

The City Council of the City of Charlotte, North Carolina convened for an Action Review on Monday, August 26, 2024, at 5:04 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Danté Anderson, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, and Victoria Watlington.

ABSENT UNTIL NOTED: Councilmembers Tariq Bokhari, Tiawana Brown, James Mitchell, and Marjorie Molina

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Mayor Lyles said I want to call to order the August 26, 2024, Council meeting. We're going to be changing a little bit around so that we're able to capture everyone's participation tonight. So, we are going to start with our action item which is the work around our Mobility Plan and then we will go with the consent items downstairs and then we will have our public forum and then go into the remainder of the agenda. So, with that, I welcome everyone to our meeting, and we will now go through introductions.

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ACTION REVIEW

ITEM NO. 3: ACTION REVIEW AGENDA OVERVIEW

Mayor Lyles said thank you everyone. As others come in, we'll go ahead but let's go ahead and proceed because we do want to be practical in our time and in our efforts. So, why don't we go ahead because I just had a couple of opening remarks that I wanted to make before we begin our discussion of the mobility update. I wanted to let Council know that Councilmember Johnson and I had an opportunity to attend the DNC (Democratic National Convention) last week and glad to be able to do this, but I learned a lot.

Councilmember Bokhari arrived at 5:07 p.m.

You'd be surprised with all the glitz and glamour and everything, there was a lot of discussion around talking about infrastructure in our cities. I think tonight we're talking about the potential to fulfill our vision for opportunity. You know, we often talk about again, a good paying job, a decent place to live and how to connect people with safer transportation between those two things. We have talked about transformational investment from the first election that I held and with every Council since then. We've done a lot of the studies, we've actually categorized and evaluated what kinds of infrastructure we need to do and how we need to tackle it, but we've never had an opportunity like this one that we have today. If you go back in time, years ago, I think any Council member would've said, "Let's purchase the Red Line." Twenty-six years have passed, and we haven't gotten that done, but tonight, we are in this moment feeling what I think many former colleagues and predecessors wish that they had made possible, and we have the opportunity to now make it possible. I want to share the thanks because this has been going on for a good while.

Councilmember Mitchell arrived at 5:09 p.m.

For the last four years, if anyone else, I know that Mr. Driggs and Mr. Bokhari will remember Harvey Gantt leading a distinctive group of people who were talking about the very same infrastructure that we're talking about today. Harvey Gantt was a leader but there were members across our entire footprint that participated in this, and as a result I think Council members understand or can understand the amount of time and attention and effort that many people have put into this. You know, we had a 2040 Mobility Plan, a Strategic Mobility Plan, we've reaffirmed all of these plans including the ones that help us have a better City. The Strategic Energy Plan, Vision Zero, all of these things we know about, but this is our opportunity because the opportunity is built on a solid foundation for the continued progress for a growing city. Think about what we're

doing in the next several weeks, Affordable Housing Bonds, Transit Oriented Development potential, minority business participation, equitable initiatives and now what we have to talk about is infrastructure that's necessary. Our sidewalks, our better roads and even more. I believe this Council will leave a legacy of quality of life in our City because we are ready for this moment to finally make good on years of good work by many others. I hope that at one time, when the youngsters that we know in this town, maybe when Bishop is actually elected to be Mayor Ms. Johnson, that he would be ready to say that he has a foundation strong enough that this place is a City that he chooses to live and work in.

So, with that I want to say thank you all for the participation that we're going to have tonight. Tonight, I'm going to start off with thanking the members of the Committees that have worked on this so fast and so much out of our Council. I want to especially want to appreciate Ed and Marjorie, Victoria and René for the work that they've done and what they bring to the table. James Mitchell, Malcolm Graham. James Mitchell, the small group and who were the members that you had? The two people and Ed was there again. So, I want you to know that this is absolutely amazing that we have had this kind of qualitative work done by others and also captured in this moment, this day.

Marcus Jones, City Manager said so, thank you Mayor and members of Council. So, I've introduced what I believe is the best team in the country when it comes to getting things done and before I turn it over to Ed McKinney, I would like to focus just a little bit on this slide and I think it speaks volumes because when we start to take one issue in isolation, you can pick that issue apart, but this Council through numerous annual strategy meetings and days and days of looking at goals and objectives and priorities, it really landed on what I call a three-legged stool. You know, it's a good place to live, a good paying job and a way to get back and forth.

So, I start off with that because you have continued to do a lot of great things even before the discussion tonight. A lot has happened since the Charlotte MOVES group. Your efforts on Council alongside the community leaders have come to advance all the priorities, and not just this one. We believe it's done in a way that's never been done before, whether it's through the Corridors of Opportunity program or efforts to address safety and the environment through Vision Zero and SEAP (Strategic Energy Action Plan). These efforts work together. You have been building on minority business enterprise and transformational investments in affordable housing. These programs, especially when you start to think about MWSBEs (Minority, Women, Small Business Enterprise), these programs provide capital, technical expertise, critical networking as well as bringing the MBEs (Minority Business Enterprise) to the next level, legal assistance programs, how to navigate complex issues. So, when we start to think about some of the things that you've done, not just the SEAP or what's happening around CBI (Charlotte Business INClusion), but even the Charlotte Small Business Growth Fund, which together with the private sector and the philanthropic community that supports \$40 million in lending to businesses that are unable to get traditional capital. Your \$2 million investment helped make that happen. What's going to happen tonight is as Ed McKinney does his presentation, you'll see what's in it for the City of Charlotte and that includes in year one of the one cent sales tax that 40 percent portion that comes to transportation in Charlotte is worth \$102 million to be exact, and that grows.

So, I guess what I'm saying is the community is poised to have a discussion around transportation much like what you've done with affordable housing and what you've done with good paying jobs. I do want to talk a little bit about affordable housing before I turn it over to Ed. In this last budget, you doubled your efforts from the Housing Bond from \$50 million to \$100 million. There's some great work and I won't do a spoiler alert but there's some great work that's going on in the Housing and Safe Communities Committee about how to deploy those funds in a way that's never been done before. So, what I would say is that as we are talking about mobility tonight or transportation tonight, that doesn't wipe out four years of work around some other key areas that actually work together with what we're trying to do here. So, with that said I'd like to turn it over Mayor to Ed McKinney.

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ITEM NO. 4: ACTION REVIEW ITEMS

Ed McKinney, Special Assistant to the Manager said thank you. Again, Ed McKinney, Special Assistant to the Manager for Mobility. A couple of things. I'm just going to go back real quick just to reminder of a what we're going to do tonight is talk really about two things and two actions coming up before you. Transportation funding, which is really centered around the draft legislation and then the Red Line. So, Sarah Hazel and I will walk through the draft legislation specifically around the funding and then we'll turn it over to Brent Cagle to talk through the Red Line purchase. A quick schedule, we've talked about this before. Here's where we are on our Action Review and again, the goal next week, September 3, 2024, is these two requested actions. A couple of things to just build upon what the Manager just described. Again, a number of things we've been doing, certainly the plans that have already been described by the Mayor. The thing that I think we want to sort of re-emphasize is really the time is now. This notion of funding is critical to moving forward. It's certainly critical to our ability to move forward on our desired multimodal road investment specific to our Strategic Mobility Plan. Without any more funding, we simply can't do our rail projects that are in the plan and we can't extend the frequency and the extension of our bus system. So, it's really important that to move forward on these big plans, funding is absolutely critical.

Let me talk about the funding and let me give you a sense of a little bit of context and the scale and maybe a different way to think about this as we move forward in some of these decisions to be made. This is some information prepared by the Charlotte Regional Business Alliance a couple of years ago that just talked about the impact of doing nothing and the impact of doing something. So, on the right side you have sort of what you can gain out of this and on the other side is what you can lose. So, scale on the red side. If we don't address congestion there's some real impacts. These numbers are almost hard to kind of comprehend and I don't want to imply that the investment that we could make even transformational would make that red go away. We're constantly and will always be managing congestion. I think the thing to remember though and the point to be made here is what we can do, right? What the investment we put in place will do. So, again, every dollar we spend will have an impact on the opportunity to extend jobs, to extend economic output, earnings, etc. So, it's really important to think about all the opportunities we have with this investment that's not just transportation related. It's really an economic investment strategy. Hold this idea of this \$100 million number in your mind just for a moment because I'm going to use that increment in almost a casual way given the scale of what we're talking about, but remember this slide, and think about that \$100 million of investment because you're going to see it in some big numbers as we go through.

What does this mean for Charlotte? The Manager described and I want to spend a little bit of time and talk about certainly the regional impact of this investment, but also being really clear with you and the community about what this means for Charlotte. Before I get into the details, we've talked about the split of the funding strategy. We certainly talked about the scale but let's pause for a moment and think about how unique this is. There is certainly no community in the state that is thinking about transportation funding from this broad multimodal perspective. It'll be a really interesting model and certainly something that may be considered throughout the State and other places that are growing. This is a really unique way to think about our sales tax. It's pretty unique nationally. There's some great examples. We've been learning a little bit from Phoenix. They established a \$31 billion investment program over a 30-year period, and they did exactly the same thing. They understood a City like ours that is growing so fast has needs that extend just beyond transit. So, they portioned some of that funding for transit, for rail, they've portioned some of that for bus and they certainly proportioned some of that for road. So, it's a unique way to think about it. The scale is dramatic, \$19 billion. We mentioned and the Manager talked about what that one year looks like. This is a one year of the whole program, the \$345 million. Remember, it's not just a Transit Plan, it's not just a rail plan, it's not just a bus plan, it's not just a road plan. This is a

mobility strategy and a funding across all of those to really describe and to extend the mobility vision we have across the City.

It's intentional and a couple of things I want to mention here is again the \$100 million for Charlotte and the split of the roads between us and the towns, but again there's places throughout Charlotte that don't have access to transit, to bus or rail and probably never will. So, this road investment is critical to that. There's some basic needs. There's sidewalks, there's streetlighting, etc. There are places that won't have access to rail itself long term and there's an opportunity to provide bus frequency and extend the access and bus frequency and control over that mobility across our City, places that we can invest to today in a very efficient way for bus. So, the notion is we've got a broad way to think about our transportation spending that's not just on any one particular mode.

Another thing I wanted to describe in terms of the scale of this program and I want to sort of dissect this diagram a little bit for a moment and that the uniqueness of this revenue. So, there's a scale to this revenue that's dramatic, but it's also about the impact it has on our bond capacity and our ability to do lots of other things and address a lot of your other priorities. So, on the right side of this is the revenue I just described, and we bucketed into two-year buckets to sort of be able to compare it to our bond program. So, at the bottom you see the first two years, at the top you see the next two years. The \$209 million, the \$226 million and we marry that up to the next two bond cycles, 2026 and 2028. So, you can compare these two numbers. So, the revenue we're talking about over these two-year periods compared to our bond capacity is more or less equal. So, this is a scale that's pretty unprecedented in terms of the funding and we'll do lot of projects, we'll have a lot ability to accelerate the investments that we plan for in our Strategic Mobility Plan, but that also allows us to do something pretty unique around the bond capacity. So, that revenue is really income and our debt capacity, the bond side is really around capacity. So, having more revenue will open up capacity and flexibility on the bond side.

Councilmember Brown arrived at 5:23 p.m.

So, it's not just about the projects we can do with the \$209 million but it's what it will allow us to do in our future bond cycles. The steady state has a limit on it. This revenue allows us to expand that capacity, give us flexibility. That flexibility will give Council the ability to think about additional goals and addition investment beyond our current steady state for again, important priorities around housing, neighborhood investment, etc. So, two halves of this. The revenue is really important, that cash in hand will give us the ability to accelerate projects, but it's important and almost equally as impactful to think about the capacity it will provide within our bonds and the ability to address not just transportation, but your goals across the City and across your priorities.

