possibly indicating that many passengers are using transit for relatively short trips. Another 28% reported they would have obtained a ride, and 3% indicated “other” modes of transportation, including COLT and scooters.

Overall, 89% of respondents would have used alternate means to make the trip, while 11% of respondents reported that they would not have made the trip if the bus was not available. Many respondents included multiple answers; percentages are based on total responses received.
Trip Purpose

Passengers were asked to indicate the purpose of their trip. Respondents reported a variety of trip purposes, indicating that Porterville Transit serves a variety of different needs. Over one-quarter (27%) of passengers use the service to get to or from school/college. Other frequently mentioned activities were shopping (23%), work (14%), and doctor/dentist appointments (12%).

Overall, travel to and from work comprised a relatively minor portion of total trips. Given that transit often serves an important role in transporting people to and from entry-level and low-wage jobs, the proportion using transit for work trips in Porterville seems low, especially when compared with other small urban systems. This number may be low due to transit hours of service; some workers might have shifts that begin before 7 a.m. or end after 7 p.m. It is also possible that low-income wage earners in Porterville have work locations that are not served by the local transit system, such as agricultural jobs that require travel outside of the city limits.

Many respondents included multiple answers; percentages are based on total responses received.
Those passengers whose trip purpose was reported as “shopping”, were also asked how much money they had spent or expected to spend during their shopping trip. The average expenditure was $34 per shopper. Based on survey information, it is estimated that Porterville Transit passengers spend approximately $1,657,568 annually in the community.

Frequency of Use

Over half (68%) of the Porterville Transit riders surveyed use the service daily (3 to 5 days a week). Another 21% use it weekly (1 to 2 days a week). One percent (1%) of riders reported that they never ride Porterville Transit, indicating that it was their first time using the service.

Three hundred seventy-three (373) passengers, or 99% of passengers surveyed, responded to this question.
Information Dispersal

Respondents were asked to indicate how they usually get information about the transit system. Thirty-seven percent (37%) responded that they acquire information by asking one of the bus drivers. Another 19% call the transit information number, and 12% simply go to their desired bus stop and wait for the next bus to arrive. Multiple answers were allowed; percentages are based on total responses received.
Rider Attitudes and Opinions

Survey respondents were asked to choose from a list of system improvements that they would most like to see addressed. Thirty-five percent (35%) of passengers would like to see service extended to Sundays. Another 10% of respondents would like to see different hours of operation; later hours (21 respondents), earlier hours (4 respondents), and extended hours (9 respondents).

“Other” improvements listed include the need for a pass system (7 respondents), more stops (4 respondents), and lower fares (5 respondents). Six (6) respondents also indicated the need for driver’s to improve their attitudes.

Multiple answers were allowed; percentages are based on total responses received.

![Bar chart showing rider attitudes and opinions]

The survey also asked respondents to indicate the amount they would be willing to pay for service if the City needed to raise Porterville Transit fares. The majority of respondents (42%) indicated that they would not be willing to pay any more than the exiting fare of 75¢. However, 30% of respondents indicated that they would be willing to pay as much as $1.00 for the service.

Three hundred seventy-three (374) passengers, or 99% of passengers surveyed, responded to this question.
In general, the majority of survey respondents (80%) are happy with Porterville Transit's overall system performance. Three hundred seventy-seven (377) passengers, or 100% of passengers surveyed, responded to this question.
COLT PASSENGER SURVEY RESULTS

Surveyors collected a total of 91 surveys from COLT passengers. Results of the surveys are summarized below.

Gender

As with Porterville Transit, the majority of COLT respondents indicated they were female; just under two-thirds (74%) of respondents were female. Ninety (90) passengers, or 99% of passengers surveyed, responded to this question.

Age

As expected, the age of demand-response riders tends to be older than that of fixed route riders. Over one-third (36%) of passengers are 50 years of age or older, with a significant percentage (30%) being at least 60 years of age. Another 56% are working adults between the ages of 19 and 49. The remaining 8% are 18 years of age and under, indicating that COLT serves a small percentage of school-age individuals.

Ninety-one (91) passengers, or 100% of passengers surveyed, responded to this question.
Ethnic Origin

Forty-six percent (46%) of respondents reported being white, while 40% indicated that they are Hispanic. This is a reversal of 2000 Census data, which indicates that the majority of the population (49%) of the City of Porterville is of Hispanic origin. Ninety-five (95) passengers, or 104% of passengers surveyed, responded to this question, indicating that a few respondents marked more than one ethnic choice.

Income

The majority (89%) of respondents reported household incomes below $20,000, with 59% in the very low-income category (less than $10,000). Since many respondents (16%) were unwilling to state their income, the actual percentage of low-income passengers could be much higher. Although household size is not known, it is likely that many of these households are at, or near the poverty level.

Overall, the majority of Porterville Transit passengers (88%) make under $15,000 per year. Typically, a direct correlation exists between income and ridership. As household income increases, transit use generally decreases simply because higher income families have more options available to them.

Seventy-six (76) passengers, or 84% of passengers surveyed, responded to this question.
Disability Status

Forty-three percent (43%) of passengers surveyed answered “yes” to having a handicap or disability, while the other 57% indicated that they did not, indicating that the service may not be operating efficiently as a paratransit service. Ninety (90) passengers, or 99% of passengers surveyed, responded to this question.

Passengers that responded “yes” to having a disability were asked to answer a series of related questions. Answers to these questions were only tallied if the respondent claimed to have a handicap or disability; all other answers were dismissed. From these questions it was ascertained that 34% of disabled passengers need a wheelchair lift to complete their trip. Ninety-seven percent (97%) of these respondents feel that COLT adequately meets their mobility needs, and 81% claim that they use COLT more frequently than Porterville Transit.

Automobile Availability

Respondents were asked whether they had access to an automobile for their particular trip. Almost all (85%) of the passengers surveyed indicated that they did not have a car available for their trip, underscoring the importance of transit service to Porterville Transit’s core riders.

Eighty-six (86) passengers, or 95% of passengers surveyed, responded to this question.
Alternative Modes

Another question asked riders how they would have traveled to and from their destination if transit service had not been available. Twenty-seven percent (27%) of respondents reported that they would have gotten a ride, and 20% would have gotten a taxi, indicating that COLT is their automated transportation of choice. One-fifth (21%) of respondents reported that they would have walked; possibly indicating that these are general public passengers.

Overall, 81% of respondents would have used alternate means to make the trip, while 19% of respondents reported that they would not have made the trip if the bus was not available. Many respondents included multiple answers; percentages are based on total responses received.

![Chart showing alternative modes of transportation]

### Trip Purpose

Passengers were asked to indicate the purpose of their trip. Respondents reported a variety of trip purposes, indicating that COLT serves a variety of different needs. Over one-quarter (28%) of passengers use the service to get to or from a medical or dental appointment. Other frequently mentioned activities were work (25%), shopping (16%), and personal trips (12%).

Given that transit often serves an important role in transporting people to and from entry-level and low-wage jobs, the proportion using COLT for work trips in Porterville (25%) seems more in-line with statistics for small urban systems than the 14% reported for Porterville Transit. Given that COLT service operates until 9 p.m. on weekdays (two hours later than Porterville Transit), many transit passengers may be using COLT for work related trips occurring after the close of Porterville Transit service.

Many respondents included multiple answers; percentages are based on total responses received.
Those passengers whose trip purpose was reported as “shopping”, were also asked how much money they had spent or expected to spend during their shopping trip. The average expenditure was $33.46 per shopper. Based on survey information, it is estimated that COLT passengers spend approximately $162,281 annually in the community.

Frequency of Use

Over half (53%) of the COLT riders surveyed use the service daily (3 to 5 days a week). Another 29% use it weekly (1 to 2 days a week). Two percent (2%) of riders reported that they never ride Porterville Transit, indicating that it was their first time using the service.

Ninety-one (91) passengers, or 100% of passengers surveyed, responded to this question.
Information Dispersal

Respondents were asked to indicate how they usually get information about the demand-response system. Thirty-three percent (33%) responded that they acquire information by calling the information number. Another 25% ask a friend, and 17% ask a bus driver. Multiple answers were allowed; percentages are based on total responses received.

Rider Attitudes and Opinions

Survey respondents were asked to choose from a list of system improvements that they would most like to see addressed. Thirty-five percent (31%) of passengers would like to see service extended to Sundays. Another 27% of respondents would like to see more frequent service which
would amount to an increase in the number of Activans in operation. Those passengers who requested different hours of operation (6%) stated that they would like to see both earlier (6 a.m.) and later service hours.

“Other” improvements listed include the need for on-time scheduling (2 respondents), and the need for drivers to help passengers up and down their driveways with their belongings (2 respondents).

Multiple answers were allowed; percentages are based on total responses received.

In general, the majority of survey respondents (89%) are happy with COLT’s overall system performance. None of the respondents rated the system’s performance as “poor”. Ninety (90) passengers, or 99% of passengers surveyed, responded to this question.
CHAPTER 5 – SYSTEM ANALYSIS

The Analysis Section will discuss various components of the Porterville Transit and COLT services. By analyzing specific components, a better understanding of the overall operation of the service can be achieved. The results will provide clarity and direction for the operational, capital and planning activities in the coming years.

The Analysis Section will begin by looking at the overall service performance of the existing fixed route and demand-response transit services. This section will illustrate annual ridership, cost per passenger, and farebox ratios for the last five fiscal years. This section includes a summary of the monthly fixed route ridership for FY 2004/05, as well as a review of the systems performance and service standards.

The Analysis Section will also analyze three operating alternatives including the continuation of the existing services, the expansion of the fixed route service with reduced COLT service, and the expansion of the fixed route service with restricted COLT service. In addition, this section will present an analysis of the system’s current fare structure.

PORTERVILLE TRANSIT SERVICE PERFORMANCE

Using operating data and performance indicators, a series of assessments were completed to provide a better understanding of the operations and productivity of the fixed route service. The following graphs show a comparison of annual ridership, costs, fare revenues, farebox recovery ratios, and costs per passenger over the last five fiscal years.

![Porterville Transit Annual Ridership](image)

Annual ridership on Porterville Transit dropped slightly over the last two years in comparison with the three previous years, following a nation-wide trend of a decrease in public transit
ridership. However, the City's efforts to reverse this trend appear to be headed in a positive direction; Porterville Transit ridership increase approximately 2% between the 2003/04 and 2004/05 fiscal years.

