

**MINUTES**  
**MONTAGUE CITY COUNCIL**  
**WORKSHOP AGENDA**  
**April 17, 2013 3:00 PM**

**CALL TO ORDER:** 3:01PM

**ROLL CALL:** Keller, Benson and Aiello

**ABSENT:** Robustellini and Gray

**OTHERS:** Sprague, Kincade, Tyhurst (City Staff), R. Coox and Matt Chesler (SCEDC) and L. Graves, B. Steelman

**REGULAR AGENDA:**

1. Discussion regarding the Montague Airport.  
(marketing, development, selling or leasing, long and short term plans)

Jayne Keller opened the workshop at 3:01. Robert Coox and Matt Chesler from the Siskiyou County Economic Development Council (SCEDC) were attending the workshop to update Council and staff on the progress of the Airport study under the grant with SCEDC.

Coox began with an overview update of what things the SCEDC has done or accomplished with regard to this grant. Coox stated that a request for proposals (RFP) for a consultant to look at the airport was sent out to a number of places and published. He said the (SCEDC) is looking for people with infrastructure experience for airports. He is also looking at non-NIPASs airports for comparisons.

Benson voiced concern about investing our grant funding on NIPAS requirements. Although we would like to obtain a NIPIAS status, Benson said that he hopes the result of this grant study would provide ways to increase Montague's economy.

Chesler says there is a different criteria for Montague Airport and general aviation. It would be difficult to make the case to NIPAS and especially now it would be extremely hard as the Feds are purging NIPAS Airports. Chesler believes that most all the airport in Siskiyou County were grandfathered into NIPAS years and years ago, prior to all these new regulations and requirements.

Benson refers back to a letter the City sent to FAA and comments that the FAA did not say we were not ineligible.

Keller wants to know if SCEDC can get the dates of when the other airports were grandfathered in.

Larry Graves thinks the Montague Airport was set up around 1927.

Chesler said the qualifications before, when it was easier to get NIPIAS status verses now is a lot harder. The FAA is looking at what is vital to the national interest and the little Montague Airport does not qualify or meet the FAA national interest, so we have to look for alternatives.

Coox interjected, even if you were currently at NIPAS status, there is just no money. I hate to see your money for this grant wasted on something that won't happen. So we are also looking for other sources of funding.

Sprague explained the current funding source come from the Calif. Dept of Transportation Division of Aeronautics (DOT). Each fiscal year between July 1 and June 30 the city is suppose to receive \$10,000 from the DOT to run the airport. Both the City's of Montague and Yreka provide a share match of \$5,000 each. The shared match amounts are transferred into a savings account for future airport projects. These funds are strictly limited for projects to maintain the runway, taxi ways, lighting and those types of things (not for buildings and maintenance). There were a couple of years in a row that we did not received the DOT funding, so we had to use the city's match funds to run the airport and meet expenses, and were not able to save. So far for this fiscal year (FY) July 1, 2012 to June 30, 2013 we have not received our DOT funding. We may not get it. Sprague went on to say, the city has an approved grant application that has been pending for PAPI Lights for FY11-12, but the DOT ran out of funding and our grant has been placed on hold. The DOT has a site where we have already signed up for future airport grant funding. The site is like a wish list for future projects and you can go on the site and update your wish list and when the funding year comes up you are notified and you can submit your applications. The city is down for FY14-16 to resurface the runway and taxi ways and for FY16-20 for a heliport pad.

Coox and Chesler said we need to look at your income, maintenance and infrastructure needs. Everyone agreed. Kincade stated that he has some ideas and is interested in a lot of things but feels we need to concentrate on expansion and infrastructure needs.

Chesler agreed about the infrastructure and the need to get water and sewer to the undeveloped portions. He asked if we have thought about fly in communities. If this were a feasible idea you might have to sacrifice your dirt runway. Fly in communities are the newest thing.

Graves replied that the airport commission and city looked at fly ins before and that Cal-trans would not allow it and if we did go for it we could lose our DOT funding. Graves said that was too bad because the city owned all the ground around that joined up to privately owned land.

Keller brought up the need for housing and that have we options. We could shut the airport down, or sell it, or turn it into a development for housing.

The topic changed to address what could be done to attract more or new business to the area.

Kincade suggested we could try fly in dry camping and provide portable toilets and portable water at first to see how the idea is received.

Coox said the end product is what we want to see. We need to bring in more people, we need to get behind a group of people like the gliders. We need to see what ideas Rex Mayes has and wait until summer to see what increased activities will result from Rex's business. Rex is selling more fuel than before, although it is not the sole money maker to just sell fuel. For marketing Montague we can look at airplane tours over Siskiyou County and around Mt. Shasta, glider rides, sky jumping and fly in communities.

Aiello offered up ideas such as a Micro Brewery or a Restaurant.

Topics regarding the airport and the industrial park merged for a short time with discussion that both areas of the study indicate the need for the infrastructure (water, sewer and power) ready to go to entice new businesses.

Chesler said that Coox, Kincade and he would be meeting with Monty from Pacific Power to walk thru of the industrial site. Kincade said that he was given a verbal estimate of \$80,000 to provide power to the industrial area. Kincade is hopeful that the on site visit by Pacific Power will provide a much lower estimate. Kincade had another meeting and had to leave (4:15pm).

The group continued to discuss possible reasons why this area is so depressed. Graves believes the problem with bringing industry to Montague is that the people are too conservative. Graves said the housing market has gone away and no developers are willing to come here. Graves believes the mind set is cultural between the older generation and the younger generation.

The group agreed that the economy has changed, and other things have changed which will make and growth and development very difficult. The idea of getting behind a group that is doing some what well, such as the glider business and supporting ways to draw interest to aviation was well received.

To wrap up, it was suggested that the SCEDC or Bob Steelman contact the College of the Siskiyou and discuss our ideas of an off campus class room at the airport for individuals interested in aircraft mechanics. The SCEDC will bring back more about the fly in community. Staff and/or the SCEDC will need to contact the DOT and find out their position about future funding with regard to the possibility of a fly in community at the Montague Airport. Both the Airport and Industrial Studies need more research regarding power, water and sewer to the undeveloped areas. The provision of power to these areas will have more definitive costs and options after the site visit by Pacific Power. The sewer study for the Industrial area should be done by July and may provide some insight as to approximate cost estimates for airport expansion.

**ADJOURNED:** 4:35PM

**ATTEST:**

**CITY OF MONTAGUE:**

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Janie Sprague, City Clerk

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Jayne Keller, Mayor