

October 18, 2011, 7:00 p.m.

City Council Chambers, 333 Civic Center Plaza

Web Site: www.ci.tracy.ca.us

Mayor Ives called the meeting to order at 7:11 p.m. and led the Pledge of Allegiance.

The invocation was given by Deacon Jack Ryan.

Roll call found Council Members Abercrombie, Elliott, Rickman, Mayor Pro Tem Maciel and Mayor Ives present.

The Youth Advisory Commission's annual report was presented by the Commission's Chairperson Cadres Shelton and Vice Chairperson Aloukika Shah.

Mayor Pro Tem Maciel complimented the presenters and thanked them for focusing on the "Don't Text and Don't Drive" campaign.

Mayor Ives stated it was important that the Commission act in an advisory capacity and advise the Council on what can be done to help the Commission.

Mayor Ives presented Certificates of Appointment to Youth Advisory Commissioners Haley Arganbright, Connor Goulart, Annalisa Mascot, Kayla McGuinness, Kshity Shah and Antonetta Shibata, and Certificates of Reappointment to Arashpreet Gill, Inyoung Hong, Michelle Mizuno, Aloukika Shah, Babette Shelton, Cadres Shelton, Wes Huffman.

Mayor Ives presented a proclamation to Paul Hall, Director of Student Services, Tracy Unified School District, recognizing October 2011 as "Anti-Bullying Month."

Lieutenant Barry Koenig provided two handouts and a verbal presentation regarding the California Highway Patrol.

1. CONSENT CALENDAR - Following the removal of item 1-C by a member of the audience, and item 1-J by Council Member Abercrombie, it was moved by Council Member Abercrombie and seconded by Council Member Elliott to adopt the consent calendar. Roll call vote found all in favor; passed and so ordered.
 - A. Minutes Approval – Regular meeting minutes of September 20, 2011, were approved
 - B. Authorize the Mayor to Execute a Professional Services Agreement with the Greater San Joaquin County Metro Association of the A.S.A. to Perform Umpiring Services for the 2012 and 2013 Seasons of the Tracy Softball Program for the City of Tracy for the Period of February 15, 2012 to November 30, 2013 – Resolution 2011-188 authorized the Mayor to execute the agreement.

- D. Acceptance of the Offsite Public Improvements Completed by American Custom Meats LLC, the Development of the American Custom Meats Facility Fronting 4276 North Tracy Boulevard – Resolution 2011-189 accepted the project.
- E. Approve Amendment 2 to the Professional Services Agreement (PSA) with Shah Kawasaki Architects to Provide Additional Design Services for Fire Station 92 - CIP 71062, and Authorization for the Mayor to Execute the Agreement – Resolution 2011-190 approved Amendment 2 to the agreement in a not to exceed amount of \$26,000.
- F. Adopt a Resolution Authorizing the Mayor to Sign the First Amendment to the Employment Agreement between Ralph Leon Churchill, Jr. and the City of Tracy Extending the Term of the Agreement for an Additional Four Years, Requiring Unpaid Furlough Days, and Clarifying Participation in the Public Employees' Retirement System – Resolution 2011-191 was adopted authorizing the Mayor to sign the amendment.
- G. Authorization to Name the City Manager or Public Works Director as the Signing Authority for the Public Benefit Grant Program Application to the San Joaquin Valley Air Pollution Control District – Resolution 2011-192 authorized the City Manager or Public Works Director as the signing authority.
- H. Accept Travel Report on City Manager's Trip to the 2011 Annual International City/County Management Association (ICMA) Conference – Report Accepted.
- I. Authorization to Submit a Revised Request for Payment (Annual TDA Claim) to the State of California, through the San Joaquin County Council of Governments, for Transportation Development Act Funds in the Amount of \$2,828,276 for Fiscal Year 2010-2011, and for the Finance and Administrative Services Director to Execute the Claim – Resolution 2011-193 authorized the submittal of a revised request for payment.
- C. Amend Resolution 91-344 to Specify that the War Memorial Association Shall Determine which Tracy Veterans, if any, have been Killed in Action in War, Wars, or Future Wars for the Purposes of Placing their Names on the War Memorial – Rod Buchanan, Parks and Community Services Director, presented the staff report. On November 5, 1991, Council adopted Resolution 91-344, authorizing the Council to accept the War Memorial under certain conditions. Those conditions included the provision that the City would permit no alterations to the War Memorial other than adding the names of Tracy Veterans who might be killed in action in future wars. Since that time the War Memorial Association has played an active role in deliberating on, and recommending to the City, whose names should be added to the memorial and has formally requested, by a resolution of their board, that the condition of acceptance be revised to allow the War Memorial Association to determine those Tracy Veterans who have been killed in action in war. Staff recommended that the War Memorial Association would be best suited to determine the selection of names to be placed on the War Memorial.

James Corso addressed Council stating the memorial was his idea. Mr. Corso stated the main reason to organize was to give money to build the memorial and

give it to the City. Mr. Corso further stated the organization was supposed to disband and return any remaining money to those who donated or to charity. Mr. Corso asked that the item be pulled until he had had an opportunity to contact the VFW and the American Legion.

Mayor Pro Tem Maciel referred to the revised resolution and the definition of "killed in action." Mayor Pro Tem Maciel asked if the Council was concerned about the definition since if Council approved the resolution it would be left to the War Memorial Association.

Mr. Buchanan clarified under the conditions of 91.344 the War Memorial Association has a standing obligation to light the torch and replace the flag as needed.

Council Member Elliott asked what the involvement was of the veterans group regarding the war memorial. Mr. Buchanan stated he had received a copy of their bylaws and a resolution and understood that the board is primarily made up of two organizations.

Mayor Ives asked if the War Memorial Association was a recognized group. Mr. Buchanan stated it was a corporation. Mayor Ives asked if incorporation had occurred after the formation and suggested that new bylaws had been created. Mr. Buchanan stated he was not sure, but that he did have a copy.

Mayor Ives asked if the attorneys had looked at the bylaws. Mr. Buchanan stated no. Mayor Ives asked if it was known whether the group was supposed to disband. Mr. Buchanan stated he would argue that they were still an active organization because of their regular duties of lighting the torch and replacing the flag.

Council Member Abercrombie moved to amend Resolution 91-344 to specify that the War Memorial Association shall determine which Tracy veterans, if any, have been killed in action in war, wars, or future wars for the purposes of placing their names on the War Memorial. The motion failed due to lack of a second.

Mayor Pro Tem Maciel suggested the Council be given more information about who the War Memorial Association is, when they meet, who the members are, and how are they selected.

Mayor Ives directed staff to return in 60 days with additional information.

Council Member Elliott stated the Council needed to confirm that the organization is authorized to do what is being done.