While annual ridership has dropped slightly over the last two years, the annual cost of providing Porterville Transit service has increased by approximately 35% over the same two-year period. This rise can be attributed to an increase in vehicle maintenance costs, including rising fuel costs and labor rate increases.
Porterville Transit farebox revenues have risen, for the most part, over the past 5 years. This indicates an increase in farebox collections, since there has been no increase in ridership during this time period. Porterville Transit fare revenues have increased approximately 25% in the past five years.

Porterville Transit’s farebox ratios have declined over the past five years, in conjunction with rising operating costs. Farebox ratios can improve if cost increases can be reduced and productivity can be increased, either through increased ridership, fare increases, or both.
The annual cost per passenger on Porterville Transit has increased approximately 110% over the past five years. This increase reflects the increases in annual costs given the flat annual ridership data.

The following graph illustrates the ridership by month for FY 2004/05.

The ridership by month data suggests that Porterville Transit’s busiest month is April, and that its slowest month is January.
The Porterville Transit operational performance data for 2004/05 reflects that the fixed route service is achieving or exceeding some of the established service standards. The following table compares the overall performance of the Porterville Transit service for FY 2004/05 with the established performance and service standards as described previously in Chapter 3 of this report.

<table>
<thead>
<tr>
<th>TABLE 7 – PORTERVILLE TRANSIT PERFORMANCE &amp; SERVICE STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
</tr>
<tr>
<td>Operating Cost per Passenger</td>
</tr>
<tr>
<td>Operating Cost per Revenue Hour</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
</tr>
<tr>
<td>Farebox Recovery Ratio</td>
</tr>
</tbody>
</table>

**On Time Performance**

- 0-5 minutes: 90% | 91.5%* |

**Passenger Complaints**

- Passengers Carried: .10% | .0014%* |

**Preventable Accidents**

- Revenue Miles Operated: .0005% | .001% |

**Roadcalls**

- Revenue Miles Operated: .01% | .009* |

**Bus Trips Cancelled**

- Zero tolerance: 0% | 0%* |

*Achieved service standard.

The Porterville Transit service has achieved or exceeded standards in 4 of the 5 service standard categories. However, none of the performance standards were achieved during the FY 2004/05.
**PORTERVILLE TRANSIT ROUTE ANALYSIS**

A comprehensive assessment of each route’s performance is essential to the overall understanding of the Porterville Transit operation. Of particular concern is the interrelationship between an individual route and the entire system. This route analysis is based on FY 04/05 data. Because Route 7 was not added until July of 2005, the following analysis reviews only Route 1 through Route 6; complete FY 05/06 data is not yet available. Route 7 consists of several stops that were formerly part of Routes 2 and 5. These stops are included as part of this analysis.

It is important to note that prior to the implementation of Route 7, Route 6 ran on 30-minute headways. Routes 6 and 7 now operate on an hourly basis, alternating one bus between the two routes. The following analysis of Route 6 contains data based on its former 30-minute schedule.

**Performance Standards by Route**

Performance indicators provide a comprehensive understanding of the productivity of operations of the existing system. Individual route data is collected by Porterville Transit for total passengers. Estimates have been made for cost per passenger, cost per revenue hour, passengers per revenue hour, and farebox recovery ratio.

The following graph depicts the ridership of each route. During FY 04/05, Route 3 carried 24% of the ridership, Route 2 carried 19%, Route 5 carried 17%, Route 1 carried 16%, Route 4 carried 13%, and Route 6 carried 11%.
The cost per passenger represents the operating costs divided by the number of passengers and provides a clear indication of the operating efficiency of the system. The cost per passenger data shows that none of the routes are meeting the performance standard of $1.35 per passenger. The FY 2004/05 standard was adopted in Porterville’s 2004 SRTP. The chart shows that Route 3 costs the least to operate per passenger, while Route 6 had the highest cost per passenger.

Passenger per hour data provides additional information on a service’s efficiency and is directly related to the number of passengers a service carried for each unit of service provided. The passengers per revenue hour data reflects the cost per passenger data; Route 3 shows the highest number of passengers per revenue hour, and Route 6 shows the least. The FY 2004/05 standard was adopted in Porterville’s 2004 SRTP. Only Route 3 attained the performance standard of 28.0 passengers per revenue hour.
The farebox ratio represents the portion of fares paid in comparison to operation costs for the service. The routes running through downtown and major shopping, employment, and school areas showed the highest farebox ratios, while the outlying routes showed the lowest ratios; Route 3 generated the highest farebox ratio with 30%, while Route 6 had the lowest farebox with only 13%. The average farebox ratio for Porterville Transit during this time period was 21%, which is above the TDA requirement of 20%. While only one of the routes met the performance standard of 30%, four of them met or exceeded the TDA requirement. The FY 2004/05 standard was adopted in Porterville’s 2004 SRTP.

**Passenger Loads**

The following graphs represent passenger loads, or the number of passengers carried between each stop. The data shows those stops that experience the most passenger activity, and is used to assess the effectiveness of bus stop planning, routing, and scheduling.

The following load data was taken from the 2004 Porterville Transit On/Off Surveys. These random surveys were conducted by TPG Consulting during the Fall of 2004, for each Porterville Transit route in service during the FY 2004/05.
Not surprisingly, the Transit Center was the busiest stop in the system. Overall, all stops within the system appear to be contributing to even passenger loads across the board.

COLT SERVICE PERFORMANCE

Using operating data and performance indicators, a series of assessments were completed to provide a better understanding of the operations and productivity of the demand-response service. The following graphs show a comparison of annual ridership, costs, fare revenues, farebox recovery ratios, and costs per passenger over the last five fiscal years.

Demand-response ridership levels have mirrored fixed route levels over the past two years, increasing slightly between FY 2003/04 and FY 2004/05. However, annual ridership on COLT has decreased approximately 18% over the past three years.
While annual ridership has declined, the annual cost of providing the COLT service has increased by approximately 71% over the last five years. This rise in operating costs can be attributed to an increase in vehicle maintenance costs and a decrease in ridership levels.

COLT’s annual fare revenues dropped by approximately 10% between the 2003/04 and 2004/05 fiscal years, although annual ridership increased by approximately 0.6% during that same time period.
COLT’s farebox ratios have declined, for the most part, over the past 5 years, in conjunction with rising operating costs. Farebox ratios can improve if cost increases can be reduced and productivity can be increased.

The annual cost per passenger on COLT has increased approximately 123% over the past five years. This increase reflects the increases in annual operating costs and the decline in annual ridership.
The following graph illustrates the ridership by month for FY 2004/05.

![Graph showing COLT ridership by month for FY 2004/05]

The ridership by month data suggests that COLT’s busiest month is April and its slowest month is October.
The COLT operational performance data for 2004/05 reflects that the demand-response service is achieving or exceeding some of the established service standards. The following table compares the overall performance of the COLT service for FY 2004/05 with the established performance and service standards as described previously in Chapter 3 of this report.

<table>
<thead>
<tr>
<th>TABLE 8 - COLT PERFORMANCE &amp; SERVICE STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Standard</strong></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Operating Cost per Passenger</td>
</tr>
<tr>
<td>Operating Cost per Revenue Hour</td>
</tr>
<tr>
<td>Passengers per Revenue Hour</td>
</tr>
<tr>
<td>Farebox Recovery Ratio</td>
</tr>
<tr>
<td><strong>On Time Performance</strong></td>
</tr>
<tr>
<td>No more than 20 minutes before or 5 minutes after requested drop-off time.</td>
</tr>
<tr>
<td><strong>Passenger Complaints/Passengers Carried</strong></td>
</tr>
<tr>
<td>3 complaints / 1,000 boardings</td>
</tr>
<tr>
<td><strong>Preventable Accidents/Revenue Miles Operated</strong></td>
</tr>
<tr>
<td>1 accident / 200,000 revenue miles</td>
</tr>
<tr>
<td><strong>Roadcalls / Revenue Miles Operated</strong></td>
</tr>
<tr>
<td>1 roadcall / 10,000 revenue miles</td>
</tr>
<tr>
<td><strong>Bus Trips Cancelled</strong></td>
</tr>
<tr>
<td>Zero tolerance</td>
</tr>
<tr>
<td><strong>Dial-a-COLT Denials</strong></td>
</tr>
<tr>
<td>Zero tolerance (ADA advance bookings)</td>
</tr>
</tbody>
</table>

*Achieved service standard.

The COLT service has achieved or exceeded standards in 5 of the 6 service standard categories. However, none of the performance standards were achieved during the FY 2004/05.

**FUTURE TRANSIT DEMAND**

Estimation of future demand for transit can be based on a number of factors including population, automobile ownership, income, service availability and historic ridership. An estimation of the five year demand for transit service in Porterville has been completed using two
methods. The first method assumes the continuation of the existing type and scope of transit service. The second method attempts to estimate the total demand for transit service within the service area. Both methods were computed using Department of Finance population projections and U.S. Census 2000 population data.

The future transit demand projections for continuation of services were calculated for both the fixed route and demand-response services using the current annual per capita trip rate. Per capita trip rates reflect the transit trip making characteristics of a community. The number of transit trips made per capita is reflective of the type and frequency of service, the fare structure and the socio-economic profile of the population.

- The estimation of future trips for continuation of the existing fixed route service was based on the current per capita trip rate of 6.26 trips per year. This factor was multiplied by the estimated service area population to determine the projected annual ridership.

- The estimation of future trips for continuation of the existing COLT service was based on the current per capita trip rate of 0.90 trips per year. This factor was multiplied by the estimated service area population to determine the projected annual ridership.

In contrast to the projection of trips for continuation of the existing services, an estimate was developed for the total number of transit trips that could be expected from the service area. An estimation of total transit trip demand was prepared to establish a maximum level of ridership that could reasonably be expected over the next five years.

- The estimation of total latent demand for fixed route ridership was calculated using a per capita trip rate of 10.8 trips per year. This per capita number was derived from a review of comparable cities which provide fixed route services. The per capita rate is intended to provide an approximation of the demand for transit service within a community the size of Porterville. This trip demand factor was multiplied by the estimated service area population to determine the projected annual transit demand for Porterville Transit operations.

- The estimation of total latent demand for demand-response ridership was calculated using a per capita trip rate of 0.33 trips per year. This per capita number was derived from a review of comparable cities which provide Americans with Disabilities Act (ADA) and senior only demand-response services. The per capita rate is intended to provide an approximation of the demand for transit service within a community the size of Porterville. This trip demand factor was multiplied by the estimated service area population to determine the projected annual transit demand for COLT operations.
The following chart outlines the future transit demand for Porterville Transit in fiscal years 2006/07 through 2010/11.

