

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
ECONOMIC DEVELOPMENT COMMITTEE

February 1, 2011

MAG Offices, Saguaro Room
302 N. 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair
Steven Betts, GPEC
Dr. Joseph Cavinato, Thunderbird
Mark Dreher, East Valley Partnership
Thomas Franz, Greater Phoenix Leadership
Mayor Hugh Hallman, Tempe
Jim Kenny, El Dorado Holdings, Inc.
Mayor Jim Lane, Scottsdale
Mayor Michael LeVault, Youngtown
Mayor John Lewis, Gilbert
* Mayor Marie Lopez Rogers, Avondale
John McGee, ADOT
Mayor Jackie Meck, Buckeye

Mary Peters, Mary Peters Consulting
Jim Rounds, Elliott D. Pollack & Company
* Todd Sanders, Greater Phoenix Chamber of
Commerce
Mayor Jay Schlum, Fountain Hills
Jeffrey Simmons, Ryley Carlock &
Applewhite
Mayor Scott Smith, Mesa
* Sandra Watson, Arizona Commerce
Authority
Candace Wiest, WESTMARC
* Supervisor Mary Rose Wilcox, Maricopa
County
Councilwoman Sharon Wolcott, Surprise

* Not present

Participated by video or telephone conference call

Others Present (from sign-in sheet):

Eric Anderson, MAG
Roc Arnett, East Valley Partnership
Lynn Ashton, Citizen
Sherief Ayouts, Emerald Contracting
Anubhav Bagley, MAG
Lindy Bauer, MAG
Kristin Bornstein, KDA Creative
Amy Bratt, Greater Phoenix Chamber
Michael Celaya, Surprise
Scott Chesney, City of El Mirage
Margie A. Emmerman, Arizona Mexico
Commission/ Governor's Office
Michelle Gramley, Gilbert
Bob Hazlett, MAG
Chad Heinrich, City of Tempe
Mike Ingrahm, El Dorado Holdings

Patrice Kraus, City of Chandler
Beth Lewallen, Maricopa County
Clemenc Ligocki, MCDOT
Brad Lundahl, City of Scottsdale
David M. Martin, Arizona Associated General
Contractors
Daw Marum, Wilson & Company
Shelley Parnell, GPEC
Jennifer Pena, Litchfield Park
Ryan Peters, Glendale
Scott Powell, Florence
Tom Remes, City of Phoenix
Kristen Sexton, Avondale
Kelly Taft, MAG
Brian Tapp, CAAG
Jack Tomasik, CAAG
Paul Ward, Town of Buckeye

1. Call to Order

The Economic Development Committee (EDC) meeting was called to order by Chair Neely at 12:00 p.m. Chair Neely stated that public comment cards were available for those members of the public who wish to comment. Transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Neely stated according to the MAG public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. She stated that there is a three-minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Neely noted that no public comment cards had been received.

3. Approval of Economic Development Committee Consent Agenda

Chair Neely noted that prior to action on the consent agenda, members of the audience are provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Chair Neely noted that no public comment cards had been received.

Chair Neely requested a motion to approve the consent agenda. Mayor Hallman asked why the Committee was approving items under the consent agenda with no action required. Mr. Smith noted that the minutes of the last meeting would need to be approved. Mayor Hallman moved to accept the documents provided under agenda items 3B and 3C, and moved to approve agenda item #3A-Approval of the December 21, 2010 Economic Development Committee Meeting Minutes. Vice Chair Schoaf seconded the motion and the motion carried unanimously.

3A. Approval of the December 21, 2010 Economic Development Committee Meeting Minutes

The Economic Development Committee, by consent, approved the December 21, 2010 Economic Development Committee meeting minutes.

3B. Status of Arizona's Infrastructure

The Economic Development Committee, by consent, accepted the *2010 Statewide Transportation Planning Framework Program* and the *What Moves You Arizona Executive Summary* documents. At the December 21, 2010 Economic Development Committee meeting, it was requested that staff provide information on the state's infrastructure and future opportunities. The Arizona Department of Transportation (ADOT), as a part of Building a Quality Arizona (bqAZ), developed a 2010 Statewide Transportation Planning Framework Program. This program provides information on

existing roadways, public transit and rail improvements, as well as a recommended scenario for the future. The goal of this multimodal effort is to efficiently move people and goods, and link the state nationally and globally. In addition, ADOT is in the process of developing a new statewide plan, What Moves You Arizona. The purpose of the plan is to implement a portion of the bqAZ effort. The Transportation in Arizona Executive Summary, developed through the What Moves You Arizona effort, provides basic facts about transportation today, transportation challenges of tomorrow and planning and investing in our transportation future. This item was on the agenda for information and discussion only.

