

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
ECONOMIC DEVELOPMENT COMMITTEE

May 3, 2011

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

MEMBERS ATTENDING

Mayor Thomas L. Schoaf, Litchfield Park, Vice Chair	Jim Rounds, Elliott D. Pollack & Company
Steven Betts, GPEC	Todd Sanders, Greater Phoenix Chamber of Commerce
Dr. Joseph Cavinato, Thunderbird	Mayor Jay Schlum, Fountain Hills
Mark Dreher, East Valley Partnership	Jeffrey Simmons, Ryley Carlock & Applewhite
Thomas Franz, Greater Phoenix Leadership	Mayor Scott Smith, Mesa
#Mayor Hugh Hallman, Tempe	*Sandra Watson, Arizona Commerce Authority
Jim Kenny, El Dorado Holdings, Inc.	Candace Wiest, WESTMARC
Mayor Jim Lane, Scottsdale	*Supervisor Mary Rose Wilcox, Maricopa County
Mayor Michael LeVault, Youngtown	*Vice Mayor Thelda Williams, Phoenix
Mayor John Lewis, Gilbert	*Councilwoman Sharon Wolcott, Surprise
Mayor Marie Lopez Rogers, Avondale	
John McGee, ADOT	
Mayor Jackie Meck, Buckeye	
Mary Peters, Mary Peters Consulting	

* Not present

Participated by video or telephone conference call

Others Present (from sign-in sheet(s)):

Stephen Alley, Conair	Dan Marum, Wilson & Company
Roc Arnett, East Valley Partnership	Jeff Mihelich, Surprise
Sherief Ayoub, Emerald Contracting	Michael Milovanovic, Solworks
Scott Butler, Mesa	Walter Morlock
Michael Celaya, Surprise	Jennifer Pena, Litchfield Park
Cheryl Covert, Buckeye	Karen Peters, Phoenix
Sammi Curless, Avondale	Scott Powell, Gilbert
Michelle Glitter Gramley, Gilbert	Tom Remes, Phoenix
Jenna Goad, Glendale	Elizabeth Singleton, Singleton Housing
Shirley Gunther, Avondale	Brent Stoddard, Glendale
Chad Heinrich, Tempe	Kelly Taft, MAG
Jeff Kros, Triadvocates	Brian Tapp, CAAG
Al Larson, CAAG	Brian Towle, TSA
Beth Lewallen, Maricopa County	Marisa Walker, CANAMEX
Brad Lundahl, Scottsdale	Adam Wasserman, Global Logistics Development Partners

1. Call to Order

The Economic Development Committee (EDC) meeting was called to order by Vice Chair Schoaf at 12:06 p.m. Vice Chair Schoaf 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

Vice Chair Schoaf 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. He 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. Vice Chair Schoaf noted that no public comment cards had been received.

3. Approval of the April 6, 2011 Economic Development Committee Meeting Minutes

Vice Chair Schoaf asked if the members had any questions on the April 6th meeting minutes. There were none. Mayor Hallman moved to approve the April 6, 2011 Economic Development Committee meeting minutes. Dr. Cavinato seconded the motion and the motion carried unanimously.

4. Air Freight Discussion

Vice Chair Schoaf introduced Mark Dobbins from SUMCO Phoenix Corporation. He noted that the purpose of this committee is to explore infrastructure and the support that infrastructure can provide to economic development. He noted that one of those areas is in air freight.

Mark Dobbins thanked the EDC for having him. He noted that he was asked to talk about an initiative that was focused on the old Williams Air Force Base. He stated that one of the questions was how could Williams be a part of the economic development fabric and support manufacturing. What would a commercial airport in Arizona mean to Arizona employers? Mr. Dobbins stated that the export department from his company researched what the difference would be in having a bonded warehouse in Phoenix, Mesa, or Gilbert, without having to truck freight from Texas or California into Arizona. He noted that Arizona is a major importer and exporter. He stated that having a local commercial freight airport would save just north of \$1 million.