Using the existing trip rate, by FY 2010/11 the fixed route service can be expected to have an annual demand of approximately 521,000 passengers. This would represent an increase of 23% over current annual ridership and would mirror the expected increase in service area population. This is depicted above as Low Demand.

Using the estimated demand rate for transit, the annual demand for transit service for FY 2010/11 is expected to be approximately 899,000 passengers. This ridership would represent an increase of 112% over current annual ridership. This is depicted above as High Demand.
The following chart outlines the future transit demand for COLT in fiscal years 2006/07 through 2010/11.

![COLT Future Demand Chart]

Using the existing trip rate, by FY 2010/11 the demand-response service can be expected to have an annual demand of approximately 75,000 passengers. This would represent an increase of 24% over current annual ridership and would mirror the expected increase in service area population. This is depicted above as High Demand.

Using the estimated demand rate for transit, which is based on the conversion of the service to Americans with Disabilities Act (ADA) and senior only service, the annual demand for transit service for FY 2010/11 is expected to be approximately 27,000 passengers. This would represent a 55% reduction in demand. This is depicted above as Low Demand.

**SERVICE ALTERNATIVES**

Three service alternatives have been explored in an effort to address projected transit demand. In response to future ridership demands, the City may choose to retain its current fixed route and demand-response services, without a change in operation. Alternately, the City may choose to expand the fixed route service, while cutting back on demand-response service; or, expand the fixed route service, while implementing a restricted demand-response service to accommodate ADA and senior passengers only. The evaluation of each of these alternatives focuses on the anticipated ridership, fare revenues, operating costs, and farebox ratio projections. All calculations were based on current FY 2005/06 system data.
Option 1 - Existing Transit & COLT Service

The continuation of the existing transit service was analyzed in response to the projected transit demand increases over the next five years. Based on this data, ridership demand is projected to be approximately 521,000 by FY 2010/11, given the service levels provided by the current fixed route service. Ridership demand for the current level of demand-response service is projected to be approximately 75,000 by FY 2010/11.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>454,000</td>
<td>$186,000</td>
<td>$979,000</td>
<td>$793,000</td>
<td>19%</td>
</tr>
<tr>
<td>2007/08</td>
<td>470,000</td>
<td>$193,000</td>
<td>$1,008,000</td>
<td>$816,000</td>
<td>19%</td>
</tr>
<tr>
<td>2008/09</td>
<td>486,000</td>
<td>$199,000</td>
<td>$1,039,000</td>
<td>$839,000</td>
<td>19%</td>
</tr>
<tr>
<td>2009/10</td>
<td>503,000</td>
<td>$206,000</td>
<td>$1,070,000</td>
<td>$863,000</td>
<td>19%</td>
</tr>
<tr>
<td>2010/11</td>
<td>521,000</td>
<td>$214,000</td>
<td>$1,102,000</td>
<td>$888,000</td>
<td>19%</td>
</tr>
</tbody>
</table>

Under this alternative Porterville Transit ridership is projected to increase approximately 17% over the current level. The annual operating costs are projected to increase 16% over current costs, assuming a 3% annual inflation rate. The net costs represent the costs to the City of Porterville after deducting the fare revenues from the operating costs. Based on the above illustration, ridership demand will be paced by rising operating costs associated with increasing fuel and maintenance costs; the farebox ratio will fall below the 20% performance standard for fixed route service, and the 20% minimum required by the TDA.

The following table delineates the projected performance of the existing COLT service over the next five years. This scenario assumes the current level of service is maintained.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>65,000</td>
<td>$108,000</td>
<td>$726,000</td>
<td>$618,000</td>
<td>15%</td>
</tr>
<tr>
<td>2007/08</td>
<td>68,000</td>
<td>$112,000</td>
<td>$748,000</td>
<td>$636,000</td>
<td>15%</td>
</tr>
<tr>
<td>2008/09</td>
<td>70,000</td>
<td>$116,000</td>
<td>$770,000</td>
<td>$654,000</td>
<td>15%</td>
</tr>
<tr>
<td>2009/10</td>
<td>72,000</td>
<td>$120,000</td>
<td>$793,000</td>
<td>$673,000</td>
<td>15%</td>
</tr>
<tr>
<td>2010/11</td>
<td>75,000</td>
<td>$124,000</td>
<td>$817,000</td>
<td>$693,000</td>
<td>15%</td>
</tr>
</tbody>
</table>

COLT ridership is projected to increase approximately 26% over the current level of ridership, indicating that many general public passengers will continue to use the demand-response system.
instead of the fixed route service. The operating costs are projected to increase by 16%. Based on the above illustration, the farebox ratio will fall below the 20% performance standard for demand-response service, and the 20% minimum required by the TDA.

**Option 2 -- Expanded Fixed Route & Reduced COLT Service**

In order to meet a greater demand for general public transit service, the system could be focused on the fixed route service while at the same time reducing the demand-response service. Under this option, the fixed route service would be expanded from its current 7 route, 6-bus service to an expanded 8 route service using 7 buses. The new route would be focused on development expansion areas in the northeast section of the city. This would shift transit demand from COLT service to Porterville Transit within this service area. The new route would increase fixed route ridership, but a reduction in COLT service would be necessary to offset increased operating costs; COLT service hours would be substantially reduced.

The following table delineates the projected performance of the proposed expanded fixed route service over the next five years.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>528,000</td>
<td>$217,000</td>
<td>$1,116,000</td>
<td>$899,000</td>
<td>19%</td>
</tr>
<tr>
<td>2007/08</td>
<td>544,000</td>
<td>$223,000</td>
<td>$1,149,000</td>
<td>$926,000</td>
<td>19%</td>
</tr>
<tr>
<td>2008/09</td>
<td>561,000</td>
<td>$230,000</td>
<td>$1,184,000</td>
<td>$954,000</td>
<td>19%</td>
</tr>
<tr>
<td>2009/10</td>
<td>578,000</td>
<td>$237,000</td>
<td>$1,219,000</td>
<td>$983,000</td>
<td>19%</td>
</tr>
<tr>
<td>2010/11</td>
<td>595,000</td>
<td>$243,000</td>
<td>$1,256,000</td>
<td>$1,012,000</td>
<td>19%</td>
</tr>
</tbody>
</table>

Under this alternative Porterville Transit ridership is projected to increase approximately 13% over the five years shown above, an increase of approximately 14% over Option 1 (existing service) ridership projections. The above analysis illustrates that as ridership increases, fare revenues and operating costs will also increase; annual operating costs are projected to increase by 13%, assuming a 3% annual inflation rate. The farebox ratio will fall below the 20% performance standard for fixed route service, and the 20% minimum required by the TDA. Based on the above illustration, adding an additional route to the system will not in itself be enough to improve system performance.
The following table delineates the projected performance of the COLT service over the next five years. This scenario assumes a reduction in COLT service hours, and a service average of 4 passengers per hour.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>65,000</td>
<td>$108,000</td>
<td>$710,000</td>
<td>$602,000</td>
<td>15%</td>
</tr>
<tr>
<td>2007/08</td>
<td>68,000</td>
<td>$112,000</td>
<td>$732,000</td>
<td>$620,000</td>
<td>15%</td>
</tr>
<tr>
<td>2008/09</td>
<td>70,000</td>
<td>$116,000</td>
<td>$754,000</td>
<td>$638,000</td>
<td>15%</td>
</tr>
<tr>
<td>2009/10</td>
<td>72,000</td>
<td>$120,000</td>
<td>$776,000</td>
<td>$656,000</td>
<td>15%</td>
</tr>
<tr>
<td>2010/11</td>
<td>75,000</td>
<td>$124,000</td>
<td>$800,000</td>
<td>$675,000</td>
<td>16%</td>
</tr>
</tbody>
</table>

This option attempts to raise system efficiency by forcing projected passenger levels, from Option 1 (existing service), into fewer service hours, thus improving passenger per hour ratios. With a 10% reduction in service hours, the annual operating costs are projected to decrease 13% over the current level, and are projected to be approximately 2% lower than under Option 1 (existing service) during the same five year period. With a restricted COLT service the farebox ratio will fall below the 20% performance standard for demand-response service, and the 20% minimum required by the TDA. Based on the above illustration, restricting COLT service hours will not in itself be enough to improve system performance.

**Option 3 – Expanded Fixed Route & Restricted COLT Service**

In order to more efficiently serve a greater demand for transit service, the fixed route service would be expanded as detailed in Option 2 (expanded service), while the demand-response service would be converted to a restricted ADA and senior only service. Under this option, Porterville Transit would be expanded from its current 6-bus service to a 7-bus system (see Table 11 above). The existing COLT service would remain in effect to accommodate those transit passengers who are unable to ride the fixed route system, generally, individuals who qualify under the ADA, as well as senior citizens.
The following table delineates the projected performance of the proposed expanded fixed route service over the next five years. This scenario assumes an increase in fixed route ridership as general public passengers are shifted off of the demand-response system.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>558,000</td>
<td>$229,000</td>
<td>$1,116,000</td>
<td>$887,000</td>
<td>20%</td>
</tr>
<tr>
<td>2007/08</td>
<td>576,000</td>
<td>$236,000</td>
<td>$1,149,000</td>
<td>$913,000</td>
<td>21%</td>
</tr>
<tr>
<td>2008/09</td>
<td>593,000</td>
<td>$243,000</td>
<td>$1,184,000</td>
<td>$941,000</td>
<td>21%</td>
</tr>
<tr>
<td>2009/10</td>
<td>612,000</td>
<td>$251,000</td>
<td>$1,219,000</td>
<td>$969,000</td>
<td>21%</td>
</tr>
<tr>
<td>2010/11</td>
<td>630,000</td>
<td>$258,000</td>
<td>$1,256,000</td>
<td>$998,000</td>
<td>21%</td>
</tr>
</tbody>
</table>

Under this alternative Porterville Transit ridership is projected to increase approximately 6% over Option 2, due to transferred ridership from COLT. Operating costs are assumed to remain the same as in Option 2, but fare revenues will increase with the increased ridership, ultimately lowering the net costs to the City. Based on the above illustration, the farebox ratio will just meet the 20% performance standard for fixed route service, and the 20% minimum required by the TDA.