3C. Arizona's Potential Role in the Deep Water Port in Punta Colonet, Mexico

The Economic Development Committee, by consent, accepted the *Punta Colonet & Arizona Role as a Gateway for Asian Trade* paper prepared by the Governor's CANAMEX Task Force. On December 21, 2010, MAG staff provided a presentation to the Economic Development Committee on Interstate 11 and inland port concepts. Staff indicated that under the freight and inland port concept is the objective to continue monitoring Punta Colonet developments. The Economic Development Committee requested a report on the status of the Punta Colonet project in Mexico. A white paper was prepared by the Governor's CANAMEX Task Force that provides an overview and background information regarding Punta Colonet, as well as potential opportunities for Arizona. This item was on the agenda for information and discussion only.

4. Major Business Relocations

Dennis Smith introduced David Noe from APL, Limited. He noted that APL is the 5th largest container shipping company in the world and relocated from the California Bay area to Phoenix, Arizona. He noted that APL has interest in several ports. Mr. Smith stated that Mr. Noe is here today to talk about APL's business decision to relocate to this region and about what is going on in the container shipping industry. Mr. Smith noted that we need to educate ourselves as to how this region might be enhanced so that it can prosper. Mr. Smith stated that if, in the future, there are other businesses that are already located in this region that the Committee feels would be instructive, please let staff know. Chair Neely stated that it was a pleasure to have APL located in the City of Phoenix. She noted that APL has a wealth of information. Chair Neely asked if Mr. Noe could talk about the capacity at Los Angeles/Long Beach port, the movement of freight north to south, and the international connections at APL.

Mr. Noe thanked the Committee for having him. He began with background on APL. He stated that APL is a global transportation and logistics company headquartered in Singapore. APL's core business is liner and logistics, with strategic focus on integrated supply chain solutions. Mr. Noe noted that the latest 2010 financial highlights include more than \$9 billion in liner revenue and more than \$1 billion in logistics revenue in the United States. He noted that there is a global presence of 4,000 employees.

Mr. Noe stated that APL is very excited about the people they hired here in this region. He noted APL was very pleased with the applicants for the starter positions. He noted they already started promoting new hires into other positions. Mr. Noe wanted to make sure that the Committee was aware of the quality of applicants in this region.

Mr. Noe stated that APL is a comprehensive global network servicing over 25,000 locations in 140 countries across 6 continents. He noted that the average age of a ship is below 10 years, with every vessel certified to the latest International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM) standards. As of November 1, 2010, APL had 147 container vessels. Mr. Noe provided an overview on how APL and its competitors operate. He stated the container shipping, terminals, and logistics businesses form a value chain that offers customers reliable, time-definite and cost-effective services from origin to destination. He noted that as supply chains become more complex, APL's "total value chain" proposition offers strong advantages for customer. Mr. Noe stated that APL started in 1848 and has been a world leader offering global connectivity for over 160 years.

Mr. Noe provided an overview of the history of innovation and leadership at APL. He focused on the 1900 to 1999 time frame. He noted that during that time period, APL started a lot of first-time things, such as inventing the D45 containers. APL also invented the 48 foot and 53 foot containers for domestic shipments. He stated that APL was the company that started the double stack trains several years ago, including service to Mexico for automotive parts shipments. Mr. Noe noted that APL was also the first company to build ships that could not pass through the Panama Canal. He noted that during this time period, "super terminals" were established in Los Angeles and Seattle. Mr. Noe stated that there was a lot of good work during this time. He noted that during the year 2000 and forward, there was a lot of high tech improvements and also the world's first 53-foot containers for international transport.

Mr. Noe provided information on United States APL terminals in Los Angeles that is their Global Gateway South, Oakland that is their Global Gateway Central, and Seattle that is their Global Gateway North. He noted that Oakland should double its throughput this year making the rail much more effective. Mr. Noe then mentioned APL's international terminals, including Rotterdam, Salalah, Laem Chabang, Ho Chi Minh, Kaohsiung, Kobe and Yokohama. He noted that some of the terminals are bigger than Los Angeles. He then reviewed the top carriers by capacity and orderbooks with Maersk being the largest and APL the sixth largest. He noted that starting at the end of next year, APL will be the fifth largest carrier. Mr. Noe reviewed a list of APL's global customers including, 3M, Goodyear, Toyota, Sears, Target Wal-Mart, Toys "R" Us and others. He noted that it has been exceptional working with these customers. He then highlighted the local companies in this region including, Phelps Dodge, Petsmart, Swift Trucking, Dial and Honeywell.