- J. Award a Construction Contract to Barth Roofing Company Inc., of Tracy, California, for the Fire Station 96 Roof Repairs - CIP 71067, Approve an Appropriation in the Amount of \$31,530 from the General Project Fund (F301), and Authorize the City Manager to Execute the Construction Contract – Council Member Abercrombie asked why the roof was being fixed if the City was moving Fire Station 96.

Leon Churchill, City Manager, indicated the fire house was owned by the City, and though there were no specific plans for the building, it was a public facility.

Council Member Elliott asked why the roof couldn't be repaired since a new fire station is scheduled to be built. Mr. Churchill stated it was in the City's best interest to have a useful and productive facility.

Mayor Ives invited members of the public to address Council on the item. There was no one wishing to address Council.

It was moved by Council Member Abercrombie and seconded by Council Member Rickman to adopt Resolution 2011-194 awarding a construction contract to Barth Roofing Company Inc., of Tracy, California, for the Fire Station 96 roof repairs, approving an appropriation in the amount of \$31,530 from the general project fund (F301), and authorizing the City Manager to execute the construction contract. Voice vote found all in favor; passed and so ordered.

2. ITEMS FROM THE AUDIENCE - Pam McCain, 1940 Homer Henry Court, introduced the Ellis Aquatics group to Council. Ms. McCain stated the group was a USA year-round competitive swim team that relocated from Manteca a year ago. The team has over 100 swimmers and their biggest problem is a lack of facilities. Ms. McCain further stated they were interested in working with staff on a program/facility that would provide the team with public access for 12 months of the year.

A High School Junior from Kimball High School and member of the Ellis Aquatics group addressed Council stating they were fortunate to have been able to rent the West High pool for practices, and that if a facility was not available for swimmers year round, many would not be able to accomplish their dreams.

Nelson Hugh addressed Council outlining his children's involvement in the Ellis Aquatics program. Mr. Hugh asked Council to consider allowing the team to use the Dr. Powers pool. Mr. Hugh stated their group draws swimmers from Manteca and Mountain House.

Erin Mann, a coach with the Ellis Aquatics group, addressed Council regarding the need for a pool. Mr. Mann indicated the team would benefit from having a pool and stated they have the coaches to run the pool and program.

Rhodesia Ransom, on behalf of the Anti-Bullying Committee, invited members to Kimball High School on October 29, 2011. Ms. Ransom encouraged everyone to attend this important event.

Trina Anderson, 1940 Earl Way, outlined a community service program that flies children out of Tracy Airport to give them a taste of aviation. Ms. Anderson stated the program has acquired several aviators who have gone into the military.

Mark Ganor, 2232 Erie Court, shared with Council his experience in becoming a certified life guard. Mr. Ganor indicated he had to research the area to find where adults and scouts could become certified because of the lack of local swim facilities.

3. RECEIVE PUBLIC TESTIMONY FROM PUBLIC HEARING FOR ANNUAL UNMET TRANSIT NEEDS, CITY OF TRACY, FISCAL YEAR 2011-12 - Ed Lovell, Management

Analyst, presented the staff report. Mr. Lovell stated that under provisions of the State of California Transportation Development Act (TDA), local public hearings must be held annually to review any unmet transit needs prior to the allocation of TDA funds. The hearings were held on October 18, 2011, at 1:30 p.m. in the Tracy Transit Station Conference Room 105, and at 7:00 p.m. in City Hall Council Chambers during the regularly-scheduled City Council meeting.

The City requested TDA funds for Fiscal Year 2010-11 for the following purposes:

1. Public Transportation Operating Costs	\$ 895,710
2. Public Transportation Capital Costs	\$ 387,141
3. Roads and Streets Projects	\$1,431,752
4. Pedestrian and Bicycle Projects	\$ 43,377
5. TDA Administration	\$ 70,296
 TOTAL 2010-11 CLAIM:	 \$2,828,276

The TRACER Public Transit System provides Fixed Route and Paratransit Bus services Monday through Friday from 7:00 a.m. until 7:00 p.m., and Saturdays from 9:00 a.m. to 5:00 p.m. The Paratransit Subsidized Taxi service operates during the days and hours that the Paratransit Bus service is not in operation.

The purpose of the public hearing is for the City Council to receive public testimony concerning any unmet transportation needs which may exist for the Tracy community. No decision as to the sufficiency of local transit services is requested from the Council. The minutes of the public hearing on October 18, 2011, shall be forwarded to the San Joaquin County Council of Governments (SJCOG) which has the responsibility of determining whether transit needs remain unmet and would be reasonable to meet by the applicable jurisdiction. Staff members from SJCOG attended the Tracy public hearings to witness the community responses and to answer specific questions concerning the TDA process.

Mayor Ives opened the public hearing.

Christine Frankel, 175 Victoria Street, recommended the City provide an unmet transit need to the Delta Mountain House campus.

As there was no one else wishing to address Council, the public hearing was closed.

Council Member Abercrombie asked if there had been any improvement in providing transportation to the Mountain House site.

Mr. Lovell stated the concern was discussed with the San Joaquin Council of Governments and San Joaquin RTD that has jurisdiction in the area. Mr. Lovell added RTD had implemented service to Mountain House and talks were continuing between RTD and Delta College to see what could be done to provide service to the area.

Council accepted the report.

4. RECEIVE TRANSIT UPDATE REPORT FOR FISCAL YEAR 2010/2011- Christine Frankel, Vice Chair of the Transportation Committee, stated that regrettably the Chair

was not available to offer the presentation. Ms. Frankel presented with the report, assisted by Ed Lovell, Management Analyst.

Mr. Lovell provided an update on the Transportation Commission's efforts. Mr. Lovell stated that on May 1, 2001, the Council approved implementation of the TRACER Fixed Route transit service, and the transition of the Tracy Dial-A-Ride from a General Public operation to a Paratransit operation serving the disabled and seniors. The TRACER Fixed Route was implemented on August 13, 2001. The transition of the Dial-A-Ride occurred on December 1, 2001. Since the implementation of the TRACER service, eight Unmet Transit Needs Hearings have been conducted, the Transportation Advisory Commission has been established, and a 2009 Short Range Transit Plan has been developed to reflect the current service situation and provide guidance on future development of the TRACER system.

The update provided the Council with a report on the achieved service enhancements and objectives achieved through fiscal year 2011, and an update on the pending service enhancements and program changes from past recommendations that staff is presently working on.

