

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

February 17, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|--|
| Mayor Jerry Weiers, Glendale, Chair | Mayor Georgia Lord, Goodyear |
| # Mayor John Giles, Mesa, Vice Chair | # Mayor Mark Mitchell, Tempe |
| * Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | * Mayor Lana Mook, El Mirage |
| Mr. Dave Berry, Swift Transportation | * Mr. Garrett Newland, Macerich |
| * Mayor Cathy Carlat, Peoria | * Mayor Tom Rankin, Florence |
| Councilmember Jenn Daniels, Gilbert | Mr. Mark Reardon, Vulcan Materials Company |
| * Supervisor Clint Hickman, Maricopa County | Vice Mayor Jack Sellers, Chandler |
| Mr. Charles Huellmantel, Huellmantel and Affiliates | Vice Mayor David N. Smith, Scottsdale |
| Mr. Joseph La Rue, State Transportation Board | Mayor Greg Stanton, Phoenix |
| * Lt. Governor Stephen Roe Lewis, Gila River Indian Community | Ms. Karrin Kunasek Taylor, DMB Properties |
| | * Mayor Kenneth Weise, Avondale |
| | # Mayor Sharon Wolcott, Surprise |
- * Not present
Participated by telephone conference call + Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Jerry Weiers at 12:10 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Vice Chair John Giles, Mayor Mark Mitchell, and Mayor Sharon Wolcott were participating by teleconference.

Chair Weiers noted that on February 10, 2016, the MAG Management Committee recommended approval of the project changes requested in item #4B. Since the Management Committee recommendation, minor clerical corrections were incorporated and annotated in yellow tint on

tables B and C that were at each place. Also at each place was a legislative summary for agenda item #7.

3. Call to the Audience

Chair Weiers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Weiers stated that agenda items #4A and #4B were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Weiers asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

State Transportation Board Member Jack Sellers moved to recommend approval of agenda items #4A and #4B. Mr. Charles Huellmantel seconded, and the motion passed unanimously.

4A. Approval of the December 9, 2015, Meeting Minutes

The Transportation Policy Committee, by consent, approved the December 9, 2015, meeting minutes.

4B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, and as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014, with the last modification approved at the January 27, 2016, Regional Council meeting. Since then, additional project changes and additions are needed. Project listing changes and additions included are not contingent on a new finding of conformity. The member agency requested project additions and changes include general highway and transit project changes. Funding types include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP); FY 2015 TIGER award announcement; and locally funded project changes (See Table A). MAG is developing a new FY 2017-2021 Transportation Improvement Program (TIP). The MAG Regional Transportation Plan (RTP) allocates MAG Federal CMAQ and Transportation Alternatives (TAP-MAG) Infrastructure Program funds for certain program areas. A Call for Projects was held and an evaluation of projects submitted for Bicycle and Pedestrian projects has been completed. Those new projects and project work phases that fall within the current FY 2014-2018 TIP window and that are proposed for CMAQ and TAP funding are included in Table B. The Federal Highway

Administration (FHWA) sub-allocated funding includes the CMAQ, HSIP, Surface Transportation Program (STP-MAG), and TAP. An evaluation of FHWA funding determined that the MAG region has federal funding that is available for the Closeout programming priorities as described in the Federal Fund Programming Guidelines and Procedures that were approved by the MAG Regional Council in June 2015. A request for closeout projects was conducted and evaluated, and the results are included in Table C. If approved, items in Table C will supersede duplicate listings in Table B. On February 10, 2016, the MAG Management Committee recommended approval of the requested project changes. Since the Management Committee recommendation, minor clerical corrections were incorporated and were annotated in yellow tint on tables B and C.

5. First Year Evaluation Results from the Co-Location of DPS Officers at the ADOT Traffic Operations Center

Mr. Sarath Joshua, MAG staff, stated that in August 2014, the MAG Regional Council approved a three-year pilot program with an evaluation component to co-locate Department of Public Safety (DPS) troopers at the Arizona Department of Transportation (ADOT) Traffic Operations Center, for improving coordination necessary for faster response and clearance of major traffic incidents on the freeway system.

