

October, 18 2011, 6:00 p.m.

City Council Chambers, 333 Civic Center Plaza

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

1. Mayor Ives called the Special Joint City Council and Transportation Advisory meeting to order at 6:00 p.m.
2. Roll call found Transportation Advisory Commissioners Duran, Gainor, O'Neill, Orcutt, Ramey, Vaughn, and Vice Chair Frankel present; Commissioner Favors and Chair Maynard absent. Council Members Abercrombie, Elliott, Rickman, Mayor Pro Tem Maciel and Mayor Ives present. Commissioner Favors arrived at 6:03 p.m.
3. Items from the Audience – None.
4. RECEIVE PRESENTATION ON AIRPORT IMPROVEMENT IMPLEMENTATION OPTIONS AND PROVIDE INPUT ON THE CITY COUNCIL'S PREFERRED IMPLEMENTATION OPTIONS - Rod Buchanan, Parks and Community Services Director, presented the staff report and power point presentation. Mr. Buchanan stated that on January 2, 2007, the Council was presented with a list of airport improvement options for consideration. These options were broken down in to short, medium and long term options along with associated costs and funding sources. Of those items, Council elected to move forward with all of the short term options and one of the medium term options. Since then all but one of the options that Council approved has been completed.

Recently, staff held workshops with the Transportation Advisory Commission (TAC) to seek input from the Commission and the public on the next improvements for the Tracy Municipal Airport. Members of the Tracy Airport Association were invited to participate in these workshops. The List of Airport Improvements was prioritized by the TAC and staff into short, medium, and long term projects. Some items are listed as "Parking Lot" items to be considered at a later date; other suggested items are not recommended.

Current and Completed Capital Improvement Airport Projects: During the last four years, a number of capital improvement projects (CIPs) have been completed at the Tracy Municipal Airport. Additionally, there are projects currently underway, one of which is still ongoing from the previous list of options selected by Council in 2007, the construction on additional T-hangars. Other current projects address safety issues cited during a recent airport inspection conducted by the State. The completed projects were funded through various means including the FAA, the Airport Fund, and the General Fund as approved by Council in 2007.

SUMMARY OF PROPOSED PROJECTS AND IMPLEMENTATION OPTIONS

Airport Improvement Options Matrix (Short, Medium and Long Term): Options concerning airport improvements have been discussed over the past few months by the Transportation Advisory Commission (TAC), City Staff, airport users, and in the Airport Master Plan. In response, staff prepared an Airport Improvement Items List which lists the projects/items and recommendations from the TAC, and City staff. Due to the

number of funding options for the different projects, the list also includes potential funding sources and estimated costs for each.

Additionally, the items listed in the Airport Improvement Items List are categorized by: (1) Short Term (1-3 years); (2) Medium Term (4-6 years); (3) Long Term (7+ years); (4) Parking Lot Items, and (5) Not recommended at this time. The items have been further prioritized by order of feasibility and importance, using the following criteria: (1) safety; (2) regulation/compliance; (3) Federal Aviation Administration (FAA) fund eligibility; (4) procedural impact; and (5) revenue generation.

SECTION 1: SHORT TERM OPTIONS (1-3 years)

The following items represent realistic options for airport improvements and airport operations for Council's consideration. All items listed under short term options have a one-time cost.

S-1. Install T-Hangars: Installation of T-hangars was approved in 2007 by Council. Staff is working with Caltrans and moving forward to obtain a State loan for the construction of the hangars. Staff is currently going out to bid on the project in order to obtain the exact costs before being able to secure the loan. Additional revenue obtained from the rental of the new hangars will be used to pay the loan. Installation of City-owned hangars would position the airport to attract new users, thereby increasing airport activity and revenues.

