

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Tuesday, May 28, 2024, at 6:01 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, and Victoria Watlington.

ABSENT: Councilmember Dimple Ajmera

ABSENT UNTIL NOTED: Councilmember Danté Anderson and Tiawana Brown

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Due to technical difficulties, there was no audio for this portion of the meeting.

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Mayor Lyles said [inaudible] it is and how we continue to make it possible for people to choose Charlotte. We will have words of an invocation, or if not the invocation, some words that someone would like to have to give to us.

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INVOCATION AND PLEDGE

Councilmember Mitchell gave the Invocation and the Pledge of Allegiance to the Flag was led by all.

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AWARDS AND RECOGNITION

ITEM NO. 1: ALS AWARENESS MONTH

Councilmember Molina read the following proclamation:

WHEREAS, amyotrophic lateral sclerosis, or ALS, known by many as Lou Gehrig's disease, is a progressive fatal neurodegenerative disease, in which a person's brain loses connection with the muscles, slowly taking away their ability to walk, talk, eat, and eventually breathe; and

WHEREAS, on average, patients diagnosed with ALS only survive two to five years from the time of diagnosis. ALS has no cure, and every 90 minutes, someone is diagnosed with ALS and someone passes away from ALS; and

WHEREAS, people who have served in the military, are more likely to develop ALS and die from the disease than those with no history of military service; and

WHEREAS, securing access to new therapies, durable medical equipment, and communication technologies, is of vital importance to people living with ALS, and clinical trials play a pivotal role in evaluating new treatments, enhancing quality-of-life, and fostering assistive technologies for those living with ALS; and

WHEREAS, the ALS Association has committed over \$154 million to support more than 550 projects across the United States and 18 other countries; and

WHEREAS, our commitment to accelerating the pace of discovery remains unwavering, fueled by the hope that one day, ALS will be a livable disease for everyone, everywhere until we have a cure for it; and

WHEREAS, ALS Awareness Month increases the public's awareness of people with ALS' dire circumstances, and acknowledges the terrible impact this disease has, not

only on the person, but on his or her family and the community, and it recognizes the research being done to eradicate this disease.

NOW, THEREFORE, I, Mayor, Vi Alexander Lyles, do hereby proclaim May 2024 as

“ALS AWARENESS MONTH”

in Charlotte, and commends its observance to all citizens.

Councilmember Brown arrived at 6:06 p.m.

Councilmember Anderson arrived at 6:06 p.m.

Mayor Lyles said thank you, Ms. Molina. I truly believe that if all of us gave some thought that we would know people who have gone through this terribly difficult disease, and so hopefully, we continue to look for a way that we can have some kind of opportunity to keep people in better health, so that this disease is actually one that we can say we've taken care of in a way that we are able to prevent it.

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CONSENT AGENDA

ITEM NO. 2: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS AND ANSWERS

There were no consent agenda item questions.

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ITEM NO. 3: CONSENT AGENDA ITEMS 12 THROUGH 23 MAY BE CONSIDERED IN ONE MOTION EXCEPT FOR THOSE ITEMS REMOVED BY A COUNCIL MEMBER. ITEMS ARE REMOVED BY NOTIFYING THE CITY CLERK.

Motion was made by Councilmember Driggs, seconded by Councilmember Mitchell, and carried unanimously to approve the consent agenda as presented.
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The following items were approved:

Item No. 12: Police Promotional Processes Services

(A) Approve a contract with National Testing Network, Inc. for Promotional Processes Services for an initial term of three years, and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 13: Reconnecting the West End Study

(A) Authorize the City Manager to negotiate and execute a contract for up to \$1,025,000 with Neighboring Concepts, PLLC (MBE) for Reconnecting the West End, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 14: Professional Planning and Design Services for Various Storm Water Services Projects

(A) Approve a contract for up to \$1,300,000 with McAdams for planning and design services for the East Worthington Storm Drainage Improvement Project, (B) Approve a contract for up to \$1,300,000 with WithersRavenel, Inc. for planning and design services for the Altondale Storm Drainage Improvement Project, (C) Approve a contract for up to \$2,000,000 with WK Dickson and Co., Inc. for planning and design services for the Marlowe Storm Drainage Improvement Project, and (D) Authorize the City Manager to amend the contracts consistent with the purpose for which the contract was approved.

Item No. 15: South Tryon Street Chiller Replacement

(A) Approve contract amendment #2 in an amount up to \$76,450 to the contract with STR Mechanical, LLC for the 3145 South Tryon Street Chiller Replacement Project, and (B) Authorize the City Manager to renew the contract for up to one, one-year term and amend the contract consistent with the purpose for which the contract was approved.

Item No. 16: Airport Concourse A Expansion Phase 2 Change Order

Approve change order #3 for \$4,670,042.19 to JE Dunn-McFarland, A Joint Venture, for construction manager at risk services for the Concourse A Expansion Phase 2 project.

Item No. 17: Airport Fall Protection Systems

(A) Approve a contract with Atlantic Fall Protection, Inc. for fall protection systems for an initial term of three years, (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 18: Airport Materials Testing and Inspection Services

(A) Approve contracts with the following vendors for materials testing and inspection services for an initial term of three years: Kleinfelder, Inc., S&ME, Inc., Terracon Consultants, Inc., and (B) Authorize the City Manager to renew contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 19: Airport Moving Walkways Construction

Approve a contract in the amount of \$3,675,650 to the lowest responsive bidder Edison Foard, LLC for the Concourse E Moving Walkways project.

Summary of Bids*

* The complete Summary of Bids is available in the City Clerk's Office.

Item No. 20: Airport Ramp Dual Taxilanes Construction

(A) Approve a contract in the amount of \$22,784,995 to the lowest responsive bidder Zachry Construction Corporation for the West Ramp Dual Taxilanes project, and (B) Approve contract amendment #1 for \$1,015,915 to the contract with RS&H Architects-Engineers-Planners, Inc. for construction administration services for the construction phase of the West Ramp Dual Taxilanes project.

Summary of Bids*

* The complete Summary of Bids is available in the City Clerk's Office.

Item No. 21: Airport Runway Decommissioning and Taxiway Rehabilitation

Approve a contract in the amount of \$16,561,010 to the lowest responsive bidder Blythe Brothers Asphalt Co., LLC for the Runway 5-23 Decommissioning and Rehabilitation project.

Summary of Bids*

* The complete Summary of Bids is available in the City Clerk's Office.

Item No. 22: Reimbursement Agreement for Utility Relocation

(A) Authorize the City Manager to execute a reimbursement agreement with the Piedmont Natural Gas Company, Inc. for Utility Relocation, and (B) Authorize the City Manager to amend the agreement consistent with the purpose for which the agreement was approved.

PROPERTY TRANSACTIONS

Item No. 23: Property Transactions - Severn-Tyndale Avenue Storm Drainage Improvement Project, Parcel # 18

Acquisition of 2,240 square feet (0.051 acres) Storm Drainage Easement at 3826 Severn Avenue from Sara Kathryn Thomas for \$20,000 for Severn-Tyndale Avenue Storm Drainage Improvement Project (SDIP), Parcel # 18.

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ITEM NO. 4: CLOSED SESSION (AS NECESSARY)

No closed session occurred.

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PUBLIC FORUM

Mayor Lyles said the next item is that we would go to our public forum. On behalf of all of the City Council members here, I would ask that all speakers and audience members be civil and courteous in the use of language, because we would not like to have insults, profanity, gestures that are inappropriate behavior, or comments, questions or jeers. We will not tolerate those activities or those ways of addressing the Council. Speakers are encouraged to address Council and not respond to the audience attendance and be polite and respectful. I think it's almost like everyone is told, when you first get to be some place, and your parents tell you, "Act like somebody." So, we're going to ask you to act like somebody, with not having disruptions. I also want to say that when you come down to speak, and if you're making an appeal to the Council, that the Council members will have the opportunity to get the results of your comments, as well as, have the opportunity to respond to it after the City Manager or the staff makes a statement around what you're trying to accomplish. So, with that, I also want to note, that are public forum, we have a limit of 15 speakers for each meeting, and so tonight, unfortunately, we have many more than 15, but we're going to pay attention and hopefully get everybody that we can in. Because of this, we will have a two-minute time for each speaker.

Marcus Jones, City Manager said Mayor, can we start before 6:30 p.m.?

Mayor Lyles said can we start before the 6:30 p.m. advertisement of the public forum?

Patrick Baker, City Attorney said the public forum was advertised at 6:30 p.m. It needs to start at 6:30 p.m.

Mayor Lyles said alright, so we've got a little bit more time to take before we get to those of you who have joined us to speak. So, just bear with us.

Councilmember Mayfield said I had a question, and I think I might need to verify from the Attorney, when you all were going through the consent, unfortunately, I stepped outside to cough, so I wouldn't be coughing on the screen, and left my badge and couldn't get back in, but I did want to speak to Item No. 16, and it was a request for staff. Marie was kind enough to get the information for me, but what I was going to ask, and I'm checking with the City Attorney to see, even though they have moved and voted for all of the consent items, since we have time, do I have the ability to go back to ask a question regarding a consent item?

Mr. Baker said that's really the presiding officer's.

Mayor Lyles said yes, please, Ms. Mayfield. Sorry, I did not notice.

Ms. Mayfield said so, thank you, Madam Mayor. Mainly, I reached out to Ms. Harris to just get a breakdown of exactly who are the identified DBEs (Disadvantaged Business Enterprises), because it was not noted in here. So, I would just ask if moving forward, and this is similar to a question I've asked previously, if staff can just start adding into our RCA (Request for Council Action), opposed to just the language of the DBE goals for the project that set at 10 percent, identify who those are, because we've just

approved, through your vote, an additional \$4 million, making this total contract \$185,651,000 contract, where we have a 10 percent DBE goal. It would be great in the RCA if it's identified who those partners are, so that if we hear from them, we can ensure that they are actually getting opportunities with the work, mainly because I learned recently, within the last two weeks, of vendors that have been approved through our process going back as far as 2018, but they have never actually been called to show up to do any actual work, and therefore, have not received payment from the City of Charlotte, because no work has been done. So, this would give us a chance to be more accountable to our business partners. Thank you, Madam Mayor.

Mayor Lyles said alright, thank you, Ms. Harris. Do you have any other questions, Ms. Mayfield?

Ms. Mayfield said that was it, Madam Mayor.

Mayor Lyles said thank you very much.

Councilmember Brown said I was not here as well, and you voted.