Mr. Joshua stated that the program began in October 2014 and it was fully operational in January 2015. He noted that the crash data were gathered using the DPS electronic reporting system, TraCS, and evaluated over a period of nine months before the co-location (January-September 2014) compared to the nine months after co-location was initiated (January-September 2015). Mr. Joshua introduced Sgt. John Paul Cartier from DPS, one of the troopers at the TOC.

Sgt. Cartier displayed the comparisons for freeway crashes without injuries and crashes with injuries for the January-September 2014 period before DPS was located at the TOC versus the January-September 2015 period after which DPS was located at the TOC. He stated that their response times, roadway clearance times, incident clearance times, and incident durations were compared. Sgt. Cartier noted that there were dramatic reductions in the times it takes to clear an incident from the roadway and mitigate a full incident after co-location.

Sgt. Cartier reported on fatal crash data for the January-September 2014 and January-September 2015 time periods. He indicated that you would expect to see a drop in the performance measures, but fatal accidents tend to be less incidents. Sgt. Cartier stated that they typically respond to 22,000 to 23,000 collisions in the MAG region annually. He explained that they are not saving as much time on a smaller number of incidents as they would on larger, less injury, or minor injury crashes. Sgt. Cartier stated that there has been a significant reduction in clearance times for fatal crashes.

Sgt. Cartier displayed the comparison for all types of crashes where the troopers have responded. He pointed out that the roadway clearance time has decreased by 54 minutes per incident and at 22,000 to 23,000 incidents, represents a lot of minutes. He noted that quicker clearance times also reduce the chances for secondary crashes to occur.

Sgt. Cartier said that the evaluation showed the number of crashes was 11,243 in 2014 and 13,862 in 2015, an increase of 23 percent. He indicated that they have been able to mitigate more incidents with the same number of people as a result of the investment of resources by the Federal Highway Administration and MAG. Sgt. Cartier stated that they are able to reduce risk and improve traffic flow and congestion, which have economic and safety impacts.

Mr. Joshua noted that a press conference on the program's first year evaluation was held on January 19, 2016. He stated that a traffic simulation model at MAG was used to estimate the difference in traffic delay experienced by travelers between 2014 and 2015, using the same observed numbers provided by DPS. He noted that in 2015, traffic delay experienced by travelers, in comparison to 2014, was reduced by nearly 8.4 million vehicle hours, which is equivalent to \$165 million in savings. Mr. Joshua advised that this number does not include potential savings from reductions in secondary crashes.

Mr. Joshua stated that MAG and ADOT are jointly funding the project at nearly \$450,000 for the first year, and approximately \$425,000 per year for years two and three. He noted that despite a 23 percent increase in the number of freeway crashes, the average time taken to clear a crash site on freeways was reduced by 54 minutes, helping traffic move more quickly, preventing secondary collisions, and potentially saving lives. Mr. Joshua noted that the cost/benefit ratio for year one is 368:1.

Chair Weiers thanked Mr. Joshua and Sgt. Cartier for their reports. He asked members if they had questions.

Ms. Karrin Kunasek Taylor asked the reason for the 23 percent increase in crashes and 19 percent increase in fatalities in one year.

Sgt. Cartier replied that several factors could contribute to the increases in crash and fatality rates, such as lower gas prices resulting in more miles being drive. He noted that there were as many as 20,000 to 30,000 more cars per day in one mile segments. Magnified across the system, it amounts to a significant increase in traffic volume. Sgt. Cartier stated that the troopers also enforce impairment and distracted driver violations and have seen violations higher. He noted that even though there are more incidents, DPS is able to manage them better because of instant proactivity.

Mr. Joshua added that they looked at the national crash numbers. The Governor's Office of Highway Safety showed a 19 percent increase in fatal crashes, which is close to the 23 percent rate of all crashes. Mr. Joshua stated that fatal crashes in the U.S. increased 14 percent and serious injury crashes in the U.S. increased approximately 30 percent. He remarked that the reasons for these increases are unknown; they possibly could be attributed people driving more due to the improved economy or lower gasoline prices, or a number of other factors.