S-2. Remove Vegetation from Open Areas to Cease Burning: Vegetation grows in the open areas of the airport and must be removed each year to prevent overgrowth. Currently, the Fire Department burns the vegetation, using it as a training exercise. There have been complaints that burning the vegetation causes the rodents living in the field to go into the hangars. In order to prevent this from happening it is suggested to remove the vegetation and replace it with gravel or crops which are approved by the FAA. There would be no cost to investigate the options; however, the cost to actually perform the removal would vary depending on the option selected.

S-3. Install Solar Lights on the Tetrahedron: The Tetrahedron is a navigational device used at the airport; however, it cannot be seen at night. In order to make it visible to pilots at night, an installation of solar light on the tetrahedron is recommended. The estimated cost for this item is \$2,500 and the potential funding source is Caltrans.

S-4. Hold an Airport Open House: An Airport Open House would draw visitors to the airport and expose them to the activities that the airport has to offer. It is anticipated that the cost for an open house could be paid for by sponsorships.

S-5. Taxiway Reflectors or Lights: During the latest inspection by Caltrans, it was suggested to install either reflectors or lights on the taxiways in order to increase visibility at night. The estimated cost for this item is \$6,000 and the potential funding source is Caltrans.

S-6. Investigate Declared Distances on Runway 30: Investigate use of an alternative airport design methodology by declaring distances to satisfy the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. The purpose would be to increase the length of runway available for landing and takeoff. Estimated costs are upwards of \$10,000 and the potential funding source is the FAA.

S-7. Investigate LED Test Beacon: Determine if there is an LED manufacturer who would be willing to provide an airport beacon which utilizes LED lights for testing purposes at the Tracy Airport. This would be funded by the private company should one be found who would be willing to design such a beacon.

S-8. Remote Control to Open the Gates: Installation of a device which would allow for the opening of the airport gate from inside the airport. This would allow pilots who are landing after business hours to open the gates and allow those who may be coming to meet them to get into the airport. Estimated cost is \$750 and the potential funding source is the Airport Fund.

S-9. Shorten 3 and Remove 1 Obstruction Light: As part of the latest inspection by Caltrans, it was suggested to shorten 3 and remove one of the obstruction lights in the south hangar area. Estimated cost is \$2,000 and the potential funding source is Caltrans.

S-10. Investigate Advertising on Hangars: As a means of generating revenue for the airport, staff will investigate options to solicit advertising space on the hangars at the airport. There is no cost for staff to investigate this item.

S-11. Build an Observation Area: Construction of a designated area where visitors can view the take offs and landings of aircraft at the airport. The estimated cost for construction of such an area would depend on the size and complexity of the area. This could potentially be funded through a combination of the Airport Fund and private donations depending on the actual cost.

S-12. Construction of a Restaurant/Café: Construct a restaurant or café to attract visitors to the airport and provide an eating area for pilots. Estimated cost is \$250,000 which would be paid for by the developer of the restaurant or café.

S-13. Install a Speaker to Listen to Pilots Over the Radio: Installation of a device that would allow visitors to listen to what pilots say over their radios. The estimated cost is approximately \$300. The Tracy Airport Association (TAA) has agreed to pay for the installation.

S-14. Runway Repairs and Fencing at NJ Airport: Installation of perimeter fencing and painting of runway markings at the New Jerusalem Airport. This project has already been approved by Caltrans and staff is currently working with them to finalize the design. The cost for the project is being paid for with a combination of grants from Caltrans and a loan from the Water Fund which was previously approved by Council.

S-15. FAA to Survey Runway Ends: Caltrans recommendation for runway 08/26 so the published distances match the actual runway available. The estimated cost to survey the runway ends is \$10,000 and the potential funding source is the FAA.

S-16. Relocate Taxiway Adjacent to Fuel Farm: Caltrans recommendation. This would give larger aircraft a wider taxiway around the fuel farm. Estimated cost is \$3,000 and the potential funding source is Caltrans.

S-17. Seal Coat on Runways and Taxiways: Application of a seal coat on the runways and taxiways to help bind the existing loose pavement material. Estimated cost of this project is \$300,000 and the potential funding source is the FAA.