Prior Service Enhancements:

As a result of the Short-Range Transit Plan, Unmet Transit Needs Hearings and subsequent customer follow-up, the following system enhancements have been made since 2002:

1. Introduced new buses, with a new, distinctive color scheme to differentiate fixed route vehicles from Paratransit.
2. Installation and expansion of CNG fueling system and conversion to CNG vehicles.
3. Opened Tracy Transit Station.
4. Conversion of brownfield land to build the Tracy Transit Station.
5. Increased the TRACER fleet to 13 buses and 2 minivans - fleet consists of 10 CNG buses and 3 gasoline/hybrid buses.
6. Adjusted Fixed Route to include Kimball High, West Valley Mall, Wal-Mart, Prime Outlets, DMV and Winco.
7. All fixed route buses equipped with head signs to designate the bus route.
8. Fifty-five bus stops enhanced with benches and trash receptacles including 22 bus shelters with information panels.
9. Improved visibility of bus stop signage.
10. Conducted Ridership Surveys.
11. Promotional free rides offered twice a year, entire months of April and December.
12. Additional promotional free rides offered to school students at the beginning of the school year.
13. Introduced expanded fare options and sales outlets.
14. Improved the Paratransit certification process doing a joint certification by collaborating through SJCOG and the cities of Manteca, Escalon, and Lodi.
15. Subsidized Taxi Program to allow Paratransit passengers after hours use of taxis at a discounted rate.
16. Developed First Time Riders Kit.
17. Installed bike racks on all TRACER buses.
18. Installed bike lockers at the Transit Station and Naglee Park and Ride.

19. Improved and extended all bus routes and schedules to accommodate expanding needs.
20. Added new Commuter routes, with morning and afternoon service to most local middle and high schools.
21. Added 50 stops along the existing Fixed Route, to provide more convenient locations for bus riders to access the Fixed Route.
22. Achieved an average wait time of 20 minutes for demand response Paratransit service.
23. Installation of security cameras on all buses.
24. Bus schedules distributed to 45 locations through the City.
25. Booked 468 rentals at the Transit Station through the end of FY10/11, including educational classes, workshops, trainings, weddings, reunions, and board meetings.
26. Increased the amount of civic art in Tracy through the art works commissioned for the Transit Station.

Mr. Lovell provided prior fiscal year operating and performance data.

2012 – 2018 Objectives:

1. Short Range Plan Implementation - In November 2009, the City's Short Range Transit Plan (SRTP) was adopted. The plan was developed to update the 2004 City Transit Analysis and Action Plan. The purpose of the SRTP is to establish goals, objectives and performance standards, document transit needs, provide service plan and fare recommendations, establish a detailed operating and capital financial plan, and update the 2003 Marketing plan. Some of the areas of focus will be:
 - Increasing frequency of service during peak periods
 - Restructuring TRACER fixed route and expanding 30-minute service to all day - two new routes would replace existing routes A, B and C
 - Automated trip update and verification of Paratransit application status
 - Provision of AVL and GPS information service
 - Adding new fixed routes to the service
 - Recommendations to improve service and increase performance standards
 - Actively promote and market the availability of half fare or 50% subsidy taxi program to eligible TRACER Paratransit
 - Extend TRACER Paratransit service to 9:00 p.m. two nights a week
 - Expansion of bus fleet
 - Transition to a combination fleet of CNG and hybrid, low floor vehicles
 - Installation of WiFi access for renters at the Transit Station
 - Greyhound service to begin at the Transit Station
2. Bus Stops and Shelters - The first phase of bus stop improvements has been implemented and 55 stops benefited from various improvements - 22 have a shelter, bench and trash can and the other 33 a bench and trash can. The second phase is under construction and will include the 60 remaining stops of the existing route plus consideration of new stop for adjusted routes. The improvements so far have targeted the bus stops with the most boardings. There is a \$1.8 million budget available to complete phase 2.
3. Video Camera Installation at Tracy Transit Station and Fiber Optic Connection -

Through various Prop 1B state grants, the City has been able to secure funding for the installation of video cameras at the Transit Station. Cameras will be installed on the interior and exterior portions of the building. In addition, to allow for the potential of live monitoring, construction of a fiber optic line from City Hall to the Transit Station will take place.

There is no fiscal impact to the Transit Fund as a result of this report. Any future expenditure would be presented to Council for approval.

Staff recommended Council accept the report for FY 2010/11 and provide feedback.

Council Member Elliott stated one of the accomplishments was to improve bus routes and asked if the expansion had paid for itself. Mr. Lovell stated yes and provided the example of Kimball High School opening.

Council Member Elliott asked how the City was looking at cost vs. revenue. Mr. Lovell stated revenues have remained fairly consistent; costs tend to increase, along with other expenses.

Mayor Ives invited members of the public to address Council on the item.

Joseph Orcutt, 2097 DeBord Drive, stated staff failed to mention a new software program that could help develop new routes to increase revenue. Mr. Orcutt stated that information was presented to the Transportation Commission recently.

Robert Tanner, 1371 Rusher Street, stated staff indicated ridership had increased, but according to the charts, ridership has decreased. Mr. Lovell explained that at the beginning of FY 10/11 a fare increase was put into effect which resulted in a decrease in ridership. Mr. Tanner asked if the City expected an increase in ridership fees for Paratransit. Mr. Lovell stated the City was experiencing increased numbers in ridership.

Council accepted the report.

5. **ADOPT RESOLUTION AWARDDING A FUEL SALES OPERATOR AND FUEL FACILITY LEASE AGREEMENT TO TURLOCK AIR CENTER, LLC DOING BUSINESS AS TRACY AIR CENTER, AT TRACY MUNICIPAL AIRPORT AND AUTHORIZING THE MAYOR TO EXECUTE AGREEMENT** - Rod Buchanan, Parks and Community Services Director, presented the staff report. On January 31, 2007, the City took over management of the City-owned aviation fuel facility at the Tracy Municipal Airport following the departure of the previous private operator.

On May 24, 2011, the City issued a Request for Proposals (RFP) to determine if any aviation fuel services operators were interested in entering into an agreement with the City to provide such services at the airport. June 27, 2011 was the deadline for the submission of proposals. Turlock Air Center, LLC (TAC) submitted the only proposal. City staff evaluated TAC's proposal to determine if TAC could provide the level and quality of aviation fuel services that local and transient aircraft owners/operators had come to expect at the airport. Some of the criteria used in this evaluation process included:

- Completeness of proposal

- Maximizing revenue to the City from the existing City-owned aviation fuel facility
- Proposer's understanding of the scope of aviation fuel services desired
- Past experience in providing similar aviation fuel services
- Methodology proposed to meet the Airport's fuel services needs
- The proposed variety of aviation fuel services to be offered
- Financial performance
- The proposed expansion of aviation related and other services to be offered or otherwise made available at the Airport.