Sgt. Cartier stated that the collision rate could be 1,600 to 1,800 some months and 2,000 another month. DPS deploys its resources on where data show the violations and crashes occur. He said that this might even out as the evaluation year goes on.

Chair Weiers noted the cost savings to the public of \$165 million. He asked the savings to DPS for not having to dispatch officers to certain incidents.

Sgt. Cartier replied that he did not have a hard number for that, however, they are working with the Federal Highway Administration on a national secondary crash analysis that they hope will provide a cost for those crashes. He indicated the 600 to 700 times that officers are dispatched to incidents such as disabled vehicles, collisions where people left the scene, or for debris, require time, fuel, and automobile wear and tear, when they could be dispatched to serious law enforcement situations that require their attention.

Chair Weiers indicated that he would be interested in seeing the results from the FHWA crash analysis.

Mr. Dave Berry expressed his alarm over the increase in the number of accidents. He asked if MAG compiled the statistics such as number accidents per vehicle mile of travel and also the rate of miles traveled.

Mr. Joshua replied yes, MAG has done reports on vehicle miles of travel. He stated that reports on vehicle miles of travel for every freeway corridor through 2012 are posted on the transportation safety page on the MAG website. He added that is something MAG has the capacity to produce.

Mr. Berry stated that a lot of drivers use various applications to determine the most optimal routes for travel. He asked if the DPS staff in the TOC utilize the information reported by drivers to notify the public right away.

Sgt. Cartier stated that ADOT's public information officer in the TOC will immediately update 511, Facebook, Twitter, and traffic applications. He noted that the Maricopa County Department of Transportation also has a traffic application that instantly updates.

6. Planning for Autonomous Vehicles

Chair Weiers called forward Mr. Eric Anderson, MAG staff, who began the presentation. He stated that the link between autonomous vehicles and safety is key. He said that MAG has been tracking vehicle technology and what it means for transportation planning. Mr. Anderson recounted his experience test driving a Tesla hands-free at 65 m.p.h. He remarked that this has implications for transportation planning, land use planning, and safety.

Mr. Anderson stated that the automobile can provide personal mobility. He displayed the 1923 issue of *Science and Invention* magazine, which focused on their concept of the automobile of 1973 and what the technology would be. Mr. Anderson stated that after WWII, the focus was on nuclear energy.

Mr. Anderson said that the *Popular Science* issue of 1938 included an article about highways of the future, in response to a proposal by a U.S. Senator for a national network of high speed

highways -- a precursor to the Interstate Highway System. He stated that the concepts showed many of the features that we are seeing today, such as lane control (the concept used cables to keep a vehicle in the lane); blind spot detection; radio-controlled traffic information; GPS mapping with a low-frequency television receiver to provide directions; automatic braking by infrared sensors; bus rapid transit in freeway medians.

Mr. Anderson stated that by the 1950s and 1960s, the concepts were coming into focus. In 1957, a consortium of electric utilities was pushing for electric vehicles that would drive themselves. In 1961, General Motors showed the “auto-control” that allowed a car to follow a buried electronic cable under the highway.

Mr. Anderson stated that the Institute of Electrical and Electronic Engineers conducted a 2014 survey of experts on autonomous vehicle technology. The survey results showed that the biggest obstacles are legal liability and acceptance by policymakers and consumers; that by 2030, new cars will not have rear view mirrors, horns and emergency brakes; by 2035, steering wheels and gas and brake pedals will be gone. Mr. Anderson noted that there is now a generation who has grown up with I-Phones and computers, and they expect that technology. He stated that the MAG transportation planning horizon is a minimum 20 year period and the challenge is the technology that will make the plan work and how quickly it will be adapted. Mr. Anderson stated that innovations to improve safety have been sought since the early days of driving.