Mr. Noe listed some of the advantages to APL for relocating to Arizona. He stated that the cost of living was fantastic compared to California, as well as the reasonable priced housing market. He stated that Phoenix did extremely well in regards to the accessible domestic air travel. The international air travel was not as competitive. He noted that the people who had children were very pleased with the schools. Mr. Noe also noted that the tax climate is much better than California. He stated that there is a cooperative corporate business climate, and APL had positive results in recruiting efforts. He stated that he has received feedback that people like the wide variety of indoor and outdoor recreational activities, as well as the thriving collegiate and professional sports environment. Mr. Noe finished by stating that APL is extremely happy with their decision to relocate and thanked the members of the committee.

Chair Neely asked if there were any questions from the Committee members. Dr. Cavinato asked if he could discuss what other locations APL considered. Mr. Noe stated that APL considered both Dallas, Texas and Austin, Texas. He noted that Dallas came in second and Austin came in third. He noted that Denver was also considered and came in fourth. Mr. Noe confirmed that APL chose the right city.

Steve Betts asked if Mr. Noe had any information regarding the capacity at Los Angeles/Long Beach area and the Punta Colonet project in Mexico. Mr. Betts also noted that Mr. Noe referred earlier to access to air travel and ask what APL's thoughts were on international air travel. Mr. Noe stated that Sky Harbor did very well on domestic travel, but did not do very well on international travel. He noted that Dallas ranked better on the international air travel side. Mr. Noe stated that there is interest in the ability to ship cargo through Mexico and north. He noted APL currently does that, but very little. He stated the Mexico has grown so much that APL is very pleased with Mexico. What APL has done is increase capacity in Mexico and increased what we have been doing in Mexico. He noted that there is potential. Mr. Betts asked about the capacity at Long Beach. Mr. Noe stated that it is close to capacity and that is one of the things we look for, as well as a competitive price with other locations.

Mary Peters thanked Mr. Noe for his presentation. She stated that one of the things that this Committee was discussing is how to add value to the region. She noted that we would like to not have Arizona be a pass through state. She asked are there other things that Arizona could do to increase the added value to freight traffic. Mr. Noe stated that most of APL's cargo is not involved with this city. He noted that the people at APL handle and manage that cargo. They talk to customers globally. Mr. Noe stated that APL has seen some information coming from this Committee that may be of interest, as far as looking at the right locations and deliveries from point A to point B. He stated that it is too early to make any determination at this point. Mary Peters asked for any suggestions regarding synergy with companies in the area or anything that might help add value to the region would be of great interest to this Committee. Mr. Noe responded that there are other companies, just like APL, that are constantly looking for a new place to be. He believes that there will be other companies, like APL, looking at Arizona.

Councilwoman Neely asked if there was value for a north/south route if you are a company in California moving freight north south through I-5. She stated that she heard that Union Pacific (UP) is acquiring a lot of railroad easement to move from Seattle across to the East. She then asked if there was value in looking at the I-11 corridor to move freight north and south. Councilwoman Neely also asked how important is time, for example from the time cargo arrives at the port to the time it arrives at your customers on the east coast. Mr. Noe stated that this is something APL would like to look at with this Committee. He also stated that there were a few other people he would like to bring into the conversation. Mr. Noe stated that the issue for APL is that the majority of their cargo travels east to west. He noted that going from Seattle to Los Angeles is virtually non-existent for APL. He stated that it would be interesting to sit down and talk about the north/south aspect of goods movement. He also stated that as a company, APL can move into things fairly quickly.