Based on this evaluation process, staff concluded that TAC is qualified to offer aviation fuel services and other aviation services at Tracy Municipal Airport. TAC's has proposed providing: (1) self-service fueling (as the City had offered in the past), (2) full-service fueling in which aviation fuel is delivered, via TAC-owned fuel trucks, directly to an aircraft, and (3) pilot-assisted fueling in which TAC's line-personnel assist pilots in obtaining aviation fuel at the existing self-service fuel island. Items (2) and (3) are new services at the airport. Other proposed enhancements to the fuel facility include the installation of an additional 12,000 gallon storage tank for JetA fuel, and TAC's agreement to assume complete responsibility for maintaining and updating the existing fuel system to meet all governmental and day-to-day operating requirements.

TAC's proposed package of aviation and other services is anticipated to increase use of the Airport and should lead to additional job creation. Additionally, TAC's fuel pricing and discount plan, which is incorporated in the proposed FSO Agreement, requires that (1) aviation fuel be priced competitively with local airports, (2) provides minimum defined discounts to aircraft owners and operators with aircraft based at the Airport, and (3) effectively accommodates the pricing-discount incorporated in the SASO Agreement between the City and Skyview Aviation, LLC.

Per the FSO Agreement, a fuel fee is paid to the City for each gallon of fuel sold. TAC has agreed to provide a minimum annual payment guarantee of \$50,000, paid in advance, each year. When actual fuel fees for the year equal less than \$50,000, the difference will be applied in future years when fuel fees exceed \$50,000. The 2010/2011 fuel revenue realized was \$51,000, which compares favorably to the minimum payment guarantee of \$50,000 which will be paid in advance each year.

TAC also desires to build a restaurant at the Airport, and has agreed, within six months of the approval of the FSO Agreement, to begin negotiations to enter into a separate ground-lease agreement with the City for unused airport land on which to place the restaurant, and to have the restaurant completed within 18 months of FSO Agreement approval. TAC understands that the Specialized Aeronautical Services Operator agreement between the City and Skyview Aviation, LLC (Skyview) offers certain negotiation rights to Skyview that may affect the City's ability to enter into such a ground-lease agreement.

TAC also desires to build corporate hangar(s) at the Airport, and has agreed, within 12 months of the approval of the FSO Agreement, to begin negotiations, under the parameters of the SASO agreement, to enter into a separate ground-lease agreement with the City for unused airport land on which to place the corporate hangar(s), and to have a corporate hangar completed within 24 months of FSO Agreement approval.

Corporate hangars are aircraft hangars that are designed specifically to support the maintenance and storage of aircraft that are generally larger than those aircraft housed in existing City owned hangars, and generally owned by organizations, corporations, or individuals who pay others for the maintenance, refueling services, and operation of their aircraft. TAC understands that the Specialized Aeronautical Services Operator agreement between the City and Skyview Aviation, LLC (Skyview) offers certain negotiation rights to Skyview that may affect the City's ability to enter into such a ground lease agreement.

A 25-year agreement was proposed due to improvements anticipated by TAC, with options to extend for three additional 10-year terms. The agreement provides the City with minimum annual revenue of \$50,000. The agreement provides for a total payment for \$0.15 per gallon for the first 100,000 gallons sold each year, and a total \$0.13 per gallon for those gallons sold in excess of 100,000 gallons per year. The agreement also provides for TAC to rent the ground under the existing City owned fuel facility at a rate of \$.05 per square foot per year. The proposed rent and fees are also favorable compared to similar surrounding airports. The agreement provides for rent and fee adjustments to be made annually on July 1 of each year beginning July 1, 2013, based on the lower of either (a) a cumulative three percent annual increase or (b) the cumulative increase, since the commencement date of the agreement, in the Consumer Price Index for all Urban Consumers, all Items, for the San Francisco-Oakland-San Jose Metropolitan Area (1982-84 = 100).

Staff estimated that contracting for the provision of these services will increase revenues to the Airport Enterprise Fund by at least \$6,000 annually due to increased fuel sales, provide for a more predictable revenue stream, increase capacity of existing City staff, reduce risk to the City, attract new ancillary aircraft services, increase aviation related jobs and enhance the existing level of services.

Staff recommended the Council approve the Fuel Sales Operator and Fuel Facility Lease Agreement between the City of Tracy and Turlock Air Center, LLC doing business as Tracy Air Center, relating to the management and operation of an existing City-owned fuel-facility at the Tracy Municipal Airport, for the purposes of operating as a Fuel Sales Operator.

Mayor Ives invited public comment.

Dave Anderson, Vice President of the Tracy Airport Association, addressed Council regarding concerns with the terms of the agreement and the work required to make everything happen. Mr. Anderson indicated if the two organizations work together it would be beneficial.

Mayor Pro Tem Maciel asked Mr. Anderson if the concerns were his or those of the Tracy Airport Association. Mr. Anderson stated both.

Mayor Pro Tem Maciel asked if the Tracy Airport Association had met and voted. Mr. Anderson stated the overall consensus of the Tracy Airport Association was supportive of bringing the additional amenities to the Airport.

Council Member Abercrombie thanked Mr. Stuhmer for meeting with the TAA to resolve their concerns.

Council Member Rickman referred to a workshop held earlier in the day, and asked what effect would moving the airport have on the terms of the agreement. Mr. Sodergren responded the contract terms would have to be re-negotiated if it happened within the 25 year period.

Council Member Elliott stated he believed good adjustments were made to the term of the agreement along with excellent outreach with Mr. Stuhmer. Council Member Elliott thanked everyone for their efforts.

It was moved by Mayor Pro Tem Maciel and seconded by Council Member Abercrombie to adopt Resolution 2011-195 awarding a Fuel Sales Operator and Fuel Facility Lease Agreement to Turlock Air Center, LLC., doing business as Tracy Air Center, at Tracy Municipal Airport and authorizing the Mayor to execute the agreement. Voice vote found all in favor; passed and so ordered.

6. DISCUSS THE FEASIBILITY OF TRACY POLICE DEPARTMENT PROVIDING DISPATCH SERVICES FOR THE TRACY FIRE DEPARTMENT - Al Nero, Fire Chief, presented the staff report. Prior to 1991, the Tracy Fire Department was dispatched by the Tracy Police Department. In November of 1991, the Tracy Fire Department, along with the Tracy Rural Fire District, Manteca Fire Department, and Lathrop/Manteca Fire District entered into a contractual agreement with the City of Stockton to provide communications and dispatch services. 911 calls for service were received at the local Public Safety Answering Point (PSAP), Tracy PD, and Fire/EMS requests for service were transferred to Stockton Fire, the secondary primary answering point. This contract for service created the South County Radio Users Group (SCRUG). SCRUG members made this move to improve Fire/EMS dispatching through the coordination of fire resources within the south county area and by providing Emergency Fire Dispatch (EFD) and Emergency Medical Dispatch (EMD) protocols. Soon after the establishment of SCRUG, the remaining fire agencies in San Joaquin County entered into a contractual agreement with the City of Stockton for communication and dispatch services.