Drilling it down and I want to start to now describe what that investment looks like relative to the Strategic Mobility Plan, the discussions we've been having around our strategic investment areas and what that could mean for our projects moving forward. Here on one side, you're just seeing your recently adopted Capital Improvement Program for 2024, that unique scale, the \$400 million that was adopted in your budget and you portioned a portion of that for the strategic areas, the \$55 million. Again, continuing to compare the scale of that investment and this revenue, again over a two-year period that's four times the scale of our Strategic Investment Program as established. That's again on another comparison, that's 11 percent of our General Fund budget. The scale of this is pretty significant and will allow us to advance our strategic projects and our strategic area investment in a pretty dramatic way. Reminder, again the Strategic Area Investment Program that we described, we talked about this over the last couple of years, we talked about it in detail at your Annual Strategy Meeting. This process of where we went and focused in on where our priorities are, where our safety issues, where is growth happening, where is congestion, targeted to those areas so that we could be really specific to the investments and have real impact. As a reminder, again we focus in on that in those areas in very specific ways. This is just a snapshot of District Five going into an example here on the Far East. Each area is unique. So, again

an example of how we can use those dollars, this new revenue in multimodal ways to address issues that are specific in each area. Again, using the Harrisburg Road example, this is a place again where transit investment, there are bus routes in this area, but don't extend and don't provide the kind of service that you would see in other places in the City. The needs here though are different. So, it's not just about transit. Sidewalk gaps, street lighting, safe crossings, intersection improvements. This money allows us to think about multimodal investment across the City in unique ways tailored to the unique conditions of each part of our City.

That work is going on. So, I wanted to give you a little bit of a preview of this. This is our strategic investment team at work. This is just over the past summer. So, they've been going out. This is actually a field trip they did out in the Far East, the Harrisburg Road corridor to really begin to understand what are the kinds of projects and how should we scope those. A couple of things I want to share that are unique to this. It's across all of our disciplines and all of the people that touch projects from the contracts to the construction and that includes our CBI team to understand the opportunities for small business and minority participation in these projects. How do we deliver projects in different ways that allow us to achieve those kinds of goals? So, we're thinking about these projects and this investment in a wholistic way to address again not just transportation issues, but use those dollars to address and advance the goals that you have as a City. Community needs, protecting those, making sure that those projects are done in a way that's efficient. Time kills every project and focus on small minority business. That team's ready to go, and again with this new investment and this new funding, we'll be able to advance those projects quickly.

Real quick, back to the big picture. Again, a reminder. Again, back to the \$19.4 billion that transportation investment across roads, bus, rail. A reminder about bus and rail. It's really important that distinction in providing sort of an allocation to those pieces are part of this vision, making sure that we've got bus investment that allows us to extend and think about our better bus program to add frequency on our corridors, the new advancement in micro transit. This is a unique time to actually dedicate funding for that program and certainly the protection of rail for the long-term program within the context of the \$19.4 billion. The transit program is much beyond that. It's the \$17.4 billion on the bottom. So, that includes the ability to get federal funding to advance those projects in partnership and essentially allows us to extend those local dollars, use those local dollars as a match to extend our transit program and our investment beyond simply the \$19.4 billion. As I transition really to talk about what that means from a transit standpoint it's certainly important that we recognize the fact that this is a new constraint. This new funding strategy is a fiscally constrained program that thinks about our investment in a new way with a new constraint. That will require us certainly to think about the Transit Plan in a different way. That process will go on and certainly Brent can talk about this in more detail but the notion is that we need to move forward and provide a plan that is fiscally constrained, that understands the capacity of that financial program, but do it in a public process. They'll be a clear public process directed by the MTC (Metropolitan Transit Commission). It's not a decision that has been made. It'll go through sort of an extensive public process to update the Transit Plan within the context of that fiscal constraint. So, this is not a decision that has been made. It's the first time that we've actually had a fiscal constraint around our vision. So, that public process will certainly happen to define that program and that new plan within that fiscal constraint.

Last thing, just to transition to the action we're really looking for you to do is this notion around supporting the resolution to move forward the referendum and the ask of the state legislature to afford our voters the ability to approve a sales tax and to fund transportation projects in the region. A couple things we want to make sure that it's clear to you that it's not. It's not endorsing or changing the 2030 Plan. It's not determining that plan in any specific way, I just talked about the public process that we'll go through with that and it's certainly not preempting that process. It's really just giving us the ability to take this conversation one step forward and continue the ability to get funding for our mobility plan and ultimately make public transparent decisions about how we use those dollars to fund our transit vision.

Quick sense of a timeline. We are still very early in the process. So, we've gone through the past year to develop the draft legislation that gains the support from the towns and the County to move forward. We are now in the process of going through with the towns and the County to get a public support for that so that we can reaffirm to the State that this is a vision, this is a strategy that the local jurisdiction supports, but there are many steps that need to get there before we get to a referendum. So, there's legislative discussion and consideration. They'll certainly be the Transit Plan update that will have to happen within that financial constraint. They'll be public engagement across all of those things. Our Strategic Area Plans and those mobility projects that will be defined and we'll go through a public process. So, it's important to know that this is just the first step. It's a critical step so that we can continue the conversation around funding, they'll be engagement as we move forward and lots of opportunity to shape the ultimate priorities and focus of these plans with the public as we get closer to a potential for a referendum. With that, a lot to cover there. I want to transition it over the Sarah to talk a little bit more about the details of the legislation and a little bit more about the potential for a transit authority.

Sarah Hazel, Chief Sustainability and Resiliency Officer said so, good evening. Sarah Hazel, Chief Sustainability and Resiliency Officer. What I want to do is just hit on some of the high points that Ed described and first I'm going to start a little bit with what we gain related to the details of this draft legislation. So, to reiterate, as a City, we get \$100 million plus in transportation revenue for complete streets. That represents 11 percent of our General Fund, and that investment can be significantly leveraged to support Council's CBI efforts. So, I wanted to pause on that. It advances our Strategic Investment Areas, and it creates capacity and flexibility for other Council priorities. Then on the transit side, it really creates the ability to fund a plan that has been unfunded. It more than doubles the current investment in transit from 0.5 plus an addition 0.4 for rail and 0.2 for bus. So, that's more than doubling the investment this community would make in transit and it's a 50 percent increase in the bus program funding annually. On the other side of things, it also protects City Council's interests and the City of Charlotte's interest in a couple of ways. This is a one of a kind piece of legislation not only because it addresses multiple modes, so transit, transportation but it also allows for this County-wide sales tax to back the future transit debt instead of the City. This is really important and something that has not been done before for transit in North Carolina. It also really protects CATS (Charlotte Area Transit System) employees by ensuring they transition to a new authority, keep their retirement benefits as well. So, that is specially written into the legislation. The other way that it protects the public transit customers is that if you look at the governance of the new authority you can see that Charlotte has 12 of 27 votes, that's 44 percent. If you look at the existing MTC structure, Charlotte has 11 percent of the votes. So, it's a more equitable way to better represent riders who are 90 percent living in the City of Charlotte.

The key piece here is really what's on the left and this mirrors the resolution language. The draft legislation at its core is asking the General Assembly to allow Mecklenburg County to hold a referendum to ask voters if they would like to make a choice to put a one percent sales tax in addition to the current sales tax to be used for roadway systems and public transportation. So, that is really the key piece of this legislation. It's important to note that there is specific referendum language in the draft legislation that you may have seen. So, unlike the existing quarter cent sales tax that does not allow for specific language, voters will have a much clearer opportunity to understand what they're voting for at the ballot and that is imbedded in the legislation. It also clearly defines the Red Line as the priority. It does not define any other project, to reiterate what Ed was saying, but just delivers on the promise of the Red Line and it also allows for the City to be reimbursed for the purchase of the Red Line in a time bound manner. On the transportation and the revenue side, again the road, 40 percent revenue distributed directly to the towns and City and on the transit side, there's a limitation on rail at 40 percent and a minimum on bus at 20 percent which really protects and really holds sacred funding for bus riders who are core riders in our system.

Councilmember Molina arrived at 5:35 p.m.

Then I'm going to talk a little bit more about the new authority. So, one piece of this legislation is moving to an authority but why does this make sense? This is not a new conversation that we've been having in the community. Ever since 2004, UNC (University of North Carolina) had a study that they gave to the MTC and it suggested if we are going to continue to advance transit in our region, a transit authority makes sense. The conversations continued with the work around Connect Beyond and advancing the plan and to note if you kind of go to the right-hand column, this new authority allows for expansion. So, it does provide for the opportunity with additional revenue that other jurisdictions could join with that dedicated funding source, which again supports this regional vision. An authority also is really the system of major urban transit systems in the country. So, it's a best practice that streamlines the dual roles right now that MTC and the City hold. The 1998 sales tax has really grown our system from just the City department to a system with expansive bus, rail, power transit, but bringing this system into a new governance structure that streamlines rules and is a best practice is the reason for moving to a new authority and the reason that this is outlined here in the draft legislation.

So, just for a visual, one governing board, all activities under the governing board. To reiterate 12 City appointments, three representing business interests. Twelve County appointments, six representing the towns, two State legislature appointments, one governor appointment. What that really recognizes is a couple of things. It recognizes that the State does have a critical voice in our infrastructure because it is regional in nature. It also represents and recognizes that every jurisdiction should have a voice in this system and again, it better reflects the ridership and better represents equity when it comes to the allocation of votes of the City of Charlotte and the County. So, if you go to the right-hand column here, the 0.5 cents which exists and the 0.6 cents which is really the 0.4 and the 0.2 equals 1.1 cent that could be governed under this transit authority if this were to come to fruition. It is very specific in the legislation that defines the transition in creation of the new authority. So, there's a series of time bound plans and reports and things that need to occur in order to responsibly transition and ensure that the City's protected as well as our transit riders are protected, and the new authority is set up for success.

Finally, one other important piece of this is it does require a super majority vote for a required expansion which I think really does protect the integrity of what you see here. It would require a super majority of all of the existing members to bring somebody new in and change the voting structure or change any of the by-laws. So, before I hand it over to Brent, just a reminder. So, for action on September 3, 2024 is a resolution and all local jurisdictions are considering this resolution at this time and at that I think I will hand it over to Brent to talk more about the related topic of the Red Line.

Brent Cagle, Interim CATS CEO said good evening, everyone. I'm Brent Cagle, Interim CEO (Chief Executive Officer) CATS. Thank you Ed and Sarah. So, as I get going on the Red Line I want to talk a lot about the Red Line, but I also want to sort of step back a little bit to the Transit Plan. The Red Line is part of the Transit Plan and has been part of the Transit Plan for many, many years. When we start thinking about the Red Line and what it represents with the plan, the Red Line presents an opportunity for us to move forward with a project that has been part of the plan for decades. It also gives us the opportunity to start having meaningful conversations about funding the entire Transit Plan. However, we know that the current Transit Plan as Mr. McKinney stated is not fiscally constrained and what that basically means is there's not enough money to pay for the plan. That's been true for many, many years. So, as we move through the possibility of additional funding that the legislation would bring, the next step in the process is to develop a Transit Plan that is fiscally constrained and that will be a process that we'll launch late this winter, November 2024 and really run through to about July of 2025. That's a process led by the MTC and CATS and would engage the communities throughout that are affected by the Transit Plan to understand what their priorities are and how we can best meet their transit needs in a fiscally constrained way. The Red Line I think, provides us the opportunity to start and have that conversation.

So, the Red Line. City of Charlotte has been talking to Norfolk Southern since 2021. In 2023, the City and NS (Norfolk Southern) begin negotiations for the purchase of the O Line. I want to take a minute to thank the team. We had a very capable team. We have Rob Martinez with Moffit and Nichol, but also a 20 plus year veteran of Norfolk Southern actually overseeing their properties group. We have Brad Thomas, our lead counsel for CATS, and we have Kelly Goforth, our chief development officer for CATS. They have put in literally thousands of hours with Norfolk Southern to come to where we are today and hopefully next week on September 3, 2024, and all the others on the team, it really was a huge effort. The Red Line and the 2030 Plan, it's a 20-year pursuit. It's fundamental as I said to the Transit Plan and to our ability to move any Transit Plan forward and it's critical to the sales tax. It's also important to Charlotte. Eleven and a half miles of the Red Line corridor fall within Charlotte City limits. Four stations are in Charlotte, and we have already applied for a federal grant to evaluate and study equitable TOD (transit oriented development) opportunities along the corridor including in Charlotte. I'll point out that the Dorita station is part of one of our designated Corridors of Opportunity. It connects Uptown's regional employment base and cultural destinations to the regional growth north and it links Charlotte Gateway Station which really is a critical multimodal station and economic hub to the rest of the region.