S-18. Additional Security Fencing North of Runway 26: There is a gap in the fencing of approximately 600 feet which needs to be closed off for security purposes. Estimated cost is \$9,000 and the potential funding source is Caltrans.

S-19. Removal of Aligned Taxiway: The FAA has required that the aligned taxiways at both ends of runway 08/26 be eliminated. The estimated cost for this is \$100,000 and the potential funding source is the FAA.

S-20. Investigate Potential Airport Intern Opportunity: As a means of obtaining additional staffing for the airport without additional cost, it is recommended to investigate the potential of having an intern work at the airport during the year. This would provide the intern an opportunity to learn more about the operations of an airport. There would be no cost to investigate this option.

S-21. Confirm Runway Lengths: There have been some discrepancies as to the actual length of runway 12/30. The actual length can have an impact on what type of aircraft can use the airport and how large the safety areas around the airport need to be. In order to eliminate these discrepancies, the runway length needs to be surveyed. The estimated cost is \$2,000 and the potential funding source is the FAA.

S-22. Balance Airport Operating Budget by FY 2015/2016: Currently the Airport Fund is operating at a deficit. In order to allow for future growth of the airport staff will work to balance the annual operating budget of the airport by FY 2015/2016.

S-23. Update Airport Rules and Regulations: The airport rules and regulations for the Tracy Airport are old and have not been updated for a long time. Updating the rules and regulations will allow staff to put into use best practices for use of the airport. There is no cost for this item.

S-24. Create Emergency Management Plan: The airport does not have an emergency management plan. In order to be better prepared in case of an emergency, it is recommended that an emergency management plan be developed for the airport. There is no cost to develop this plan.

S-25. Investigate Installation of a Water Connection from the Water Treatment Plant to the South Side of the Airport: There is no water access on the south side of the airport. It is recommended that staff investigate the cost to install a water connection from the Water Treatment Plant in order to provide water to the south side of the airport. There is no cost to investigate this item.

SECTION 2: MEDIUM TERM OPTIONS (4-6 years)

The next two categories (Medium and Long Term) include items identified as potentially eligible for funding from alternative sources such as Gas Tax proceeds or developer funds. Because this report identifies potential and programmed CIPs for which Council has not yet appropriated funding, the funding sources listed are subject to future Council approval and the budgetary process. Moreover, due to Council having the flexibility to adjust priorities and policies over time, items found in the Medium and Long Term sections could change.

M-1. Update Airport Master Plan (including a Business Plan and Minimum Standards Document): The City Council approved the Airport Master Plan in 1998. The Airport Master Plan projects aviation activities and facility requirements through

2016. This would result in the hiring of a consultant to update the Airport Master Plan, including a Business Plan for future airport investment strategies. Additionally, adoption of standards for design, rates, and private and general ground lease structure would assist in setting standards for future development at the airport. The estimated cost for this item is \$400,000 and the potential funding source is from an FAA grant, State grant and the Airport Enterprise Fund.

M-2 Alternate Airport Site Study: The current airport is somewhat limited in its growth due to the surrounding development. A site study would take into consideration an ideal location for a new airport which could grow much larger and accommodate larger airplanes than the current one. The estimated cost for this item is \$200,000 and the potential funding source is the FAA.

M-3. Address Security Items: A number of security enhancements are presented for consideration, including upgraded entry keypads, video surveillance, alarm system and perimeter fencing. These measures would provide security to aircraft and airport facilities by separating the aircraft operating areas from unauthorized surface vehicles and pedestrians, and by protecting the airport and patrons from vandalism and from unauthorized persons entering onto airport grounds. Overhead lighting of the hangar and tie-down areas would provide additional safety when taxiing in congested areas, while lighting at the main vehicle entrance would improve traffic safety and enhance hospitality to visitors. The estimated cost for this item is \$3,112,000 and the potential funding source is from an FAA grant, State grant and the Airport Enterprise Fund.