In April 2006, the San Joaquin County fire districts entered into a Joint Powers Agreement (JPA) which established the formation of the Joint Radio Users Group (JRUG) consisting of 14 fire districts. It was at this time that JRUG entered into a contractual agreement with American Medical Response (AMR) for emergency communications/dispatch services with the communications center known as LifeCom. In April 2007, both Tracy Fire Department and Lathrop/Manteca Fire District became members of JRUG. Today, all San Joaquin fire districts and the Tracy Fire Department are members of JRUG and are dispatched by LifeCom. The working relationship with LifeCom has greatly improved over the years, especially during the past year. This improvement is directly related to JRUG's involvement in the communications center with management responsibility for fire communications/emergency dispatch services and the continuous evaluation of the system through the Dispatch Oversight Committee (DOC). The influence provided through the DOC has been beneficial in resolving issues when they occur, something that had not been experienced for many years.

While JRUG has no authority over Emergency Medical Services Dispatching, as that authority rests with the San Joaquin County Emergency Medical Services Authority (SJEMSA), it does have authority related to Fire Emergency Dispatch. There have been differences of opinion between JRUG and SJEMSA regarding medical dispatch protocols. Those differences have been resolved to JRUG's satisfaction. There is

continuous monitoring of the system to identify issues and solutions to those issues. Tracy Fire has taken an active and leadership role with JRUG and DOC, using its influence to resolve issues and gain improvements in the system.

One of the motivating factors associated with moving the Fire Department's dispatching/communications services to LifeCom was financial. Immediately prior to the move, the City paid the City of Stockton approximately \$250,000 per year for the service and the City had no influence regarding policies or service delivery. Since moving to LifeCom, the City's costs are approximately \$115,000 per year. Dispatching costs are calculated on a per call basis: Fire Calls-\$20.77 per call, EMS Calls - \$10.39, JRUG Fee - \$5.00. The JRUG fee provides a revenue stream to maintain and improve the system.

Tracy Fire and Police staff has met to determine the feasibility of having the Tracy Police Department provide dispatch services for the Tracy Fire Department. Staff reviewed start-up and ongoing staff costs, costs for system configuration to accommodate Fire, and miscellaneous costs (MDTs, CAD Interface, etc.). Staff determined that start-up costs would be approximately \$500,000. This number may increase or decrease, depending on programming and system configuration needed based on thorough system analysis. Ongoing costs for additional staff needed to provide the service is approximately \$380,000 annually. This does not include system maintenance. Staff is confident that Tracy Police can provide an acceptable level of service. Additionally, there may be a reduction in processing time that results in reducing Tracy Fire response times by three to 30 seconds, depending on the nature of the call.

Start-up costs of approximately \$500,000 and annual costs of approximately \$400,000 to move to TPD for dispatch services. Current costs are \$115,000 annually. The net additional costs are \$500,000 for start-up and \$285,000 annually.

Staff recommended that the Fire Department explores all available possibilities and continue with the arrangement with LifeCom at this time. The Fire Department will come back to the Council within six months with the results of that exploration.

Mayor Pro Tem Maciel asked if the improvement in the quality of service from LifeCom described by Chief Nero was a result of them becoming more responsive or the City being more involved. Chief Nero stated the City hadn't held people accountable as an organization; once that began, LifeCom had been very responsive.

Mayor Pro Tem Maciel asked if there was a cost to leaving JRUG. Chief Nero stated not, but notice would have to be provided.

Council Member Elliott asked if there were any performance issues with LifeCom now. Chief Nero stated yes, but they are being resolved one by one.

Mayor Ives invited members of the public to address Council. There was no one wishing to address Council on the item.

Council Member Abercrombie stated he was concerned with the number of dispatchers the City has working at one time and suggested the standard needed to be reviewed. Council Member Abercrombie stated he was also concerned with the possible lack of communication between fire and police because of their physical locations. Gary

Hampton, Police Chief, stated the radio communications was staffed lean, but a thorough analysis of all aspects of the department would be conducted.

Council Member Rickman asked why calls were delayed when going from 911 to LifeCom, to Tracy Fire. Chief Nero explained the process.

Mayor Ives invited members of the public to address Council on the item. There was no one wishing to address Council.

It was moved by Council Member Abercrombie and seconded by Council Member Rickman to direct staff to continue the arrangement with LifeCom at this time. Staff will continue to explore all possibilities and will return to Council in six months with the results of that exploration.

7. APPROVAL OF AN AMENDMENT TO THE SAN JOAQUIN COUNTY MULTI-SPECIES HABITAT CONSERVATION AND OPEN SPACE PLAN (SJMSCP) DEVELOPMENT FEE, RESULTING IN AN INCREASE IN FEES FOR 2012 - Victoria Lombardo, Senior Planner, presented the staff report. Ms. Lombardo stated that in 2001, the Council approved a resolution to establish the authority to collect a development fee for the SJMSCP. That fee was established in 2001, and subsequently updated in 2005, 2007, 2008, 2009, 2010 and 2011.

The formula for updating the fee was categorized into three distinct components to better calculate an accurate fee per acre [FEE = Category A (acquisition) + Category B (assessment and enhancement) + Category C (management & admin)]. The final mitigation fees (Table 1) reflect true costs in each category and other real costs associated to fulfill the goals of the plan.

Category A (acquisition) - Comparables

This category is directly related to land valuation based on comparables which occur in specific zones of the plan. This category is evaluated on a yearly basis by taking all qualified comparables in each zone, including SJCOG, Inc. easements, to set a weighted cost per acre using the same methodology as in the Financial Analysis Update in 2006. The SJCOG, Inc. easements are evaluated using the appraised value of the property in the before condition included with the fee title sales of other property occurring in San Joaquin County. The final weighted cost per acre of each zone is calculated into a blended rate under Category A (acquisition) figure for each habitat type.

The criteria to determine valid comparables used in the weighted calculation are:

1. All SJCOG, Inc. transactions (fee title and appraised value of unencumbered property)
2. Sales not less than 40 acres
3. Sales not greater than 500 acres
4. No parcels with vineyard or orchard (except SJCOG, Inc. transactions for special needs)
5. Must be land which would fulfill mitigation under the plan
6. Not greater than 2 years old from the date of June 30th of each year with all acceptable comparables included (criteria 1-5). A minimum of 10 acceptable comparables are required for analysis. If the minimum of 10 transactions are not

available, the time period will extend at three month intervals prior to the beginning date until 10 comparables are gathered.

The criteria established by the SJMSCP in 2006 dictates the components of the comparable land sales that are used to adjust the fees each calendar year. The comparable land sales analyzed this year showed an increase (where last year there was a decrease).