So, where are we at today? Today, we're really looking at corridor preservation. This is the first step in moving forward and we can't go any farther without preserving this corridor. Norfolk Southern requires that this deal be closed on September 9, 2024, no later. So, again that leads us to the timeframe we're talking about, but I also want to point out that corridor preservation is a FTA (Federal Transit Administration) recognized process that we've done before actually several times. We've did corridor preservation with the original Blue Line, and we did corridor preservation with the Blue Line extension. The reason it's called out as sort of a special activity by the FTA is because it's time consuming. It's hard. So, when these corridors come up, you do everything you can to preserve them for future use for transit because if you miss the opportunity you may not get it again. I think we know that, right? We've been trying to work with Norfolk Southern for over 20 years as we've had conversations about this corridor.

The next step. There will be a phase where this City owns the corridor, but we are not operating commuter rail and really that's just the ability of the City to hold the corridor until such time that there's a Transit Agency or Transit Authority. At that point the Transit Agency the new agency or authority would own and operate. So, they'll own the corridor and they would engage in operating a commuter rail. The draft legislation again ensures the City will be reimbursed for the purchase price. It requires a timeline on establishing an agreement for the asset transfer and it is clear that the Transit Agency or Authority will be responsible for funding the design construction and operation of the Red Line as we move forward with commuter rail in the corridor. So, what are the things that we did to get us here? Back in 2023 we received a big break through. Norfolk Southern said they're willing to consider a possible transaction. That was a big change for us and we took that opportunity on August 28, 2023. We had a closed session where we reviewed and discussed the Norfolk Southern letter. We also had small group meetings with City Council October 2, 2023. Leading into 2024, the City signed a nonbinding purchase and sale agreement with NS (Norfolk Southern) requiring at that time a September 2024 closing that was on March 25, 2024, when that closed session occurred. Recently we've had more small group meetings in July and August of 2024. The closed session on August 19, 2024, bringing us here to the Action Review today and moving forward to September 3, 2024 consideration by Council. If successful, then a closing no later than September 9, 2024.

So, what are the actions related to the Red Line that Council will be asked to consider next week? The purchase and sale agreements. There are two PSAs (Purchase and Sale Agreements). One is for the O Line or Red Line alignment. The second is for a small strip of land adjacent to or contiguous with the Charlotte Gateway Station. So, let's talk about the first agreement. It is \$74 million for the O Line to the Mecklenburg County border. That is not to extend into Mooresville or Iredell County. I'll talk a little bit more about that in a minute. The second purchase and sale agreement is \$17 million and it's for the property adjacent to the Gateway Station. This is critical property for the

Red Line because it is literally where the platform, where the terminus at Gateway Station will be. It's the platform ending the Red Line in Uptown.

Another agreement that will be in front of Council is the Comprehensive Rail Agreement. The Comprehensive Rail Agreement protects the City and future Transit Agencies rights to operate commuter rail and defines the terms with Norfolk Southern for how we share use of the corridor. Some of the key provisions. It allows us to assign the agreement in the future if there is a transit agency or authority and it defines the terms of the agreement. It defines the commuter rail service rights. It defines the freight service rights. It provides compensation to either party between the two parties for use of the alignment. It gives the City or the Transit Authority the ability for determining how maintenance and dispatching of the line will occur. It establishes liability limits for either party. It also requires an insurance policy be entered into and placed. So, I'll mention this a little bit. We are working with the City's risk management group to execute or to get quotes on the insurance policy. We have not received that yet and we will not be able to close on an insurance policy by September 9, 2024. So, that's where the \$10 million escrow account comes into play. In absence of the insurance policy, there is a requirement to place \$10 million in escrow for any liability or claims. That escrow account is maintained only up until the point that the insurance is put into play. So, it is a temporary situation until we have placed insurance for the alignment.

Then the Comprehensive Rail Agreement also provides the ability or an option to extend the line into Mooresville and Iredell County. That option is two-fold. We can do either one of two things. Neither of these things are possible without express agreement and approval from Iredell County and Mooresville, but what it would allow us to do is either purchase the rest of the alignment or some portion of the rest of the alignment either to Mount Mourne or the entirety of the rest of the O Line or enter into an operations agreement with Norfolk Southern and basically the best way to describe that is it's an agreement that would allow commuter rail to utilize that section of track even if we don't own it, but we would pay on in effect a per train basis for utilizing that segment of track. Then it also outlines the improvements necessary for commuter rail operation along the entire alignment.

So, where are we at? What has already been completed? On July 16, 2024, the Planning Commission completed the mandatory referral process and on August 16, 2024 the Surface Transportation Board which is a federal board approved the agreement that we have the draft CRA with Norfolk Southern. Next steps. August 19, 2024, is the closed session, today, August 26, 2024 leading into September 3, 2024 for the purchase and sale agreements and the Comprehensive Rail Agreement and then September 9, 2024 or earlier if possible actual closing on the deal. I will note because of the hard and fast deadline on September 9, 2024, the September 3, 2024, item is a no deferral item for the Red Line.

Additional agreements. It may be that there are additional agreements necessary. These agreements could come before the City Council. They may come before a Transit Authority or Agency; it just depends on the timing of these but I will mention them. There is an anticipated future agreement for construction and that would cover construction phasing for the Red Line project and freight service including Norfolk Southern main line improvements. There is also an operating and crossing agreement with CSX which would address the crossing of the CSX tracks by future commuter rail and there is a Norfolk Southern operations agreement covering dispatch and maintenance responsibility after commuter rail service begins.

So, again just to reiterate. What should you expect to see on a request for Council action on September 3, 2024? First, the two purchase and sale agreements, second the Comprehensive Rail Agreement, third an escrow agreement and fourth authorize the Manager to negotiate and execute any additional documents required for closing by September 9, 2024. Again, the schedule, and with that I will stop right there and I suppose there will be questions.

Councilmember Driggs said so, colleagues, this is a pretty daunting proposition because there's a lot of information here. We need to process that and decide what is actually in the best interest of Charlotte, but as we do that [inaudible] just not to lose sight of that. This is huge. This is really exciting. We are looking down the road and we are trying to position ourselves for the future. We are not just sitting here and waiting to see what happens which, frankly, is what happens in a lot of places. We need to kind of be proactive. So, let's look at everything that we heard in that context understanding [inaudible] of this plan [inaudible] are enormous in terms of not just mobility but economic development, jobs, environment, equity. It also ties in with our UDO, another major initiative. So, frankly I'm proud of the fact that we are looking as actively as we are ahead and trying to make conscious choices instead of just reacting.

I will very briefly comment on a lot of what we've heard. In my mind as I've said before you can simplify this conversation quite a bit. There is no question that we need to make a large investment in mobility infrastructure. You can see it out on the roads, you can hear it. Understand that it's going to be a few years if we move in this direction before the improvements start coming online and it's urgent. We need to be doing something now. That also means that we need to have a revenue source because our capacity to do the things we need to do from what we have is insufficient. That led to in 2021 the Mobility Task Force recommending as a revenue source the one cent sales tax. So, now here we are doing something about it. What the legislation says is actually not that complicated. It says you may conduct a referendum for a sales tax and understand what that means. That means nothing happens that the public doesn't agree with. Our challenge is going to be to take that authorization that we have and put something out there in the way of a plan that in November 2024 or whenever that referendum comes up, the public agrees it's good for us and worth paying for. It's critical to understand that. It also specifies in allocation. So, before we were looking at 80 percent for transit for Mounie. We were looking at a smaller amount for other uses based on feedback from the legislature, which frankly I don't find was bad advice. We're now going 60 percent transit with a maximum of 40 percent for rail. That means there's a substantial amount of money for bus in there, probably more than there would've been under the other plan. So, that's not a bad outcome. It also [inaudible] authority we saw a slide. Charlotte needs for the authority to be created. It is in our interest not to have this debt on our books and to have a more representative governance structure with planning in the future and let that take place at a County-wide level. So, we should be willing to get behind that. One issue that people have talked about is, how come we only have 12 votes out of 27? You can't create a structure in which one of these parties has total control and we've seen that in [inaudible]. The others aren't even going to show up, nor will they accept it. So, that's why that's being done like that. It commits to the creation of the Red Line. We've heard the Red Line was in the plan earlier and didn't get built for 26 years. So, the idea that there are winners and losers here and that the northern towns are winners is not completely fair.

I do want to emphasize too what he heard. Once we have this plan, the plan is going to get developed during and after the approval of the legislation and that plan is going to be worked out among all the members of the MTC. It's going to be subject to approval of the MTC and it is not a Charlotte creation. Some of these allegations that Charlotte has done this or done that, where we are right now is the plan that we have before is still in place. It includes the entire Silver Line. It won't change until the MTC votes to change it. What we're going to do though, in the meantime, is come up with a proposed modified plan that operates within the bounds of the money that we're now expecting to get and therefore is achievable. That plan is going to be developed in consultation with all the members of the MTC, the towns, the public, we can have a summit. There is nothing in the legislation that actually limits us. It just says you will spend the money this way, but the rest of it is a planning process that's going to be conducted here. I think that's critical to note as well. We're not actually limited. We don't even have to offer the referendum. We want to take this step so that we have the possibility of a referendum. It doesn't impose on us the burden of offering a referendum. So, we'll do that when the time comes and we feel comfortable about gaining acceptance.

I think I will acknowledge since we're on this, I think we're all concerned about the position of Matthews and some of the things we've heard about their vote and that they have said and I understand that totally. I would emphasize no one says that BRT (Bus Rapid Transit) is just as good as rail. It isn't. I get that and they were counting on the rail and they're disappointed. The only thing I will mention is though the change in the plan came about because of legislature saying, "You can't have all that money for rail." Other than that, there hasn't actually been a change in the plan. The change in the plan that is implied by those constraints on the money will take place through our planning process and that planning process will allow all of the members to advance their interest and make their case and hopefully we will come out with something that best balances the interests of everybody. So, as you can tell I'm in support of this even though I'm not normally the guy who would be here advocating for a tax, and I will mention that I did vote against the budget because I was concerned about finances. I believe this is an essential responsibility of City government. It needs to be paid for, and therefore, I hope that we will reach a good outcome here. That's all I want to say right now. I'm very interested to hear what everybody else has to say. I will point out we have what, a half an hour until we're supposed to go into the meeting. Please everybody try to leave time for each of us to say something.

Councilmember Molina said I wouldn't want to dare to attempt to try to repeat what the Chair has explained. I think it was very comprehensive, his explanation around what's taking place, what's in front of us, what we're looking at as a possibility. I think it's important to state that this is huge for us, potentially. If we do take this step as a body, I feel like it's something that would change the trajectory of our City and who we've become. I guess I'll preface with a personal note. I travel Independence Boulevard every day multiple times a day. I am a mother with children in CMS (Charlotte Mecklenburg Schools) and they both go to magnet schools. So, we don't have bus service. So, I have spent more hours in traffic than I'd like to acknowledge, and so I know that there are so many different possibilities in what we do to mitigate some of those traffic issues that we've experienced across our City, not just in East Charlotte. So, today I was encouraged. I told the City Manager I was driving down Independence and I saw a bus zoom past me in the middle lane. I was on my way to take my daughter to school this morning. I was like, "Wow! Yay!" It's encouraging where we are and I will preface the statement and also say that speaking specifically from an East Charlotte perspective, I've heard from our neighbors and residents in East Charlotte who view the Red Line conversation as choosing a winner versus a loser. It is widely interpreted although from this place, I've seen information I know that's not the case because I understand what's in front of us, but it's widely interpreted that we're choosing the Red Line over the Silver Line. That we're putting a precedent for the Red Line as opposed to the Silver Line and I want to assure you that that's not what we're talking about. These are unfortunately based on where we are operating from. We've been given a potential opportunity to have this information looked at by our state legislature and this is what they would like in order to consider a possible referendum, and like my colleague said, this is something that the voters would ultimately say yes or no to. I do realize that they're some open-ended questions as a result of what's being presented. I read some articles this morning. I read my news, I don't watch it. So, I read about three articles this morning and I realized there's some open-ended questions around the Silver Line. I read and I thought that was very engaging. There's some open-ended questions around how it's determined based on what the actual authority would decide and those are things we have to leave open to the process.