Mayor Lyles said we voted, and it passed. If you would like to state your vote, it would be included in the minutes.

Ms. Brown said okay.

Mayor Lyles said and it was on the agenda items for 12 through 23. Did you have any comment around any of those?

Ms. Brown said I'm going to look at them.

Mayor Lyles said okay. Alright, thank you very much. So, with that, we are still ahead of our schedule for the public forum. So, we'll go to the next item on our agenda. Do we have any speakers for the public hearing on the annexation, Madam Clerk?

Stephanie Kelly, City Clerk said we only have the one speaker who is here to answer questions if there are any.

Mayor Lyles said and that is?

Ms. Kelly said and that advertisement was at 6:30 p.m. as well.

Mayor Lyles said so, we have to wait until 6:30 p.m. as well. Alright, so we'll go to the City Manager's report.

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POLICY

ITEM NO. 7: CITY MANAGER'S REPORT

Marcus Jones, City Manager said Mayor, I didn't have a report. I was expecting that we were going to do something different tonight.

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APPOINTMENTS TO BOARDS AND COMMISSIONS

Mayor Lyles explained the rules and procedures of the appointment process.

ITEM NO. 10: APPOINTMENTS TO THE CHARLOTTE BUSINESS INCLUSION ADVISORY COMMITTEE

The following nominees were considered for one appointment for a partial term beginning upon appointment and ending February 28, 2025:

-Candice Gaddy, nominated by Council member Ajmera, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina.

The following nominees were considered for two appointments for a two-year term beginning upon appointment and ending based on term length as designated by Council for the committee:

- Candice Gaddy, nominated by Councilmembers Ajmera, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina
- Raghunadha Kotha, nominated by Councilmembers Ajmera, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina
- Lakesha Womack, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina

Ms. Gaddy, Mr. Kotha, and Ms. Womack were appointed.

ITEM NO. 11: APPOINTMENTS TO THE COMMUNITY RELATIONS COMMITTEE

The following nominee was considered for one appointment for a three-year term beginning July 1, 2024, and ending June 30, 2027:

- Miguel Guevara, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina

Mr. Guevara was appointed.

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ITEM NO. 8: FISCAL YEAR 2025 ANNUAL ACTION PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT

Motion was made by Councilmember Watlington, and seconded by Councilmember Anderson to adopt the Fiscal Year 2025 Annual Action Plan for Housing and Community Development.

Councilmember Mayfield said since we are in a space that we've not previously been in, where we're actually early, may I have a request for the Manager's office? Because, once upon a time, at the end of meetings, is when we would have Council members share whatever, but there was something that I wanted to ask of the Manager for his staff moving forward. So, since we have a 15-minute window now, may I be acknowledged to do that?

Mayor Lyles said I believe as long as the Manager is aware of this, if you had a conversation. He's not. Alright, well, let's do this, Ms. Mayfield, and then we'll have a recess and come back in about 10 minutes and begin the actual work of our meeting.

Ms. Mayfield said thank you, Madam Mayor. So, Mr. Manager, along the lines of the last item, item 16, of asking for us to, in the RCAs moving forward, if there is an amendment or an addition to a project, it will be helpful if, for the sake of time, I would say quarterly Council receives an update. Again, what was brought to my attention at a community event within the last few weeks, is that we have as a body approved a number of MWSBEs (Minority, Women, Small Business Enterprise) that have been identified through General Services and through other opportunities, but we do not have a tracking mechanism in place to identify when those companies are actually called upon, that are the subs for the primes, meaning the primes may do the work, but there's no tracking mechanism in place today that actually tracks whether or not they are utilizing the subs that were identified as part of their contractual obligation. In order for us to

streamline that process, I think it would be very helpful if through the departments, if they're working with CBI (Charlotte Business INClusion) and their team, and reporting to Council, again on a quarterly basis, give us an update on those approvals that we have voted on, so that we can ensure that our MWSBE businesses that have been identified are actually receiving the opportunities that we are promoting that they should be receiving, as we are encouraging more and more businesses to go through our trainings and to sign up through CBI.

Marcus Jones, City Manager said so, I, Councilmember Mayfield, totally agree with you. Tina Adams, the Internal Auditor, has been doing a review of CBI, and I guess the best way to say it, there's some opportunities for improvement, both from a technology standpoint and a tracking standpoint. So, totally agree with you, and Renee's nodding her head. So, yes, those improvements are in the works. Thank you.

Ms. Mayfield said thank you.

Mayor Lyles said alright, we're going to take a 10-minute break and be back at 6:30 p.m. to begin our public forum.

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The meeting recessed at 6:19 p.m. The meeting reconvened at 6:30 p.m.

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PUBLIC FORUM

Animal Care and Control

Jennifer Diesa, 751 Ashmore Drive said good evening, Council. Good to see you as well. My name is Jennifer Diesa. I have been in Charlotte for 25 years, currently living in District 5. Throughout my time here, I have raised three children and dedicated myself to my career in community service. I volunteer for the Animal Care and Control here in Charlotte, the Humane Society of the United States, and St. Peter Church. As a senior business development manager for Messer Construction, I understand the importance of efficiency and effectiveness in organizational structures. That's why I'm here to advocate for two crucial changes in our city's Animal Care and Control department. First, I urge the Council to make Animal Care and Control an independent department. By removing bureaucratic barriers, we can enhance and access and streamline reporting lines to the City Manager's office, ultimately improving responsiveness and accountability.

Secondly, I call for the construction of a new shelter capable of accommodating Charlotte's growing population. The current facility, over 30 years old, was not designated for the lifesaving work that Charlotte-Mecklenburg Animal Control and Care focuses on today. It's imperative that we provide a safe haven for the countless animals who have been surrendered, abandoned, or abused. I understand that the initial quote for a new shelter was high. I acknowledge that the property under consideration for the construction, is exceptionally difficult to grade. I encourage the Council not to write off this possibility, but to explore alternative locations where a new shelter could be built for a lower price tag. Volunteering for the shelter takes a toll on my mental wellbeing. I know it has the same effect on the rest of our volunteers and staff and the community at large. Witnessing the suffering of these animals, making difficult decisions with limited resources, and confronting public misconceptions are all deeply challenging aspects of this work. The inadequate facility and staffing further exacerbates these challenges, making it difficult to provide the level of care needed. This constant struggle not only impacts the wellbeing of volunteers and staff. Thank you.

Short Term Rentals

Gina Andoloro, 8119 Cliffside Drive said good evening. Hi, everybody. My name is Gina Andoloro, and I'm here today to speak with you about what's going on in my neighborhood, specifically, at 8127 Cliffside Drive. So, just to give you a little bit of background. My husband and I have lived in Olde Heritage for 14 years, and I've honestly never lived in a better neighborhood than this. We have two children, who are here with us today, age 7 and 5, and we love being outside with them, and although our house isn't exactly the right fit for us, we have found it so difficult to leave this neighborhood, because of the amazing experiences our children have had, and the relationships that we've built here in this neighborhood. One of the things that I've specifically loved is the fact that I could let my kids out front to play with the neighbors while I'm cooking dinner. Everyone watches over everybody. We know everybody in the neighborhood, and we're truly a family. I live right next door to 8127 Cliffside Drive, and things took a turn when a new neighbor decided to build a parking lot as a driveway. That got me wondering what was going on. A quick search online, and I started seeing ads everywhere for renting rooms for as low as \$26 per night, and now I've seen things that make me uneasy, to say the least. A parole officer, someone cracking open a beer in their car at 10:00 a.m. in the morning, another person doing I don't know what kind of drugs in the driveway, and people removing doors in the middle of the night. I don't know why you would have to do construction in the middle of the night before codes come, if you aren't trying to hide something. It was extremely suspicious. So, a neighbor of ours rented out one of the rooms to get a good look inside, and confirmed all of our worst fears. They were renting out eight single bedrooms. This behavior, quite frankly, scares my husband and I, and the rest of our neighbors. It has significantly affected our quality of life.

Mayor Lyles said thank you very much. We have gotten letters and communications from your neighbors as well as you, I believe, and our City Attorney has agreed to take a look into this, and I think that we will follow up with you as soon as possible. Thank you.

Allison Bennes, 116 Dovershire Road said good evening. I'm Allison Bennes, and I've also come to discuss the matter of 8127 Cliffside Drive. I too am a mother with two small children in the neighborhood. My neighbor, Gina, just described the changes recently made to this house. From what I can find in the current City ordinances, the closest thing to describe what he's doing is, a rooming house, however, I still don't think this is accurate. Based on his advertisements on multiple websites, his intent is to rent out rooms with keyless entries on a nightly basis for rates sometimes as low as \$26 a night. Renting out individual rooms under one roof by the night to different people unrelated without leases or background checks, I have to ask, how is this in practice any different than a motel? He is advertising such low rates to flip as many rooms as possible to make money. This provides no stability and does nothing for the affordable housing crisis. He has no regard for the people staying there, just read the reviews from his other houses, and no regard for the neighborhoods his houses are in.

I remind the Council that just last year, they purchased the Economy Inn in Sugar Creek, because of the crime Budget Motels are known to foment. In doing a quick Google search of the area, most Budget Motels that remain are going for about \$70 a night, and this person is renting his rooms for as little as \$26 a night. Given the City's experience with the Sugar Creek Budget Motels, you can understand our concerns for the type of activity that would be drawn into our neighborhood with these rates. How can this be allowed in a neighborhood with small children? Would you allow it in yours? If the City decides to consider this a rooming house, based on current ordinances, I believe he's already out of compliance. He has no permit, and also does not live there himself. Even if he did cap his rental rooms at five to comply with the ordinance, this would mean that up to 150 people could come in and out of that house in our neighborhood in any given month. Would you feel comfortable with this in your own neighborhood? The City must stop this to protect our neighborhoods and our children. Please fix the gap in the ordinances, so this can't be done to another neighborhood.

Mayor Lyles said thank you very much. Candace Mills. I have to recognize Candace's mother, who was Liz Mills, who ran the Charlotte Minority Participation Program for the

very beginning, who was a dear friend, and so I have to just say that, and Candace, I appreciate the calls that you've made. Thank you.