The calculation results in an increase to the Agricultural/Natural Habitat type of Category A component from \$8,576.04 to \$9,541.21.

Category B (assessment & enhancement) - Consumer Price Index

This category is an average of the California Consumer Price Index (CPI), as reported by the California Department of Finance, for a 12 month period following a fiscal year (July – June) to keep up with inflation on a yearly basis. The CPI has been deemed appropriate regarding the cost of inflation for this category. The California CPI calculation increased 2.7%.

The calculation results in an increase of the Category B component to \$3,077.70, up from last year's \$2,996.88.

Category C (management & administration) - Consumer Price Index

This category is an average of the California Consumer Price Index (CPI), as reported by the California Department of Finance, for a 12 month period following a fiscal year (July – June) to keep up with inflation on a yearly basis. The CPI has been deemed appropriate regarding the cost of inflation for this category. The California CPI calculation increased 2.7%.

The calculation results in an increase of the Category C component to be \$1,752.62, up from \$1,689.55 in 2011.

SJCOG, Inc. staff calculated the fees using the SJMSCP Financial Analysis formula model [FEE= Category A (acquisition) + Category B (assessment & enhancement) + Category C (management & Admin)]. The overall result in the calculations was an increase in the fees from 2011 to 2012.

All land within and adjacent to the current City limits is classified as Open Space or AG/Natural, as there are no vernal pools near Tracy. The current (2011) per-acre fees in the relevant categories are \$6,631 per acre for Open Space and \$13,262 for AG/Natural.

Monitoring Plan Funding:

Along with the annual index adjustment, the SJMSCP is required to monitor the plan to address funding shortfalls as stated in Section 7.5.2.1 of the plan. SJCOG, Inc. shall undertake an internal review of the SJMSCP funding plan every three years to evaluate the adequacy of each funding source identified in the plan, identify existing or potential funding problems, and identify corrective measures, should they be needed in the event of actual or potential funding shortfalls. This will be reported to the permitting agencies

for review in Annual Reports. A review of the Financial Analysis Plan, similar to the process undertaken in the 2006 review, will occur every five years to ensure the adopted methodology is fulfilling the goals of the plan.

A review by the by the Habitat Technical Advisory Committee's Financial Subcommittee took place in 2011, and resulted in three modifications to the fees as follows:

1. Third Party Costs – The SJMSCP uses predetermined processes and mitigation requirements to allow streamlined processing of projects. In instances where projects choose to participate in the plan, but alter that streamlined process in their participation, these projects will be required to enter into a reimbursement agreement in order to facilitate the recovery of any additional costs incurred by the difference in process.
2. The management and administration component of the fee has been adjusted to include a one-time increase of \$17.95 per acre to account for legal costs incurred for administration of the plan.
3. The inflation percentage applied to comparable land sales in the adopted 2007 model has been reduced from 10 percent to 6.1 percent, in accordance with market conditions.

Staff recommended that the Council approve, by resolution, the amended development fees for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, as shown in the City Council resolution dated October 18, 2011.

Council Member Elliott asked what the advantage was to the City to pay into this plan.

Bill Dean, Planning Manager, indicated if this umbrella was not in place, each project would be required to obtain a "take" permit from the Fish and Wildlife Preserve which is a very costly and arduous process for the developer.

Council Member Elliott asked why the fees went back up this year. Mr. Dean introduced Steve Mayo, Senior Housing Planner, San Joaquin Council of Governments, who outlined the program and explained how the fees were derived.

Mayor Pro Tem Maciel asked if the costs were per acre. Mr. Mayo stated yes.

Council Member Elliott asked what the one time increase was for administrative costs. Mr. Mayo stated they were legal costs to negotiate with land owners.

It was moved by Council Member Abercrombie and seconded by Council Member Elliott to adopt Resolution 2011-196 amending development fees for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Voice vote found all in favor; passed and so ordered.

8. DISCUSS THE CITY'S FREEWAY SIGN REGULATIONS, PROVIDE DIRECTION TO STAFF RELATED TO POTENTIAL CHANGES, AND APPROPRIATE \$25,000 TO FUND CREATION OF CITYWIDE FREEWAY SIGN DESIGN STANDARDS - City Manager, Leon Churchill requested that the item be continued to the next Council meeting. It was Council consensus to continue the item.

9. COUNCIL DISCUSSION AND ADOPTION OF THE ECONOMIC DEVELOPMENT STRATEGIC BUSINESS PLAN FOR FISCAL YEARS 2011/2013 AND APPROPRIATE \$42,000 FROM RSP FUND 345 TO IMPLEMENT THE TWO YEAR BUSINESS PLAN - Andrew Malik, Development Services Director, presented the staff report. On February 28, 2011, the Council held a retreat where Council Members discussed several Council priorities. Three strategic priority areas were identified for the next two years. These included (1) Public Safety, (2) Economic Development, (3) Organizational Efficiency, and a recommendation from staff to add (4) Livability.

On July 19, 2011, the Council adopted Strategic Plans and Business Plans for fiscal years 2011/2013 related to Public Safety, Economic Development, Organizational Efficiency and Livability. The Economic Development Strategy presented to Council on July 19 specified that an economic base and industry "cluster" analysis was being developed and that the finding and strategy recommendations would be brought back to Council in October. The analysis and findings relate specifically to the Job Creation Goal and corresponding objectives of the Economic Development Strategy and the two-year Business Plan.

The purpose of the Economic Development Strategy is to proactively engage the business community to strategically position Tracy for emerging opportunities. Three goals are identified to meet this purpose and are outlined below as follows:

The City has retained the Natelson Dale Group to (1) complete an economic base analysis, industry "cluster" study, and to (2) evaluate the industry cluster potentials associated with Tracy's resident workforce and to assist staff in developing and implementing a business retention/expansion/attraction program focused on the targeted industries/clusters identified via the analysis described above. The components of this Economic Development Strategy that can be implemented within the next two years have been incorporated into this two-year Business Plan.

Roger Dale of the Natelson Group will present his findings and recommendations as they relate to the community's Economic Base/Industry Cluster Analyses, which will highlight the Industries that Tracy should target relative to its business attraction efforts.

Goal 1: Create Jobs reflective of the "Target Industry Analysis" and those that best match the skill sets of Tracy employed residents

There are three objectives identified to implement this goal and include the following:

1. Business Attraction - Focus business recruitment efforts on new Target Industries as identified by the Natelson Group analysis. The new Industry Targets include:
 - Medical Equipment & Supplies
 - Food Processing
 - Renewable Resources & Technology
 - Manufacturing
 - Backroom Office & Information Technology
2. Business Retention / Expansion - Maintain health and growth of existing target clusters and other existing firms that support the overall upgrade of employment opportunities.