So, because this has been in a conversation since 1998, and full disclosure, I was still in high school in 1998, but I do know that this is something that the northern towns have been waiting for and everyone in our County has been contributing half a cent sales tax with the expectation that we would deliver on transportation. So, now at this moment in 2024 we have an opportunity with Charlotte taking a big forward risk to realize this potential opportunity. So, I'll say that and I'll leave the rest for my colleagues here on the Council, but I just want to say that for the members of East Charlotte, this is the beginning of a conversation that has to be ongoing. This isn't specifically around the Silver Line although that's also something that like my colleague said, there's not been anything determined 100 percent that there's any emphasis being taken at this moment

away from any Silver Line conversations, whether that be rail or bus rapid transit, I have to say that. I'll leave the rest for my colleagues. Thank you very much Madam Mayor.

Councilmember Watlington said just a couple of things. Because there is a lot of information, I do want to make sure that the public walks away super clear on a couple of things as far as for the vote for an authority. That is separate and apart for the vote to purchase the Red Line. Is that correct?

Ms. Hazel said those are two separate actions, but on the same day.

Ms. Watlington said okay. My question was whether or not there were two separate votes for an authority and a purchase, and what I heard is that there are two separate votes on the same day. So, for me certainly will want to continue digging into the make up and the structure of the authority, understanding that that is a separate vote from the purchase. I do also want to just make clear for myself and for those that are watching, clearly we're leaning forward as we've mentioned on purchasing the Red Line to enable us for things in the future that haven't been decided. Can you just repeat for me what is the City's position if the referendum is voted down as it relates to the Red Line itself that we would've purchased by then?

Mr. Cagle said yes. So, a little bit about that. We did move through the slides pretty quick and I apologize. So, the current plan of finance in the short term for the corridor will be a short term five year either note program or a variable rate program that can then be assumed or taken out, replaced by the Authority so that the City is paid back in its entirety. If the project does not move forward, we do know that this is an important corridor. There are only so many corridors in an urban area. So, we know that it has value. I'll also ask Rob to speak to that a little bit knowing what he knows about Norfolk Southern and how the rail industry works.

Rob Martinez, Norfolk Southern said simply just the fact that it's extraordinarily difficult as I believe all of you are aware to assemble a corridor of this magnitude and of course, here the action that's going to be before the City is a 22-mile corridor through a completely urban district, which is virtually impossible to assemble from scratch. So, I think it's an idea opportunity for the City.

Ms. Watlington said does that mean we would sell it if the referendum went down? What would happen?

Mr. Cagle said so, included in the CRA is we have the ability if the project is not going to move forward at some point we determine that we're no longer going to preserve the corridor, we can accept offers. We can put it up for sale and Norfolk Southern has the ability to counter any of those offers.

Mr. Martinez said they're openness to do that, we also wrote that into this. That's also written into the CRA, into the Comprehensive Rail Agreement.

Marcus Jones, City Manager said Dr. Watlington, to your point, I go back to what Brent said earlier. It's not the first time that we've engaged in corridor preservation. That's the first step. So, let's just say that we get the authority, that'd be great but we have a period of time to try to seek this authority also. So, that's where the first step is, corridor preservation. Again, the City owns, we don't operate anything.

Ms. Watlington said okay. So, what's important to me is just as we purchase obviously there's a board plan and it sounds like we would be in possession of some pretty valuable real estate if that was the case and we would be able to get our money back essentially. Then the next question I had was as it relates to community engagement as the new plan is updated, I just want folks to make sure that they're very clear about their opportunity to engage in those decisions as they come.

Mr. Cagle said yes. So, as we go through the process there will be extensive community engagement and I want to reiterate the Silver Line, no decisions have been made one

way or the other on the Silver Line. What we know is the Silver Line is a very large project. It constitutes at least 50 percent of the current Transit Plan in dollars and we know that the funding is not sufficient. So, we will continue with an open process to engage the community in the MTC.

Ms. Watlington said thank you. So, lastly I'll just say that there's been a ton of work that's gone into this. So, thank you to everyone who's been involved with this to date. It is a gargantuan task. The thing I want to lift up and make sure that it's still a part of the conversation, that for me this is only one side of the equation. We're talking about how important it is to invest in our infrastructure because we know that we have very real issues today. We also know that when we invest in rail we invest in transportation, that is an economic development opportunity because people are going to come and build and we know that with more buildings, then more residents, more users and then we see ourselves in a constraint situation again. So, I'd like to understand what is it that we expect in terms of net organic growth as a result of this and how does that impact the individual household that's paying taxes? Because I would hate for us to invest in this and then we end up in a situation where we're still seeing issues because we've got now new traffic on these roads or in this rail line and we're also then going to have to come back to our residents in the future and ask for additional investment just to get whole. So, that is a piece that for me is still missing, is to understand, yes we would want to invest, but what is it exactly that we're expecting in terms of a benefit? I see the projects, but how are we thinking about smart growth and development that will not then put us in the same situation we're in today? Is that clear?

Mr. Jones said absolutely and I would say Dr. Watlington, to some extent the Council has been thinking through that through some of the commissions, committees that you've put together, the equitable development growth as well as the anti-displacement. So, we'll try to tie that all together to give you a better picture of that.

Ms. Watlington said thank you.

Councilmember Johnson said I just have a couple of questions. First of all, let me say that I was one of the champions for the infrastructure discussion. So, obviously this is a need and we want to support this. I think we all understand the need for improvement. We understand the benefit that we're going to receive from the at least \$300 million per year. So, that's very important, but we still are able to ask questions, and we don't want to rubber stamp a deal. So, I do have some questions. The first thing that we talked about earlier today during our session, what's the appraised value for the Red Line?

Mr. Cagle said yes ma'am. The City appraisal on the O Line corridor is \$69.2 million and the City appraisal on the Gateway Station properties is \$15.9 million.

Ms. Johnson said so, what's that total?

Mr. Cagle said give me just a second.

Ms. Johnson said okay. I asked for it earlier.

Mr. Cagle said \$86.8 million.

Ms. Johnson said so, \$86.8 million is the appraised value and the purchase price is \$91 million?

Mr. Cagle said yes ma'am.

Mayor Lyles said I think the Manager wants to address the total.

Ms. Johnson said okay.

Mr. Jones said let's go to the slide okay. Let's start with apples to apples. Can we get the slide Ed with the cost? So, we'll start off with this [INAUDIBLE] as we're going

apples to apples. So, the \$74 million for the segment that ends in Mecklenburg County, the appraisal on that piece is your what?

Mr. Cagle said \$69.2 million.

Mr. Jones said okay. Then on what I call the landing strip which is not what I'm supposed to call it, the \$17 million, the appraisal on that is what?

Mr. Cagle said \$15.9 million.

Mr. Jones said okay.

Mr. Cagle said those are the City appraised values.

Mr. Jones said okay. The one thing that we cannot talk about tonight is values that are related to NS, but I do believe that we can say some things Rob about where we landed, can't we? Okay. So, as this all goes through, there is a value from one side that's higher than the value from the other side and what you attempt to do is meet somewhere that's closer in the middle. That's what we have attempted to do with this.

Ms. Johnson said okay, thank you. Then there was an option to buy the I think it was seven miles in Iredell County, was that also an option?

Mr. Cagle said that is correct.

Ms. Johnson said okay, and what is that purchase price?

Mr. Cagle said \$17.75 million.

Ms. Johnson said what's that appraised value?

Mr. Cagle said I would need to get that for you. I don't have it right here with me.

Ms. Johnson said okay. Just for the record I did ask for these numbers, to be very clear, so that we wouldn't have this dysfunction or confusion on Council. I did ask for these so we can compare apples to apples. So thank you. Also, we're going to be sharing the rail with Norfolk and they'll still use it for freight. Is that correct?

Mr. Cagle said yes.

Ms. Johnson said okay.

Mr. Cagle said they will have a right to operate the existing freight operations that they have. They are minimal.

Ms. Johnson said okay, thank you. We discovered, I think during our transportation meeting that there was a \$50 million contract for the company to design the Silver Line or analyze the Silver Line. How much of that contract has been spent?

Mr. Cagle said as of a week and a half ago during the public records request, I believe it was \$43 million.

Ms. Johnson said \$43 million. So, what happens with the other \$7 million?

Mr. Cagle said it hasn't been spent.

Ms. Johnson said it will not be spent, or what will happen?

Mr. Cagle said certainly yes, before we would spend those dollars we would want to engage in a process to understand the Transit Plan and what it would have in store for the Silver Line.

Ms. Johnson said okay. So, that company, we're still engaged with them and they're continuing to do work for us?

Mr. Cagle said they have \$7 million remaining on the contract. They're not actively doing work today, or I believe it's a very minimal amount of work that they are doing because of the uncertainty around the Silver Line, but in the future as we have better certainty, then it may be that we enter into a new contract or maybe that we continue using the existing contract.

Ms. Johnson said okay. Thank you. Will this route, will it go all the way to the airport?

Mr. Cagle said the Silver Line? Yes.

Ms. Johnson said okay. I know the Silver Line, we say that there's no final decisions that have been made. Is there an option that East Charlotte and Matthews could have a rail line? I'd like to see us continuing to discuss that.

Mr. Cagle said so, in the Transit Plan we will first start by looking at the Silver Line which is the largest project in the plan. So, again the Silver Line in the Transit Plan has not been removed as rail. As we go through this, the first thing that we would want to do is look at are there cost saving opportunities associated with the project as rail that could make the project financially feasible. That will be very difficult because the Silver Line itself uptown to Matthews is approximately \$6 billion. The rest of the alignment is another \$2 billion to \$3 billion. So, together the Silver Line constitutes a very large share, but the first thing we will do is look at are there cost saving opportunities. The second thing, if the answer is there are cost saving opportunities that could bring it into financial feasibility, will be really to ask the question is that a project that we would want and the we is the community, because we may have to cut so much of the Silver Line as to make it not a project that is really the desire of the community anymore. Then we would start to look at alternatives like bus rapid transit.

Ms. Johnson said so, Councilmember Driggs said that in 2021 is when we started the discussion about the one cent sales tax. That's almost five years ago. So, things have changed, prices have increased. Is it possible that we could approach the legislators with a different amount that would include East Charlotte and possibly Matthews? We don't have to have that answer today, if there's a way I think Dr. Watlington brought up a great point. If we are going to be increasing the value with the rail line, does that create a larger disparity with East Charlotte and Matthews? So, I just think that those are things we should think about, if there is a way that we can truly make this a regional project then I would be willing to support this. We talked about public engagement and this is what happens. We have to make a decision next week and I heard numbers like 1998 we've been talking about one of the projects and 2021 we've been talking about the other project. So, I would've liked to have seen more public engagement instead of the week of the meeting for them to have an opportunity to give us their feedback. I understand the City staff you all do great work, but we are the ones that are accountable to those residents, and I mentioned that to you before Mr. Jones. So, I think this would've been a great opportunity for if we went into contract in March 2025 for us to be able to talk to the public and hear from the public sooner than this. I think that's all I have for today. Thank you.

Councilmember Mitchell said I'm going to be very quick. I think my question, one is for the City Manager. Can we get a good feel where our Mecklenburg delegation is? I mean this is very important as we move forward to kind of check their temperature because I know in Raleigh they're going to kind of look at the delegation. So, if we can kind of judge, I think it'll be helpful. I would say this. I know how District Reps feel. So, when I looked at page 27 slide, I saw that the Red Line touches in three districts. District Two at the Gateway, make sure I get this right Councilmember Johnson, District Four at Derita, Harris, North Carolina 115. Is that District Five? Oh that's District One? Okay. Y'all share, okay. Then Eastfield is in District Four, correct? So, I guess my point is, and staff we always say, "Can you show us the district that would touch on projects like this."

Last but not least I will share this and I'm going to date myself, but in 2015 we took a trip to Denver, Colorado. About eight elected officials and about 40 business leaders and our whole goal was to look at their regional transit system. I was just so amazed how Denver was the big city but played a very important part in regional transit development. I see us kind of having that same model. Charlotte is playing a role in a regional transit development. So, I got excited in 2015 and here we are in 2024 knocking on the door. I want to remind everyone this. When people compare Atlanta to Charlotte, first thing they always say is, "We don't like ATL (Atlanta) because of their transportation." So, here we are being Charlotte trying to grow up, Mr. Driggs to your point, trying to be proactive and create a transportation need for our community.