Mayor Hallman asked if APL could supply the Committee with the assessments they used to make the determination to relocate to Phoenix as opposed to any other place. He noted that he was

curious about the detail of the criteria and how that criterion was scored. Mayor Hallman asked that Mr. Noe provide any information that APL could share to Mr. Smith at MAG. Jim Rounds thanked Mr. Noe for his presentation. He stated that one thing that is very important to this group is how competitive we are in the areas that you mentioned, and it is good to hear a specific example and not just generalities. Mr. Rounds stated that it is nice to see what companies value so this region knows how to target its market. He asked about the site selection process and those five to ten critical components. He noted that what APL listed as reasons for relocated, have been rated very low in this region in the past. Mr. Rounds stated that he would like to know if APL had closed the deal with a city or town, which might have been the last deciding factor for APL. He asked if this region has natural attributes. Mr. Noe stated that there were a lot of factors involved in moving to this region, but the deciding factor was a very small piece. Mr. Noe stated that if you look at the area we moved from, California, which is incredibly expensive across the board both for the company and the people. He noted that the other locations he mentioned were also more expensive than this region. Mr. Noe stated that APL would be glad to communicate why we chose this region over the others. Chair Neely thanked Mr. Noe for his presentation. Mr. Smith stated that MAG would like to print APL's story in this MAGazine. He noted that the MAGazine has a great distribution that will get the work out. Chair Neely said that is a great idea.

5. Inland Port Presentation and Discussion

Tim Strow stated that at the last Economic Development Committee (EDC) meeting, Bob Hazlett reported on Interstate 11 and the inland port concept. He noted that there were some questions on the different inland ports around the country and the impact those ports have on the surrounding areas. Mr. Strow stated that Parsons Brinkerhoff is here today to present on the Freight Framework Study and the potential impacts of inland ports. He then introduced Darren Henderson and Michael Zachary from Parsons Brinkerhoff. Darren Henderson began with some background on the Freight Framework Study. He noted that the study is to determine what opportunities and unique characteristics this region has to use as a basis to attract and add more value to the freight that moves through Arizona. He noted that the study will look at commodity flows, border crossings, potential locations for inland ports, policies, as well as coalitions.

Michael Zackary stated that there are many factors that impact freight. Mr. Zachary discussed the trade forecasts and it was estimated in 2010 that cargo would go up on a global basis, which was correct. He noted that in 2011 it is forecasted to continue to go up. He noted that the commodity flows the amount of global trade coming into the United States has dropped from 16 percent to 9 percent. He then discussed the North American gateways and gateways and inland freight clusters. He noted that Parsons Brinkerhoff is involved in the study on the impacts of the expansion of the Panama Canal. He stated that the expansion of the Panama Canal will affect Arizona and the Sun Corridor. Mr. Zachary stated that because of the changing networks and the effects of transshipment, cargo from the Panama Canal could be shipped along the western side of Mexico and flow into Arizona. He noted that the Freight Study will include a survey of shippers and their priorities. As Mr. Noe mentioned, shippers are mainly concerned about schedule, reliability and consistency. Mr. Zackary also noted that the study will include priorities from a carrier's perspective. This includes shippers, railroads and truckers. He noted that the capacity of a port such as Los Angeles Long Beach (LA/LB) is growing every year. They are now getting more

automated and stacking. He explained that LA/LB once had the capacity of 1300 TEU per acre per year, now has approximately 5000 TEU per acre per year.

Mr. Zackary showed a trucking network that clearly had a gap in the north/south flow in the Intermountain West. He discussed the rail network that also showed no intermodal capabilities north/south. He noted that some of the rail lines do not have double stack capabilities (cannot get through tunnels). Mr. Zackary then discussed how public policy has a great impact in areas like sustainable development, transportation policy, and land use and infrastructure investment. He then provided information on why Boeing moved its second production line from Seattle to Charleston, South Carolina because of the lack of freight friendly transportation policy was affecting their on-time arrivals. This resulted in a job loss of more than 4,000 and a secondary loss of over 6,000 jobs. Mr. Zackary then discussed mega-regions. He noted that 66 percent of trade is concentrated in mega-regions and 77 percent of trade moves by trucks into and out of mega-regions. He noted that within the mega-regions 60 percent move by truck and 4 percent by rail. He then discussed that international trade will increase in mega-regions by 2035.

Mr. Zackary stated that Canada has a National Strategy for Goods Movement that is tied to Asia, and an identical strategy for Europe-North America gateway and it is working. He discussed the Federal Highway Administration's (FHWA) designated major corridor freight coalitions. He noted that these coalitions are very active and are developing strategies to improve freight movement. Mr. Zackary then described an inland port as being all about leveraging supply chains. It is the convergence of several modes and distribution channels. He noted that an inland port has the following components: trucking, intermodal rail, air cargo, logistics and distribution facilities, economic development and peripheral investments. He then discussed the national inland ports of significance, such as Alliance, Texas and Joliet, Illinois. He noted that the effects of an inland port are based on the core tenant. He noted that inland ports and the building surrounding the ports are becoming increasingly environmental friendly and LEED certified. Mr. Henderson and Mr. Zachary thanked the Committee for their time.