3. Start Ups - Position Tracy as a preferred location for Start-Up companies.

The proceeding Goals (Goal 2 – Downtown Revitalization and Goal 3 - Increase Sales and Transient Occupancy Tax) have not changed since they were presented to Council on July 19, 2011. They are included within this report to give an overall representation of the broader Economic Development Strategy.

Goal 2: Implement Downtown Revitalization in Accordance with the Downtown Specific Plan (DSP) and the National Main Street Program

Three objectives are identified to implement this goal and include the following:

1. Enhance the drawing power of the retail core;
2. Make Downtown look and feel like the “Heart of the City”, and
3. Continue to support and collaborate with the Tracy City Center Association (TCCA).

Goal 3: Focus Efforts on projects that will result in an increase to the sales tax and transient occupancy tax (TOT) revenues

Two objectives are identified to meet this goal:

1. Retail recruitment, and
2. Increase demand for hospitality, dining and shopping amenities.

Economic Development Strategy Performance Measures:

Ten performance measures are currently identified and included in this Economic Development Strategy and are listed below.

- Increase total number of jobs citywide by 5%
- Increase number of manufacturing jobs by 3%
- Secure successful restaurant for the Westside Market space
- Completion of the Downtown Plaza
- Approve 4 Grow Tracy fund loans to downtown merchants;
- Decrease downtown vacancy rate by 5%
- Increase downtown sales/SF by 5%
- Increase sales tax revenue citywide by 5%
- Increase TOT revenue citywide by 5%

In order to fully implement the fiscal year 2011-2013 objectives and actions, as identified in this Economic Development Strategy, staff estimates that \$42,000 be appropriated to the Economic Development Budget as follows:

- Approximately \$15,000 is needed for negotiations and structural analyses anticipated as part of the sale and/or lease of the Westside building to a regional restaurant use(s).
- Approximately \$10,000 is needed to retain professional assistance to assist staff in implementing a recruitment strategy focused on targeting specific unique retailers.

This includes developing a Retail Gap Analysis by analyzing drive time demographics and sales tax data, and reviewing community and area psychographic and lifestyle segments to determine which retail categories are exhibiting deficiencies or “leakages”. With this data the consultant will be able to identify which unique retailers and restaurants are a fit for Tracy. The consultant will contact the targeted retailers and restaurants on the City’s behalf to begin recruitment efforts.

- Approximately \$10,000 is needed to augment marketing and outreach efforts to targeted firms, including those firms within the greater San Francisco Bay Area. Staff expects to leverage these funds with our development community partners to provide enhanced marketing and outreach efforts. This includes quarterly email newsletters to targeted industry executives, cooperative marketing in site selection media outlets, and additional mailings to targeted Bay Area businesses.
- Through a very competitive process, Tracy and San Joaquin County (SJC) won designation as an Enterprise Zone in 2007. In February of this year, SJC submitted an application for an Enterprise Zone expansion that would include, among other areas, a larger portion of Tracy. The State Housing and Community Development (HCD) has notified SJC that the expansion area was approved; final approval by the State is still pending. \$7,000 is requested to cover the costs of expanding the Enterprise Zone into larger portions of the City.

Staff recommended that Council discuss and adopt the Economic Development Strategic Business Plan for FY 2011–2013 and appropriate \$42,000 from the RSP Fund to implement the two-year business plan.

Mr. Malik introduced Roger Dale of the Natelson Dale Group, who provided a presentation regarding the Target Industry Analysis.

Council Member Elliott asked for clarification regarding \$7,000 to expand the Enterprise Zone. Mr. Malik stated the City was successful with the State to lobby to expand the original approved zone and the cost included the City’s share of the fee for the consultant to re-submit the application to the State.

Council Member Rickman asked for clarification regarding “industrial clusters”. Mr. Malik stated in this case, they were looking at like firms in the community that represented a cluster and how many firms surround that industry.

Council Member Rickman asked why the City doesn’t develop resources in more traditional ways. Mr. Malik stated the industrial clusters represent a different product type and the City would be going after those that fit into that cluster.

Mayor Ives stated then that the cluster analysis does not define the totality of the types of businesses. Mr. Malik stated the dynamic of the strategy is that Tracy is evolving and that by looking at an existing snap shot in time, it gives a part of the picture.

Mayor Ives invited members of the public to address Council on the item. There was no one wishing to address Council.

Council Member Elliott thanked Mr. Malik for following up on his request for an economic strategy for what we think Tracy can develop into the future.

It was moved by Council Member Abercrombie and seconded by Council Member Elliott to adopt Resolution 2011-197 accepting the Economic Development Strategic Business Plan for Fiscal Years 2011/2013 and appropriating \$42,000 from RSP Fund 345 to implement the two-year business plan. Voice vote found all in favor; passed and so ordered.

Mayor Ives called for a recess at 10:01, reconvening at 10:06 p.m.

10. DISCUSSION AND DIRECTION RELATED TO THE CORDES RANCH PROJECT AND APPROVAL OF PROFESSIONAL SERVICES AGREEMENTS WITH ENGINEERING CONSULTANTS RELATED TO THE CORDES RANCH SPECIFIC PLAN AND INFRASTRUCTURE MASTER PLANS AND APPROPRIATE FUNDS FROM THE COST RECOVERY AGREEMENT - Bill Dean, Assistant DES Director, presented the staff report. The Cordes Ranch project identified in the City's General Plan as Urban Reserve 6 has been envisioned for industrial, office and retail growth for the City. The site is uniquely positioned to provide the wide range of business location opportunities that are in scarce supply county-wide. Cordes Ranch holds the potential to allow a range of large scale developments the opportunity to locate in Tracy and is being planned to capture current and emerging opportunities, including manufacturing, distribution, office flex user types. The themes discussed as part of the presentation ranged from economic development strategy, urban design, development fee structures, community image, land use planning, and specific end-user recruitment.

The discussion and presentation focused on the following major points:

- 1) Scale of the project. The scale of Cordes Ranch at 1,700 acres, can easily inhibit an understanding of how individual buildings and site development relates to the whole of the project, and where opportunities exist for creating a state-of-the art business and industrial park.
- 2) Circulation pattern: Trucks, cars, bicyclists, and pedestrians all have different needs. A review of the circulation pattern will be provided that shows how roadways in Cordes Ranch create blocks within the project, each able to serve different needs, with streets designed to enhance a multi-modal movement.
- 3) Smart infrastructure: Using infrastructure wisely has been a predominant theme in the development of ideas for Cordes Ranch. For example, storm drain systems that serve multiple purposes represent a significant opportunity in creating a central focal point to this large project.
- 4) High identity freeway corridor: With over a mile of freeway frontage, the image of arriving in Tracy will change with this project. A description and examples of development along this critical corridor will be shown.
- 5) Land Use mix: Zoning and land use tools will be briefly described and discussed. The intended land uses and their distribution across the site will be discussed in the context of City economic development goals, and property owner/requests.
- 6) Urban Design/Architecture: Cordes Ranch includes a wide range of intended uses, yet each site and each building has to be designed to achieve the overall project goals of being a state of the art business/industrial park, with users that change over time.