Councilmember Bokhari said I don't know what my position is on this yet, but the good news is I have a week to figure that out. So, I'll work on that. I'll just give you just a quick kind of look into what my thinking is right now. It's probably similar thinking to how average voters who will be learning about it if they get to the ballot and look at it, they'll be thinking at that time which is also an important lens for us to put on it. I think the first part is, is this the time to be raising taxes? It's on the back of the fact that our economy is struggling right now in many ways and we wake up and hear about employers laying folks off, the fact that we just raised taxes in the budget and then most importantly on this one, this is a regressive tax. It impacts and sits on the backs of those that can least afford to do it. So, that means one important thing. It doesn't mean that we can't do this, it means we've got to get it right. It's got to be designed well, it's got to make sure it delivers the kind of ROI (Return on Investment) particularly to those how are funding this and who are impacted by it, get those benefits.

So, as I'll struggle with this over the next week, I'll be thinking about that and I'll also be thinking about the point of what does it look like to get it right. I know a lot of people put a lot of hard work for decades into all of this, but I can't help but be concerned that it falls into kind of a similar trap that we have here in Charlotte where the vast majority of effort is spent on kind of presenting and justifying why we need the money. A little bit of effort is then spent on allocating it and negotiating the buckets of money and then beyond that, the only time it's been spent on anything is really design of light rail and particularly the Silver Line. So, what I don't want to happen is to become known as the most cutting edge City in the entire world for investing in 20th Century technology and innovation, but that requires us to put the kind of time we put in to designing the Silver Line and looking at rail and justifying our budget needs and negotiating with towns to come together and design what a plan of the future looks like and skating to where that puck is going to be. That also means a lot of honesty around the tables that do this that all of the angst and passion you hear around light rail and Silver Line and this, it's primarily driven by the fact that people understand as they look at South End the economic impacts. That's a real true fact of the matter but it's always hidden as we talk about moving people in congestion and this being any transportation based solution. So, I think we have to call a spade a spade. I think we have to actually have that plan. I don't believe, Mr. Manager, that that plan will be available in the next week as we make the decision. So, I think the point is this is a big enough and an important enough decision that you can't just take a position to be anti or for just on a whim.

So, I think the only thing that's left is the governance model. The governance model, not only does that help us pave the way with the towns and in the General Assembly, it gets us back to win the voters who are smart when they look at these items and do vote against things. When they voted against the sales tax for the arts, they recognized the fact that was there need? Sure. Is there need here? Sure, but the point was they smelled out the fact that there wasn't a really strategic smart plan in place to make that investment, have a good ROI for everybody. So, the same things that I'll be struggling over in the next week I think are relevant because they're the same things that the voters, when they hit that referendum by some miracle it makes it that far, doesn't mean it's a foregone conclusion. I'll end with just saying one point. Whether you're for it or against it colleagues, I don't think there's any scenario you can decouple your decision on the Red Line with supporting this draft legislation and moving forward because if you were yes on the Red Line and no on that, that's a bad indication of us holding the bag for something really important. So, I'll be thinking along those lines, but if you have a

problem with that governance model like I do or any other topics, now's the time to figure it out because once we move forward on this tight timeline with the Red Line, we'll be holding the bag at that point and there's a lot of possible pros in that, but I have a lot of negatives and cons in my mind on how that could end up being a debacle. So, we have a lot to figure out in a short amount of time. I appreciate the work that's been put in to date.

Councilmember Ajmera said first let me take a moment to celebrate an important milestone here. When it comes to the Red Line, this is something that our predecessors had tried delivering for decades now. So, this shows the progress that's been made by staff, Mr. Jones and the entire team. This is transformational. While I celebrate that, there are certainly some concerns that I have as well. This will probably be the biggest project in the State's history. We are looking at \$25 billion. Probably the largest investment in this State's history. This is transformational and as someone who has been a product of public transportation, our family did not own a car for many, many years, and we relied on public transportation to get from point A to point B whether it was doctor's appointments, grocery store or getting to college and schools. I am absolutely in support of the public investments in our infrastructure, but I think the question that we have to ask here, yes we are creating the legacy of quality of life that the Mayor mentioned, but really the question here that we have to ask ourself, are we creating two cities? Are we creating two cities where one part has an access to more efficient and effective transportation and one part does not? Just by looking at this, because it is financially constrained, I cannot say that we are not creating two cities and that's the part I have concerns about. This is not just about Matthews. This is also about the East Side which I have represented in the past and as an East Side resident, I'm concerned that we are leaving part of our City without having an efficient and effective transportation option. I do hear the argument that this is going to be left up to the Transit Authority to decide, but this is a math problem. We know there is not enough funding and the portion of the Silver Line that goes from Uptown to Matthews, it is expensive. So, we cannot say that yes this is going to be left up to the Transit Authority to decide when we know that we are not going to be able to deliver on the promises that we made. I have a difficult time getting onboard with the plan. I read an editorial this morning in the Charlotte Observer about the City of Charlotte has one chance to get this right. We've got to make sure that the one chance that we have, we get this right and we do not leave a segment of our City where they do not have the equal access to the public transportation that other parts do.

I hear Mr. Driggs' argument about winners and losers. Yes, Red Line is not a winner because this has been in the plan. We were supposed to deliver this decades ago. I get it, but I can certainly see no one is a winner but the East Side and Matthews is a loser because they are not getting equal access to public transportation that other parts would have. A couple of questions for staff. What response has been by other counties to buy into the fund to expand and build out our future connections in other counties?

Mr. Jones said so, Councilmember Ajmera, I'll try. I think everybody's familiar with Connect Beyond and advancing the plan. I won't speak for the Mayor. I did attend a bunch of meetings that she attended with a number of jurisdictions trying to figure out how to build I guess an authority. I guess it was a jellyfish model and a muffin model. How can you bring jurisdictions together to have a regional system? One of the struggles has been, and I'll stop with this, is that Mecklenburg County, the City of Charlotte and the six towns already have the one half cents sales tax, and a lot of jurisdictions around us do not have that. So, how do you begin to build some type of a mechanism where there's some jurisdictions with funding and some without? I think that the State of North Carolina allows any county to have somewhere between a quarter cent and a half cent sales tax for transit, not the quarter cent that's just for anything, but you can't say what it is on the ballot. I think six of the 100 counties have taken advantage of that. So, I guess the point being is that as you start to think about bringing other jurisdictions along, how do you do it in such a way that there are resources associated with those jurisdictions, if that helps.

Ms. Ajmera said yes, thank you. I wanted to follow up on Councilwoman Johnson's question where she asked the question whether the Silver Line will go to the airport. I just want to make sure that we have an accurate answer. The way I understand is the Silver Line, it's not going directly to the airport, it is within a mile or two. Am I correct?

Mr. Cagle said the Silver Line will have an airport station and that airport station will be on airport property. Right now it's planned for Josh Birmingham Parkway or Wilkinson Boulevard and in effect where Little Rock Road becomes Josh Birmingham Parkway. It does not go directly to the terminal, but it is on airport property and will be connected as Ms. Gentry has talked about, the Aviation Director, via another separate train that would bring the passengers on in to the airport. This is sort of the way that airports, because of how the runways are arranged, this is how other airports have solved for that problem in other cities and there are some other benefits too that arrangement or that alignment as well.

Mayor Lyles said I was in Chicago and that was exactly what happened. You go far and then their [INAUDIBLE].

Ms. Ajmera said then you take a shuttle.

Mayor Lyles said yes, you take the shuttle. They move thousands and thousands of people that way.

Ms. Ajmera said yes. I'm also seeing airports where trains directly go to the terminal. So, you can see both examples, but I just wanted to make sure that you got the answer that you were looking.

Ms. Johnson said thank you.

Mr. Cagle said most of the airports that that is true, the runways are aligned differently allowing for the infrastructure of light rail to go directly to a terminal, but some of that is the previous infrastructure alignment. So, I was not trying to hide the answer or anything else. In my view as the former Aviation Director and now as the Interim CATS CEO the Silver Line and the airport will be connected creating a very high level of service for all of the passengers who choose to use it, and I hope there are many, many who will.

Ms. Ajmera said okay. Thank you Mr. Cagle. So, I read this in one of the articles where NCDOT, North Carolina Department of Transportation said that, "The true BRT, the true bus rapid transit may not be feasible at this time because there is no room for stops on Independence." Is that correct?

Mr. Cagle said so, I am not saying that that person was incorrect. Before I start my answer, let me preface with whoever the gentleman was who said that was absolutely correct. I think there are different views on that. What I would say is as someone noted we were really excited today, the bus lanes reopened on Interdependence and it was great. The bus lanes are there. They are planned to be possible managed lanes in the future, but again, that project was predicated on the idea that they would never be used for bus rapid transit or light rail. So, what I would say is before I think it's fair to say absolutely not, CATS would need to have further conversations with NCDOT as we go through the Transit Plan update to see what is possible. I will say I think there were other quotes from other NCDOT folks who reflect that to say they're willing and ready to have conversations with us about what that would look like in the future.

Ms. Ajmera said yes, thank you Mr. Cagle. That raises further concerns because even when we are looking at going from light rail to bus rapid transit, we're not really considering a true BRT because of the constraints that's there based on NCDOT in terms of dedicated lanes where they will have to navigate through the traffic to get to a stop. Is there space for stops to be created so it can be a true BRT concept?

Mr. Cagle said so, as we evaluate it, a true BRT will have a dedicated right of way and that is what we will evaluate. A dedicated right or way, not in enhanced bus service type

of thing. As we evaluate that, that would be the option. Whether it be in the middle of Independence or the exact same alignment that the current Silver Line has identified both of those things are possible and none of those are ruled out because we need to do the work to evaluate all of those options.

Mr. Jones said Councilmember Ajmera.

Ms. Ajmera said yes?

Mr. Jones said so, Brent I think it's really important if you would just emphasize what a dedicated right of way is and what would be considered gold standard BRT because if we haven't seen it, we don't know what it looks like and all we can do is imagine a bus in competition with a bunch of other vehicles.

Mr. Cagle said yes. So, a full BRT implementation, the hallmarks of those, number one there aren't any in the United States. The best we have is probably a bronze medal so to speak using the Olympics as a guide. If you start to think about in the world though, a dedicated or a full BRT is going to have specialized vehicles that are high loading and come into a dedicated station similar to a light rail station or a platform and they will have a full dedicated guideway. The difference in that is there's no track but there is a guideway that is dedicated for both directions of travel, not the bus lane. The bus lane is great and we love it, but it is not just the bus lane.

Ms. Ajmera said certainly there is a lot to learn about what true BRT is. I'm certainly learning. I watched the videos from Miami and there were a few other resource articles, but at the end of the day, Mr. Driggs is right, we can't say that BRT is the same as the light rail. That's the bottom line. I guess at the end of the day, what we have to strive to do is get closer to delivering a true BRT and the concerns that I had because when I read North Carolina Department of Transportation Deputy Division Engineer Sean Epperson told Transit Times that, "It's too late for BRT to be part of the expansion which could begin in four years. There will not be space along the express lanes for any stations or accommodations to get pedestrians to the center of the roadway for stops of any kind."

Mr. Cagle said so, Mr. Epperson, I respect everything that he said, but he is making one key assumption that may not be accurate and is very important. If we look at a true BRT, again, the Silver Line couldn't be accommodated the way that he's talking about because it has a dedicated guideway that is not on the Independence Freeway. If we are doing BRT, we will also evaluate that exact same alignment. Now, there are options but again his statement is sort of predicated on the idea that we would be utilizing the bus lanes on Independence and that has never been the plan for the Silver Line and would not need to be the plan for a BRT alignment as well.

Ms. Ajmera said thank you Mr. Cagle. I had 20 questions but most of my questions were addressed. Most of my questions were addressed in the afternoon session that I was in with Councilwoman Johnson. That's all I have. I might have something later on which I will ask Mr. Cagle. Thank you.

Councilmember Brown said really I [INAUDIBLE] at 6:45 p.m.