Mr. Anderson showed a graph by the Insurance Institute for Highway Safety of primary safety components that they think are critical and the approximate year that each will reach a 95 percent saturation of the fleet with almost all of them reaching that point around 2040. The safety components include front crash prevention, lane departure warning, adaptive headlights, blind spot warning, rear camera, and rear parking sensors. Mr. Anderson remarked that vehicle improvements have been key to reductions in motor vehicle crash fatality risk. He said that with people driving more, there will be more accidents. Mr. Anderson stated that even though there are more accidents, the safety technology in newer cars significantly lowers the fatality rates.

Mr. Anderson then introduced Dr. Doug Gettman from Kimley-Horn and Associates, a nationally known expert on autonomous vehicles, who continued the presentation. He indicated that he would be speaking on autonomous and connected vehicles. Mr. Gettman stated that his company has worked on a statewide plan for autonomous vehicles for North Carolina and the Maricopa County Smart Drive Program.

Mr. Gettman stated that there are many distractions while driving that can result in crashes. He indicated he would report on the connected vehicle program, which is run by the U.S. Department of Transportation and is primarily focused on improving safety, and autonomous vehicle technology, which is primarily run by the private sector with a focus on safety and mobility.

Mr. Gettman stated that the connected vehicle program has been in operation since 1993, and has operated under other names, such as Intellidrive. He said that the connected vehicle program looks at how data from vehicle to vehicle or infrastructure to vehicle can address safety, mobility, and

the environment. Mr. Gettman stated that their 2016-2020 program is to do pilot deployments. Key applications in connected vehicles include red light running warning, blind spot warnings, and eco driving notices to inform a driver when the light will turn green and allow them make adjustments to save fuel.

Mr. Gettman stated that the technology for connected vehicles is Dedicated Short Range Communications (DSRC). He said it will allow significant communications between vehicles on such things as lane change warnings that are sent extremely quickly, for example, in one-tenth of a second. Mr. Gettman stated that these communications are called Basic Safety Messages and inform vehicles surrounding it where a vehicle is located, its speed, and whether it is accelerating or decelerating. Mr. Gettman stated that one disadvantage of DSRC is that it is line-of-sight and will only work with elements that can be seen.

Mr. Gettman stated that the key component of connected vehicles on the infrastructure side is Signal Phase and Timing (SPAT), which changes traffic signals, and is utilized in regard to red light running, railroad crossings, and eco driving.

Mr. Dave Berry asked for clarification that these connected vehicles components were all line-of-sight. Mr. Gettman replied yes, they must be set up without obstructions, such as buildings.

Mr. Gettman advised that probably starting in 2018, National Highway Safety Administration (NHTSA) will mandate that automobiles manufactured in the U.S. have the DSRC technology, and they anticipate having this technology on buses and trucks later this year. Mr. Gettman noted that the radios at intersections will not be mandated; that will be a decision of each local jurisdiction. He reported that the FAST Act includes provisions that this technology will be eligible for CMAQ funding.

Mr. Gettman stated that there is a test area for connected vehicles located in Anthem, Arizona, and the program is called Smart Drive -- a cooperative program between ADOT and MCDOT. Mr. Gettman encouraged people to take a tour of the facility. He stated that the states of Washington and Michigan have connected vehicle programs. Mr. Gettman pointed out the U.S. DOT is investing about \$65 million on its connected vehicle deployment programs in New York City, Tampa, and Wyoming. Technology has been in the research phase for approximately the last 15 years and now is in the deployment phase. They hope to prove the technology in the real world environment through these pilot programs. Mr. Gettman stated that another deployment is set for 2017.

Mr. Gettman stated that Vehicle to Infrastructure Communications is an important coalition that has come together in the past 18 months or so. It is a joint venture between the Institute of Transportation Engineers, AASHTO, and ITS America that have come together rather than working separately. Mr. Gettman stated that there are five working groups.