Candace Mills, 112 Conover Place said a little nervous, so bear with me. Good evening, members of the City Council. Thank you for your time tonight. My name is Candace Mills, and I stand before you with a grave concern for our Olde Heritage neighborhood. This is a well-established, hardworking, middle-class neighborhood. My family purchased our home in 1984, that's almost 40 years ago. They were welcomed with open arms. There was no animosity, no harmful rhetoric, or resistance of any kind, and now I am blessed, along with my sister, to continue to display our pride of ownership along with our neighbors. This is a very friendly, loving neighborhood. We have family picnics in the summer, the fall, along with other activities, such as Christmas caroling, Easter egg hunts. We even have a dog walking crew. As you can imagine, this is more than likely a rare occurrence. We help each other whenever it's needed. A tree fell across our driveway during a storm, and while my mother and I were trying to figure out what to do, there were two gentlemen outside with chainsaws. We offered them money, but they refused. They said, "This is what neighbors do." It doesn't get any better than that. So, to have our way of life disrupted by this individual is very alarming, to say the least. We did not ask for this. My home is my best and only investment, and to have that value put in jeopardy is very disturbing. Charlotte being the booming city that it is, enjoying the influx of people and businesses from around the world, it seems it's time for Charlotte to get to work updating its ordinances and zoning standards, which I don't know much about, I just know that this is unacceptable. In closing, the only thing I ask is what you, the City Council, are willing and able to do, so that this does not happen to any other neighborhoods, including your own. Thank you for your time.

Jordan Keese, 8136 Cliffside Drive said good evening, ladies and gentlemen of the Charlotte City Council. My name is Jordan Keese, and I am a father that lives across the street from 8127 Cliffside Drive. As you can tell from the previous people before, in our neighborhood, we have a full-fledged business known as a real estate syndication operating. A real estate syndication is a process of pooling funds of multiple investors to finance the purchase of a single property. This fact is supported by the existence of the company's YouTube channel, a website, and obviously the expressed explicit content to operate various motel-type businesses throughout the City. Where this model differs from the traditional real estate investment, is that rather than one owner, it's dispersed amongst many, many different owners that pool their money, and they do it with many people coming in and out of the house which, as the previous speakers have noted, is very, very disturbing. Furthermore, what is particularly alarming in the business model is that this is happening throughout Charlotte and across municipalities in the U.S. and Canada. To put a thumb on it here in Charlotte, just this syndication has these houses in District 4, District 6, District 7, and District 2, from what we can find. I cannot see how this scheme helps the City in any other way, other than helping an exploitative set of owners for this business. This situation is not just business as usual, it is a disruption to the way zoning has always been done in this City. I can recognize that we live in an era where financial opportunities of disruptive technology and business models are held in high esteem, and I understand that, but with that benefit comes challenges. It is time to apply our critical thinking skills to what we see is happening, to ensure that our policies and practices and technology and zoning codes are aligned with the intentions and values that we want our City to embody and grow from within. What has happened at 8127 Cliffside Drive, is ruining the essence of what makes our neighborhood great. Thank you so much. I appreciate it. Thank you for your time.

Councilmember Driggs said I just want to say thank you for coming. I'm very aware of the situation. We've talked to code enforcement about it. Citations have been issued, but the truth is we don't have an ordinance that completely excludes this. We need to work on that.

Mayor Lyles said and I think that that is something that we need to work on. So, we'll see how we can do this. Mr. Baker will follow up. Thank you very much. We'll see what ideas we can come up with.

Extra-Territorial Jurisdiction

Arthur Griffin, 16822 Crosshaven Drive said see if I can do this in two minutes. Good evening, Mayor, Council members, Manager. I'm here this evening to ask you simply to implement a temporary pause in the by-right approval process in the Palisades ETJ (Extraterritorial Jurisdiction) and other ETJs, until such time as when the City can address the imminent threats to health and public safety. Although, I have spoken to you about radio communications with Emergency Services, that is even more immediate problem of the CMPD (Charlotte-Mecklenburg Police Department) being limited in enforcing normal traffic laws in the Palisade, and the reason is, private roads not maintained by C-DOT (Charlotte Department of Transportation) or NC-DOT (North Carolina Department of Transportation), sometimes called orphan roads. You are approving hundreds of private orphan roads in the Palisade in the ETJs, putting residents at risk of death or serious injury from speeding, running stop signs, etc. Can you imagine a child riding his bicycle into the road on one of these orphan roads, and hit by someone traveling 50, 60, 70 miles on Palisade Parkway, or one of the other orphan streets. Another safety issue, your staff has accepted a duplex and triplex development for review with 10 alleys at 17001 Youngblood Road. Now, this is where common sense will rule the day. A 41-foot, 7-inch fire truck cannot reasonably navigate alleys to attack a fire. So, help us with a pause with by-right development, until such time we can find a reasonable way to keep people safe. You can do this legislatively under the UDO (Unified Development Ordinance), or statutorily under North Carolina General Statutes 160D-107. I'll be back to share with you how I think we're doing with your 10 planning goals in the ETJs, under the Comprehensive 2040 Plan. So, just 10-minute neighborhoods, protecting critical watersheds, infrastructure, tree canopy, safe and equitable mobility, integrated natural and built environments, etc. Let's have a win for ETJ residents and a win for developers. Thank you.

My Brother's Keeper Charlotte-Mecklenburg

Ricky Singh, 400 East Morehead Street said good evening, esteemed members of the City Council, Mayor and City Manager. My name is Ricky Singh, and I'm honored to address you today as the Executive Director of My Brother's Keeper, Charlotte-Mecklenburg. Since stepping into this role in July 2023, I stand before you to express our profound gratitude for the funding received for FY (Fiscal Year) 2024, and to share how this support has enabled us to initiate transformative initiatives. In 10 months, we've expanded to 40 partnerships from six, engaged youth in over 100 innovative and positive experiences, impacted nearly 5,000 youth, and are currently working as a partner with Charlotte-Mecklenburg Schools around supporting the senior class in five of the largest High Schools in Charlotte, as well as addressing the nationwide issue of chronic absenteeism. Over the past 19 years, my journey in education as a school founder leader in our City and County, administrator and teacher, has deepened my commitment to creating inclusive spaces where young individuals, specifically boys, young men of color, I'm a dad and father of four boys myself, age 12 to 22, can flourish and realize their potential.

You received our proposal where we want to expand the two initiatives we have started since July of 2023. The first one is launching a youth-impact office geared around providing robust internships, apprenticeships, and professional experiences in our Corridors of Opportunity, and providing more nonprofit sustainability, a program that focuses on enhancing the effectiveness and sustainability of nonprofits directly serving Charlotte youth in low-income areas. I want to thank you for this time. This was my first time, I was nervous, but I appreciate everyone for hearing me out tonight. Thank you.

State of Hispanic Homeownership Report

Bryan Morales Casiano, 14516 Adair Manor Court said good evening, Mayor Lyles, Mayor Pro Tem Anderson, and City Council and Manager. My name is Bryan Morales, Director of Government Affairs, Charlotte. Due to the short period of time that we're

given today, I'm going to give the mic to our Chapter President, with a message on our report.

Nora Aguirre, 2375 Northside Drive, Suite 360 said good evening, Mayor Lyles, Mayor Pro Tem, Council members, and staff. Thank you for the opportunity to speak here with you as the President of the Charlotte Chapter National Association of Hispanic Real Estate Professionals. I want to present to you the findings of the 2023 State of Hispanic Homeownership Report. In 2023, the Hispanic Homeownership rating in United States reached 49.5 percent, the largest amount any racial or ethnic group compared to the previous year. Despite facing the least affordable housing market record, Latino's achieved a net gain of 377,000 owner household, the largest single year gain since 2005, and do you know that here in Charlotte, we have similar trend. However, facing unique challenges, high interest rates and rising home prices, have made it difficult for many to qualify. In Charlotte Initiative, like those from Habitat for Humanity and local real estate professionals, provide education, financial assistance, and support to the Latino families to navigate the home ownership. Now, our report highlights that many Hispanic buyers are willing to move to lower cost areas to achieve homeownership. In closing, I urge the Charlotte City County to continue supporting policies and problems that facilitate affordable housing and homeownership for our Hispanic community, and by doing so, we do not help these families to achieve their American Dream, but also strengthen the fabric to our entire City. Thank you for the time.

Unified Development Ordinance

Afshin Ghazi, 5131 Gorham Drive said thank you for having me. I'm Afshin Ghazi. I've been developing here in Charlotte for over 30 years. Some of you probably know me from building the EpiCentre. I brought my younger daughter with me today, because my older daughter, her older sister, is 24 now. I moved here in 1993 from Louisville, Kentucky. My first home was in a duplex, and it was a \$130,000 duplex, that I bought from Allen Tate, and he became one of my mentors, one of my guides, one of the stewards of the City. He's passed now. I take our home very seriously, and I love where we live, but we do have a crisis. I hear about housing here and I hear about housing from the previous people that just spoke, and the simple thing that brought me here today is because, after eight months of passing the new UDO, staff came back with a recommendation to take a step or two steps backwards and get rid of triplexes in lieu of just duplexes, except for on corners. What they cited was parking issues and lack of applications. Currently, we have about \$30 million of triplexes under construction in the City.

The reason I got in this business is because my 24-year-old daughter can't find a new home anywhere in South Charlotte for under a million dollars. It doesn't exist. You can go find a teardown or a renovation project, that's going to cost you \$500,000 to \$800,000, but the problem there is, if you tear down a \$500,000 to \$800,000 house, you have to build back roughly \$2.4 million to \$3 million worth of something in order to make the economics work. So, the simple rule is, without density you're not going to bring affordability, and in the staff meeting where they showed the maps, the majority of our city is N1-A and N1-B, and if you decrease triplexes and duplexes.

Mayor Lyles said I think that if you want to send your remaining remarks to the City Clerk, we can have them, or you can come back for our next public hearing.

Mr. Ghazi said I invite you to come see our triplexes, they're beautiful.

Mayor Lyles said alright, thank you very much.

Community

Angela Edwards, 748 Edgegreen Drive said good evening. [INAUDIBLE] my voice, so I'll just greet ya'll all in the name of the Lord and Savior, Jesus Christ. I'm here tonight for Springfield community. I am the leader of Springfield, and as ya'll well know, I'm also

a candidate for Mecklenburg County, District 2. Ya'll remember me? Angela White Edwards, that's me. Alright, at 122 Glenrock Drive, Charlotte, North Carolina, 28217, Case Number 2019-0064035, original case, case opened 12/09/2019. Total fine was \$1,750. Okay, this is the same property we're talking about now. New case started due to cases that were dismissed from Environmental Court of 122 Glenrock Drive, Charlotte, North Carolina, 28217, Case Number 2022-0007922, case opened 02/25/2022. Total fine so far is \$14,500. We've got another property right here, 115 Echodale Drive, Charlotte, North Carolina, 28217, Case Number 2023-0063814, case opened 12/04/2023. Total fine so far is \$1,750. I'm here tonight because we are an old neighborhood. My father lived there from 1973 to July 4, 2018, he passed, so it came into my possession. I live there, that's my legacy, so I came to be the neighborhood leader. I tell you these people over there, they murmur and complain. They are so frustrated that the City has this bombard, and not even seeing them as an existence. Oh, that 122 Glenrock Drive, it's a church that has not been open in 20 something years.