Mayor Lyles said everyone will have an opportunity to speak.

Ms. Ajmera said I don't think we need to rush.

Mayor Lyles said no, we're not.

Ms. Ajmera said take your time.

Mayor Lyles said yes.

Ms. Brown said lots and lots and lots of information. On a more serious note, I had been in a meeting with Councilmember Mayfield and just listening to her because she is seasoned and was really leading the conversation on August 19, 2024 when we were here when it was enough to have a quorum. I want to go to back to Councilmember Mitchell said we'd been working since 2015. I know it's been probably before that to get a resolution. So, we know that we're in 2024 now. So, that transportation has certainly changed. I have been living in Charlotte my entire life. I've seen everything that there is to see as growth, transportation and being someone that was born in a less privileged neighborhood. I come from poverty. It's no secret South Side Homes still exist on the corner of Remount Road and South Tryon. That's my humble beginnings and my foundation. So, everybody in that community used the bus and when we used the bus, I'm 53, I guess probably in the early 70s, my mom would get me on the public transportation bus. So, just think about when I rode the bus and we thought that it was the best thing ever. Getting around going to Eastland Mall, going to the skating rink and everything that was over there. I'm going somewhere with this, stay with me. Clearly, we need a different mode of transportation to be able to move forward in this City and to grow this City. Now I'm doing my homework, lots of it, and I want to give a thank you to the economic team which is Mr. Driggs, Molina, Graham and Johnson for all of your work and what you do over in that department. It clearly takes a team to be strategic to work together and bring back the things that we need so we can move it forward for our community to be able to clearly understand.

So, I did ask Mayor Pro Tem about the strategic investment team because I wanted to know and then she explained to me that there 19 strategic investments. I would like to see what those are. I really do.

Unknown said [INAUDIBLE].

Ms. Brown said yes. I want to know what those are and then I would like to also see how we're going to do CBI in contracting. What the data, what the percentage is for minorities to be able to get involved in that because that's very, very important and dear to me. I also want to point out that I heard extensive community engagement as if I don't wear community across my chest because I know I do. So, I want to know if someone can explain to me from your standpoint what extensive community engagement would be since we have seven days for me to make a solid informed decision to be able to communicate to my constituents in all of these emails that I got concerning this project. So, I just want to know what extensive community engagement will look like to the community and constituents because I remember the last time we had extensive community engagement, it was on the Panthers vote and when we went to go vote and we used the data, then I got conflicting information that that data that we put out on the website for them to vote that we couldn't necessarily use that because we didn't know if it was accurate and coming from the City of Charlotte or surrounding areas for people that will be actually influenced or affected by the stadium. So, I'll wait on extensive community engagement.

Mr. Cagle said so, let me clarify. Extensive community engagement comes as we start to develop the updated or revised Transit Plan starting in late this year, November 2024 running through, we anticipate, July 2025 but that is to update the Transit Plan ahead of a possible referendum for the voters not ahead of next week.

Ms. Brown said so, this wouldn't happen before November 5, 2024. That's the election? I want to get mentally prepared.

Mr. Cagle said correct. As we start to pull together the plan for updating the Transit Plan, the first phase will be to work with the MTC in November/December of 2024 and then engage the community and stakeholders starting approximately in January of 2025 through we anticipate July of 2025 ending with an updated Transit Plan for consideration and approval by the MTC ahead of a possible referendum in November of 2025.

Ms. Brown said okay, November 2025. So, that's November next year, okay. So, two separate votes. I heard Dr. Watlington say that we're going to have two separate votes and those two separate votes are going to take place on September 3, 2024. Is that correct?

Mr. Cagle said that is correct.

Ms. Brown said supposedly on that Tuesday when we come back because September 2, 2024 is Labor Day, we're off, but we'll meet on that Tuesday right? September 3, 2024?

Mr. Cagle said that is correct.

Ms. Brown said is that our proposed date to vote? Okay. So, I want to go back to an article that I read in detail which really caught my attention. I would not have known if Councilmember Mayfield didn't bring it to my attention when we were in the meeting. So, I'll just summarize it, but if you Google it, it comes up. It's the U.S. (United States) accuses Norfolk Southern of delaying Amtrak trains and the schedules and they're in big trouble for that. They're doing it right now. This article just came out. It's a new article that came out in July of 2023 and I just want to be sure that when we move forward with something that's going to be so strategic and should be effective for our community, that one, that gets resolved. We cannot have transportation that's going to be move people about this City effectively and efficiently and then deal with what they're dealing with. So, I know anytime the U.S. versus someone, that's a big deal. Of course, I know why. We don't need to go into those details, but whenever the U.S. versus someone they've done their investigation extensively. So, that's a concern for me that they're findings out there, they're questions out there and they've said it's been a continuation that they continue to do this.

So, that's something that caught my eye. I wanted to read it. The economic impact, how we move people affluently around this community, yes, they're too many cars on the road. I live in Steele Creek and all I get is on 160. What are we going to do out there? When is it going to happen? We know that that's a North Carolina Department of Transportation road, but I need to tell my constituents what are we trying to do to serve that. The bus doesn't go out there. It goes to the outlet and that's about it. CATS doesn't effectively move around Steele Creek. So, it looks good and I'm not saying one way or another where I support it or not, but I just want to have all my facts and make sure that we're digging into what are we getting into because there's no turning back. I think Tariq said it. Right now we're in a catch 22. The scales are unbalanced. So, I want to be effective and there's no I in team. Of course everybody brings their expertise to the table, to the dais and they say effectively, I know Mr. Driggs is for it. He supported it and I'm not saying I'm against it, that's not what I'm saying at all, but from this conversation, we know when everybody say what they say, then the media puts their spin on it because they're definitely going to put their spin on it as to what they think it should be or how it should move forward. I want to make sure that for me, that I understand exactly what I'm voting for and it's not my vote. My vote is for the people that put me in this seat and I say that every time I come here.

So, I'm going to be consistent. I'm going to be consistent when it comes to relaying my information back to my constituents. So, I have some questions unanswered. I told Mr. Driggs I would speak with him. He's an expert and he sounds like he summarized it pretty good, it's comprehensive. It's abstract, it's detailed, all of that. I get it, but for someone that just rides the bus and comes to me and says, "Councilmember Brown, can you please explain to me what you guys are doing with the Transportation and Mobility Plan?" How do I effectively communicate to that person that I understand what their concerns are and how can I make them understand what we're doing is going to benefit them because that's what these 11 positions are, the seven districts and the four At-Large.

Mr. Cagle said I will say, and I think that unfortunately we probably, not necessarily tonight, should spend more time talking about all aspects of the current proposed

legislation. Local bus is the backbone of every transit system in the United States, probably everywhere. I know rightly so, we've spent a lot of time talking about rail and some of the big projects, but local bus at 20 percent of the funding, that's about \$69 million a year. That represents about a 50 percent increase in available annual funding. This is per year for improvements to our bus system and every system is just that. It needs rail it needs a lot of modes, multi modes, but local bus, things like micro transit, the increase in revenues will also make a measurable difference in our ability to provide better frequencies, to enhance local bus service, to add modes that enhance local bus service like micro transit across the region. So, I hear what you're saying and you're right. For a lot of folks, they may not be right on that rail line, but what is in it for them? I would urge us not to forget the improvements to bus that come along with it as well.

Ms. Brown said yes, I totally understand we want to be able to move effectively. We have a lot of business people that come through the City that go to the airport. That's our big money maker. Airport is the biggest money maker in this City of Charlotte. So, we want to make sure that we can move those business folks that are coming into our City from the airport to wherever they need to go in our City effectively and efficiently. I get that but I also don't want to forget. Kind of similar to what Councilmember Ajmera said, how are we going to support the people that may not even touch that, that transportation mode?

Mr. Cagle said yes ma'am. Everything is through local bus.

Ms. Brown said yes, okay. So, that's fine. I know all my questions may not be able to get answered. One last thing I wanted to really bring to attention. The tight timeline. Every time we get ready to get on a critical vote, and I know we got to be moving, we have a thousand things that we have to do, but every time there's a critical vote, it seems like our backs are against the wall. We don't have enough time to research to get the answers that we're looking for. Then to me, I feel like I'm making a decision that's not really informed, and I really want to be intentional as I move forward and I'm learning what I do for my constituents. I really want to make sure that we don't feel like it's crunch time, like now I looked and I know it's 6:45 p.m. I know we're not rushed, that was for the record but we have an agenda when we come in and the timeframe is there and you look at it and you're like, "There's no way this is going to happen in that amount of time." So, my hats off to the staff. The staff do an amazing job. I'm straightforward. When I ask them questions and just try to figure out what we're going to do, yes, something needs to be done but we need to be effective in whatever we do, and that is all of the points hit. Crossing our Ts and dotting our I's and making sure that when we communicate it, each of us to our constituents because they're going to have questions and we're not going to be able to satisfy everybody. Let's be crystal clear on that, but the path that we choose needs to be most effective and looks like it makes the most sense for everybody. We all know that we can agree to disagree, but we want to make sure that the decision that we're making makes the most sense for the entire City of Charlotte. Those that are going to use it and those that are not. So, that's all that I have. Okay, thank you.

Councilmember Mayfield said thank you staff for the presentation and answering a lot of our questions. Thank you colleagues for asking questions that get us to the point for real conversation. Mr. Manager, I've shared with you I also have concerns. So, I will share that I share the concerns of my colleagues of the timeline of this information coming before us, but I do have a couple of questions. Mr. Manager, just for clarification, you were mentioning that the CRA, we have a timeline in which the project must start?

Mr. Jones said so, what I was saying is I think the question came up about not getting the sales tax passed.

Ms. Mayfield said right, if it were not to.

Mr. Jones said correct. We would love to be successful the first time out, but within this five-year period, there could be more than one bit at the apple, but again, we would love to be successful if given the opportunity, the first time that we went to the ballot.

Ms. Mayfield said so, I appreciate that because colleagues, we also have to remember, even though there's probably one person that's sitting around the dais that was here during that time way back when, there was a time that we had a conversation about what is now our arena Uptown and it was not supported by the community. The Council wanted to move forward, they put it in on a referendum, the community voted against it. A different Council came in. A number of Council members lost their seats behind it. A different Council came in, they moved forward with it. We've seen the impact of an economic boom. That is not to give an example to think that you have my yes on this. That was just, it can happen where we have to figure out what's the best decision. I do have a question for staff and it's probably going to be for you, Mr. Cagle, but as we're making our way forward the Mayor mentioned Chicago. So, I was also in Chicago I think in June for a conference. When I grabbed my checked bag, I actually walked a little distance and climbed on to a train. That train then took me all the way that I needed to go because that train ride was \$5 versus the \$50 it would have cost, because in case y'all forgot, we work a full time, part time pay job. So, as opposed to paying \$50 for an Uber or a car, that train took me all the way where ultimately I had another I'll say, eight minute walk to the actual hotel. So, there is a way as we are growing the airport, as we're talking about additional parallel, as we're talking about possibly a tunnel at some point where it seems like we've been having this conversation long enough. As was mentioned by my colleagues, the transition of just the last five years, the amount of growth that we've had at the airport as far as the number of passengers locally that are leaving out of Charlotte, not just being a leg airport where we're that transfer airport, that might be something where the question is Mr. Cagle, have we gotten too far down the line of this conversation specifically regarding the line that will be going to the airport to stay that that is not a consideration versus stopping it, for me to then get off the train with my luggage. Let's just say I have the full gamut. I'm checking two bags, plus my carry-ons, to then have to transit to some other form of transportation.

Mr. Cagle said the current plan for the airport station, and I'm going to stick with where I was before, there is an airport station. The current plan puts the airport station approximately one mile from the terminal. As we have looked at that with the airport, the closest possible it could be is possibly three-quarters of a mile to a half a mile. So, as we start to think about the traffic congestion improvements that can also be made at the airport by putting the airport terminal station at Wilkinson and the other improvements, I would say that yes, this is something that we and the airport have put a great deal of time into and there is a lot of thinking on the benefit side to it. I will urge folks, there are many airports that utilize a connecting system like what we're talking about and it is a very high level of service. Phoenix is one of them if you've been to Phoenix and there are others as well. There are clearly airports that have terminal stations. National airport in D.C. is one of those, but they have different layouts for their runways and roadways than we do. They don't have a cul-de-sacking terminal is really the biggest issue.