Mr. Gettman stated that in 1992 the Intelligent Transportation Society of America wanted to do demonstrations of automated vehicles with a fleet of Buicks. He explained that this was done with

a cable buried in the road and magnetic pucks that the vehicles follow to maintain lane centering. Mr. Gettman stated that in 2003, Caltrans demonstrated the same kind of technology on buses. He stated that in 2005, the Defense Advance Research Projects Administration asked people to compete with cars with numerous sensors showing and drive approximately 100 miles in the desert. Mr. Gettman stated that the first attempt, no one finished. The second attempt, in 2007, three finished. He stated that in 2010, technology had advanced to where Google had an automated vehicle with only one sensor showing on the top. Mr. Gettman displayed a photograph of a Mercedes in 2014 with cruise control and lane keeping assistance with no sensors showing. He noted that the sensors are being imbedded into the vehicle body. Mr. Gettman also showed a photograph of a low speed shuttle Navia, with no visible sensors.

Mr. Gettman stated that in 2016, software can be downloaded to make Teslas auto-pilot. He stated that Heathrow Airport has automated systems from the airport to the parking garage. In addition, the Google pod car has no steering wheel or pedals. Mr. Gettman displayed a picture of the City Mobile 2 transit vehicle from Europe. He explained they are automated transit vehicles that do not use pucks and can provide significant transportation for those with mobility issues. Mr. Gettman displayed a photograph of how the Google car sees the world.

Mr. Gettman showed a slide of the NHTSA organization at different operating levels of automation. Zero level is 1938; the first level includes things like electronic braking and stability control; level two is combining those two components but still requires vigilance, for example, this is where Tesla and Mercedes are today; level three is a vehicle that can somewhat, but not completely, take a person to a destination; level four is the completely driving by itself. Mr. Gettman stated that using the term “autonomous” means there is no one in the seat at all.

Mr. Gettman stated that a connected vehicle is about warnings to the driver and it takes action on its own. Connected vehicles used to be considered short term and automated is far term, but not any longer. He stated that things are happening; Google and Ford have made a \$400 million deal to develop technology; GM signed a deal with Lyft; Uber has approximately 200 people working on its automated car program. Mr. Gettman advised that people will be able to purchase a retrofit package to make their cars autonomous. Google and Ford indicated they will release their technology in 2018. Mr. Gettman stated that the 2025 to 2030 horizon is a time when these technologies will happen. He stated that Uber has indicated it will be completely automated and its drivers will be eliminated by 2030.

Mr. Gettman stated that there are only a few places in the U.S. where it is legal for autonomous vehicles to operate; most of the legislation pertains to testing. He displayed places where autonomous vehicle plans are ongoing. Mr. Gettman pointed out places planning for test tracks, such as the one at Ann Arbor, Michigan. He noted conversion plans for an abandoned New Jersey Army base and an abandoned Contra Costa County, California naval base.

Mr. Gettman stated that President Obama included \$4 billion in the 2017 budget for automated vehicle testing and deployment over the next ten years. He added that programs in Europe, Japan and other parts of the world are worth hundreds of millions of dollars.

Mr. Bob Hazlett, MAG staff, continued the presentation on the engineering implications of connected and autonomous vehicles. He said that he chairs the MPO committee for the Transportation Research Board. And at the annual meeting in January, the U.S. DOT Volpe Center discussed the need to address this technology in long range transportation plans. Mr. Hazlett stated that connected and autonomous vehicles benefitted from being a part of the FAST Act at a time when jurisdictions are updating their long range plans. He stated that changes in the size of vehicles should not be expected -- they would still require 11 foot to 12 foot lane widths.

Mr. Hazlett stated that a different approach could be needed on how interchanges and intersections are designed. Will traffic control devices even be needed? For capacity, do we set limits on how many vehicles use the system at a given time? With the increased technology, an extra lane might not be needed. Mr. Hazlett noted that speed limits are set for safe operations. Would lower speed limits be needed due to more traffic volume, or higher speed limits because driving will be safer with increased technology? He stated that these items all affect the flow rate.