The following table delineates the projected performance of the COLT service over the next five years, assuming that service is restricted to only ADA registrants and seniors. This scenario assumes a service average of 4.5 passengers per hour.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>26,000</td>
<td>$36,000</td>
<td>$253,000</td>
<td>$217,000</td>
<td>14%</td>
</tr>
<tr>
<td>2007/08</td>
<td>28,000</td>
<td>$39,000</td>
<td>$261,000</td>
<td>$222,000</td>
<td>15%</td>
</tr>
<tr>
<td>2008/09</td>
<td>29,000</td>
<td>$41,000</td>
<td>$268,000</td>
<td>$228,000</td>
<td>15%</td>
</tr>
<tr>
<td>2009/10</td>
<td>30,000</td>
<td>$42,000</td>
<td>$277,000</td>
<td>$235,000</td>
<td>15%</td>
</tr>
<tr>
<td>2010/11</td>
<td>31,000</td>
<td>$43,000</td>
<td>$285,000</td>
<td>$241,000</td>
<td>15%</td>
</tr>
</tbody>
</table>

COLT ridership would decrease significantly under this option. As all general riders are shifted off of COLT, the remaining demand would be approximately 47% lower than the current level of ridership. Under this scenario, the annual operating costs are projected to decrease 60% from the current level. However, based on the above projections of restricted COLT service, the farebox ratios will remain under the 20% performance standard for demand-response service, due to the high cost of operating a demand-response system.
FARE ANALYSIS

The cost of providing transit service has steadily increased since the inception of the fixed route service in July of 1997. The last (and only) fare adjustment was initiated early in this decade, when the one-way fare was increased from 50¢ to the current 75¢. Given the above service scenarios it is clear that improving service efficiency through increased service will not in itself be enough to raise Porterville Transit farebox ratios to the minimum 20% required by the TDA.

The current Porterville Transit fare system is comprised of general cash revenues. Transfers are free to continue a one-way trip, and there is a 35¢ midday special between 9 a.m. and 1 p.m. for seniors and the disabled.

The City received feedback from local transit riders on potential fare adjustments through on-board passenger surveys conducted during January and February of 2006. Customer feedback was favorable. Fifty-eight percent (58%) of respondents indicated that they would be willing to pay more than the current fare for service, and 30% of those responding favorably indicated that they would be willing to pay $1.00 (see Chapter 4). With rising gas prices, it is still more reasonable for the transit-dependent to rely on the City’s public transportation system rather than attempting to secure their own private transportation.

A comparison of other Valley service providers showed that more than half charge general public adult base fares of between 90¢ and $1.00 for fixed route service. The following table illustrates this fare comparison.

<table>
<thead>
<tr>
<th>Provider</th>
<th>General (fixed route)</th>
<th>Pass (fixed route)</th>
<th>General (dial-a-ride)</th>
<th>ADA (dial-a-ride)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bakersfield GET</td>
<td>90¢</td>
<td>$2.25/day</td>
<td>n/a</td>
<td>$1.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$30/month</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clovis Stageline/Roundup</td>
<td>$1.00</td>
<td>n/a</td>
<td>n/a</td>
<td>$1.00</td>
</tr>
<tr>
<td>Fresno Area Express</td>
<td>$1.00</td>
<td>$35/month</td>
<td>n/a</td>
<td>$1.00</td>
</tr>
<tr>
<td>Madera MAX/DAR</td>
<td>75¢</td>
<td>n/a</td>
<td>$2.00</td>
<td>$1.00</td>
</tr>
<tr>
<td>Merced County Transit (urban)</td>
<td>$1.00</td>
<td>$40/month</td>
<td>$2.00</td>
<td>$2.00</td>
</tr>
<tr>
<td>Porterville Transit/COLT</td>
<td>75¢</td>
<td>n/a</td>
<td>$2.50</td>
<td>$1.50</td>
</tr>
<tr>
<td>Tulare Transit Express/DART</td>
<td>75¢</td>
<td>$22/month</td>
<td>$1.75</td>
<td>$1.00</td>
</tr>
<tr>
<td>Visalia City Coach</td>
<td>75¢</td>
<td>$1.50/day</td>
<td>$2.50</td>
<td>$1.25</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$28/month</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Although fare increases are often required as a means of generating additional fare revenue, they usually result in the loss of a portion of the system’s pre-increase passenger base. John F. Curtin’s 1968 study, *Effects of Fares on Transit Riding*, established the Simpson-Curtin Rule, which predicts the percentage decrease in ridership as a function of the percentage increase in fares. The Rule states that for every 10% increase in fares, there will be a 3.3% decrease in ridership. When applied to Option 3 (Expanded Fixed Route & Restricted COLT Service; see page 79) projected ridership for the 2006/07 fiscal year, the rule produced the following results.

<table>
<thead>
<tr>
<th>Base Fare</th>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>75¢</td>
<td>2006/07</td>
<td>558,000</td>
<td>$229,000</td>
<td>$1,116,000</td>
<td>$887,000</td>
<td>20%</td>
</tr>
<tr>
<td>80¢</td>
<td>2006/07</td>
<td>556,000</td>
<td>$256,000</td>
<td>$1,116,000</td>
<td>$860,000</td>
<td>23%</td>
</tr>
<tr>
<td>85¢</td>
<td>2006/07</td>
<td>534,000</td>
<td>$272,000</td>
<td>$1,116,000</td>
<td>$844,000</td>
<td>24%</td>
</tr>
<tr>
<td>$1.00</td>
<td>2006/07</td>
<td>496,000</td>
<td>$327,000</td>
<td>$1,116,000</td>
<td>$788,000</td>
<td>29%</td>
</tr>
</tbody>
</table>

The above projections show that each of the analyzed fare increases would help push the fixed route farebox ratios above the minimum 20% TDA requirement. However, only the increase to $1.00 would provide enough of an increase from which to build upon; a consistent 20+% farebox ratio would provide room to implement other planned operational improvements, and assure the continued high level of customer service provided by Porterville Transit. Furthermore, an increase to $1.00 would help curtail fare abuse; a $1.00 fare would, in general, be easier for transit drivers to verify than an 80¢ or 85¢ increase, which would require the use of more coinage. A $1.00 fare would also make it easier for passengers paying for multiple riders to calculate their total cost.

In addition to general public fare restructuring, pass programs provide transit systems with a way to off-set fare increases; pass programs help make increased fares more palatable to the transit public by providing a price break for loyal riders. If the Council should decide to authorize a fare increase to $1.00, a pass program should be looked at as a way to offset the added cost to Porterville Transit passengers. Monthly passes also increase service productivity by allowing bus drivers to focus less of their energy on fare collection and more on customer service, and help to alleviate farebox abuse.

Pass programs should focus on providing a discount to commuter riders, while remaining profitable to the system. According to the on-board passenger surveys conducted during January and February of 2006, approximately 41% of respondents reported school and work as their primary trip purpose; twenty-seven percent (27%) of passengers use the service to get to or from school, while 14% use it to get to or from work. Using a base fare of $1.00 and an average commuter trip rate of 2 trips per day, a monthly base value of $42.50 was determined. This is the average price per month a transit commuter is likely to spend on service. The following table...
illustrates discounts to the rider associated with various monthly pass prices, based on the calculated monthly service value.

<table>
<thead>
<tr>
<th>Base Service Value</th>
<th>Discount</th>
<th>Pass Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42.50</td>
<td>10%</td>
<td>$38.25</td>
</tr>
<tr>
<td>$42.50</td>
<td>15%</td>
<td>$36.12</td>
</tr>
<tr>
<td>$42.50</td>
<td>20%</td>
<td>$34.00</td>
</tr>
</tbody>
</table>

Based on the above comparison, a monthly pass price of $36 would save the average Porterville Transit commuter roughly $7.50 per month.

Another technique for increasing fare revenues is the implementation of electronic fareboxes. These fare collection systems allow transit providers to collect fares, read passes, display information, print transfers, and collect and store information about riders and routes. Electronic fareboxes increase fare collection accuracy, thus increasing farebox revenues by alleviating farebox abuse, and like monthly passes they help increase service productivity by refocusing driver efforts. In addition, electronic fareboxes provide more accurate ridership data than traditional on-off surveys; electronic fareboxes provide detailed passenger activity data free of sampling error. The Porterville Transit system currently uses mechanical or “drop-in” fareboxes.
FIVE-YEAR EQUIPMENT PURCHASE PROGRAM

The Capital Plan has been developed to be consistent with the City’s acquisition schedule. The Capital Plan was initially developed for the FTA’s Section 5307 Program. The five-year program for replacement of Porterville Transit and COLT vehicles is designed to provide adequate equipment to meet the service demands projected, and to comply with California Air Resources Board (CARB) requirements. Per CARB requirements all transit service providers are required to reduce transit related PM and NOx emissions by December 31, 2007. The City is committed to complying with these requirements through the conversion of its fixed route fleet to cleaner burning Compressed Natural Gas (CNG) buses, as outlined in the accelerated bus purchase program below.

The Capital Plan for the period from FY 2006/07 to FY 2010/11 includes the purchase of ten 30-passenger, fixed route transit buses, and five 5-passerger demand-response Activans. The replacement of buses and Activans over the next five years will ensure higher service reliability and reduce maintenance costs. Following is the Capital Plan for the Porterville transit system.