Mr. Dobbins stated that Arizona is the lower left hand corner when it comes to air freight. He noted that with the fifth largest city in the country, Arizona has zero commercial airfreight directly into Arizona. He also noted Arizona has zero through rail traffic. Mr. Dobbins stated that what the air force left behind were three runways, one is over 9,000 feet and two over 10,000 feet long. This means the largest aircraft in the world, a Russian freight liner, cannot land at Sky Harbor because the runways are too short. He noted that this aircraft has landed at Williams carrying items such as an APS transformer. Mr. Dobbins stated that the mission

started out exploring what businesses in the Valley would be interested in getting behind this effort. He noted the name that was put to this initiative was Arizona Direct. He also noted that this effort began by making contact with the largest manufacturers in the Valley and with the State of Sonora. Mr. Dobbins stated that about two years into the initiative, the recession started and public funding became remote. He reported that it has been two years since anyone has actively pursued this initiative, but it is just as much of an asset to be developed as it was two years ago. Mr. Dobbins stated that what was discovered in the beginning efforts is that this would need to be a massive cooperative effort, a collection of the entire region getting behind a described model such as LAX and John Wayne in California. With LAX being the commercial airport and John Wayne is the freight airport.

Mr. Dobbins stated that the Phoenix-Mesa Gateway Airport is operated by an airport authority and is made up of Mesa, Gilbert, Queen Creek and the Salt River Pima Indian Community. He noted that if this airport could truly be made into a southwestern hub, drawing in freight and commerce, it would be the largest economic boost in one single location. He noted that the facility is in an ideal location and is an ideal asset. Mr. Dobbins thanked the committee for their time.

Vice Chair Schoaf asked if there were any questions from the members. Vice Chair Schoaf asked if the work that was pursued went as far as to look at the business model of putting in such as facility at Phoenix Mesa Gateway. Mr. Dobbins stated that a business model was put together, which also looked at the infrastructure necessary to support the business model. Vice Chair Schoaf asked if that is something that the staff at MAG would consider reviewing. Dennis Smith responded that staff would be interested to see if this idea can be incorporated into other issues being talked about today. Vice Chair Schoaf asked if Mr. Dobbins could provide a copy of the business model to MAG. Mr. Dobbins responded that he would provide that information.

Mayor Smith stated that some of the things that happened since Arizona Direct put forth their effort are that one million passengers pass through the terminals at Phoenix Mesa Gateway airport, and just a few years ago, that number was zero. He stated that the airport services nearly 30 cities with non-stop service. He noted that this airport has become a successful reliever airport for Sky Harbor. Mayor Smith stated that the commercial activity is also doing well. He stated that both the educational institutions and businesses have benefitted from this airport. He noted that the impact of Phoenix Mesa Gateway airport is approximately three times what the air force base was when it closed. Mayor Smith agreed that this initiative is something that needs to be looked at again, because three or four years ago when it was being pursued, a lot of things did not exist. Mayor Smith also noted that the City of Phoenix is now a partner in this airport. He noted that Phoenix Mesa Gateway adds to the success of Sky Harbor airport, as well as acting as a successful reliever airport.

Mark Dobbins added that there is not any competition with Phoenix in developing this initiative. He noted that Phoenix has been a substantial financial investor for many years. He stated that Sky Harbor seeks to stay in the passenger business and is not interested in the freight business.

Mayor Hallman stated that he appreciated the kind comments made between Phoenix Mesa Gateway and Sky Harbor, but this was not the character of the comments made 10 years ago.

He noted that there are still threats to the Phoenix Mesa Gateway success. Mayor Hallman noted that approximately 15 years ago Sky Harbor began its conversation about adding a fourth runway to the airport. He noted that this is where the threat continues to be for Gateway airport. Mayor Hallman noted the air space limitations in the Valley with Luke Air Force taking a lot of air space in the west valley, which limits the air space in the east valley. He noted that if the wrong decisions are made at Sky Harbor, it could permanently impact the success of Gateway airport. He stated that it is important to continue to be watchful.

Mayor Smith stated that the Federal Aviation Administration (FAA) was a great supporter of the growth of Phoenix Mesa Gateway during a time when federal dollars were limited. He recognized Mary Peters' efforts in bringing Phoenix Mesa Gateway to where it is today. Mayor Hallman joined Mayor Smith in recognizing Secretary Peters. He noted that her efforts are an example of political courage.

Vice Chair Schoaf also thanked Secretary Peters for all her efforts. He noted that everyone values the contributions of Phoenix Mesa Gateway airport, and looks forward to the airports continuing to be a jewel for the Valley.