Mayor Lyles said don't worry. We've got your remarks, and we will have this turned over to our Neighborhood Services for deeper and further review, and someone will contact you.

Ms. Edwards said thank you so much.

Mayor Lyles said no, thank you for bringing it to our attention.

Domestic Violence

Antonio Gleaton, 13827 Carleenway Drive said good evening. Okay, so, April 7, 2024, I was maliciously attacked by my stepdaughter's boyfriend while I was called to my daughter's home to pick up my grandchild, because their soon father refused to care for the child while my stepdaughter goes to work. While in progress of picking up the child, my stepdaughter asked me to escort, the assumed father, Julio Baker, out of her residents. Julio Baker did not refuse to leave, but he did insist that he had 30 days to stay before an eviction. I suggested that we step outside and call the police and they instruct us on what to do. We walked side by side out of the residence, and as soon as we exited the door, Julio Baker turned and brutally stabbed me deeply in my abdomen. I remained hospitalized for 20 days, my intestines had to be pulled out and stitched, my outer stomach stapled, and now I carry a wound VAC. My case has been dismissed to the Grand Jury with no timeframe as to when a court date; however, my stepdaughter still calls my wife and I to pick up the grandchild, and Julio Baker still remains in the house and refuses to leave, nor care for the child. I'm asking the Council to speak to the supervisors over the Grand Jury and get me a court date as soon as possible. I'm also requesting that we abolish squatters' rights to remain in a residence where there is no signed agreement, mail nor material should no longer validate a squatters' rights to remain in or on premises in which there is no written agreement. I'm suggesting that this becomes a law and it be called Gleaton's Law. I ask that the Council submit Gleaton's Law to Governor Roy Cooper for immediate action, because I nearly was unalived, and I don't want others to go through what I went through. Thanks for hearing my cry.

Animal Care and Control

Kimberly Wade, 6410 Harrison Road said good evening, Madam Mayor and Council members. My name is Kimberly Wade, a resident of District 7. I have lived in Charlotte for 17 years, and for the last six, I have been a volunteer and foster for Animal Care and Control. My experience as an animal shelter volunteer has profoundly shaped my life and world view. I see firsthand the heartbreaking reality of animals being surrendered due to various circumstances, including lack of affordable housing and unforeseen life changes. Our shelter is a lifeline for so many animals and people in our community. It should be a place of hope and healing. I want to share a story about Sarah and Max. Sarah walked into the shelter crying, holding the leash of her beloved Labrador, Max. His grey muzzle spoke of years of companionship and loyalty. Trembling, she clung to the leach of Max, sensing her distress, he nuzzled her for comfort. Sarah had been

evicted from her apartment. Despite her relentless search for a pet-friendly home, she found herself with no safe options where she could keep Max. Desperate and out of time, she made the heart wrenching decision to surrender him to the shelter, hoping they could provide him with a new home. When Sarah arrived, a staff member explained the dire situation. We can take Max, but our shelter is at full capacity. There's a chance he might be euthanized. Sarah's face crumbled as she took in the news. She had already lost her home and now she's confronted with losing her best friend. Her sobs echoed through the shelter.

Overcrowded conditions means that every new intake increases the risk of euthanasia. This tragic scenario happens all too often at our shelter. People already devastated by their circumstances are forced to make impossible decisions, and animals face uncertain futures, because of our failure to provide adequate resources. We must act to change this, and we are asking for two things. Please designate Animal Services as an independent city department and fund a new shelter. This does not need to be the one with the \$200 million price tag. We are a community with abundant wealth. We can figure this out. Thank you.

The following persons submitted written comments regarding this item pursuant to S.L. 2020-03, SB 704. To review comments in their entirety, contact the City Clerk's Office.

Jen Barthel, Friends of Feral Felines

Ashley Paris, arparis92@gmail.com

Shawn Tate, uncskb@yahoo.com

Hunter Barnes, hunter.kay.barnes@gmail.com

Emily Chaskelson, echask@gmail.com

Carol J. Sayer, cjsayer11@hotmail.com

Sarah Blayney, slblayney@yahoo.com

Taylor Ford, taylorzford@gmail.com

Morgan Bridgers, bridgersmorgan@gmail.com

Krystyna Turner, krystyna.school@gmail.com

Lacey Moneymaker, lacymoneymaker@gmail.com

Nicole Bruno, nbruno718@outlook.com

Paige Zinke, paigezinke@gmail.com

Katelyn Eudy, eudyk_09@yahoo.com

Soudad Asker, soudadasker@yahoo.com

Taylor Lange, langetaylor98@yahoo.com

Hannah Weiss, hjiweiss@gmail.com

Kelley Rigsby, kelleyrigsby1@gmail.com

Jeff Garman, jeffgarman@outlook.com

Minimum Wage for City Workers

Robert Davis, 3636 Gricklade Drive said good evening. I'd like to start with my statements with saying thank you to the Council members that voted in favor of the \$25 an hour minimum wage last week. It's a very important issue for City workers, so I won't bore you with a lot of facts and figures there. I will also not talk about, because we done it ad nauseam, about the housing insecurity and the food insecurity among City employees. I'm simply going to ask that you reconsider that vote. That you weigh that against the backdrop of Charlotte being the second fastest growing City in the nation, and also think about, that stat is on the backs of the workers that are out there every day completing their jobs. We have reached that glorious height as a city, based upon the work of City workers. So, I won't waste an entire two minutes going over things that we've done countless times before you. I'm glad you've heard us in the past. I'm asking you to hear us one more time. We have workers that are ready to send kids to college this year. Twenty-three dollars an hour is not going to do it for them. So, take this time, think about the stats that the City has. We're serving a million people with Charlotte Water, that's who I work for. Reconsider that vote. Think about where the City has grown exponentially, think about inflation, and think about the workers that are here every day tirelessly making this city great. Thank you.

The People's Budget

Dominic Harris, 3016 Polk and White Road said hey, ya'll. I didn't think I'd get a chance to speak. Alright, so I think from the beginning, our goal was to raise the City workers' level up to here, because that's where we deserve to be. I think that was the whole goal, to get the bottom up to a point where everybody can come in the City and have a respectable job and earn respectable wages. Where a little kid can look at their daddy in the morning and be like, "Daddy, I want to be like you when I grow up," not to have a situation to where a man comes home and complains about a job and how much he gets paid and what he has to do for a city. It doesn't seem like they appreciate the work that he does. We want to be able to be the vision of what the city is. Know what I'm saying? It's not just the buildings. It's not just the streets. It's the people, and it's the people that put them things there. So, we've got one of the fastest growing cities in the nation, and some of the hardest working people in the nation, to be able to get the city to the level that it needs to be. So, I just want to say one thing. Thank you for the City workers, for contributing to the survival of this city, because without them we wouldn't be here.

Craig Brown, 7532 Double Springs Court said first and foremost, good evening, Madam Mayor, respected Council members, City Manager. I don't have but two minutes, so I'm going to try to make this real simple. I got to go home to Charleston, and it made me appreciate the place I'm in today. I migrated here. I got a job with the City. When I got a job here, we weren't making any money, and the jobs that we do as City workers were looked down upon, but let me tell you something. Through this job, I was afforded some things. I made the best that I can do. City Manager, wise Council, please lift the City workers up. Think about the welfare of the living. I took a little, which ya'll gave me, and made a lot. So, if you add a little bit more, just imagine how far we can go together. We're being talked about all through the southeast of what Charlotte is doing together. Let's keep this going. Thank you.

Mayor Lyles said Mr. Brown, you are our last speaker for our public forum, and you certainly did it proud.

ZONING

PUBLIC HEARING

ITEM NO. 6: PUBLIC HEARING AND DECISION ON OAK LAKE TOWNHOMES 2 AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

Stephanie Kelly, City Clerk said the only speaker is the one that's here to answer any questions if there are any.

Motion was made by Councilmember Driggs, seconded by Councilmember Anderson and carried unanimously to close the public hearing.

Motion was made by Councilmember Johnson, and seconded by Councilmember Driggs to adopt Annexation Ordinance 805-X with an effective date of May 28, 2024, to extend the corporate limits to include this property and assign it to the adjacent City Council District 4.

The vote was taken on the motion and recorded as follows:

YEAS: Councilmembers Anderson, Bokhari, Brown, Driggs, Graham, Johnson, Mitchell, Molina, and Watlington

NAYS: Councilmember Mayfield

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 125-129.

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BUSINESS

ITEM NO. 9: CATS TRANSIT GOVERNANCE INTERLOCAL AGREEMENT AMENDMENT

Marcus Jones, City Manager said so, thank you, Mayor and members of Council. I do want to, I guess, set this up for the Council, and I want to talk about three different items that may seem not related, but they are. First, the Red Line. The City has been talking about acquiring access to the Red Line from Norfolk Southern for some time now. It's officially called the O-Line, but we've called it the Red Line. Two years ago, I think if we had this conversation, you could've probably received something like, nothing has changed from a policy position, i.e., from Norfolk Southern, or that information's not accurate. So, I would tell you without going into much detail, we are progressing in those conversations extremely well, and I continue to be optimistic. Second, and it's also important to note, that the Red Line has been a part of the MTCs (Metropolitan Transit Commission) 2030 Plan for a while, a top priority.

Second, the sales tax authorization. So, we talked a little bit about this, but not necessarily around this dais. Clearly there's positive work happening in this space, relationship building with the North Carolina General Assembly, and it's simply having the sales tax authorization from Raleigh, which eventually will allow the individuals of Mecklenburg County to be asked a question, whether or not they would agree to a sales tax to help with transit and transportation. So, we're talking about, not just rail and buses, but roads and sidewalks and part of the infrastructure that we've talked about for a while. So, I think it's important to distinguish those two items before I get to the third item, because the third item, you can't get to the first and second without having a conversation first about the Interlocal Agreement.