The City acquired the services of consultants to complete Infrastructure Master Plans in September 2009 for areas within the City's sphere of influence. The selection of

consultants was completed through a competitive request for proposals (RFP) process. Completion of this work involves a two-tiered approach.

Tier I provides Master Plans for the major back bone infrastructure (water, wastewater, roads, storm drainage, public buildings and parks) necessary to serve all development within the Sphere of Influence.

Tier II is the project or site specific infrastructure. The cost to complete Tier I Master Plans is shared among the property owners within the Sphere of Influence. Completion of Tier II infrastructure plans is the responsibility of the developers/property owners.

City staff, consultants, and developer representatives have been working together towards completion of Tier I Infrastructure Master Plans. The Master Plans are scheduled to be completed by the end of the year. Cordes Ranch owners group has requested that the City start working on the Specific Plan and the Tier II site specific Infrastructure Master Plans simultaneously with the Tier I Infrastructure Master Plans. Infrastructure consultants were requested to submit proposals for the Tier II work. Staff and representatives from Cordes Ranch Development have reviewed the proposals and negotiated Professional Services Agreements as follows:

<u>Consultant</u>	<u>Infrastructure</u>	<u>Amount</u>
Storm Water Consulting	Storm Drainage	\$105,800
CH2M Hill	Wastewater	\$ 62,924
West Yost	Water	\$ 86,850
RBF Consulting	Roadways	\$ 75,680
Harris & Associates	Finance & Implementation Plans	<u>\$139,700</u>
Total		\$470,954

After City Council input on the Cordes Ranch project, the development team will produce a Draft Specific Plan (comprehensive development and zoning document, including Tier II Infrastructure Master Plans) which will be reviewed as it is being developed with the Planning Commission. A Draft EIR, as well as a draft Development Agreement will be undertaken in tandem with Infrastructure Master Plans Tier I work. An aggressive schedule would have this work completed at the end of 2012.

The City entered into a Cost Recovery Agreement with the owners group in March 2011, providing the mechanism for the City to recover all staff and consultant costs associated with the project applications, including the services described in the Professional Services Agreements.

Staff recommended that the Council receive a presentation by the Cordes Ranch owners group, provide direction as necessary and approve Professional Services Agreements with West Yost Associates, CH2MHill, RBF Consulting, Storm Water Consulting, Harris and Associates in the collective amount of \$470,954, and appropriate the funds from the Cost Recovery Agreement.

Mr. Dean introduced David Babcock and the Cordes Ranch Development team who provided a presentation on the proposed Cordes Ranch project.

Council Member Abercrombie stated he was not enthusiastic with the warehousing mentioned. Dana Perry of Reynolds & Brown, stated he represented 110 acres of the property and that he was very encouraged by what they heard from the previous item. Mr. Perry stated the City was heading in the right direction and encouraged staff to stay in touch with commercial real estate brokers who are the gate keepers of those who come into San Joaquin County. Mr. Perry stated their goal was to provide an abundant source of shovel ready sites for development.

Council Member Abercrombie asked if the development team had explored getting a college or school in that area. Mr. Perry stated the design flexibility would accommodate that use.

Council Member Abercrombie asked how would the size of the airport and corporate hangars tie into attracting businesses to their location. Mr. Perry stated a longer runway with weight bearing capacity would be needed. Mr. Perry further stated long term there were very few opportunities in the Bay Area to house corporate jets.

Council Member Rickman referred to the 1000 jobs, and asked what kind of jobs would be included. Mr. Malik stated that in September the median home price was \$249,000, which would require homeowners to earn \$50,000 per year. Mr. Malik added there would be entry level jobs of \$12 - \$15 dollars per hour up to \$45 - \$50 dollars per hour.

Council Member Rickman stated he was not a fan of warehouses and voiced his concern about the appeal of Tracy from I-205 and I-580. Mr. Babcock stated the project is a mix of industrial, commercial, and office, and would include significant setbacks, berming, screening and landscaping to address view corridors.

Council Member Rickman asked how many acres were dedicated to industrial use. Mr. Babcock stated 1,000 acres over 30 years.

Mayor Pro Tem Maciel stated he appreciated the conceptual approach and believed what was presented dovetailed into what the city plans for economic development.

Council Member Elliott asked for additional information regarding smart infrastructure. Mr. Babcock stated through new technology, they were looking at creating dark fiber to bring in communications that were unique with a competitive advantage.

Mayor Ives stated the location and context slide is all about logistics and makes him very nervous. Mayor Ives stated he believed the Council had been very clear about aesthetics and would be watching the project very closely. Mayor Ives indicated the team needed to work with the transit plan regarding vehicle truck route connectivity. The Council and staff would hold them accountable to bring high end features. Mayor Ives stated he was excited with the idea of 1,700 acres of job ready land.

It was moved by Council Member Abercrombie and seconded by Council Member Elliott to adopt Resolution 2011-198 approving Professional Services Agreements with engineering consultants related to the Cordes Ranch Specific Plan and Infrastructure Master Plans and appropriating \$470,954 from the Cost Recovery Agreement. Voice vote found all in favor; passed and so ordered.

11. SECOND READING AND ADOPTION OF ORDINANCE 1163 AN ORDINANCE OF THE CITY OF TRACY, AMENDING SECTION 3.08.580, OF CHAPTER 3.08 (TRAFFIC REGULATIONS) OF TITLE 3 (PUBLIC SAFETY) OF THE TRACY MUNICIPAL CODE

The Clerk read the title of proposed Ordinance 1163.

It was moved by Council Member Abercrombie and seconded by Council Member Elliott to waive the reading of the text. Voice vote found all in favor; passed and so ordered.

It was moved by Council Member Abercrombie and seconded by Council Member Elliott to adopt Ordinance 1163. Roll call vote found all in favor; passed and so ordered.

12. ITEMS FROM THE AUDIENCE – None.
13. COUNCIL ITEMS – None.
14. ADJOURNMENT - It was moved by Council Member Abercrombie and seconded by Council Member Elliott to adjourn. Voice vote found all in favor; passed and so ordered.
Time: 10:36 p.m.

The above agenda was posted at the Tracy City Hall on October 13, 2011. The above are summary minutes. A tape recording is available at the office of the City Clerk.

Mayor

ATTEST:

City Clerk