Mayor Lewis commented that Phoenix Mesa Gateway airport was noted to be the 53rd busiest airport in the United States. He also noted that the Canadian Consulate is encouraging this airport to consider some direct flights.

Vice Chair Schoaf asked if there were any other comments or questions. There were none.

5. Expanding of Conair Corporation in the Valley

Vice Chair Schoaf noted that a rule of the Economic Development Committee is to consider reasons that help support the expansion of businesses in the Valley. He introduced Steve Alley from Conair Corporation to discuss the expansion of Conair.

Steve Alley thanked the committee for their time. He started with an overview of Conair. He noted that Conair was founded in 1959 by Mr. Rizzuto with a \$100 investment. Conair is a privately owned company with annual sales in excess of \$2 billion. Mr. Alley noted that Conair has 4,200 employees worldwide and operates in 12 different countries.

Mr. Alley stated that the move to Glendale airport was primarily to streamline operations by reducing cycle times and taking control of the company's destiny, reduce total operational costs, reduce dependence on foreign labor and vendors, and recoup portion of returned produce costs. He explained that remanufacturing includes items being returned and converted into resalable "B" goods. He noted that "B" goods go through stringent quality checks. Mr. Alley stated that the idea was to key off synergies within the existing facility and community. He noted that Conair already had approximately 600 square feet, which is now over 1.2 million square feet.

Mr. Alley stated that prior to 2010, Conair product returns were processed in Conair's Phoenix facility. Once returns had been processed, goods were stored at a third party storage awaiting shipment to a vendor primarily in Hong Kong, China or Mexico. He noted that it became increasingly difficult to work within foreign guidelines for returned materials and there were

increasing costs associated with ocean freight. He noted that goods sent to foreign vendors could take up to 6 months to be returned to the Glendale facility as refurbished items.

Mr. Alley stated that the current operations include product returns to be processed in Conair's Glendale facility. He noted that returned products are sorted and stored on site and remanufacturing pulls from the on-site inventories and processes materials creating refurbished inventories or "B" grade items. Mr. Alley noted that refurbished items are sold through specialized distribution channels. "B" grade items maintain all of the functionality and quality, but are sold at a fraction of the "A" grade price. He stated that once the remanufacturing has been completed, the items are confirmed into inventory and become available for shipping the same day. The entire process may now be completed under one roof.

Mr. Alley stated that the process flow has been simplified. He noted the labor and expertise is sourced domestically within the Glendale area and is great. He added that additional benefits include new focus on Failure Mode Analysis (FMA). He explained that FMA is the next step in remanufacturing and the focus shifts from purely repair and remanufacturing to failure prevention. He noted that information gained from analysis is shared with foreign vendor in the spirit of continuous improvement. Mr. Alley stated that Conair has seen a huge benefit in turnaround time from processed return to remanufactured and available to sell. He noted the total cost reduction considering storage costs, cost of money, and total landed cost has decreased. He also noted that Conair has control over scheduling and availability. He noted that locating this facility in Glendale has allowed Conair to locally source labor and materials, which is a huge benefit to the economy. He stated that an unforeseen benefit is that Conair was able to initiate a comprehensive recycling program for all materials, such as metals, plastics, films, foams and cardboard. Mr. Alley noted that an internship and job placement program was also initiated. There are currently nearly 200 full time and temporary employees tied directly to returns and remanufacturing centers. Mr. Alley thanked the Committee and asked if there were any questions.

Mayor Lane asked if there were elements either in Arizona or in Glendale that were an enhancement to the decision to locate here in this region, such as transportation infrastructure. Mr. Alley noted that Conair has been in this region for 40 years and has a strong relationship with Glendale. He noted that the Conair operations are highly thought of in Glendale, and the facility is a bonded facility. These factors made it easier to transition as opposed to a company relocating to the region. Steve Betts asked if the Glendale facility was in a foreign trade zone. Mr. Alley confirmed that it is. Mr. Betts noted that there is a lot of movement to expanding foreign trade zones and that is encouraging to hear.

There being no further comments or questions, Vice Chair Schoaf thanked Mr. Alley for his presentation and for Conair's investment in the Valley.