So, the County and the six towns have a desire to have this Interlocal Agreement amended and voted on by the Council, as we move forward to, what I would say, some of the bigger goals, i.e., building out the transportation system and having the transit

system, but also having transportation dollars, for not just Charlotte, but the other towns also. So, this Interlocal Agreement that's before you tonight, it's about 25 years old. The last time it was amended was 2005. So, clearly, there is an opportunity to update that. What I have tried to do in these discussions is to make sure that we preserve our fiscal and legal responsibilities as the City of Charlotte, but also taking into account many of the terms that the County and the towns felt were important. So, in this amended Interlocal Agreement, there are about 15 different issues that were brought to the table by the County and the towns that have been resolved in one way or another. When you start to look at some of the cleanup, and just the overall amendment, there are about 23 different provisions that have been addressed or amended in this.

So, I say all that to say, and I think all of you know, that eventually we would be moving towards some type of regional transit authority. If we think about this in terms of steps or legs to a relay, this is the first one. As we start to think about sales tax and the Red Line and the authority, we can't get to the end without having at least this beginning discussion. So, Mayor, I just wanted to set that up, as to some of the thinking from the city's perspective with this amendment.

Mayor Lyles said alright, thank you, Mr. Jones. I have to say that a number of us have really been deeply engaged in the idea of, how do we make sure that as we continue to grow that we do it in a way that serves every resident of our City? I always like to tell the story of Ms. Molina and having that wonderful new sign that says, "Wake Forest Medical School" on the building, and that that business alone will have 5,000 new jobs. I'll never forget one day that I got a call from a young woman on the East side who told me that she had a job, and she said she just had a job, because she had no transportation to get from the east to her job, and of course, if you don't show up after a certain amount of time, you have no job. So, this idea has always been something that I think we've all known, that as we are growing through the issues of having upward mobility, part of it is not to have to pay for a car, car insurance, car taxes, gas, and all of those other things that we used to say, "Well, you know we all wanted it," but right now, I think most people would choose the ability to get to work in an affordable way, and not necessarily have to have, or own a car. I always remember that young woman saying she lost her job, because she didn't have a way to get to work, and she could not afford a car. So, this has been something we've been all talking about, the questions that we have and to place and play today. Mr. Jones has pretty much laid it out, that you don't get something done until you begin it.

Mr. Jones said Mayor, may I add one more thing? So, I just wanted to talk about the Interlocal Agreement, which [inaudible]. There is one additional provision that's been discussed, and that is these orphan roads. So, my position has been consistent, that the Interlocal Agreement with the city, the county, and the six towns with the MTC, deals with transit, deals with buses and rail. So, a provision dealing with orphan roads doesn't have a place, in my professional opinion, in this agreement. So, what I've done is proposed to the County and the towns, that through an MOU (Memorandum of Understanding), that we would moralize how we would go about using, if we got the sales tax, a portion of that sales tax that's related to roads, as it related to Charlotte, for those orphan roads that are within Charlotte's ETJ. So, while that isn't in what's being proposed tonight for the Interlocal Agreement, there is an avenue to address that through an MOU.

Councilmember Driggs said so, I have followed these conversations as Chair of the Transportation and Planning Committee, and I want to emphasize Charlotte has always tried to keep its eye on the main prize. The goal is regional plan. It needs to be funded. The identified funding source was the sales tax; however, we did encounter with our partners in the MTC, issues. For one, the northern towns, having been disappointed by the half cent sales tax and not gotten the Red Line, were really not interested in working with us. So, I just want to point out that, as part of our effort to kind of reach an accommodation and move this forward, we are now engaged, as the Manager described, in conversations to overcome that issue. Other things came up, in which our partners in the MTC expressed the desire to have more engagement, a bigger role in the whole thing, and that's what the topic was. I hope you all remember, I circulated

actually to everybody on Council about a week ago, the actual document with the markups and the changes. So, I think the Manager has done a great job of representing our interests under difficult circumstances at times, but he has looked after us, and he has taken our message into those conversations, and I believe he's come back with something that we can support in order to be able to move ahead.

On the subject of the orphan roads, the serious question was not whether or not we would participate, and help to do something about it, it was just whether a topic like that belonged in a charter document or an organization. So, it's just a question of where's the right place to do that? I think the Manager has proposed something, which it sounds like in the minds of the MTC, is a basis for further conversations. So, I think it would be great if all of us could get behind this Interlocal Agreement and understand that it's one step towards the goal that we have of getting that referendum out there, getting that revenue established, and then being able to realize a regional plan.

Motion was made by Councilmember Driggs, and seconded by Councilmember Mitchell to (A) Approve a Second Amended and Restated Transit Governance Interlocal Agreement, providing for coordinated transit operations on a county-wide basis through the Charlotte Area Transit System, and (B) Authorize the City Manager to execute the Second Amended and Restated Transit Governance Interlocal Agreement, subject to the conditions set forth herein.

Councilmember Bokhari said so, I'm going to be supportive of this tonight, and I would encourage everyone else to as well. For the community and colleagues, this context is how I got to this point. There's a thousand complexities to this, which still have to be figured out, but this to me is pretty simple. It puts us on a path for this one item of, is there going to be money to spend and invest in our transportation system, and secondly, how we're going to do that? If I break those two statements down, just one step further, this entire past decade, but particularly last couple months, is irrelevant if there's no path to getting an actual investment of a magnitude that matters together. So, now is the first time in a long time we've had that potential.

At this point, it really just comes down to the broad strokes of, is the Charlotte region aligned, and can we communicate that and get Raleigh to be aligned? Now, that second part is a little more complex, but to me, that's not the problem at hand right now. Right now, we're trying to say, can we be all aligned with some rough strokes that brings us to this point? I think, in all the fine print, the thing that jumps out for number one, in its most simple form is, we have agreement roughly with the majority of the folks needed to kind of speak with one voice to say, roughly 40 percent is going to go towards transit and rail, and the other 60 percent, among other things, the vast majority of it is going to go to road-based projects. That is a unified voice coming out and saying something here from the Charlotte region that will resonate with the folks in Raleigh and will resonate with a lot of the needs we have. So, the only big item that was left was, well, how do we govern it? How are we ultimately going to come together to make sure the thousand little details that could break this thing down or make it into something it wasn't supposed to be, how do we ensure that happens correctly? I was deeply concerned that we would get there, and I think a lot of the folks in the General Assembly that I've spoken to are as well, and then a very elegant solution came out of the MTC, Working Groups, all of you guys here together, that have been in the weeds, which was let's punt it, let's punt it just a little bit. Let's give ourselves an extra six months, so we're aligned on those broad strokes of, we're going to go after the money with one voice and here's the rough buckets it'll be in, and we'll figure out the governance structure after we get past step one. I think that was a brilliant move, because that governance structure, with the public and private sector together, is going to be the crux of every one of these issues. So, not only has that been punted, but saying we're going to buy more time, so we don't have to tie it right now an emergency to this, it also gets you to a point where it has to go back to the General Assembly in the long session. So, ultimately, those towns and folks that have concerns, myself as an individual who might have concerns, that,

oh, we're going to get steamrolled. The General Assembly still ultimately has to approve that governance structure.

So, when you boil all that down, that gives me great comfort to raise my hand tonight and be able to say whether my passion areas of roads of the future and autonomous vehicles, and all those things, or somebody else's concern about orphan roads, or a thousand other things. The point is, if we're making no decision and everyone still has the ability with the same leverage going forward to champion their points and make sure the governance model, that ultimately gets approved down the road, will be there for it. So, I'm not here to say that every other item is a no-brainer and we're done, but this one was a big headwind to us, and with tonight's action and all the work that's been done, I think this one turned into a tailwind, and it's a pretty big one. So, I applaud everyone who's worked on it. I applaud all the different towns and folks on the local side in a very tough situation these last couple months have been, for coming together, and I think this marks we're shifting gears into that final dash to the finish line, and who knows, maybe a miracle will come out.

Councilmember Mayfield said Mr. Manager, you know you and I have conversations a lot regarding works and the power of works. I'm trying to understand this idea of orphan roads. One, a press release went out earlier today. They identified a particular area, Palisades, those aren't orphan roads, that was private roads. Lennar, as the developer, private developer, private roads. The conversation is now, they are talking about turning those roads over to the HOA (Homeowner Association). HOAs, we have little to no authority with. As the General Assembly, they have a representative out there that has been trying to come up with ways to protect residents, because of all the powers that HOAs have had. So, I'm trying to understand, based on the conversations and what has been shared with me prior to us getting here today, this seems like, let's just throw in one more thing, with saying, well, these orphan roads. They're not orphan roads, it's private roads. Help me understand why that is something that would even consider, because as a taxpayer, who does not use public transportation, but a good bit of my taxes goes towards it to help others, why would I consider any funding to go towards that and/or what does it look like for the town's contribution to go, since if it's in the ETJ, that is County, that's not City? Help me understand.

Mr. Jones said well, if it seems like there's a look of fear on my face, it's because it's real in the sense of going down the pathway of trying to explain orphan roads. So, I'll look to some of my help out there in the audience, but what I'll start with, the concept has been out there for a while, as we have been talking about the Interlocal Agreement, that if we're talking about roads, and a part of this sales tax is dedicated to roads, could this be in the definition of uses for some of the transportation roads money? To talk about orphan roads, I'm going to turn it over to Ed to just give a broad definition of what encompasses that. Is that right?

Ms. Mayfield said and also to explain the difference between a private road and an orphan road, since we've now identified what was a private road, as an orphan road.

Ed McKinney, Department of Transportation said sure. Ed McKinney with the City Manager's office. Yes, let me try to start a little bit with the definitions, and there's a lot of words in here and different terms that we use, so it'll take a minute just to sort of untangle it a little bit. There are lots of subdivisions, residential development, in the ETJ, so the extraterritorial jurisdiction, the county, and all throughout the county, but specifically, we're talking about the areas in Charlotte's ETJ. So, each city, each town, has a jurisdiction outside of their municipal boundaries that they have land use control over, and as you all know, you see that in your rezonings every month. So, there's development that's happening within Charlotte's ETJ that is governed by land use decisions that the City makes. Within those, and what typically happens is, as a development occurs in that area, in that ETJ, their streets and roads are designed to a standard that ultimately, when they become public, they're accepted by the state, NC-DOT, for maintenance, and the requirements that NC-DOT has for that are sort of their own basic design standards. So, if those roads are designed and set up under the state's standards, then it's a relatively simple process for that development to then build

the roads to those standards and go through a process by which the state officially accepts them for maintenance. So, they're public roads, but then the state becomes responsible for long-term repaving and maintenance of the streets.