Chair Neely asked if there were any questions. Jim Rounds stated that the region's current system is set up that we are not maximizing our potential on our current economic base. He noted he would like to know what areas are keeping this region from growing based on our current economic attributes. Is this region deficient in certain areas? Mr. Rounds also asked if the distribution centers are primarily low level jobs, but the benefits are that we open up the region to other businesses. If so, how do we do a cost benefit analysis to show that because the cost of building the infrastructure is so expensive? Mr. Henderson stated that to understand the deficiencies of the region goes beyond the freight framework study. He noted that you would have to engage business people like David Noe to get an understanding of the deficiencies. He stated that what this study will do is identify the types of commodities that are moving through this region and the opportunities that may exist to influence or leverage investment within this region. He stated that this region needs to focus on what is unique about Arizona and use those positive attributes to add value to the carrier industry. He stated that this study will look for commodity flows that will add value to the region.

Councilwoman Wolcott asked if as an element of this report, we are looking at creating an inventory of public policy that is unique to Arizona that we can identify and capitalize on. Mr.

Henderson stated that it is very difficult to influence national policy. He noted that this study will focus on the elements within our control, including those things that influence governance at a state level, to make the region more desirable. Councilwoman Wolcott asked how quickly we might be able to identify an inventory of those public policy issues that we need to address with the legislature. Mr. Henderson replied that the schedule for the study will allow us to know more in about six months and get a better understanding of the nature of commodity flows and the ability to intercept those commodity flows. Mayor Hallman asked if the freight was not stopping in Arizona because they do not need to or is it that there are no facilities available that would allow the need for them to stop. He also asked if it is possible that everyone would become somewhat busier due to the expansion of the Panama Canal. Mr. Zachary stated that the Freight Framework Study will include canvassing a tremendous freight database and several in-depth interviews with shippers, on both a national scale and region scale, to identify decision criteria in terms of routing. He noted that they will be looking at not only northern Mexico, but also California in terms of policy impediments. He also noted that we are creating a foundation from which decision for this region can be made. Jeffrey Simmons asked about funding and if projects, such as inland ports, are funded by public private partnerships. Mr. Zachary replied that these projects are funded in various ways that include both private and public private partnership funding. Mr. Simmons asked if the primary targets for the private funding are the carriers and shipping companies. Mr. Zachary replied that some projects are funded by the carriers and some type of economic real estate development component. He noted the shippers do not want to be told that they have to build an interchange. Mayor Lane stated that if we are looking at how we might affect the national transportation policy, and if we are effective in identifying unique strengths to capitalize on in the Sun Corridor, we are going to be looking at the viability and its impact on economic development. He asked is that not an impact on national policy. Mr. Henderson replied that it is and that we do not want to ignore participating in or trying to influence national policy, but it is more difficult to influence national policy.

Tom Franz stated that based on the presentation here today, it was reported that the port of Long Beach has increased its efficiencies two fold and Singapore and Hong Kong increased their efficiencies four times. He then hypothesized that it is far more cost effective to expand capacity using already known technologies and that if this region wanted to attract cargo, we would need other advantages to offset the fact that it is less expensive to expand in Long Beach then establish someplace else. Mr. Zachary stated that was correct, but the issue becomes when the size of the port is doubled but the size of the supporting infrastructure is not doubled.

Chair Neely stated that Mr. Henderson and Mr. Zachary agreed to stay after the meeting and we need to move forward with the other agenda items. She asked if this study could also look at what industries we are at risk of losing if we do not expand the freight component in this region. She stated that we talk a lot about Arizona being a through state and would like to look at how we can make a change. She asked MAG staff to provide these presentations to the Committee. Chair Neely stated that this agenda item is posted for action and would like the Committee to consider exploring some sort of freight coalition and work through the Arizona Commerce Authority as an element to identify other items that might be possible. Mr. Smith stated that the presentation shows that a lot of other regions are organizing and this region should as well. He noted that the Intermountain West is the largest growth area and it is not organized. He stated that we need to form a coalition and start exploring options together. He suggested inviting people to Arizona from

other states to talk about how we might organize the Intermountain West on issues. He also suggested having a letter from the EDC Chair to the Governor expressing interest in exploring options for the Intermountain West. Mr. Betts stated that it is all modes of transportation - planes, trains and automobiles. He also stated that he agrees that we should work with the Arizona Commerce Authority. Chair Neely asked if there was a motion.