6. Report on Outreach to the Canadian Business Council and Discussion on Outreach to Arizona Mexico Business

Dennis Smith reported that the Economic Development Committee (EDC) officers were invited to attend the Canada Arizona Business Council (CABC) meeting on April 8, 2011 to provide information on the MAG EDC. He noted that Mayor Schoaf extended the invitation to do a

round table discussion with the members of the EDC and Canadian business members. He stated that Denise McClafferty is working with the Canadian Consulate to put that function together. Mr. Smith then asked Denise to report on the outreach to the Arizona Mexico businesses. Denise McClafferty reported that a primary focus of the EDC is to expand business relationships and increase bilateral trade with Canada and Mexico. She stated that the Arizona Mexico Commission (AMC) is holding their 2011 Summer Plenary session at the Wigwam Resort on June 2-4, 2011. Ms. McClafferty stated that staff is proposing sponsoring this event. She noted that Margie Emmermann from the AMC has offered a special opportunity through this sponsorship that includes 10 complimentary registrations to the whole event, along with company promotion on plenary materials. She stated that a copy of the general agenda was provided to the EDC member at their place. Ms. McClafferty stated that this is part of the EDC's outreach to Mexico and we are looking for those interested in representing the EDC at this event. She asked that anyone interested contact her in the next few weeks.

Mayor Lewis reported that Gilbert has reached out to the Canadian Consulate and invited them to Gilbert. He noted that by the end of their visit, both Gilbert and the Canadian Consulate learned a lot about what each has to offer. He encouraged other municipalities to do the same.

7. Update on Planning the Intermountain West Summit

Dennis Smith reported that MAG staff was directed by the EDC to work with the State of Arizona to begin putting together an Intermountain West Summit. He noted that on April 26, 2011, a planning telephone conference call was held with the Intermountain West representatives. These representatives included the Arizona Commerce Authority, ADOT, Arizona Mexico Commission, Las Vegas, Reno, Utah, Denver Regional Council of Governments (DRCOG), Idaho and the Pacific Northwest Economic Region (PNWER). Mr. Smith stated that discussion included putting together a Summit in January or February 2012 in Phoenix. He noted the thought of this group was to put together a high level Summit with key leaders and not a conference where everyone would be invited. Mr. Smith then reported on some of the outcomes that were discussed, such as a proposal to create an Intermountain West Corridor Coalition that will help diversify the economies in the Intermountain West, and to further inform legislators and the congressional delegation. He noted how other areas of the country are working and coordinating efforts. Mr. Smith provided examples of the I-95 Corridor Coalition and the West Coast Corridor Coalition. He also noted a key project could be Interstate 11.

Vice Chair Schoaf asked if there were any comments or questions. Steve Betts stated that the I-11 Coalition is moving forward on the Environmental Impact Statement (EIS). He noted that the funding was secured and it has gone through the MAG process and now is going through ADOT. He also noted that the Governor of Nevada is very much in support of I-11, as is the Governor of Arizona. Mr. Betts stated the representatives from California have mentioned how I-11 can be the reliever for I-5. He noted that there seems to be a lot of support out there for I-11. Mr. Smith added that Amy Duffy who staffs the Western Regional Partnership and the Partnership represents the military installations in the Intermountain West and the West Coast. He noted that there is a real synergy between the I-11 Corridor and the defense industry. Mr. Betts stated that the congressional delegation sees that connection as well.

8. Joint Web Site Update

Denise McClafferty stated that at the April meeting, staff reported on two content versions of the website and the EDC chose the broader focused website. She noted that staff also reported that the data provide on the site would be regional. Staff also noted the Committee's comments regarding making California comparisons more accessible and ensuring that this website supports the GPEC and MAG websites as a site that provides additional data. Ms. McClafferty noted that the next step in this project is the layout and reviewed the draft outline that was provided to members. She noted the scrolling banner that would include pictures and graphics. This could include pictures of our region's major assets, such as desert scenes, infrastructure, freeways and universities. Ms. McClafferty then provided an overview of the other sections of the website. She noted there would be a general welcome area, special reports, a video section, a section to download information and a place where the user can quickly request more information. Ms. McClafferty stated that staff is also looking for feedback on three potential names with two variations of the website.