So, what has happened, though, is there are situations of a variety of reasons, that neighborhoods, residential developments, have not gone through the process of getting the state to accept their roads for maintenance. Some cases, there's residential development that happens where the final piece of work, the final pavement and finishing of a road, hasn't happened, partly because in some cases, the developer is gone, the residential development has been sold, the houses are there, but the final details of finishing those roads haven't occurred and it's unfortunately, and again, not to anyone's fault from the residential side, left to those neighborhoods to do that final investment. So, we believe, and certainly it's an issue that we've been talking about with NC-DOT for a while, we've known it's an issue, and we believe there's an opportunity through this discussion around funding, for us to partner in those areas with NC-DOT, with these homeowners and Homeowners Association neighborhoods, to do in many cases a relatively simple thing, which is get these final residential neighborhood roads paved and improved to a standard by which the state can then accept them. So, they're not private roads, they're public, but they're not accepted for maintenance until the state would accept them and those standards are met. I'll stop there and see I've done any good clear way to sort of describe the definitions of the situation.

Ms. Mayfield said you probably did better than our Manager, but what you triggered for me is multiple additional questions. So, we have roads out there. We do not have any language that actually holds developers accountable. So, Planning, City Council, we approve a development, a developer goes out, he or she, mainly he, starts a development, that development is not completed. It does not get transferred over to NC-DOT, of which again, we are paying city taxes, county taxes, and state taxes. The state has a responsibility on a number of roads. We are now having a conversation that with our dollars, in support of CATS that opposed to us reinvesting in expanding our current infrastructure when we have neighborhoods within the City limits that do not have bus routes, or they have had bus routes eliminated under previous leadership, we're saying that we are going to consider putting money aside to go in and complete a private road that a business neglected to complete in order for that road to possibly be accepted by the state. Because what the process should have been is that developer, in the process of his business of building, should have applied for it to go to the state, they chose not to do that, so we are now trying to figure out a way to come in and offset those costs? I'm going need help to have a better understanding from staff of how we think that that's a good idea, when state has a responsibility on roads, and we have been having conversations for decades regarding ETJs, and even as someone who served for eight years in an area with an ETJ, where I had to constantly tell people, no, we are not able to do X or Y, because you're in an extraterritorial jurisdiction, but we're now saying that we're going to create an exception for this to complete roads that a business did not complete.

Mr. McKinney said what I would say is you described it correct. There's a subset of roads, it's a limited number, it's a finite number of these roads that exist, that require this effort and this investment. It's under a partnership, again, with a relatively straight forward set of investment. They will be, and most of them will be, acceptable for the state to maintain. So, we believe it's a finite issue. It's an issue that in many cases can be solved pretty clearly with a partnership with the NC-DOT. We can get to a very clear process of getting the acceptance from the state to happen. It's a policy decision, ultimately for Council, how to spend these dollars. What has limited us in the past, and this is an issue, again, we've known about, and have been working with NC-DOT on and understanding for a while is, again, the fact that this is outside of our municipal boundaries, so it limits us from using tax, property based City funding on. The sales tax is a unique opportunity, because that funding is separate from essentially the constraint of using that within the City's municipal boundary. So, with this potential for transportation funding, road funding within this new funding source, it gives us an ability that we've never had before, to take this issue, hone in on the specifics, define the finite

investment needed, and work again in partnership with the state to hopefully solve what we believe is an issue that should be solved for the community.

Ms. Mayfield said thank you for that explanation.

Mr. Driggs said so, there's a little more to the story. What I heard talking to Brett Canipe, an NC-DOT engineer, was that there was development that took place in the expectation that it would be annexed under involuntary annexation. So, the road was built to City specifications, and not to state's specifications. Then, the legislature outlawed involuntary annexation and the annexation didn't occur. So, that is one reason why this is an orphan, because it was built properly to City specs, but that wasn't okay for NC-DOT to take responsibility. So, they said, "It needs to meet our requirements before we will take responsibility for it." The other thing to note is, this road is in a right-of-way. Private roads are a different story. This road is accessible to the public by virtue of a right-of-way, but it's not subject to maintenance by anybody, and that's why it's an orphan. It's different from a private road. It has become a major thoroughfare that is used in those areas to access different places, and this is why we have this conundrum. My feeling was that because the road was built the way it was with the City's encouragement by virtual of our plan to annex it, and according to our rules, that there is a role us in trying to figure out how to unlock this, because NC-DOT said, "It's not us." The County has taken an interest and wants to solve it, and I don't know what our role might be, but all I thought was, if the County says that they want us to partner with them in figuring this out, I can see a justification for it. It's different from a private road.

Councilmember Graham said I see this a little different, and it may be because I know too much. I want to thank Ed and the Mayor and the Manager, because I know they have been working behind the scenes for weeks in reference to this Interlocal Agreement, and issues related to the MTC. So, my comments tonight have nothing to do with their performance. I think they have performed extremely well with good faith and an eye towards building regional cooperation and regional collaboration. So, I want to thank you for the work. I understand the importance of regionalism and regional participation. I think that our future as the City, our future as communities directly tie into working with others, working with the small towns, working with York County and Union County, and so I think we're all in this together in terms of how we grow and how we prosper and promoting coordinated economic growth, jobs and housing, improving mobility and transportation, infrastructure projects, road networks, seamlessly connecting communities together.

As a State Senator, I represented Davidson, Cornelius, and Huntersville for 10 years. So, I understand the growth of those areas. I understand their frustration with transportation issues over the course of the last 10 years and moving forward, and I understand some of their concerns. So, I don't take their concerns in jest. I know that they are coming from a good spot, I think. I want to focus on the main thing, and I think the Interlocal Agreement is a distraction, I really do, from the main thing. The main thing is getting the General Assembly to approve, through authorization, for the City and the County to put the measure on the ballot. That's the main thing, because that unlocks funding. It gives us an opportunity to take it to the voters for their consideration to tax themselves for greater mobility in the region for all of us, and so that's the main thing. I told Ms. Altman that weeks ago, I told the County Manager that weeks ago, and I told Mr. [INAUDIBLE] that weeks ago, that's the main thing. Then, we've got to get it on the ballot and get it passed. That's another hurdle, that we all collectively have to come together to get it passed. We also have to work on the language for the bill to be introduced in the General Assembly that's acceptable to all of us. That's the main thing. Then, we have to focus on what I think brought us to this point today, is the operations of the system, and the system had a failure about a year ago. We acknowledged the failure a year ago. We disagreed with the MTC, and said we would do a federal review of our operations. We've gotten the first report back, which is the financial audit. Minor findings, turning in work late, but a clean audit, and we're getting ready to get the operations audit back, and we are cautiously optimistic that the findings will be the same.

We formed a City Council Working Committee, appointed by the Mayor, and to my knowledge, correct me if I was wrong, we invited a member of the MTC to join on that committee, so they were there, and so we're solving this thing together. So, I'm just puzzled today, at least I saw online, that the MTC, Metropolitan Transit Commission, opposes proposed Interlocal agreement. It can't be any clearer than that. It can't be any clearer than that, and I think we've done a lot of good work to demonstrate that we want to be a great regional partner. Even with our Consent Agenda, which has nothing to do with this, but we passed millions of dollars without discussion for the airport patrol operated by Charlotte benefiting the region. Everybody benefits from it. So, we've been doing this for a number of years, working with our regional partners enlightened self-interest, helping Charlotte for sure, but also helping the region, and I think we should be given the benefit of the doubt to do the same thing on transit as well, without having to be forced to amend the agreement, and the reason why I said forced, because they haven't passed their operating budget yet, the MTC, have they?

Mr. Driggs said tomorrow. It's on the agenda for tomorrow.

Mr. Graham said tomorrow, yes, after we vote tonight. So, you can read between the lines on that one. I don't think that's right. I don't think that builds a foundation for regional cooperation. I don't think it builds a foundation for trust, which is a word that's been batted around for the last several weeks, and I just don't think that we should move forward with this. One item in particular is this Annual Discretionary Fund of \$500,000, created to use to conduct studies, commission reports, \$500,000 Discretionary Fund. The MTC already has the ability to fund reviews, reports, and studies through the existing budget process. Is that true? I think it is. The MTC is not recognized by the state statute as a legal entity or board with contracting authority or a body with fiscal responsibilities. Is that true? So, why is the budget needed? Does the balance roll over from year to year if you don't use it, Mr. Manager? I mean, what happens with it?

Mr. Jones said yes.

Mr. Graham said so, it just rolls over, so \$500,000 could become a million dollars.

Mr. Jones said oh no, no. You would build it back up to the half a million.

Mr. Graham said CATS is a City department. All CATS debts and risks are borne by the City of Charlotte. All CATS debt is backed by the City of Charlotte and its taxpayers. When the [inaudible] was established in 2020, they established distinct, separate roles and responsibilities between the MTC and the City of Charlotte. Someone can ask us to do something through a budgetary process that we said no to, other than a year ago when we said not no, but choose a different direction, over the last six, seven, eight years. Can somebody tell me that they made a request to us, and we said no? I'm asking questions I know the answer to. I'm just trying to make a point. No. The question is, has the MTC requested a budget review or anything to the City and the City said no? We didn't say no last year, we said no to the request, but we fulfilled the obligation of doing the study. We fulfilled the obligation. We're not required to say yes. We said no, we'll do it a different way, we expedited the process, and we saved the taxpayers about \$500,000. So, I'm a regional partner. As surely as I sit here, when I am gone from this dais, and gone from this earth, how we cooperate and participate as a region will decide our future as a region, no doubt about it, and transportation and mobility is the key, and it unlocks the door for the revenue matching funds from the federal government. I've been on record on two points. One, we should have consolidated back in the 1990s, and some of this confusion and under the table things that we are hearing that's not in this sanitized report that we got, because this is really sanitized, it's the policy, and the politics are certainly a lot different than the policy that we're voting on here tonight. We should have consolidated a long time ago, and we would have relieved ourselves from some of this pain. So, I'm just not sure.

Substitute motion was made by Councilmember Graham and seconded by Councilmember Mayfield to approve the Manager's recommendation, with the exception of Item No. 4 under the budget, which is Annual Discretionary Fund.

Councilmember Johnson said can Mr. McKinney come back up, please? Thank you. I just have a couple questions regarding the orphan/private roads. Are there any of these orphan roads within City limits?

Mr. McKinney said no. So, the ones we're talking about in this case are outside of the City boundaries. Again, these are public rights-of-way, where the roads themselves haven't been accepted for maintenance. So, we're talking about roads that are outside of the City boundary that the state has not accepted for maintenance.