<table>
<thead>
<tr>
<th>Year</th>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>2 Thirty (30) Passenger CNG Buses</td>
<td>$500,000</td>
</tr>
<tr>
<td>2006/07</td>
<td>1 Five (5) Passenger Activans</td>
<td>$45,000</td>
</tr>
<tr>
<td>2006/07</td>
<td>Bus Stop Signs/Poles</td>
<td>$4,000</td>
</tr>
<tr>
<td>2006/07</td>
<td>Bus Turn-outs</td>
<td>$30,000</td>
</tr>
<tr>
<td>2006/07</td>
<td>Particulate Filters (for diesel buses)*</td>
<td>$50,000</td>
</tr>
<tr>
<td>2007/08</td>
<td>2 Thirty (30) Passenger CNG Buses</td>
<td>$525,000</td>
</tr>
<tr>
<td>2007/08</td>
<td>1 Five (5) Passenger Activans</td>
<td>$47,250</td>
</tr>
<tr>
<td>2007/08</td>
<td>Bus Stop Signs/Poles</td>
<td>$4,000</td>
</tr>
<tr>
<td>2007/08</td>
<td>Shelters/Benches</td>
<td>$12,000</td>
</tr>
<tr>
<td>2007/08</td>
<td>Bus Turn-outs</td>
<td>$33,000</td>
</tr>
<tr>
<td>2007/08</td>
<td>Electronic Fareboxes</td>
<td>$150,000</td>
</tr>
<tr>
<td>2008/09</td>
<td>2 Thirty (30) Passenger CNG Buses</td>
<td>$551,250</td>
</tr>
<tr>
<td>2008/09</td>
<td>1 Five (5) Passenger Activans</td>
<td>$49,613</td>
</tr>
<tr>
<td>2008/09</td>
<td>Bus Stop Signs/Poles</td>
<td>$4,000</td>
</tr>
<tr>
<td>2008/09</td>
<td>Bus Turn-outs</td>
<td>$36,000</td>
</tr>
<tr>
<td>2009/10</td>
<td>2 Thirty (30) Passenger CNG Buses</td>
<td>$578,813</td>
</tr>
<tr>
<td>2009/10</td>
<td>1 Five (5) Passenger Activans</td>
<td>$52,093</td>
</tr>
<tr>
<td>2009/10</td>
<td>Bus Stop Signs/Poles</td>
<td>$4,000</td>
</tr>
<tr>
<td>2009/10</td>
<td>Shelters/Benches</td>
<td>$14,000</td>
</tr>
<tr>
<td>2009/10</td>
<td>Bus Turn-outs</td>
<td>$40,000</td>
</tr>
<tr>
<td>2010/11</td>
<td>2 Thirty (30) Passenger CNG Buses</td>
<td>$607,753</td>
</tr>
<tr>
<td>2010/11</td>
<td>1 Five (5) Passenger Activans</td>
<td>$54,698</td>
</tr>
<tr>
<td>2010/11</td>
<td>Bus Stop Signs/Poles</td>
<td>$4,000</td>
</tr>
<tr>
<td>2010/11</td>
<td>Bus Turn-outs</td>
<td>$40,000</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$3,436,470</strong></td>
</tr>
</tbody>
</table>

*CARB requires a 40% reduction in transit related PM and NOx emissions by 2008.
PARATRANSIT COMPLIANCE

The following is an excerpt from the City of Porterville 2003 Paratransit Plan:

The 2003 Paratransit Plan for the City of Porterville is a result of the passage of the Americans with Disabilities Act of 1990 (ADA). The ADA requires that public entities which operate fixed route transit services also provide paratransit service to disabled persons who are unable to use the fixed route system. Paratransit service must be comparable to the fixed route service available to the general public.

The ADA states that “complementary paratransit programs” must provide a level of service that is comparable to that provided on the associated fixed route system. Six service criteria are used to determine comparability. These six criteria state that paratransit service must:

- Operate in the same service area as the fixed route system;
- Have a response time that is comparable;
- Have comparable fares;
- Have comparable days and hours of service;
- Meet requests for any trip purpose; and
- Not limit service availability because of capacity constraints.

The City of Porterville currently meets all of the six service criteria as determined by the ADA. The City of Porterville operates COLT as its paratransit service. COLT overlaps and surpasses the service area of the City’s fixed route service, Porterville Transit. Generally, COLT has a response time of service within one hour or less of call-in. In addition, advanced reservations can be made up to fourteen days before service is needed. COLT operates the same days as the fixed route service and has service hours that operate beyond those of the fixed route service. All requests for service are met regardless of trip purpose within the response time set forth in the policy section of the City of Porterville’s 2003 Transit Development Plan. Currently, COLT capacity surpasses the demand for service, and the fare structure is set to charge handicapped passengers a fare of not more than twice the fare charged on the fixed route system.

The 2003 Paratransit Plan represents the second paratransit service plan prepared for the Porterville Transit and COLT services. With the adoption of this document, the City of Porterville will continue its historic commitment to providing transit service to the disabled members of the community.
CHAPTER 6 – IMPLEMENTATION PLAN

The five-year implementation plan developed for both Porterville Transit and COLT responds to potential ridership and system constraints for both the fixed route and demand-response transit systems in the Porterville area. The following sections outline the planned changes and improvements over the next five years. The implementation plan includes an outline for a five-year Financial Plan that will delineate annual operating expenses for the entire system, as well as annual revenues. This section also includes a Management Plan and Marketing Plan for the system. The implementation plan will conclude with a discussion of the Americans with Disabilities Act (ADA) requirements, Transportation Demand Management impacts, and the Federal mandatory Drug Testing Program.

KEY ISSUES

Transit in Porterville has a strong, captive market and a great potential for high service productivity and cost-effectiveness. Both City staff and service contractor staff are committed to the provision of a high quality service that meets local public transit needs. However, factors beyond the control of the system, such as nationwide ridership declines, and rising gas costs, have contributed to operational strains upon the system over the last few years. Following is a summary of key issues facing the system during the five years covered by this SRTP:

- **Rising Operating Costs** – Operating costs associated with the current service of both fixed route and demand-response has increased significantly over the last few years, due in large part to costs associated with the maintenance of the fleet; over the last two fiscal years, fixed route vehicle maintenance has increased by approximately 67%. This impact is associated with rising gas prices and an increase in labor rates. While ridership has increased slightly over the last fiscal year, the associated increase in revenue cannot keep pace with this rising cost of maintenance.

- **Low Farebox Ratios** – The TDA mandates a farebox recovery of 20% for fixed route and demand-response service. Farebox ratios for both Porterville Transit and COLT have been steadily declining over the last five years, with both services struggling to meet the 20% requirement. Since farebox ratio is the relationship of revenue to operating costs, and current operating costs appear to be held by rising gas prices, all possible measures should be taken to increase revenues.

- **COLT Service Efficiency** – Demand-response services typically are less cost-effective to run than fixed route services due to the nature of the service itself; smaller carrying capacities and less structured service lend to higher average costs per passenger. At the present time both Porterville Transit and COLT serve the general public. Passenger data from FY 2005/06 indicates that over 50% of COLT riders are general public/non-ADA riders. This high proportion of general public ridership indicates an overlap in the COLT and Porterville Transit markets, leaving a potential to move more COLT riders to the lower cost per passenger Porterville Transit service.
**FIXED ROUTE SERVICE (PORTERVILLE TRANSIT)**

In order to meet projected service demands while also raising farebox ratios above the 20% TDA requirement, the Porterville transit system should be restructured as outlined previously in Option 3 (see Chapter 5), along with a fixed route fare increase. In this scenario, Porterville Transit would be expanded from its current 6-bus service to a 7-bus system, and would accommodate a shift of general public passengers off of the demand-response service. In addition, the fixed route base fare would be increased from the current 75¢ to $1.00. The existing COLT service would remain in effect to accommodate those transit passengers who are unable to ride the fixed route system, generally, individuals who qualify under the ADA, as well as senior citizens.

The following table delineates the projected performance of the proposed expanded fixed route service over the next five years. This scenario assumes an increase in fixed route ridership as general public passengers are shifted off of the demand-response system and a fare increase of 25¢.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ridership</th>
<th>Fare Revenues</th>
<th>Operating Costs</th>
<th>Net Costs</th>
<th>Farebox Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>496,000</td>
<td>$327,000</td>
<td>$1,116,000</td>
<td>$788,000</td>
<td>29%</td>
</tr>
<tr>
<td>2007/08</td>
<td>513,000</td>
<td>$338,000</td>
<td>$1,149,000</td>
<td>$811,000</td>
<td>29%</td>
</tr>
<tr>
<td>2008/09</td>
<td>528,000</td>
<td>$349,000</td>
<td>$1,184,000</td>
<td>$835,000</td>
<td>29%</td>
</tr>
<tr>
<td>2009/10</td>
<td>544,000</td>
<td>$359,000</td>
<td>$1,219,000</td>
<td>$860,000</td>
<td>29%</td>
</tr>
<tr>
<td>2010/11</td>
<td>561,000</td>
<td>$370,000</td>
<td>$1,256,000</td>
<td>$886,000</td>
<td>29%</td>
</tr>
</tbody>
</table>

Under this scenario Porterville Transit ridership is projected to decrease approximately 11% from Option 3 projections, due largely to the fare increase; it is estimated that for every 10% increase in fares, ridership will decrease by 3.3% (Simpson-Curtin Rule). However, even with a loss in ridership fare revenues are expected to increase above Option 3 projections, ultimately lowering the net costs to the City. Operating costs are assumed to remain the same as in Options 2 and 3. Furthermore, based on the above illustration, the farebox ratio will exceed the 20% performance standard for fixed route service, and the 20% minimum required by the TDA, allowing the City to implement planned and needed operating improvements.

The implementation plan assumes that the current fixed route operation hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays will continue. Sunday service is not anticipated during the next five years.

In year one of the Plan, FY 2006/07, the current level of service will be maintained at 7 routes and 6 buses, with routes 6 and 7 sharing a bus on alternating 30-minute headways. To address the rising costs of fixed route service a fare increase should be initiated. This Plan recommends a
fare increase of 25¢ (to $1.00). A base fare of $1.00 would insure that the required 20% farebox ratio is consistently met, help curtail fare abuse, and provide a monetary base from which to implement planned operational improvements.

As an off-set to the fare increase, the Plan also recommends the implementation of a monthly pass program during year one. A pass program will help make increased fares more palatable to the transit public by providing a price break for loyal customers. The pass program should focus on the systems daily riders: school and work commuters. This Plan recommends a $36.00 monthly pass. This price would allow the average transit commuter a 15% monthly savings off of the regular fare, while remaining cost effective to the system.

In FY 2007/08 the fixed route service will continue with the status quo established in FY 2006/07. In addition, an electronic farebox system will be implemented to further increase farebox collection accuracy.

In the third year of the Plan, FY 2008/09, the fixed route service will continue to operate on the FY 2007/08 schedule, but with the addition of 1 new bus. This bus will be deployed through the addition of an eighth route. This new route will be deployed within the northeast section of Porterville, an area of growing development. There is currently no fixed route service in that area of the city.

During FY 2009/10 and FY 2010/11, Porterville Transit will make minor route and schedule adjustments on an annual basis to respond to changes in service demand and on-street operations.

**DEMAND-RESPONSE SERVICE (COLT)**

Over the next five years, COLT will focus on providing service to seniors and handicapped persons. In conjunction with the Americans with Disabilities Act, the emphasis of the demand-response service will focus on providing trips to seniors, handicapped persons, and those persons whose origin or destination lies outside the area served by the routes.