Dennis Smith stated that he heard from Phoenix that they use Phoenix Rising on many occasions and that may be a conflict. Vice Chair Schoaf asked if there were any questions or comments from the Committee. Vice Chair Schoaf stated that the website design was quite impressive. He clarified that the two samples of second web pages will depend on the type of data use. Ms. McClafferty confirmed that based on the data and the best way that data should be displayed will decide what style is used. Tom Franz asked if it would be beneficial to use the same terminology that Phoenix uses. Mr. Smith asked Karen Peters from the City of Phoenix to address this issue. Mayor Hallman stated that the goal is to brand the region and not just the City of Phoenix. He noted that Phoenix Region Rising would be sufficient. Ms. Peters stated Phoenix Rising has been used in a number of different contexts by the City of Phoenix. She noted that the Mayor recently used this term in the State of the City address and that is the reason she mentioned the issue. Vice Chair Schoaf then asked if there was any input on the names.

Mayor Lewis noted the previous concern regarding web sites such as the Arizona Commerce Authority and GPEC being the areas were potential business might search and this joint site being the supplement. He asked if there has been any discussion regarding the issue. Ms. McClafferty stated that there has been discussion regarding this joint site acting as a supplement to the sites already known and visited by businesses. She noted that this site is seen as complementary to the GPEC, MAG and ACA websites. Mayor Lewis asked if links to the GPEC, MAG and ACA websites will be provided. Ms. McClafferty confirmed that links will be provided. Mayor Lewis stated that he did not have a preference or a suggestion on the name, but noted that the layout of the site is very much appreciated and very engaging.

Steve Betts also noted that he did not have a preference on the name. He asked what the staff recommendation was for the name. McClafferty stated that staff from MAG and GPEC had a long list of names and narrowed it down to these three. Vice Chair Schoaf noted that staff has been provided some direction. Mr. Smith stated that staff will choice a domain name and proceed.

Mayor Smith stated that Data Dash does not excite him. He noted that he prefers using verbs, such as rising and advancing. Mr. Smith suggested Advancing Phoenix Region. Mayor Lopez Rogers suggested postponing naming the site until it is more developed. Vice Chair Schoaf suggested staff continue working on the site and bring back their best recommendation on a name.

9. EDC Alternate Meeting Location

Vice Chair Schoaf stated that the EDC will need an alternative location for the June and July meetings due to the remodeling of the second floor meeting rooms. He noted that some of the suggestions are to hold the meeting at RPTA or GPEC, and Mayor Hallman has suggested the Edward Jones facility in Tempe. Vice Chair Schoaf also noted that in his discussion with MAG staff, it was suggested to hold the EDC meeting at a business location as opposed to a government location. He asked if there were any comments or recommendations. Todd Sanders offered the Phoenix Chamber board room for a meeting. Mayor Schlum agreed that would be a great location. Vice Chair Schoaf stated that unless there is more input, staff will choose a location for the June and July meetings and inform the Committee. There were no other suggestions.

12. Brookings Metropolitan Business Planning Initiative

Vice Chair Schoaf stated that one of the benefits of MAG is knowing and dealing with agencies across the country. He noted that MAG has worked with Brookings on several occasions. He noted that Brookings approached MAG staff to see if, as a region, MAG would like to be considered to participate in the Metropolitan Business Planning Initiative. Vice Chair Schoaf noted that the time period to apply has past and staff would need to request an extension or there is potentially another round in the Fall. He noted that this would require a significant amount of staff time over a long period of time. He also noted that it is also something that could benefit the region as far as economic development and planning. Vice Chair Schoaf asked Mr. Smith to provide a report.

Dennis Smith stated that there is an update on the information that was just presented by Mayor Schoaf. He noted that staff had a discussion with Mr. Marek Gootman from Patton Boggs, who also works for Brookings. Mr. Smith noted he was informed that the second window may not happen. He stated that Brookings could extend the deadline and MAG would need to provide Brookings a letter stating that we have to go through our policy process to get everyone on board. Mr. Smith stated that Brookings is especially interested in the business commitment for this project. He noted that the EDC had the major players in both government and business. Brookings also noted that MAG would need to have ASU on board as well. Mr. Smith noted that this project may help drill down into the inland port concept or maybe air freight and the Phoenix Mesa Gateway airport project. He noted that when MAG completes the freight study, and the reconnaissance with Brookings, the Brookings Initiative could help identify opportunities that could be coming out of the administration to help move the region forward. Mr. Smith noted that one of the issues that was discussed with Brookings was the HUD sustainability grant and how MAG's project did not get funded. He noted that now the HUD

focus is on generating wealth and jobs. Mr. Smith stated that was exactly what the MAG proposal was all about.