M-4. Build Permanent Public Restrooms: Tracy Municipal Airport is not currently connected to the City's sewer system. The closest City sewer location is at Linne Road and Tracy Boulevard. The City has installed a high-grade temporary restroom as part of the short term options approved by Council in 2007. Because this is a temporary solution, installation of permanent restrooms is proposed as a medium term option. This would allow for more aesthetically pleasing bathroom facilities. The estimated cost for this item is \$221,000 and the potential funding source is from the General Fund.

M-5. Build Aircraft Wash Facility: Based on a survey of airport tenants, a top priority is installation of a common area of approximately 5,000 square feet to wash aircrafts. Appropriate drainage for water run-off would prevent major damage to pavement areas and contamination of ground water. The estimated cost for this item is \$99,400 and the potential funding source is from the Airport Enterprise Fund.

M-6. Overlay of Runways: In 2007 a slurry seal was applied to the runways at Tracy Airport as a short term means to address runway pavement issues. The ultimate fix for the runways would be a complete pavement overlay. Estimated costs are \$7,000,000 and the potential funding source is the FAA.

M-7. Playground at Airport Park: American Legion Park located at the Tracy Airport, provides shaded picnic tables but there is no playground. In order to provide an amenity for kids while visiting the airport, it is recommended to install a playground. The estimated cost is \$100,000 and the potential funding source is the Airport Fund.

M-8. Windmills/Solar Panels: In an effort to offset expenses related to electricity costs at the airport, it is recommended to install either windmills or solar panels to generate electricity. The cost for this is unknown and would be determined by what type and size of technology is ultimately installed. The potential funding source is private funding.

M-9. Upgrade AWOS and Unicom: The current AWOS has reached the end of its life. Parts and maintenance are no longer supported by the manufacturer. The current Unicom is also very old and is no longer supported by the manufacturer. Both units also experience intermittent problems. It is recommended to upgrade both units. The estimated cost is \$100,000 and the potential funding source is the FAA.

M-10. Install Runway End Indicator Lights: Installation of runway end indicator lights to provide greater visibility at the end of the runway at night and during inclement weather. Estimated cost is \$50,000 and the potential funding source is the FAA.

M-11. Private Hangar Ground Lease: Update the City's Private Ground Lease and designate additional space to allow interested parties to secure land and construct a private hangar. There is no cost for this item, but it is recommended that this begin once all current ground leases have expired.

M-12. Sweeper Purchase: In order to effectively maintain the runway and keep it free from debris, the purchase of a street sweeper is recommended. This would be a less expensive alternative to paying for the rental of a street sweeper. Estimated cost is \$115,000 and the potential funding source is the Airport Fund.

SECTION 3: LONG TERM OPTIONS (7+ years)

L-1. Install Helicopter Pad: The Airport Master Plan includes several improvements, as part of the Capital Improvement Program recommendations, to occur at the airport in the long term. Among these is the installation of a helicopter pad. The estimated cost is \$91,800 and the potential funding source is the FAA.

L-2. Linkage to Municipal Services: The Airport Master Plan includes several improvements, as part of the Capital Improvement Program recommendations, to occur at the airport in the long term. Among these is the linkage to municipal services via a connection from Tracy Boulevard and Linne Road. Linkage to municipal services includes improving water distribution, connection to sewer services and enhancing the storm drainage system. The estimated cost is \$2,776,000 and the potential funding source is developer funded.

L-3. Upgrade Tracy Boulevard: As stated in the Airport Master Plan, as development of the airport proceeds, the irregular surface of Tracy Boulevard south of Linne Road will become an issue. The current poor condition of this roadway is largely attributable to the large volume of heavy trucks using the road on a daily basis. At some point, the road will need to be upgraded to accommodate the heavier traffic flow. The estimated cost is \$2,231,460 and the potential funding source is from Gas Tax and General Fund.