The existing COLT dial-a-ride service will continue to operate from 7:00 a.m. to 9:00 p.m. Monday through Friday, and from 9:00 a.m. until 6:00 p.m. on Saturdays during the FY 2006/07.

In an effort to make COLT service more cost effective, this Plan recommends that the demand-response service convert to a restricted service in FY 2006/07; service will be restricted to seniors (62 years of age and older) and handicapped persons only. Handicapped individuals are those persons who qualify under the Americans with Disabilities Act. All general public ridership will be transitioned to the fixed route service. The current senior/ADA fare of $1.50 will be maintained.

From FY 2007/08 through FY 2010/11 the demand-response service will maintain existing service levels. While the breadth of service hours will remain unchanged, the actual number of service hours per day will be adjusted to the new ridership demand.
COMPREHENSIVE FINANCIAL PLAN

The fixed route and demand-response services described above, plus the equipment purchase program outlined in the Analysis Section, will result in the following five-year financial plan. This financial plan includes estimates of operating and equipment expenditures and projections of revenues by source for the proposed services. The estimates are for the purposes of this study only, and represent approximations of the costs of operations and equipment. Actual values for annual operation and equipment will vary and will be determined through the City’s annual budgeting process. The purpose of this data is to provide comparative information for the review of this plan.

<table>
<thead>
<tr>
<th>TABLE 20 - EXPENDITURES</th>
<th>Increased Transit Fares with Restricted COLT Service</th>
<th>Expanded Transit Service with Restricted COLT Service</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2006/07 $1,232,000 2007/08 $1,269,000</td>
<td>2008/09 $1,452,000 2009/10 $1,496,000 2010/11 $1,541,000</td>
<td>$6,990,000</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses</td>
<td>$500,000 $525,000</td>
<td>$551,200 $578,800 $607,800</td>
<td>$2,762,800</td>
</tr>
<tr>
<td>Vans</td>
<td>$45,000 $47,200</td>
<td>$49,600 $52,100 $54,700</td>
<td>$248,600</td>
</tr>
<tr>
<td>Shelters/Benches/Signs</td>
<td>$4,000 $16,000</td>
<td>$4,000 $18,000 $4,000</td>
<td>$46,000</td>
</tr>
<tr>
<td>Bus Turn-outs</td>
<td>$30,000 $33,000</td>
<td>$36,000 $40,000 $40,000</td>
<td>$179,000</td>
</tr>
<tr>
<td>Particulate Filters</td>
<td>$50,000 $0</td>
<td>$0 $0 $0</td>
<td>$50,000</td>
</tr>
<tr>
<td>Electronic Fareboxes</td>
<td>$0 $150,000</td>
<td>$0 $0 $0</td>
<td>$150,000</td>
</tr>
<tr>
<td>Transit Center Parking</td>
<td>$100,000 $0</td>
<td>$0 $0 $0</td>
<td>$100,000</td>
</tr>
<tr>
<td>Washer/Storage Area</td>
<td>$100,000 $0</td>
<td>$0 $0 $0</td>
<td>$100,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$829,000 $771,200</td>
<td>$640,800 $688,900 $706,500</td>
<td>$3,636,400</td>
</tr>
<tr>
<td>Total</td>
<td>$2,061,000 $2,040,200</td>
<td>$2,092,800 $2,184,900 $2,247,500</td>
<td>$10,626,400</td>
</tr>
</tbody>
</table>

The expenditure plan shown above anticipates an outlay in FY 2006/07 of $2,061,000 for operating and capital. Annual expenditures afterwards range from $2,040,200 up to $2,247,500. One-time expenditures of $100,000 each for a Bus Maintenance Facility, and the reconstruction of a parking lot adjacent to the Transit Center in FY 2006/07 accounts for the slight drop in annual expenditures between FY 2006/07 and FY 2007/08. These expenditures are balanced by the one-time expenditure of $150,000 in FY 2007/08 for an electronic farebox system. The bulk of the capital expenditures in any given year will be for the acquisition of new CNG buses.
The five-year expenditures outlined above will require a mix of funding revenues. The intent of this Plan is to maximize the use of federal (FTA) funding, as well as fare revenues from users of the service. This course will minimize the use of local TDA funds.

<table>
<thead>
<tr>
<th></th>
<th>Increased Transit Fares with Restricted COLT Service</th>
<th>Expanded Transit Service with Restricted COLT Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year:</td>
<td>2006/07</td>
<td>2007/08</td>
</tr>
<tr>
<td></td>
<td>2008/09</td>
<td>2009/10</td>
</tr>
<tr>
<td>FTA (Sec. 5307)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>Equipment</td>
<td>$829,000</td>
<td>$771,200</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$1,129,000</td>
<td>$1,071,200</td>
</tr>
<tr>
<td>Fares</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$320,000</td>
<td>$334,000</td>
</tr>
<tr>
<td>Local TDA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>$612,000</td>
<td>$635,000</td>
</tr>
<tr>
<td>Equipment</td>
<td>$165,800</td>
<td>$154,200</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$777,800</td>
<td>$789,200</td>
</tr>
<tr>
<td>Total</td>
<td>$2,226,800</td>
<td>$2,194,400</td>
</tr>
</tbody>
</table>

Federal funds are projected to cover 48% of total system costs over the next five years. These funds will be used primarily for equipment purchases. Other funding sources, such as the Congestion Mitigation and Air Quality (CMAQ) program, jointly administered by the Federal Highway Administration (FHWA) and the FTA, or the San Joaquin Valley Unified Air Pollution Control District’s (SJVAPCD) REMOVE II Program, could potentially provide additional funding for the needed equipment, and should be pursued when and if they become available.

Over the next five years, passenger fares are projected to contribute 17% of the operating and equipment costs of the proposed fixed route and demand-response services. The City of Porterville, through its local TDA funds, is projected to pay 41% of all costs.

The use of TDA funds for public transit is of critical importance to the City of Porterville. Historically, a significant share of these funds has been used for street projects. State law requires that each year TDA funds first be made available for transit purposes. If no transit needs exist that can reasonably be met, the funds can then be used for street projects. The following chart compares the TDA funds that are projected to be available annually over the next five years. The projected level of funding needed for the fixed route and demand-response services is also shown, with the projected balance available for street projects. Projections for available TDA
funds are based on an anticipated population increase in Porterville. Further, they include an estimate of the contribution from the County of Tulare for its share of the operation of the fixed route and demand-response services in unincorporated County lands in and near the City of Porterville. The chart suggests that each year, some funds will be available for street projects.

<table>
<thead>
<tr>
<th>Year:</th>
<th>2006/07</th>
<th>2007/08</th>
<th>2008/09</th>
<th>2009/10</th>
<th>2010/11</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDA Available</td>
<td>$1,147,400</td>
<td>$1,181,800</td>
<td>$1,217,300</td>
<td>$1,253,800</td>
<td>$1,291,400</td>
<td>$6,091,700</td>
</tr>
<tr>
<td>TDA for Transit</td>
<td>$801,100</td>
<td>$812,900</td>
<td>$916,900</td>
<td>$960,800</td>
<td>$998,400</td>
<td>$4,490,100</td>
</tr>
<tr>
<td>Balance</td>
<td>$346,300</td>
<td>$368,900</td>
<td>$300,400</td>
<td>$293,000</td>
<td>$293,000</td>
<td>$1,601,600</td>
</tr>
</tbody>
</table>
PROPOSED FARE STRUCTURE

In the first year of the Plan, it is recommended that the fixed route base fare be increased 25¢, to $1.00 per passenger. The fixed route service currently has a one-way fare of 75¢, with free transfers to continue a one-way trip. The proposed fare adjustment will allow Porterville Transit to meet revenue requirements for the foreseeable future, given the current trend towards rising operational costs, while maintaining the existing policy of free local transfers. In addition, a $36.00 monthly pass program is recommended as a means to make the fare increase more palatable to the transit public by providing a price break for loyal customers. The proposed fare implementation plan is outlined in the fixed route service section of this chapter. There are no planned changes to the existing fare of the demand-response service. The following table delineates the proposed fare changes.

<table>
<thead>
<tr>
<th>Porterville Transit Fare Category</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>75¢</td>
<td>$1.00</td>
</tr>
<tr>
<td>Senior (62 and older)/ADA (non-peak)</td>
<td>35¢</td>
<td>50¢</td>
</tr>
<tr>
<td>Children under 4 (two per adult)</td>
<td>Free</td>
<td>Free</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COLT Fare Category</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>$2.50</td>
<td>n/a</td>
</tr>
<tr>
<td>Senior (62 and older)</td>
<td>$1.50</td>
<td>$1.50</td>
</tr>
<tr>
<td>ADA (certified registrants)</td>
<td>$1.50</td>
<td>$1.50</td>
</tr>
<tr>
<td>Personal Care Attendant (one per reg.)</td>
<td>Free</td>
<td>Free</td>
</tr>
<tr>
<td>College (after 6:00 p.m. with student ID)</td>
<td>$1.50</td>
<td>n/a</td>
</tr>
<tr>
<td>Child (5 and older)</td>
<td>$2.50</td>
<td>n/a</td>
</tr>
<tr>
<td>Under 4 (two children per adult)</td>
<td>Free</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Beginning in FY 2008/09 and every two years thereafter, the fare structure should be reviewed. Adjustments to the structure should be made to reflect farebox ratio requirements, changes in service and increases in operating costs.

MANAGEMENT PLAN

The City of Porterville will continue to own and operate the Porterville Transit and COLT services in the Porterville area. The management of the combined fixed route and demand-response system will be vested with the Porterville City Council. The City will continue to own and maintain the equipment and intends to continue to use a contractor for the day-to-day operation of both services. The contractor will be responsible for the employment of drivers and dispatchers, plus the tracking of all necessary ridership and operations data.
The City of Porterville intends on continuing the contractual arrangement with the County of Tulare for service to county areas surrounding Porterville. Pursuant to County policy, that arrangement is expected to provide operating and capital assistance for both the fixed route and demand-response services.

In addition, the City of Porterville will work closely with the Porterville Sheltered Workshop, Family HealthCare Network, and the Porterville Developmental Center to develop operating agreements with these organizations. The focus of these agreements will be to define common transit needs and operating cost assistance.

The City of Porterville is also committed to working actively with major employers within the community to provide commute alternatives for employees. The emphasis will be on dissemination of transit information to employees and fare payment methods, as well as development of service hours and operating parameters.