Ms. Mayfield said okay.

Mr. Jones said Councilmember Mayfield?

Ms. Mayfield said yes sir.

Mr. Jones said piggybacking on what Brent just said, I think it's extremely important and I may fumble this a little bit and Councilmember Bokhari will correct me. So, I think it's too facets. One is there are opportunities where there's the MTC a new agency authority would have you to look at all of these different corridors to see what could occur with it, but I think what's also important is the 20 percent that's related to bus. Let's just not think about it as bus, but as micro transit. It's all those things that we have been talking about to move people around and let's not forget about technological advances and how can we harness innovation to move people in a different way.

Ms. Mayfield said thank you Mr. Manager. I appreciate that, but going to back to the sharing of her childhood that Councilmember Brown mentioned being able to catch the bus from West Charlotte and being able to get to Eastland even though I'm not a native Charlottean, I've been here since 1988. There's a very different conversation. So, what we have to recognize, it's a lot of those community and neighborhood routes with different leadership in the role that Mr. Cagle is now in, he's inherited a lot of those neighborhood routes that have been reassigned and/or ended. So, it makes it a little difficult to try to say how this benefits those who are more likely to use the public transportation because it's not just a convenience. It's a necessity in order to get from point A to point B. When we look at opportunities that we missed along the Blue Line and what we were creating and the individuals who have a vehicle versus the individuals who once lived there who would've benefitted the most off of the transportation. When we look under that umbrella, it's difficult for me to say, "Hey, this is a great thing," knowing that there was a time. I lived off of Sharon Road West and I was able to take public transportation to get over to Eastland when we had an Eastland and we had the ice-skating rink and we had all the things. Even if you wanted to today, you can't. So, when we're talking about bus rapid transit, of which I've spoken to you directly about it, unless we have those designated lanes, it is very difficult for that to be truly accessible and even with those designated lanes, you have to have a way to get off. If I wanted to take the public transportation to get to Bojangles so that way we don't have to deal with the parking, if I want to get to Ovens, I can't take transportation. This new bus that's running, even though it's running down its own private lane with concrete on the sides, you're playing Frogger to try to get across Independence which people do every day, unfortunately, trying to get from one side of Interdependence to the other. So, when we're having this conversation, I want to make sure to the best of our ability, that we're having as much transparency as we possibly can.

Mr. Cagle, so we're saying right here, this \$74 million is to get that line. Here's the question that I have. So, Huntersville, Cornelius and Davidson are also going to have to put a referendum on their ballot for the County or we're saying the County taxes because Davidson, Cornelius, Huntersville are all part of Mecklenburg County. So, if we move forward with this, we're talking about the City. So, once you get out of Charlotte proper City limits and you get into the County, do we know what amount they're contributing to this?

Mr. Jones said so, the State of North Carolina cannot tell you where the point of sale is for sales tax. What they can tell you is what's collected in the County. So, we'll know how much the County wide sales tax generates.

Ms. Mayfield said okay. So, just for clarification because the County passed their budget. They had an increase in their budget. I don't remember the actual breakdown, but did Mecklenburg County have a designated amount that was just for transportation?

Mr. Jones said when the MTC was formed back in the late 1990s, because of what I just said, that you really can't tell which jurisdiction within the County, where the sales tax is generated, there was a formula that doesn't really indicate much of anything. So, I guess if you're ask me again I'm going to say the same thing. We don't know the exact amount that's collected in each jurisdiction.

Mr. Driggs said the way this works, Charlotte is applying for its own account, piece of land what is in the legislation is that piece of land will pass to the authority and we will get repaid. So, we're making a bridge loan. We're just lending money in order to get that land to a safe place so we can move ahead and then the legislation says that the earliest opportunity when there is sales tax revenue in the authority, then the land transfers to the authority and we get our money back. So, it's a loan.

Ms. Mayfield said thank you very much.

Mr. Driggs said then ultimately then the cost is borne from the sales tax by all the members of the authority or the MTC.

Ms. Mayfield said thank you for that clarification. Now that we've had all that, what's the timeline that we're looking at this? Because if we're telling Charlotte taxpayers that we want you to support this so that we can provide this bridge loan for us to move forward and go into our towns to be reimbursed, what are we looking at? Are we looking at the potential of being reimbursed in five years? Are we looking at reimbursed in 10 years or are we looking at a 25-year timeline before that reimbursement comes back for where we then have the ability to put more infrastructure into Charlotte proper?

Mr. Jones said sure. I'm going to try to regurgitate what you told me yesterday Brent, okay? So, here's the point. Right now again this is unique legislation in the State of North Carolina with this transit and transportation. Our biggest problem has been that the City's debt, we backed all of these purchases that the MTC or CATS made even though they were made with the half cents sales tax, but the full faith in credit of the City of Charlotte had to back it. Now to your question, we do this with COPS (Certificates of Participation). So, we have a AAA bond rating, at COPS a little bit different, but my point is when this new agency is stood up, they will be able to issue revenue bonds, and revenue bonds are a better deal than our COPS. So, therefore it would be their fiduciary responsibility to basically repay this as quickly as they can because to spread this out when they have a better vehicle of financing than what we have, would not be a good plan.

Mr. Driggs said I have a comment. Let's be clear, there's a risk involved in this transaction.

Ms. Mayfield said yes.

Mr. Driggs said there is a danger we end up owning this thing and I don't think we should pussyfoot around on that. We will have several opportunities to offer a referendum as this happened in other places before there was finally success. The really bad outcome is we just don't get there, and now congratulations Charlotte you own this piece of land. The way I look at that is let's say you think there's a 30 percent chance that that might happen and let's say that then disposing of the land you take a bit of a bath. You lose 30 percent of the money you put in. So, that would be a \$20 million loss in a 30 percent contingency. That translates to an equivalent cost, a certain cost today of \$8 million, i.e., a 30 percent chance that you lose 30 percent of your money. So, this is a calculated risk, but in the context of all of the magnitudes we're talking about, for us to make that bet, in order for us to be able to move because if we don't there is no movement. In my mind, as I thought about this, was a reasonable cost to incur, but I just want to be clear there is a risk. Let's not pretend there isn't. All I will tell you is if we don't manage to get a referendum passed in the next five years for mobility, we have much bigger problems than [INAUDIBLE].

Ms. Mayfield said I would agree with that but we need to look at something, whether or not it's this, I don't know. So, we're thinking about what he just said. This is a risk that we are taking and that we're talking about putting this on the ballot for our constituents. Matthews had their meeting now a month ago where they voted no, yet here's the reality. They benefit regardless. So, they have the flexibility to say no, but they would still benefit if this was to go forward. Are we in any way reliant on Davidson, Cornelius, Huntersville, any of that area, them putting anything out in support? I just want to make sure that we just have the answer out there because this is one of the questions I've been asked. So, like for Matthews, there was conversation of their Council coming together and voting not to support it. What if any impact does that have on us moving forward with this and is there any potential impact with any of these other partnering towns if they were to vote no?

Councilmember Anderson said I'm trying to follow you. I want to make sure I follow you. Are you saying are they putting in financially? Is that what you're saying?

Ms. Mayfield said no. Well, their vote, Matthews vote, was to vote no not to put anything on to their referendum.

Ms. Anderson said okay.

Ms. Mayfield said what I'm asking is how if any way does that impact our decision and if any of the others were to be identified and if they, in their town Council meeting were to vote no, does that have any impact on the decision that we're making?

Mayor Lyles said I think that Ed wants to describe the fact that it's a County wide tax. So, if it passes, everyone inside of Mecklenburg County that spends money in the stores pays that tax. So, there's no way to back out of paying the tax.

Ms. Mayfield said so, when Matthews voted no, that had absolutely no impact?

Mr. Driggs said it did.

Mayor Lyles said well no, it did.

Ms. Mayfield said that is my question.

Mayor Lyles said no, it did have an impact because they were basically saying that they were going to tell their voters not to pass it. Matthews is 31,000 people.

Ms. Mayfield said right. So, back to the question that I was asking the Manager.

Mayor Lyles said so, they were saying those folks may not vote for, but they may because there's a choice.

Ms. Mayfield said did you understand my question?

Mr. Driggs said Ms. Mayfield can I say something?

Ms. Mayfield said can the Manager respond to my question before you jump in?

Mr. Driggs said I'd just like to tell you something if you'd give me one second. The fact that Matthews is not on board is something that is a concern to legislators that I spoke to but then told me that is not a reason for us not to proceed. If we had a situation contrary to expectations and contrary to all of the negotiations that have taken place where others among the members of the MTC did not support the resolution, we would have a problem with the legislators.

Mayor Lyles said we would.

Mr. Driggs said I doubt that we could present this thing to them.

Ms. Mayfield said right, and that is what I just asked the Manager for him to answer because any of these other partners that are part of MTC will be having a very similar conversation to the conversation that we're having if they choose to go the route that Matthews has, the what ifs. Where does that put us if we say yes, they say no? We move forward still? Let's just say that we still get enough support even though they say no on their end because we just have the public push back, what does the what if look like?

Mr. Jones said I'll say it a different way Councilmember Mayfield. We are only in the position that we're in right now because of two things. One was getting the three northern towns on board because of the Red Line. As far as we know they're on board. The other thing was, and this is what makes this a very difficult conversation, is that it was so rail heavy that the General Assembly wouldn't even consider it. So, to the point that you asked, I think that there is a general consensus from the majority of the jurisdictions in Mecklenburg County to entertain this.

Ms. Mayfield said that was the other piece that I needed you to say based off of our conversation, is the fact that because although we were trying to put more rail on the

ground, our North Carolina General Assembly leadership is more supportive of more roads on the ground. So, we're saying this is our balance, this is how we're trying to address the needs that we have and appease them. I have concerns still of which I've shared with you that even if we're having the conversation of getting rail, that we're not going through the East side because we made major investments over at what is now the formerly Eastland site. It would have been great because along Albemarle Road it's wide enough where we probably could've gotten that designated lane for rail to go up, but I think it needed to be said and it had not been said at this point directly that what we're looking at is a constraint because our North Carolina General Assembly, not just our delegation, the General Assembly was like, "We're not going to help support if you focus more rail than roads because we want more roads."

Mr. Jones said the only other thing that I would add is that, and we have to figure out a way to make sure we get this information to all of you, so even when we think about east and west, there's the Gold Line phase three and we're going all the way from Eastland to Rosa.

Mayor Lyles said Rosa Parks.

Mr. Jones said yes. So, they're a bunch of opportunities in this infrastructure that can move people around.

Ms. Mayfield said that little booklet where we make it plain enough so that we can get it out to the community, because again this short timeline, we could've had this conversation in May 2024, in June 2024 prior to us being out for six weeks so that we could've really had time to delve into it even though small group has been having conversation as a full Council, just as Councilmember Johnson mentioned. At the end of the day, staff can bring a really good presentation to us, but we're the ones who have to go out to the community and not only try to explain it, we're the ones who are going to see the impact if this is not presented in a way that really shows how we are attempting to connect the City, knowing that we have bus routes that have been realigned and that honestly areas of our community that need bus transportation the most, those routes have been eliminated. That's causing the challenge. So, unless we're going to have that real conversation as well, it's difficult to say yes. We're saying we're going to pay about \$5 million more than what our appraisal came back because what you were asking for was probably where we're \$74 million, you were probably asking for \$100 million that we were able to negotiate down. So, when you say we had to figure out a happy medium opposed to that total being \$85.1 million, it was probably \$100 million but we managed to get there. Those are things that are helpful for us to be able to understand ourselves so that when we're talking to constituents, when we're talking to bus riders, when we're receiving emails from our bus riding constituency, we can better explain to them. I need to understand it so that I can then try to explain it, and we have not even a full seven days to really wrap our head around approving something that we're now going to tell the community, "We want you to support this, but I'm not necessarily sure I can explain to you why I supported it."

Mr. Jones said okay.

Ms. Mayfield said thank you.