L-4. Construction of FBO, Administration Facility and Pilot Lounge: The Airport Master Plan details specific facility improvements as part of the "Terminal Area Plan." Improvements include a new FBO building, administration facilities and pilot lounge. The estimated cost is \$4,267,975 and the potential funding source is from the Airport Enterprise Fund.

L-5. Develop FBO Facility at South Hangar Area: Due to the proposed expansion to the south hangar area, it may be in the best interests of the City to construct an FBO facility at the south hangar area. With an increase of 44 hangars, the south hangar area may require FBO amenities. The estimated cost is \$2,406,625 and the potential funding source is from the General Fund.

L-6. Complete Land Acquisition Identified in Airport Master Plan: The Airport Master Plan recommends the acquisition of certain parcels necessary for runway approach protection and airport encroachment/expansion. The acquisition of the identified properties ranges from easements to purchases. Some of these acquisitions may require eminent domain proceedings. Also, land acquisitions would necessitate the relocation of fencing surrounding the airport property line to ensure safety and security at the airport. The estimated cost of acquiring these properties is \$21,848,504 and the potential funding source is from FAA Grant (\$20,843,220), State matching funds (\$518,902), Airport Enterprise Fund (\$102,601), and General Fund (\$470,922).

L-7. Repair FBO Building: The current FBO building/hangar is over 60 years old. The City made some recent repairs to the FBO, including \$35,000 for roof repairs. Repairs to hangar doors and renovation of the office areas are still outstanding. The estimated cost for this item is \$1,017,000 and the potential funding source is the General Fund.

L-8. Taxiway Construction: Expanding the taxiway north of Runway 26 approximately 3,000 feet by 60 feet would provide ground movement to and from Runway 8-26. If the Tracy Municipal Airport adds more than the proposed 44 T-hangars, multiple taxiways in the south hangar area would need to be constructed to accommodate such additional hangar space. The estimated cost for this item is \$4,807,606, the potential funding source is from an FAA grant, State grant and the Airport Enterprise Fund.

L-9. Install VASI Lights on Runway 12: Currently 3 out of the 4 runways have VASI lights installed. Installation of VASI lights on runway 12 would provide additional landing aid for pilots. Estimated cost for this item is \$15,000, the potential funding source is the FAA.

L-10. Relocate Airport Perimeter Fencing: Caltrans recommendation. A portion of a fence from private property extends into the runway object free area (ROFA) to the west of runway 12/30. Some agreement would need to be made with the property owner to relocate the fencing. Estimated cost is \$100,000, potential funding source is the FAA.

SECTION 4: Parking Lot Items

There are a few items that staff recommends not be added to any of the Short, Medium or Long term lists, but should still be on staff's radar to look for opportunities as they may arise. As staff is not exploring these options at this time, no estimated costs or funding sources are listed.

P-1. Construction of Restrooms at South End of Airport: Currently there are no restrooms on the south side of the airport. In order to accommodate tenants, a restroom could be constructed somewhere on the south side of the airport.

P-2. Aviation Museum: The Tracy Airport has a rich aviation history. In an effort to make the public more aware of the historical role the Tracy Airport has played, an aviation museum would be developed.

P-3. Blast Fence: Installation of a blast fence would allow jet takeoffs closer to the roadway.

P-4. Freeway Ramp at Tracy Blvd and Interstate 580: Construction of an on ramp to allow closer freeway access to the airport.

SECTION 5: OPTIONS NOT RECOMMENDED AT THIS TIME

N-1. Lift Purchase: Purchase of a scissor lift for the airport would not be economical based on the amount of use it would receive. It would be cheaper to rent a lift as needed.

N-2. 9-Hole Golf Course: Use not supported by FAA due to its non-aviation nature.

N-3. Find Refurbish Old Beacon: There are no known whereabouts of the old beacon.