Mr. Smith recommended being part of this initiative only if the region is serious, which means commitment from the business community. He stated that should the decision be to move forward with this initiative, MAG would need additional resources and has the funding to provide these resources.

Mayor Smith agreed with Mr. Smith in that we need to be serious about this because Brookings is serious about this project. He noted that when a project has the resources and the name of an organization such as Brookings, the potential outcome could have a huge impact. He noted that Brookings is very interested in working with this region. Mayor Smith strongly suggested that the Committee take a serious look at this initiative. He noted results that Brookings has achieved in other regions and how it has helped those regions define what they want to be.

Dennis Smith stated that another component of this is that Brookings references a cluster study. He noted that there has been discussion from the Joint Planning Advisory Council (JPAC) on doing a cluster study in the Sun Corridor. The next JPAC meeting will be in July. Mr. Smith noted that Mr. Brian Tapp from the Central Arizona Association of Governments (CAAG) is here today. Mr. Tapp is the Director of CAAG and his background is an economist. Mr. Smith asked Mr. Tapp to discuss the potential cluster study that may be funded by the Economic Development Administration. Mr. Smith stated that this is another opportunity to reach out for federal funding. Mr. Tapp stated that CAAG discussed looking at a broader base on a cluster analysis. He noted that there is a lot of connectivity between MAG and CAAG. He stated that what they suggested bringing to the JPAC was the idea of a cluster study within the Sun Corridor. Mr. Tapp stated that CAAG is an Economic Development District (EDD) which allows CAAG to pursue EDA funds on behalf of a greater area. He noted that CAAG would work with the Seattle regional office on this project. Mr. Smith stated that this could be another opportunity.

Vice Chair Schoaf thanked Mr. Tapp. He stated that he agrees with Mr. Smith that this creates a unique opportunity for this region that is only seen on occasion. He also noted that this would require a significant commitment. Vice Chair Schoaf asked if this is something that the business community is willing to commit. Tom Franz stated that this is a much broader concept. He noted that most of this Committee's discussion has revolved around transportation as it relates to economic development. He noted that to do a successful business plan, the idea cannot be narrowed to transportation or infrastructure. It would need to take a much broader approach as a starting point. Mr. Franz stated that he thinks the business community would be extremely interested in this initiative. Vice Chair Schoaf stated that is the discussion that staff has been having with Brookings. He noted that if members are serious about involvement in this initiative, then the group needs to be broader and include the business community and economic development agencies. Mayor Lopez Roger asked what is the obligation to the business community. Mr. Smith replied that Brookings was clear that this initiative has to have the buy-in of the business community. He also stated that he asked about a financial commitment and the reply was that MAG already put \$500,000 into a freight study. He noted that more information needs to be obtained about this proposal. Mr. Smith stated that if there is interest

in pursuing this, MAG can arrange a workshop with Brookings. He noted that this is an opportunity to marry a lot of ideas. Mayor Smith stated that Brookings wants to know if businesses like GPEC and Greater Phoenix Leadership will participate, and not necessarily if they will cut a check. Mr. Franz stated that he would like to understand what that commitment is as far as research, time and people. Mr. Smith proposed a workshop between now and the May Regional Council meeting with Brookings to receive more information regarding this proposal.

Vice Chair Schoaf asked if there were any further comments or questions. There were none. Vice Chair Schoaf stated that staff has direction to set up a workshop with Brookings to receive additional information on this initiative and what the commitment would be for the participants.

Mr. Smith noted that staff would prepare the item for the May Regional Council meeting, and in the mean time, schedule the workshop. Vice Chair Schoaf confirmed.

10. Request for Future Agenda Items

Vice Chair Schoaf asked if there were any requests for future agenda items. There were none.

11. Comments from the Committee

Vice Chair Schoaf asked if there were any comments from the committee members. There were none.

Adjournment

There being no further business, the Economic Development Committee meeting was adjourned at 1:35 p.m.

Chair

Secretary