Ms. Johnson said but there are orphan roads within the City limits, aren't there?

Mr. McKinney said there are rights-of-way within the city, where those roads have yet to be accepted by the City for maintenance. We have lots of private development that occurs within the City, and as those roads are developed to our standards and development is finalized, the public rights-of-way of those roads get accepted by the City for maintenance.

Ms. Johnson said one of the first calls I made to the City back in 2015, before I thought about Council, was an area that there were potholes and there was no one to fix them, because of they didn't belong in the City, they were state roads, and so I think there's a lot of that and we can talk about that offline, but I know that that's an issue when we talk about orphan roads. As far as the orphaned roads in the ETJ, can we talk about safety as far as police and fire? Who's responsible for those roads as far as safety, police and fire? Is there something that the City does?

Mr. Jones said so, I'll spare Ed from that. So, I remember when I first got here in 2016, we were negotiating an Interlocal Agreement about policing in the ETJ. So, it's a mixture in terms of like Pineville, we used to have police in the Pineville ETJ. A year ago, Pineville no longer asked for that. So, it's a mix, and I don't think we could tell you tonight everything that goes on with each of the ETJs with policing and fire, and things of that nature.

Ms. Johnson said are there some roads where police don't have jurisdiction, or they're not managed as far as speeding? Maybe it's the Palisades area, but I was told that there were roads that weren't managed by police or fire in the ETJ, these orphan roads.

Mr. Jones said I don't want to say something that's incorrect. So, we could get you back some information exactly how policing and public law enforcement or public safety is executed in the ETJ.

Ms. Johnson said okay. It's my understanding that there's no jurisdiction on those orphan roads. So, that was a concern also. How are we avoiding this in the future? We know that this was a problem. Has the UDO been updated, or the permitting process been updated, so this will not happen again?

Mr. McKinney said yes, certainly, I don't want to speak for Planning or Alyson Craig and the details of the UDO, but I think as Mr. Driggs described, there had been a period by which development was occurring under City Standards and Review, with the anticipation that they would be annexed within the City. There was a short period of time where that anticipation didn't result in actual annexation. The annexation laws changed, and so therefore, there were neighborhoods in areas of the ETJ that streets are built to standards that are City standards, that area wasn't annexed into the City, and therefore, some cases, the City standards for streets are different than the NC-DOT standards for the streets. So, there are cases, and that would be part of our evaluation on this issue, would be to identify those. Identify what standards would need to be upgraded or modified to the make them acceptable for state acceptance. To your question, the UDO

is clear now to make sure we don't create that situation as development is occurring, and it is in the ETJ, and the developer has no intention of annexing into the City, then the standards by which those roads are being built are the state standards, and when they are done developing, those roads then are designed to be accepted by the state for maintenance.

Ms. Johnson said so they're designed to be accepted by the state. Is that like a routine process? That automatically happens, the state can't reject that road?

Mr. McKinney said again, it is the development process. The review process includes City staff and State staff, and so as they're reviewing development and the designs of those roads, State staff are involved to make sure that the design, the construction, the final completion of those roads are to their standards, and once they are, then the state does accept those streets for maintenance.

Ms. Johnson said okay, alright. Those were my questions, and if we could get that answered regarding safety jurisdiction in the ETJ, I think that's important. I don't know, Joe Bruno, if that's something you want to find out? Lastly, I want to respond to Councilmember Graham. The question was, and I don't really want to get in the weeds, but the question was, has the MTC ever asked for anything from the City, and we said no, and that answer is yes. That's, I believe, why we're in this position.

Mayor Lyles said I was in that meeting when the vote was taken. The vote was unanimous, and I was on the unanimous vote. So, it was not that we didn't do it. It was about how to get it done, but it was a unanimous vote, including your own representative, which was me.

Ms. Johnson said well, perception is reality.

Mayor Lyles said so that's not always true.

Ms. Johnson said so the MTC, they asked for something, and it wasn't delivered. So, I think that that's why, and back then I was on the record saying we should do this differently. I think that's why this started. I think this is an opportunity for us to work with the MTC in a collaborative spirit so that we can move forward toward getting that sales tax, which is going to equate in \$700 million per year. I think for our taxpayers, this is something that we definitely should work with these groups. There are the other towns, the other City Manager's, and again, perception is reality. So, I think this is an opportunity for the City of Charlotte to work with them and not be perceived as steamrolling or bulldozing our way into the agreement. So, thank you, that's all. I'll be supporting it.

Ms. Brown said wow, this is a lot, a lot of information. As I sat here and took my notes and listened attentively to my colleagues and of course respect everyone's opinion but I want to be fair in saying that the Mayor chose, I don't know the correct name, a small group or committee, what's the correct name for it?

Mayor Lyles said Working Group.

Ms. Brown said Working Group that consisted of Councilmember Mr. Mitchell, Mayor Pro Tem Anderson and Mr. Driggs, and I'm almost sure that they took a lot of time to work and research through disagreement, the CATS Transit Governance Interlocal Agreement Amendment. I listened to Mr. Graham and his concerns and his detailed explanation. He said that he knows too much. Maybe I don't know enough. I think in this case, as we continue to work, as we continue to learn. I spent some time with Mr. Griffin, who lives in the Palisades, and to Councilmember Johnson's question about safety in ETJ, I spent hours out there, and they're different emergency response teams that respond depending on where it is in the ETJ. We went in several different locations in the Palisades, on the private roads, we went on the back roads near the lakes and the rivers, and they pulled the reports up. I think he called me out there, even though I only have one vote, with all due respect to all other members on this Council, that it's

closest to my district, and they didn't do every single street. That was impossible to do during that time for the study, but what they did do was, check a great deal of them. It could be Pineville, it could be Charlotte-Mecklenburg, it could be different emergency response depending on the location and who got the call, but there was some concern about some of them not being able to get any response at all.

So, I hear a substitute motion from Mr. Graham, and then second by Councilmember Mayfield, but my question would be, with all the work that we've put in, with all the surrounding towns and the leaders in that area, if we did that second motion, would this still be relevant, because this was done with the new Annual Discretionary Fund of \$500,000. Am I correct? So, if we do a second motion, would this interrupt the local agreement that we've been working on? I'm just asking a question, don't necessarily require an answer, because somebody could take notes and answer.

Mayor Lyles said well, now, I think Ms. Brown, that Mr. Graham's motion was to approve everything, with the exception of including the \$500,000.

Ms. Brown said correct, and that was my question.

Mayor Lyles said and that would be taken out. Again, this is something that we're working on today. Tomorrow, it will likely have gone to the County Commission and the towns for their comments. So, I don't know but I think what he's recommending.

Mr. Jones said so, I'll try to be helpful with this, and maybe I won't be. So, one of the things, with one exception, that the Managers did was agreed to this, to bring this before the bodies. That's why the orphan roads became a problem, because it wasn't in the matrix. It wasn't what this Work Group that has been working for weeks was on. So, I tried to bring it in a different way through an MOU, which I think we're in a good place with that, but I do believe that if Council begins to take away items from this framework, it'll be very difficult to get it passed in all the other jurisdictions.

Ms. Brown said so, we also went down, and we talked about the private roads, the orphan roads, and the annexed roads. We were talking about, that the City at one time was going to be able to take on those roads, but then the legislature stepped in and intervened, and so that did not happen. Councilmember Tariq, we've got to do something. Twenty-five years is a very, very long time, and as a Council, that's governed the way that we are, with all of this intellect that sits around this dais and the different talents that we bring, we have got to make a sound decision to be able to do something to show that we can do something. For me, with the research that I did, the studying that I did, and spending the extra time with Mr. Griffin, who's lived in Palisades for quite some time and had a great deal of concern and has been researching, pulled out maps and different things in that area, for me, again, I need the question answered about the substitute motion and if we could find out, I know our City Manager said that it probably would not be effective if we did that. For me, I would like to move forward with it the way that it is, based off of the research and the information and the time that has been spent, and 25 years is too long to hold off anything and not have any amendments. That's just ludicrous to me for a city as big as the City that we govern and make policy and make decisions for. I would like to support it just as it is without the substitute motion, but we've had a second on that, so I don't know what we do and where we go from here.

Mayor Lyles said we still have some speakers, and we'll come back. We'll start with the substitute motion where you can vote yes or no, and then we'll go to the original motion where you can vote yes or no.

Ms. Brown said but before we do that, I had written down something else. I know Mr. Graham also said that we should've done something a long time ago, but we didn't do it a long time ago, and so now the time is here for us to be able to do something collectively as a governing body, members of this Council, to be able to do something that would show our constituents that we're trying to get something done collectively, and I'll be interested to see what that is today.

Councilmember Mitchell said let me just share with you kind of my experience, because I think they say we're all a byproduct of our experiences. So, in 2015, Michael Smith and Mayor Roberts took about eight of us to Denver, Colorado, and we witnessed a true regional transit partnership, and it was something I was excited about. I think we all left that meeting hoping one day that Charlotte could duplicate the model in Denver. When you have surrounding towns with a large, big city, all have one common goal, how do we move our citizens, and how do we move them on the public transit system? So, tonight, I want to thank, we made him an honorary Chairman of the Work Group, Councilman Driggs, all his heavy lifting dealing with Mayor Pro Tem and I, and to the City Manager. This was a very complicated relationship building process that the City staff endured, \$345 million, as Councilmember Johnson mentioned. So, I kept my eye focused on the prize, and the biggest prize is our transit system. We talk about Charlotte growing to be a million people in almost less than seven years, and the question, if you listen to our citizens, they say, "We don't want to be like Atlanta." So, the question for this Council, we need to be proactive, looked upon as a partner, and we need to make sure that we are progressing the right way. That the quality of life does not become a hinderance, because of our growth.

So, tonight, I'm excited to finally, since 2015, I get vote on what I think is the beginning of a regional transit system. When you do the federal match, to Councilmember Johnson, you're talking about \$700 million. \$700 million! So, to the citizens out there, at least speaking for this Council member, I hear you loud and clear about our transportation needs. I hear you loud and clear we need to be proactive. I hear you loud and clear we need to be a partner in this region. So, tonight, that's what I'm voting for, to be a partner and to address our transit system going forward. Thank you, Mayor.