Steven Betts moved that MAG staff draft a letter from the EDC Chair to Governor Jan Brewer suggesting that MAG and the State work cooperatively with other states in the Intermountain West to ensure that infrastructure is adequate and available in the future. Councilwoman Wolcott seconded the motion and the motion carried unanimously.

6. Possible Impediments to the Freight Industry

Mr. Smith stated that in discussions regarding inland ports and Punta Colonet, what continues to surface is a piece of legislation from 2008, HB 2165. He noted that the impediment seems to be that the legislation sets up a structure where the Arizona Department of Transportation (ADOT) would conduct hearings. He also noted that this legislation could be a potential impediment with the freight industry if this region is looking for ways to encourage more freight movement and potentially reopening the Wellton Branch. Mary Peters stated that she strongly agrees with Mr. Smith and believes that the legislation is discouraging to the railroads in Arizona. She noted that with the state budget in crisis, it is not wise to be using ADOT money to conduct these hearings. She noted that this is not the highest and best use of the state's resources. Ms. Peters stated that the Surface Transportation Board has the responsibility to hear issues like this and they do hold public hearings, so why are we duplicating their efforts. Jeffery Simmons stated that this is an unfortunate impediment. He noted that he deals with legal issues like this and preemptions. He noted that, in his opinion, this law should not be on the books because it is unenforceable. He noted that the railroads could undo this by filing a lawsuit, but what railroad wants to spend the money on a lawsuit when they can just go somewhere else. He noted the best way to resolve this would be to go back to the legislature. Councilmember Wolcott stated that it would be useful to know what the legislative intent was initially. She noted that given this legislation does preempt the federal regulation, this is something that we should approach the legislature about. Mr. Smith stated that staff will look into the initial intent of this legislation and explore potential vehicles.

Chair Neely asked Mayor Schoaf if this is something that we might send to the MAG Regional Council, since they will meet before the EDC. Mayor Schoaf agreed and asked Mr. Smith to prepare something for the Regional Council agenda.

7. Partner with the Greater Phoenix Economic Council to Develop a Data System for Economic Development

Dennis Smith stated that one of our great strengths here at MAG is our data engine. He noted that one of MAG's functions as an MPO is to foster economic growth and development and in the past, MAG has focused its data information without a specific concentration on economic development. He stated that this prompted the idea to approach the Greater Phoenix Economic Council (GPEC) to explore forming a regional data partnership to provide economic development related information. Mr. Smith stated that in initial discussions with GPEC, they indicated that they would be supportive of us joining forces on some type of economic development website. Mr. Smith

noted the Shelley Parnell, Vice President of Marketing from GPEC, as well as Steve Betts, is here today if the Committee has any questions. Chair Neely asked Mr. Betts if he would like to speak to this item. Mr. Betts stated that GPEC is very interested in this web site. He noted that GPEC has great capabilities in this regard. He also noted that GPEC and MAG staff have spoken and will meet to discuss the details. Mr. Betts stated that this would be a good partnership and a great project. Mayor Lewis stated that he is very supportive. He asked if staff had any estimated cost of the partnership. Mr. Smith replied that we would be using MAG resources that are already budgeted. He noted that if there were additional cost, MAG would have to go to the Executive Committee for an amendment to the budget. He also noted that MAG already has a significant investment of federal funds in data. Mr. Smith stated that MAG also has the capability of producing short video for the dashboard. Mayor Lane stated that he fully endorses this idea to benefit the region and the state.

Mayor Lane moved to approve MAG partnering with GPEC to develop a data system for economic development. Tom Franz seconded the motion and the motion carried unanimously.

8. Request for Future Agenda Items

Chair Neely suggested that the EDC take a look at air freight as a future agenda item. She asked if there were any other requests for future agenda items.

Dennis Smith stated that staff will also work on confirming Jerry Colangelo from the Arizona Commerce Authority for a future meeting. He noted the importance of the EDC's connection with the state and the discussion regarding the Intermountain West Coalition.

Chair Neely thanked Dennis for presenting valuable topics to the EDC and also thanked the Committee for their time.

9. Comments from the Committee

Chair Neely asked if there were any comments for the committee members. There were no comments.

Adjournment

There being no further business, the Economic Development Committee meeting was adjourned at 1:56 p.m.

Chair

Secretary