N-4. Business Pads: Use not supported by FAA due to its non-aviation nature.

Numerous funds associated with this report are impacted. This report identifies potential and programmed CIPs that do not have appropriated funding nor do they specify which funding sources will be used. Identifying a CIP does not mean funds are available and does not appropriate funds. If the City Council selects certain options and directs staff to move forward on an item, potential funding sources should be identified if applicable, and the item should move through the budgetary process. Potential funding sources are also broken down by project in the Airport Improvement Items List.

FAA grant funding is divided into two types: Entitlement and Competitive. New Jerusalem Airport does not qualify for either of these two FAA grant types. The City receives a maximum of \$150,000 annually for Tracy Municipal Airport under the Entitlement Program. Competitive Grant Funding can be applied for at any time. However, because it is competitive and funds are limited, the FAA awards are first to projects it deems highly important. The FAA has established a scoring hierarchy to prioritize grant awards. For example, if a number of airports have safety and compliance items to fund and another airport has finished all of its safety and compliance items and applies for funding for a revenue-generating project, the FAA will fund the other airports' safety and compliance items instead. The revenue-generating request must go through the same competitive process each grant cycle (i.e., is not given any preferential status on future cycles). Also, the FAA generally requires a matching amount toward the cost for capital items. Should FAA funding be secured for a project and a matching amount is required, a funding source will need to be identified for the matching amount.

Staff recommended that City Council:

- (1) Receive and accept staff's presentation on the airport improvements implementation options; and
- (2) Provide input on the Council's preferred implementation options

Ed Lovell, Management Analyst, outlined the previous accomplishments.

Council Member Abercrombie asked for clarification regarding short term goals S15 and S21. Mr. Buchanan stated Caltrans recommended that the length of runway 826 (S15) be confirmed to see if there is any other room for landing and take-off for larger airplanes. Mr. Buchanan added that S21 would address the issue on 1230 to measure the runway to confirm its length.

Council Member Abercrombie asked if staff knew the economic impact of the Airport. Mr. Buchanan stated no. Council Member Abercrombie asked if the City has ever done a study. Mr. Buchanan stated no.

Council Member Elliott asked if the priorities were numbered in priority. Mr. Buchanan stated no; they were listed in groupings by what could be accomplished. Council Member Elliott asked what the certainty was for obtaining funding for projects that list other funding for those sources. Mr. Buchanan stated it was fairly likely but that the true costs have not yet been identified.

Mayor Pro Tem Maciel asked if the City competes with other airports for funding. Mr. Buchanan stated only on competitor projects for entitlement funding. Mr. Buchanan stated there was another pot of money that the City can compete for which usually addresses safety items first.

Mayor Ives asked how the Livermore airport compared to the City of Tracy. Mr. Buchanan stated Livermore has more acreage available, with a runway of approximately 5,500 feet, 2 parallel runways, and a tower that works part of the day with controllers.

Council Member Abercrombie asked if the seal coat would address the issues with runway S17. Mr. Buchanan stated after Council direction staff was prepared to conduct an analysis of the runway and then make a recommendation on how to repair it. Council Member Abercrombie asked if it was possible that the runway was not done correctly. Mr. Buchanan stated that would be determined through the analysis.

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

Richard Ortenheim, Skyview Aviation, stated he had a few concerns at the airport, specifically the runways, runway lengths, and fueling trucks.

Dave Henderson, Vice President of the Tracy Airport Association, provided two handouts regarding the Livermore Airport. Mr. Henderson stated Tracy had a small window of opportunity to bring business here vs. Byron or Contra Costa County.

Mayor Ives asked what Tracy needed. Mr. Henderson stated a place to park their craft and a runway of 5,500 to 5,700 feet which would accommodate any business aircraft.

Mr. Ortenheim stated the maximum runway length needed in Tracy is 5,000 feet to bring in any type of corporate jets.