Councilmember Anderson said really appreciate the comments of all my colleagues around the dais. City Manager, I was thinking about your proposed budget and the subtitle of it is, "Advancing opportunity for all." When we think of Charlotte as a regional partner and player, and everyone within the ecosystem, we really live and breathe that, as a community. Mr Graham brought up the airport and the importance of the airport to the region, but we also can think about Charlotte Water, and their water treatment and wastewater treatment facilities, and how they serve the region. So, I think we always come to the table as an honest broker to partner with the towns and Mecklenburg County, and this is just yet another example of it. We have worked tirelessly for months, and I want to thank the City Manager for all of the work that he has done. Yes, we've had a Working Group, and Mr. Driggs has been our honorary chair, but for all the work that we've done, the City Manager has done 5x of that, and so there has been no bulldozing or bullying at all in this process. There has only been collaboration and thinking about how do we want to be good stewards and partners for the entire region. So, I just want to make sure we preface everything that we say tonight with that.

The City Manager has worked effortlessly to come up with this Interlocal Agreement, and there was agreement across the towns, including Charlotte, and Mecklenburg County, that this agreement that sits before us in its current state would be put forward as a vote, and then something occurred at a very last minute to try to impact that and modify what we already had an understanding on. So, I think the approach of City Manager of thinking about an MOU and thinking about how can we, yet again sit at the table to help assist and partner from a regional perspective these "orphan roads," or as Ms. Mayfield said, "private roads," but being a partner in that solution.

I also just want us to think about the importance of our transportation system, being the second fastest growing city in the United States of America, and thinking about the economic ecosystem that the City of Charlotte and we, as the Board of Directors for the City, have a responsibility to nurture, is critically important, and a reliable multi-prong, multi-modal transportation system is a clear important pillar of how we build and grow as a city. So, as the Mayor had mentioned, someone in the City not being able to take a job or show up reliably, because we don't have reliable public transportation. So, I never want us to be in a position where we're playing politics or games with our residents' livelihoods, and not allowing others to do the same. So, I support the Interlocal Agreement that we have in front of us. I do think that it's one of many steps. So, it's

just one step that we have, but there's several more to go, but we have to ensure that we are not allowing anyone to play or to introduce politics to the livelihoods of the residents of the City of Charlotte, the county and the entire region. Thank you, Madam Mayor.

Mayor Lyles said thank you. So, we have a substitute motion made by Mr. Graham, that we approve all of the items under explanation, with the exception of the new Annual Discretionary Fund of \$500,000 with the Metropolitan Transit Commission, which would be used to fund studies and commission reports related to the Charlotte Area Transit System.

Mr. Graham said again, I made the substitute motion with the caveat that the MTC already has the ability to fund, review reports and studies through the existing budget process. They can do it right now. They don't need \$500,000. The MTC is not a recognized by state statute as a legal entity or with contracting authority. So, they can't even enter into a contract, even if they wanted to do a review or a study, and so I think it's just redundant, and so that's why I would respectfully ask that you would consider the substitute motion.

Lastly, listen, I understand regional collaboration and cooperation. I understand what's at stake, but I understand that we need honest brokers on every side. We need honest brokers. This is easy. We haven't even started talking about the authority, and that's the hard stuff. I can't get beyond what I'm reading, "Metropolitan Transit Commission Opposes Proposed Interlocal Agreement." It can't be any clearer than that. I can't get beyond that. We responded to their request by providing a study that they wanted. Not an independent study, but we went straight to the folks who were giving us the money, which is the federal government to expedite it, and save the taxpayers money. So, mute point. I'm here for regionalism. I want to be a good community partner. I just want to make sure that we have honest brokers on all sides of the aisle. Thank you.

Mr. Bokhari said yes, just really quick. I stand by my first points I made, I think it's the right decision. I'd just say Councilman Graham's frustrations, I think, run through a lot of us right now, and honestly, I think it's not a bad thing that it was said out loud, so it was heard, but I think the punchline is, there's been some big progress made, and there's still a little bit of political dynamics rising up every day, and a kind of who gets the last word moment. I think it's a powerful statement for us to say that, acknowledge those frustrations, but then take this vote, because like Malcolm said, there's 50 much more complicated things to go get done after this. By us taking the high ground and saying, you all agreed to this statement, okay, we're going to thumb it up here, so the rest of you can do it. You've heard the frustrations. It wasn't all that easy on our side, but it's about getting that step taken care of and done. So, I just want to make sure I don't diminish your point, but just from the expediency of us not having to be the last person to kind of make the political statement, I think we put it in their hands and let this vote tonight be a show of good faith, that all those hard things aren't going to work unless we get to a foundation that we all agree with, and so I think we all can win on that front.

Mr. Jones said so, a couple of you have asked me to clarify a couple things I think is important. So, there's been discussions about this federal match. So, there are dollars that are available to the City, the towns, Mecklenburg County, that we can't access, because we don't have a match. So, having the sales tax provides an opportunity to get \$0.50 on the dollar for many of these projects. So, today is May 28, 2024. So, as has been said earlier, the difficulty of this is going to pale in comparison with some other things that are also on this line. So, there is this concept of getting the Interlocal Agreement resolved, and there's even a conversation about having the legislation, potentially even in the short session, and a lot of this is going to be spelled out in the legislation. We talked about the City being able to work with Norfolk Southern to unleash this Red Line and be able to have it for passenger rail. There's governance, and the governance of how this new transit authority is going to operate. Many of the questions tonight will be solved through that, and it's going to be messy. The County Board of Commissioners actually decide whether or not to put this on the ballot or not. This is not a City Council decision. So, that's a step. So, let's just say that that's next

year, so you're talking about potentially a referendum in November 2025, and not collecting the first penny of this sales tax until July 1, 2026. So, as much as this is complicated, it's just the beginning, and there needs to be trust and conversations and relationship building, because we can't get there from here without having that.

Ms. Johnson said a couple have referenced the MTC opposing the City Council vote later, but I just want for the record, that the MTC did later release a statement that they will not be opposing the proposed ILA (Interlocal Agreement) as drafted, which will be approved tonight. So, that's the latest. The MTC is not opposing this draft right here, in addition to the Letter of Intent to committing the City to appropriating a portion of new sales tax to orphan roads in Charlotte.

Mayor Lyles said was that a vote by the MTC?

Ms. Johnson said it's a statement from the MTC.

Mayor Lyles said we are members of the MTC. This is an exact example of what we're talking about.

Ms. Johnson said let me say this. It's the same medium that was referenced earlier. So, you can ask that question to all of us. It's the same medium that was referenced earlier. If the opposition was considered the MTC, then the support is considered the MTC also. Thank you.

The vote was taken on the substitute motion and recorded as follows:

YEAS: Councilmember Graham

NAYS: Councilmembers Anderson, Bokhari, Brown, Driggs, Johnson, Mayfield, Mitchell, Molina, and Watlington

The vote was taken on the original motion and recorded as follows:

YEAS: Councilmembers Anderson, Bokhari, Brown, Driggs, Johnson, Mayfield, Mitchell, Molina, and Watlington

NAYS: Councilmember Graham

Mayor Lyles said I have listened to a lot of this for this evening, and I just want to say, as a member of the Metropolitan Transit Commission, I was very disappointed that the county, or whomever that group was that created the document, made a statement instead of making a phone call. I think so much of what we do is about having a conversation with each other, so that we can move forward together, or at least understand better, what we don't want to do, and I think that that was one of the things that has been most difficult. I think in some respects, Mr. Bokhari and Mr. Graham are right. Maybe, as we're going through this, we really need to determine who's going to represent our position as a Council to get this done, because I often think we get representation that's not representative of what we are trying to achieve. I also believe that the City of Charlotte has worked so hard in so many ways from where we have agreed on police consolidation, where we have agreed on Parks and Rec consolidation, all of these things we need to figure out. What are going to be our guiding principles to get this done? how do we improve what we're doing, and how do we have a statement that is consistent for this Council? So, I am really thinking about how do we include our values? how do we include the values that we're going to have to achieve with NC-DOT, as well as other members of the MTC?

I think we're all wanting to create the opportunity for upward mobility and moving our community forward, but one, it requires us to come together, which is really different when we start out with divisiveness. So, we have to acknowledge that, and perhaps that we can have some sense, if the Manager continues to work, including the County Manager and the Town Managers, or the Mayors, or whomever they want to represent

them. if we could agree on a sense of values that people would take and make sure that we're all having an honest conversation. I think that would make us move forward, but we also have to recognize there's a sense of urgency. This isn't something that we'll be able to say, oh we did it three years after, that the federal funds were going to be there. We've got to make a decision whether or not we want to step up and how we're going to step up. Mr. Jones, so I guess this is like one of those things that you're going to have to help us create, as you meet with the Managers of the other towns. How do we actually talk about values, instead of talking about these kinds of agreements that seem to get in the way of something even better? So, with that, I appreciate the support and the thoughtfulness that's been done and had around this dais tonight.

Mr. Driggs said I just wanted to mention when I became the Chair of Transportation, and I got more involved with the MTC, I was surprised to discover how much dissatisfaction there was, and I didn't really understand it, and I think probably all of us are a little puzzled at how we are perceived here. I hope tonight, with this vote, that we have demonstrated a desire to move ahead, to work together. I hope we can take other steps to improve the communication and be able to cooperate in a better atmosphere than we've had during this. So, thank you very much. I think our vote tonight says a lot. I hope people appreciate that.

Ms. Johnson said I think what might help is if the City Manager's meetings are maybe in public and televised, or the Manager's meetings with the other Town Managers, because when you say there was no phone call made, it's my understanding there were phone calls made prior to the public release. So, I think that we could have more transparency if these meetings were public, so that all of us can see what was said, and I think it would avoid this in the future. Thank you.

Mayor Lyles said I appreciate that, Ms. Johnson, and perhaps it wasn't, but I am a member of the commission, and it would've been nice for me to have seen or had a conversation, as a member of the commission, that I would've been able to represent to all of you.

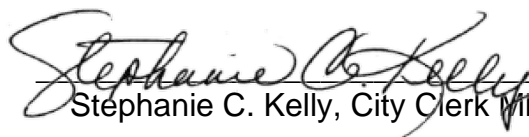
The resolution is recorded in full in Resolution Book 55, at Page(s) 214-215.

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ADJOURNMENT

Motion was made by Councilmember Anderson, seconded by Councilmember Mayfield, and carried unanimously to adjourn the meeting.
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The meeting was adjourned at 8:29 p.m.


Stephanie C. Kelly, City Clerk WMC, NCCMC

Length of Meeting: 2 Hours, 17 Minutes
Minutes completed: December 23, 2024