Finally, the City will annually review and adjust the system’s performance standards. The review will include an assessment of the service’s achievement of performance standards. Changes will be made to reflect inflation, changes in operations, passenger demand and modifications to contractor agreements.

The Porterville City Council declares the management plan is contingent upon the following stipulations and conditions:

1) That the County of Tulare remain an equitable cost-sharing partner in funding the annual operating costs of the Porterville Transit System.

2) That grant funding is obtained, and gas tax revenues remain available, to provide sufficient revenue to establish and operate a fixed route public transit system.

3) That at no time will the operation of a demand-response system, or a fixed route system, or any combination thereof, rely on, or receive General Fund Revenues.

4) That City Council approval is required:
   a. Of all capital and operating grant funding applications intended to implement the 2006 Short Range Transit Plan.
   b. To maintain effective efficient alignments and frequency of fixed route and demand-response services.
   c. To maintain an equitable fare structure for users of both fixed route and demand-response systems.
MARKETING PLAN

The proposed Marketing Plan for Porterville Transit and COLT has been prepared to reflect historical operations and ridership of the services, the goals of the community, and the projected demand for service over the next five years. By reaching target markets with published materials and literature, the community will gain a higher level of understanding of the current service, and passengers will receive valuable information to assist in their use of the service. Marketing both the fixed route and demand-response services will also assist in boosting off-peak use by encouraging riders to run errands or attend appointments during non-commute hours. These changes will improve service time and the overall quality of the service. Another area greatly affected by marketing is image. Marketing public transit will inform target riders of service goals and will let them know that their patronage is appreciated.

A marketing plan should reflect the role that transit plays in the community by targeting current and potential users. Transit in Porterville currently has a very definitive market including students, shoppers, and senior citizens. Based on information provided by passengers through the on-board surveys, the typical transit rider in Porterville is female, under the age of forty, with an annual income below $15,000. The surveys also showed that the majority of Porterville transit riders are transit dependent, meaning that they rely on public transportation as their sole means of transport. A marketing plan should focus primarily on community outreach with this transit market in mind. The community outreach effort proposed for Porterville Transit includes four subcomponents.

- Updated maps and schedules;
- Easy access to transit information;
- Marketing promotions; and,
- Free advertising.

Transit route maps and schedules comprise the primary type of transit information required by existing and potential patrons. All transit maps and schedules should be as clear and simple to read as possible, and should be updated annually to reflect major service changes. Continuation of color-coding the various routes is recommended. As individual routes grow (incorporate more stops), or as more routes are added to the system, it is advised that maps and schedules be designed for each individual route in addition to the current system-wide map/schedule. Maps and schedules should be included yearly within the Tulare County Transit Guide as a means to target interfacing commuters.

Information on the transit system should be easily available and prominently displayed for all target markets. The availability of service information at the transit center, on buses and at route stops (posted signage) is important to educate and keep existing transit users informed. Printed materials containing up-to-date information on routes, schedules and other transit services should be available at places frequented by target patrons; government centers, schools, shopping centers (including laundromats and discount stores), senior centers, and medical facilities. Fliers containing information regarding upcoming system changes should be made available to the
public well in advance of the effective date, and workshops should be scheduled to educate the transit public about the changes.

Additionally, a Porterville Transit web page should be implemented to help target the systems young computer literate patrons. This web site should contain, at a minimum, current route maps, schedules, and special announcements. This web page could be linked to the City of Porterville home page and contain a contact link to direct rider suggestions.

Marketing promotions involve efforts beyond printed information. Developing community-wide events to promote Porterville Transit and COLT help to keep transit in the minds of residents as a viable transportation option. Marketing promotions are also particularly important when major changes occur to the existing system. Promotions could be self-sponsored or held in conjunction with other local/global events such as National Transit Week (second week in September), Earth Day, or local civic events. Promotions should include the distribution of route flyers and free bus passes (good for one round-trip) to attract potential riders. Transit personnel should be available to answer service questions.

Marketing promotions should be enhanced through the deployment of the Porterville Trolley. Special events and holiday shuttles provide excellent potential for cross-promotion by participating organizations or merchants. Trolleys are effective image building tools when used to promote civic activities.

Free advertising, in the form of press releases and media coverage, should be utilized whenever possible to promote transit services. Press releases should announce major service changes and improvements to the system.

Since a large portion of Porterville Transit’s target market is Hispanic, all advertising should be made available in Spanish, as well as English.

**AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act of 1990 (ADA) is the culmination of almost 20 years of debate on the issue of disability rights. In general, the law prohibits public entities from denying individuals with disabilities the opportunity to use public transportation services, if the individuals are capable of using the system. It also prohibits public entities from providing services which discriminate against persons with disabilities. Specific actions which must be
taken by public transit agencies, commuter rail authorities, and AMTRAK to avoid discrimination are delineated. For example, the law requires that:

- All newly purchased or leased vehicles used in fixed route service must be accessible.
- Public entities which provide fixed route public transportation service also must offer comparable paratransit service to individuals with disabilities who are unable to use the fixed route system.
- New or used vehicles purchased or leased for use in general public demand-responsive service must be accessible unless it can be shown that equivalent service is provided to persons with disabilities.
- Vehicles which are remanufactured (defined to include structural changes) to extend their useful life beyond a given number of years (5 years for buses, 10 years for commuter and intercity rail cars) must include accessibility features.
- New facilities must be accessible.
- Alterations to transit facilities must include features to make them accessible. Alterations covered by the law include changes that affect or could affect the usability of the facility. Not covered is normal maintenance, painting, or changes to the electrical, mechanical, or plumbing systems.

Many sections of the ADA, including the transportation provisions, are open to interpretation. This is not unusual for major legislation. The purpose of the law is to set goals, define general types of discrimination, and create a framework for addressing this discrimination. As with other civil rights legislation, specific definitions, interpretations, and requirements are spelled out in regulations issued by the implementing agencies. Several regulations have already been issued to implement the ADA.

The underlying tenets of the ADA are equal opportunity, full participation, and independence. The law intends for persons with disabilities to have equal access to facilities and to be able to fully and equally participate in programs and services. Access to mainline and fixed route service is therefore to be provided. While access to fixed route systems is the primary focus, the law acknowledges that some persons with disabilities are not able to use fixed route services even if these services are accessible. The law also acknowledges that until fixed route systems are made completely accessible, alternative means of transportation need to be provided to persons who are otherwise able to use accessible fixed route services. Complementary paratransit service (i.e. dial-a-ride) is required in the ADA to serve those persons whose needs cannot be met by fixed route systems.

The ADA regulations identify three categories of individuals who are eligible for complementary paratransit service. These persons are considered "ADA paratransit eligible". Each public entity providing complementary paratransit service must establish a process for determining ADA paratransit eligibility.
1) "Any individual with a disability who is unable, as the result of a physical or mental impairment (including a vision impairment), and without the assistance of another individual (except the operator of a wheelchair lift or other boarding assistance device), to board, ride, or disembark from any vehicle on the system which is readily accessible to and usable by individuals with disabilities."

2) "Any individual with a disability who needs the assistance of a wheelchair lift or other boarding assistance device and is able, with such assistance, to board, ride, and disembark from any vehicle which is readily accessible to and usable by individuals with disabilities if the individual wants to travel on a route of the system during the hours of operation of the system at a time, or within a reasonable period of such time, when such a vehicle is not being used to provide designated public transportation on the route."

3) "Any individual with a disability who has a specific impairment-related condition which prevents such individual from traveling to a boarding location or from a disembarking location on such system."

Complementary paratransit service also must be provided to a personal care attendant traveling with an eligible rider. In addition to a personal care attendant, the regulations require that service be provided to one companion accompanying an eligible rider. Other persons accompanying the rider are to be accommodated on a "space available" basis. Persons are considered to be accompanying the eligible rider if they are picked up and dropped off at the same locations as the eligible rider.

The ADA requires that "complementary paratransit programs" must provide a level of service that is comparable to that provided on the fixed route system. Six service criteria are used to determine comparability. The Americans with Disabilities Act of 1990 sets forth the following six service criteria for complementary paratransit service.

1) **Service Area**: The entity shall provide complementary paratransit service to origins and destinations within corridors with a width of three-fourths of a mile on each side of each fixed route. The corridor shall include an area with three-fourths of a mile radius at the ends of each.

2) **Response Time**: The entity shall schedule and provide paratransit service to any ADA paratransit eligible person at any requested time on a particular day in response to a request for service made the previous day. Reservations may be taken by reservation agents or by mechanical means.

3) **Fares**: The fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (i.e., without regard to discounts) for a trip of similar length, at a similar time of day, on the entity's fixed route system.
4) **Trip Purpose Restrictions:** The entity shall not impose restrictions or priorities based on trip purpose.

5) **Hours and Days of Service:** The complementary paratransit service shall be available throughout the same hours and days as the entity’s fixed route service.

6) **Capacity Constraints:** The regulations prohibit public entities from limiting the amount of complementary paratransit service provided to ADA paratransit eligible persons. Patterns and practices that limit availability of service rather than individual, one-time incidents indicate capacity constraint problems.

In 2003 the City of Porterville prepared and adopted its latest Paratransit Plan for its fixed route and demand-response services. The 2003 plan determined that the City meets all six service criteria for providing paratransit service. With the adoption of the service changes recommended in this SRTP, the City of Porterville will continue its commitment to providing the best available paratransit service to its disabled patrons. The next Paratransit Plan update will reflect the modifications included within this Plan.

**TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

Transportation Management Plans, often called transportation demand management, transportation control measures, congestion management or trip reduction programs, are efforts which focus on the reduction in vehicle trips during the peak hours of travel through the shifting of trips to other times of the day, or by eliminating the vehicle trip altogether. The motivating factors are either relief of traffic congestion or the reduction in vehicle air emissions.

The Porterville Transit system plays a critical role in Porterville’s transportation management. By providing accessible commuter services, the transit system helps to alleviate area traffic congestion and assist with downtown parking problems. The transit service also benefits local air quality by reducing the total number of vehicles on the roadways.

**DRUG TESTING PROGRAM**

The Omnibus Transportation Employee Testing Act of 1991 requires alcohol and drug testing of safety-sensitive employees in the aviation, motor carrier, railroad, and mass transit industries. Large transit employers, which are defined as those transit employers who operate in an area of 200,000 or more in population, are required to do random drug testing for all safety-sensitive transit employees. Small transit employers, operating in areas with less than 200,000 in
population, are required to implement a random drug testing program.