George Riddle, 1850 Harvest Landing Way, indicated there seemed to be an opportunity to create jobs for Tracy by putting in hangars and storage spaces.

Commissioner Favors stated providing a future and a vision for the airport is necessary, while working with all the people in the vicinity of the airport to ensure that the future is viable for all those involved.

Mayor Ives asked Commissioner Favors to expand on his thoughts. Commissioner Favors stated the Tracy Airport Association talked with some of the developers about their projects and how they could co-exist; realigning and re-designing the airport to accommodate both of the uses as well as to allow an opportunity to put in many more corporate hangars; re-aligning runway 30 slightly; eliminating runway 8 and 26 opening the area to develop as corporate hangars; putting in a small aero-dome at the current approach and looking at moving the category of the airport back to a C3 to accommodate the airports as well as leaving room for future development.

Mayor Ives asked when the Airport Master Plan was completed. Mr. Buchanan stated in 1998, and added that it was somewhat outdated. Mr. Buchanan further stated a lot of the discussion and ideas require funding which needs to go through a vetting process with the FAA to see what is viable. Mr. Buchanan stated if these ideas were to be addressed a feasibility study with an economic impact analysis would be an option. Mr. Buchanan stated the study would indicate what the length of the runway needs to be to support the maximum economic development.

Mayor Pro Tem Maciel stated it appeared that the recurring theme was runway length which can't be reached within the existing confines of the property. Mayor Pro Tem Maciel further stated there was a lot to look at before the City could proceed in any particular direction.

Vice Chair Frankel stated that regarding economic impact, she had interviewed the director of the Stockton airport who reported that a large percentage of people who use the airport were not based in Stockton. Vice Chair Frankel stated there were a number of projects around the Stockton airport that would improve it's ability to access it.

Commissioner Favors stated Tracy has a meteorological phenomenon that puts it ahead of every other airport in the valley, and that if it was moved the ability to move aircraft in would be lost.

Commissioner Orcutt stated corporate jets and the atmosphere they create bring a whole new expected service level along with a major vision that would have to be well thought out. Commissioner Orcutt stated a runway extension would be absolutely necessary. Commissioner Orcutt stated that vision is out in the future with considerable steps that would need to be taken. Commissioner Orcutt further stated short term and medium term goals were more attainable in the City's immediate future. Commissioner Orcutt stated an update of the Airport Master Plan was needed.

Council Member Rickman stated the City needs to determine what Tracy should look like in 10-15 years. Council Member Rickman stated he appreciated Commissioner Favor's ideas and agreed that a feasibility study needed to be looked into. Council Member Rickman suggested Council not count out relocating the airport.

Council Member Abercrombie strongly suggested a feasibility study be done to find out what the economic impact could be for Tracy. Council Member Abercrombie stated he liked the fact that TAA was looking at how we can all co-exist. Council Member Abercrombie indicated he would like to know how long the run way actually is, and added that resurfacing needed to be done sooner rather than later.

Council Member Rickman asked if re-surfacing the runway would fall into a safety and compliance item and therefore be eligible for grant funding. Mr. Buchanan stated the seal coat or whatever recommendations come from the analysis is what the City would be asking for from FAA funding.

Mayor Ives stated the driver for all things at the airport always seem to center around economic development and that there appears to be a methodology to look at that. Mayor Ives stated the City is here to help businesses to locate their businesses and jobs here, and that if it requires an airport, he wanted to hear from them. Mayor Ives stated economic development is the driver and Andrew Malik and Leon Churchill needed to be involved.

Mr. Buchanan recapped that staff should bring back all the short-term items with full implementation criteria, along with a feasibility study or economic development study.

Council Member Elliott asked if that would roll into an update of the Airport Master Plan. Mr. Buchanan stated he could look into it, but that this was a different study.

5. ADJOURNMENT - Mayor Ives adjourned the meeting at 7:02 p.m.

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

Mayor

ATTEST:

City Clerk