Mr. Hazlett then addressed freight operations, which could change interaction with highways. There might be weather alerts advising that it is unsafe to drive in certain conditions. Mr. Hazlett stated that it all gets down to safety. Components such as safety belts and air bags have reduced fatalities, however, there is still distracted driving. Mr. Hazlett noted that included in new safety technology are such elements as blue tooth, rear backup cameras, adaptive cruise control, blind spot detection, collision avoidance/detection/mitigation; and heads up displays.

Mr. Hazlett then addressed planning and policy considerations. He spoke of how technology could impact long range transportation plans that are developed using trends. Mr. Hazlett noted that representatives from the Volpe Center ask the question, are 20-year transportation plans obsolete? Is there a need to focus more on a five-year transportation capital plan with scenario planning?

Mr. Hazlett then addressed land use plans and urban and rural form. Will this technology enable more residents to live in the city or in the country because traffic is not as big a factor? Mr. Hazlett indicated that technology could change the accessibility index that is used to project population and employment. Mr. Hazlett stated that impact assessments, fee assessments, driver's education and licensing, vehicle licensing, inspections and operations, and insurance and liability could change. He noted that one consideration is who is at fault if there is an accident with an automated car? Mr. Hazlett stated that another thought is should there be more or less regulation?

Mr. Hazlett stated that input from the TPC on how to address these emerging technologies was being sought.

Chair Weiers thanked Mr. Anderson, Mr. Gettman, and Mr. Hazlett for their reports. He asked members if they had questions.

State Transportation Board Member Jack Sellers asked if there is coordination on emerging technologies on a statewide basis with the new Transportation Systems Management and Operations (TSMO) Division at ADOT headed by Mr. Brent Cain.

Mr. Hazlett replied yes, the TSMO Division operates the ADOT Traffic Operations Center. He said that everything they work on is coordinated with ADOT.

Mr. Anderson stated that there are challenges that need to be faced. He expressed his appreciation to ADOT for tackling those challenges. Mr. Anderson stated that there could be a shift from building things to utilizing things. He indicated that we used to think of technology as long term, but it is now short term; in the next five years, vehicles will be remarkably different. Mr. Anderson stated that much of the same is happening in the freight industry: productivity, safety, and getting a good return on expenditures.

Mr. Dave Berry stated that these new technologies are all very exciting and he was grateful to MAG, ADOT, and others for looking to the future. Mr. Berry stated that much of the current investments are in fixed assets. He said that there might be a challenge in the future in spending the same amount of money and getting more throughput through technology, but the investments in technology are expensive and because it changes frequently, technology does not last as long as concrete and asphalt. Mr. Berry stated that new skill sets will be needed to work on this. He remarked that he thought the future was exciting and being able to use the same facilities to increase throughput.

Mr. Sellers stated that some people feel that driverless vehicles could replace trains. He asked if this had been studied.

Mr. Hazlett replied that technology is happening so fast that people are trying to figure out who will be impacted the most and the least. From a driverless vehicle system that is operational in the next 30 to 40 years he thought it would go to the public transportation side, for example, people might not own a private vehicle in the future and would summon a ride with a Smart device, which could be at different levels of service, such as shared or private. Mr. Hazlett indicated that he also manages the Spine study of Interstate 10 and Interstate 17, when the study team is looking at what could be implemented in that limited corridor with technology versus simply adding pavement.

7. Legislative Update

Chair Weiers noted that no legislative report was needed. He noted that the legislative summary was at each place.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Weiers announced that the Glendale State of the City on February 25, 2016, at the Glendale Renaissance Hotel. He noted that the doors open at 5:15 p.m. and the program begins at 6:30 p.m. Chair Weiers stated that registration is through the Glendale Chamber of Commerce <http://www.glendaleazchamber.org/> and he noted that approximately 500 people are expected to attend. He said he will be discussing incredible events in the City in the upcoming year.

Mr. Smith stated that when MAG went for the election on the transportation sales tax, it prided itself in showing the public what it would receive for the tax in each of the next 20 years. He said that in the past, the public was informed that the tax would provide a freeway, or a bus route, but it is a dilemma on how to sell the next election with the new technology.

Adjournment

There being no further business, the meeting adjourned at 1:20 p.m.

Chair

Secretary