The City of Porterville, in conjunction with its transit operations contractor, is responsible for implementing this drug testing program. This program includes pre-employment, reasonable suspicion, post-accident, random, return-to-duty, and follow-up drug testing. Employee tests are reviewed and interpreted by a physician before they are reported to the employer. All employee drug test results are confidential. Transit employers are required to provide information on drug use and treatment resources to safety-sensitive employees, as well as provide one hour of training on the dangers of substance abuse. The employer is not required to provide rehabilitation, pay for treatment, or reinstate the employee in his/her safety-sensitive position.

Porterville Transit has recently standardized its drug testing procedures to insure full coverage of both State and Federal laws.
Dear Porterville Transit rider – Your input is needed to help properly plan for future bus service and improvements. Please answer the following questions and return this form to the surveyor on board this bus. If you have already filled out a form, you do not need to fill out another. Thank you!

1) What is the purpose of your trip today?
   - Work
   - Shopping
   - School
   - Attending a Social Service Program
   - Doctor/Dentist
   - Social/Recreation
   - Personal
   - Other

2) If you answered “shopping” above (#1), about how much did you spend or how much do you expect to spend during this shopping trip?
   - Less than $10
   - $10-$24
   - $25-$50
   - Over $50

3) Did you have a car available for this trip?  □ Yes  □ No

4) How would you have made this trip if a bus was not available?
   - Drive alone
   - Bike
   - Carpool
   - Taxi
   - Walk
   - Get a ride
   - Wouldn’t make the trip
   - Other (specify)

5) How do you usually get information about Porterville Transit/COLT service?
   - Ask a bus driver
   - Ask a friend
   - Printed flyers
   - Go wait at a bus stop
   - Time schedule
   - Newspaper ad
   - Call the info number
   - Other (specify)

6) How often do you ride Porterville Transit/COLT?
   - Daily (3 to 5 days per week)
   - Weekly (1 or 2 days per week)
   - Monthly
   - Yearly
   - Never
   - Other (specify)

7) Overall, how would you rate Porterville Transit/COLT’s system performance?
   - Excellent
   - Good
   - Fair
   - Poor
   - No Opinion

8) Which of the following improvements would you most like to see?
   - More frequent service
   - Larger service area
   - More shelters, benches, and information displays
   - Service on Sundays
   - More routes
   - Different hours of operation (specify)
   - Other (specify)

9) If the City needs to raise the Porterville Transit fares, what would you be willing to pay for the service (Porterville Transit only)?
   - 75¢
   - 80¢
   - 85¢
   - $1.00
   - $1.25

In order to better understand the Porterville Transit and COLT services, we need to know a little about our riders. The following questions will provide us with a better understanding of the people who use the services and will help in developing future transit service in the community.

10) What is your sex?
    - Male
    - Female

11) What is your age?
    - 0-18
    - 19-29
    - 30-39
    - 40-49
    - 50-59
    - 60+

12) What is your ethnic origin?
    - Hispanic
    - White
    - American Indian
    - African American
    - Asian
    - Other

13) What is your approximate household income?
    - Less than $10,000
    - $10,000-$14,999
    - $15,000-$19,999
    - $20,000-$24,999
    - Over $25,000

14) Did you have a handicap or disability?
    - Yes
    - No

If you answered “Yes” to question #14, please answer the following. If you answered “No” please skip to the end of the survey.

15) Do you need a wheelchair lift to complete your trip?
    - Yes
    - No

16) Does Porterville Transit/COLT adequately meet your mobility needs?
    - Yes
    - No

17) Which service do you use more frequently?
    - Porterville Transit
    - COLT

THANK YOU for completing this survey!
SUBJECT: AIRPORT LAND AVAILABLE FOR DRY FARMING

SOURCE: Administration / Airport

COMMENT:

The City of Porterville’s Public Works Department has acquired additional acreage south of the Porterville Airport. This acreage will be used by our Wastewater Division to meet the City’s wastewater discharge requirements. With the addition of these new parcels, the Wastewater Division no longer needs a large portion of Airport property they currently lease.

Effective July 1, 2006, the Porterville Municipal Airport will have 398.2 acres of land available to lease for dry farming operations.

These acres are identified on the attached map as lots 3 through 11, and lot 14.

The City Council has expressed an interest in allowing outside organizations the opportunity to bid on leasing Airport property for dry farming operations.

RECOMMENDATION: That the City Council:

1. Authorize staff to advertise the land as “dry farm land” available for a three year renewable lease, pursuant to FAA requirements.

2. Authorize staff to negotiate the terms and conditions.

3. Direct staff to bring back any and all proposals that meet the FAA requirements to Council for consideration

ATTACHMENTS: 1- Airport Map showing the available land.

Dir. Funded C/M

Item No. 22

Airport/dry farming 2006
CITY COUNCIL AGENDA

May 16, 2006

SUBJECT: The Request of A Councilmember to Consider A Letter from Robert E. Vanderhorst about The Porterville Business Improvement Area

SOURCE: City Manager’s Office

A member of the City Council has requested that the attached letter from Robert E. Vanderhorst dated May 5, 2006 be considered by the City Council.
May 5, 2006

Porterville City Council
City Clerk/Manager, John Longley
City of Porterville
291 North Main Street
Porterville, CA 93257

RE: Porterville Business Improvement Area

VIA Hand Delivery

Dear Gentlemen:

I have been asked to write on behalf of various Business Improvement Area (BIA) members that the Council place on its agenda, as soon as possible (before the Council decides whether or not to renew the funding for the BIA, which usually occurs by the first Council meeting in July) a resolution to disestablish the Porterville BIA pursuant to the applicable sections of the California Streets and Highway Code.

In prior correspondence between myself and Mike Unser, the former Director of Community Development and Services, I had been informed that the Porterville BIA was established in accordance with the Parking and Business Improvement Area Law of 1979 under California Streets & Highway Code sections 36500 - 36551. Pursuant to Streets & Highway Code section 36550, the City Council may disestablish an area by adopting an ordinance after holding a public hearing on the disestablishment as provided in these sections of the Code.

Please advise me of when the City Council can calendar a resolution for the proposed disestablishment of the Porterville BIA.

I understand that there may be a petition circulating among BIA members in support of the disestablishment of the BIA. I understand a number of the BIA assessees may also be sending in letters of their own and attending the upcoming City Council meetings in order to express their support for the disestablishment of the Porterville BIA.
I look forward to receiving confirmation with regard to the scheduling of the requested resolution.

Very truly yours,

[Signature]

Robert E. Vanderhorst
REV/br

cc: City Councilman Kelly West
City Councilman Pete Martinez
City Councilman Cameron Hamilton
City Councilman Ronald Irish
City Councilman Richard Stadtherr
All BIA Members
Porterville Recorder
SUBJECT: AVIAN INFLUENZA VIRUSES

SOURCE: ADMINISTRATION

COMMENT: A Council member requested this item be placed on the agenda for discussion.

As concerns rise about the Avian Flu, should the City of Porterville consider supporting a Health Ordinance that limits an individual’s ability to own or possess specific poultry or birds within the City of Porterville.

Currently, the City has zoning regulations which address where animals and poultry can be kept within the City limits.

RECOMMENDATION: None – Discussion Item Only

ATTACHMENTS: 1- Zoning Regulations Regarding Birds
Birds
R-A, Sec. 201, Uses:

(4) Animals and poultry as follows:

(a) Small domestic pets, such as cats, dogs and birds.

(b) Educationally oriented agricultural projects similar but not limited to 4-H and FFA projects, recognized youth organizations and school projects, when conducted in compliance with the public health and animal laws of the city. Subject to the stipulations of paragraph (c) of this section.

(c) Bovine animals, horses and other equine animals, sheep and goats where the lot area is twenty thousand (20,000) square feet or more and provided that the shelter for such animals shall not be closer than fifty (50) feet to any residence, including that of the owner. The minimum lot area of twenty thousand (20,000) square feet shall be required for each additional adult animal. Any building or shelter housing such animals shall not be closer than ten (10) feet to any property line. The keeping of all animals or poultry mentioned herein shall conform to other provisions of law governing same. The restrictions of this subparagraph relating to animals and poultry shall not apply when the area of any one (1) farm or ranch exceeds ten (10) gross acres.

R-E - same as R-1-8
R-1-8, Sec. 221, Uses:

(7) Household pets, such as domestic cats, dogs, birds or fowl ordinarily permitted in a dwelling and kept only for the company or pleasure provided to the occupants. Household pets shall not include horses, cows, goats, sheep or other equine, bovine, ovine or ruminant animals, pigs, predatory wild animals, chickens, ducks, geese, turkeys, pigeons, game birds and fowl which normally constitute an agricultural use. The keeping of more than three (3) dogs shall be considered as constituting a "kennel" and shall be subject to provisions of paragraph (8) of this section.

R-1 same
R-2 same
R-3 same
R-4 same
P-O same
C-1, Sec. 701:

(36) Veterinarian's office, small animal boarding and hospitals, kennels, provided that such use shall be completely enclosed in a building or soundproof construction.

C-2, Sec. 801:

(7) Bird or pet shop.

C-3, 901:

(28) Kennels, subject to the limitations imposed upon veterinarians' offices, in subparagraph (50) [(54)].

M-1, 1101:

(5) Animal hospitals, kennels and veterinarians.
CITY COUNCIL AGENDA

May 16, 2006

SUBJECT: The Request of A Councilmember to Consider A Requirement For Connecting to The City Sewer System

SOURCE: City Manager’s Office

A member of the City Council has requested that the City Council consider adopting a policy whereby if a sewer line is extended in front of a property within the City limits, that by local ordinance the property owner will be required to connect to the sewer within a six month period.
SUBJECT: REQUEST TO SET A DATE FOR THE 2006/2007 ANNUAL BUDGET SESSION FOR THE CITY OF PORTERVILLE

SOURCE: Administration

COMMENT: Staff is requesting that City Council set a study session date to review the City of Porterville Preliminary Budget for 2006/2007. Upon review and direction by Council, the final Budget document will be set for public hearing and brought back for final consideration prior to July 1. The dates of May 23 and 30 and June 13 are the off Tuesdays available for a budget session.

RECOMMENDATION: That the City Council select and set a date and time for the proposed budget session.

Item No._26___

Appro./ CM
Funded