Ms. Ajmera said yes. I just wanted to add something to Councilwoman Mayfield's point. As Mr. Driggs said, there is risk here, and also there is an opportunity cost and I had asked that question to Mr. Jones and the staff. We are taking \$91 million from our capacity to purchase this. So, there is going to be, I think Mr. Jones, in 2026 and 2028 bond, we'll have less. Is that correct? So, there is an opportunity cost to that in addition to the risks that you and Councilwoman Watlington raised about what happens if the plan doesn't go according to the plan and who will buy this piece of land. So, there is risk in addition to the opportunity cost. So, I just wanted to make sure Mr. Jones if you can also elaborate on the opportunity costs that we had discussed about the 2026 and 2028 bond.

Mr. Jones said so, thank you Councilmember Ajmera. A lot of the discussion with the 2025 budget centered around this whole concept of pulling capacity forward. So, we pulled some capacity forward and the 2026 and 2028 bond, \$23.5 million in each one, but the concept for both of those were for future transportation projects. So, we're going to use some of that capacity for this as well as the way that our CFO (Chief Financial Officer) and our treasurer have been able to finance this in such a way so what will happen is your steady state which is \$220 million, you just go back to the steady state basically in the 2026 bond, the 2028 bond and 2030 bond. However, if indeed you're able to secure the sales tax as early as July 1, 2026 lined up with that 2026 bond you will start to collect revenue that's estimated to be \$102 million in the first year.

Mayor Lyles said okay. So, we have our last speaker. We do have a very long agenda downstairs. So, I'm going to ask the Mayor Pro Tem who has been patient for a long time to be recognized.

Ms. Anderson said I am a Charlotte native, born and raised and have taken part of CATS and participated in CATS not only for recreational reasons but for necessity reasons. I can't think of a more impactful opportunity for us to have a generational shift not only for our City but for our region. The sheer notion that we are setting the financial stack in motion and getting the consensus to purchase the Red Line ahead of some other key milestones is a testament to Charlotte's commitment to a regional transportation plan. In fact, if we're going to do something as transformational as we've been calling our plan for many years, when you endeavor on anything that's transformational, there's always risk involved, there's always opportunity costs. It's about making the calculated risk mitigation the right way and I want to thank all of the towns including Matthews but all of the towns that have been working on this for months through their town managers, through their elected officials and representatives to really identify this as an opportunity to make an impact that we haven't been able to move the needle on in decades, not only in Charlotte but within the regions. So, as we hear lots of conversations about some of the towns, but I actually went back and watched the Cornelius meeting and I think Cornelius actually have it right in that they will be unlocking millions and millions of dollars to dedicate to their road strategy however they see fit, and that will allow them to collaborate with other northern towns in addition to receiving the benefit of having this transit benefit along the Red Line. So, this really is just the beginning, but I think many of our counterparts within Mecklenburg County are beginning to see just as we have seen we haven't had a revenue source for all of these wonderful plans that Mr. McKinney and team have put together, but having this revenue source unlocks the opportunity for us to begin to address it, increases our opportunity for capacity, and then doubly allows us to tap into the federal dollars that we have to manifest that we have a revenue source in order to tap in to. So, it really is a multi-prong approach that will allow us to be laser focused and strategic about how we invest not only in transit, not only in our overall bus system, but the complete transformational transportation plan that we've been working on for years. I'm really excited to be a part of that.

Lastly, I just want to say this is less to me in my eyes, less about a mobility decision and more about an economic development decision. There's so many Charlotteans who don't have cars or who do have cars and the expense of a car is a significant burden over their overall monthly economic pie that they would love and jump at an opportunity to be able to access and leverage a safe reliable secure transportation system. The purpose of this O Line is really just the beginning of that. That will allow them to make the choice of whether they would like to purchase a car, utilize that car, or take a more economical choice as Ms. Mayfield mentioned when she was in Chicago. Do I pay \$5 and get to where I need to be, my proper destination, or do I pay \$50 and still get there but it hits my pocket deeper?

So, this weekend Councilmember Molina and I had an opportunity to actually do a ride along on the CATS bus from East Charlotte with a small group of citizens who leverage our transportation system quite a bit. We got from East Charlotte to Uptown Charlotte in 11 minutes. It was safe, it was secure. There was a lot of exchange that went on and people were very surprised by how that whole endeavor went. So, there's an

educational process that I think is a part of this as well. This is an opportunity to double down on our economic development impact for the City and the region for existing Charlotteans, for future Charlotteans who may decide whether or not they want to move to Charlotte based on their public transportation options and I think as we move forward, I just want to be very clear because we've had lots of conversations about the Silver Line and other aspects, but those decisions have not been made yet. Once we have a Transit Authority which is really a gold standard around the entire Country is how you manage these things. So, not at a City level or a County level, but really from a Transit Authority level, then we will have that opportunity to have the deep relational conversations, input sessions with the community so they can decide. This is really us doing all of the work to allow Charlotteans and the residents of Mecklenburg County to decide whether we want to invest in a transportation system that will put us on the path of being a world class city and a gold standard city in the U.S. Thank you Madam Mayor.

Mayor Lyles said thank you everyone has had an opportunity to speak. We are going to have a rather long public forum as well as some recognitions that we should make tonight. Please come down as quickly as you can so that we can begin as quickly as we can.

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ITEM NO. 5: CLOSED SESSION (AS NECESSARY)

No closed session occurred.

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The meeting recessed at 7:23 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday, August 26, 2024, at 7:34 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Danté Anderson, Tariq Bokhari, Tiawana Brown, Ed Driggs, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, and Victoria Watlington.

ABSENT: Councilmember Malcolm Graham

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Mayor Lyles said thank you for your patience and thank you for being here. We have been working hard, the entire Council, trying to make sure that the decisions that we're having to undertake are in the best interest of our community, but I'm going to change around the agenda. I know that people have agendas, but just give us a moment. We'll start getting to that point in a little bit. Before we go into the business of our continuing work, I'd like to take a moment to recognize one of our employees.

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AWARDS AND RECOGNITION

Mayor Lyles said earlier this month as Tropical Storm Debbie inundated the City's surrounding areas with severe weather, staff at solid waste services were working tirelessly providing services to our residents. During the storm, Jayme Gray, a solid waste sanitation engineer added a title to his name and that title is hero. Now I'd like to share a video. Thank you, Jayme for going above and beyond. The way that you stepped up to help our community in a time of crisis and for the daily work that you do

helping us make the City a beautiful place to live. We often talk about the dedication of team Charlotte, what they bring to our roles, and you have shown us all what it truly means to be a public servant. You remind us that the heart of our work isn't just the task that we're doing or completing or achieving, it's with the people that you and all of us serve, and when lives touch. I'm proud to live in a community where neighbors show up for each other in so many inspiring ways. So, Jayme, I want you to come down. I want you to know this isn't something we do ordinarily, but I would love if you would come down with your family and let us shake your hand.

Thank you very much. It's heartwarming, truly heartwarming. Alright. Now, we are going to be busy for a few minutes. We're now going to go to the speakers list before we do the Consent Agenda.

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PUBLIC FORUM

Councilmember Mayfield said thanks to our amazing team within Charlotte Mecklenburg, during the time that we were on break, if you have a wheelchair or you need accessibility, there is now spaces on both side where you are able to have your chair. If you all will notice, there is now a lower podium that makes it a little bit more convenient for those versus having to step up. So, just wanted to make sure that you all notice that there have been a few minor changes to make this building, your building, a little more accessible. Thank you, Mayor.

Mayor Lyles said thank you. We will have speakers that if they need access, we will be having the microphones so that if you need access and cannot come down these stairs, so that we can make sure that anyone that has a need can use that opportunity.

Animal Care and Control

Heather McCollough, 615 Belton Street said good evening. Thank you for the opportunity to speak here tonight. My name is Heather McCollough. I moved here in 2017 and I am a resident of District One. Since I've been old enough, I've volunteered. In 2022 I saw a post that C-Meck (Charlotte Mecklenburg) needed help. I applied and three months later I was approved. Yes, it took three months to get through the application process to volunteer walking dogs. Given C-Meck is part of CMPD (Charlotte Mecklenburg Police Department) this is not uncommon. Upon completing my training I became a regular. I enjoy meeting the dogs and giving them a much needed break from their kennels. Shortly after I started, I received an at capacity email. I drove to the shelter to pick up my first foster MaryAnn, a six-month-old who had been found in an abandoned car with her litter mate. I have never fostered and had not planned on doing so, but how could I not help save a life. Little did I know the frequency with which I would receive these emails, monthly, weekly, lately multiple times a week. My experience is not unique. Time and again I see new volunteers grabbing a foster dog when an at capacity email comes out. Many like me had never fostered before. Best case, the dog gets adopted quickly but often it takes longer and during that time they are less available to walk dogs at the shelter. Fosters often find the dog they brought home has kennel cough. They bring them to the shelter vet and can face hours of wait time due to understaffing. Since June 2024 it has been common to receive notification from the vet that they are short staffed, and fosters should only be brought in if it is an emergency. In the June 2024 City Council meeting I heard it repeatedly mentioned that Charlotte is the 14th largest city and yet we still have the same shelter from over 30 years ago when we were the 33rd largest. Having attended these meetings for a year, I appreciate all the important topics that come before you. I believe one of them is making C-Meck an independent City department with more autonomy over their budget and ability to implement life saving programming and I respectfully ask you to solidify a commitment to the adoption center project as an initial step towards right sizing the shelter. Thank you for your time.

Cindy Campbell, 9616 Commons East Drive said hi. My name is Cindy. Thank you for the opportunity to speak. I'm a volunteer with Friends of Feral Felines. Since January 2024, donor dollars have provided subsidies to spay 645 female cats and neuter 560 male cats for a total of 1,205 cats spayed or neutered. One male cat, who forcefully impregnates a female cat can result in three litters per year. This means the number of females just mentioned would have gifted Charlotte, a city already exploding with cats and kittens, approximately 4,000 additional kittens. Why should this matter to you City Council and Charlotte residents? Because citizen volunteers are being exploited. A small number of caring citizens are doing their best to address the issues because fellow citizens do not spay or neuter their cats. Almost 3,000 people have contacted Friends of Feral Felines begging for help this year and there is never just one cat. As human women, we have access to birth control, morning after pills and even abortion. Female cats have no choice or ability to avoid assault and are forced to give birth. We cannot tell humans not to have sex, you also cannot tell them not to bring a kitten home. The issue arises when citizens allow fertile, and testosterone hyped up felines to reproduce at random or abandon them altogether. This is not a cat problem, it is a citizen problem. How can you help? Please review the 2025 budget for animal care and control. Page 17 references another adjustment item of \$30 million for a planning program. Ten new positions were added in this department this year. Page 42 states, "The budget represents a 29 percent increase for these positions," over \$600,000. If 300 dogs, cats and other animals are coming in daily and 200 to 300 are in foster homes doesn't it make sense to address this by offering spade/neuter services to citizens?

Natalie Peterman, 6333 Sunset Circle said yes. Good evening. My name is Natalie Peterman and I appreciate you giving me some time this evening. I'm here to give you a little bit of insight as to what it's like to be a volunteer for animal care and control. I spend my time at animal care and control walking dogs. This gives them a break from the kennel, enriches their time at the shelter and gives them some much needed human contact. As volunteers we frequently receive emails from our volunteer coordinator letting us know that the kennels are at capacity. On repeat we hear, "All dogs at risk. Must be out by the end of the day. Euthanasia decisions will have to be made." The days that we get those emails are the hardest ones for me to go to the shelter. It's hard to get it out of the back of my mind that it could be the dog's last walk, the last treat that they get to eat, the last ball that they get to chase or the last lap that they get to sit in. One night after getting yet another capacity email, I took out a dog by the name of Melody. She had been there for over a month and so I knew that put her on the at risk list. When it was time to put her back in the kennel, I just wasn't ready. I signed her out and put her in my vehicle. I didn't have a plan, I just knew I wanted something more for her if this was going to be her last time out of the shelter. In the end, she got to enjoy some French fries and took a nap in the seat of my truck. Was it enough? Not really, but not enough seems like the theme of animal control. Not enough space, not enough money, not enough programs, not enough staff, not enough homes. I'm tired of the dogs making up for the scarcity with their lives. To help make this lack of enough better, I ask the City Council to consider two things. Please consider building a larger shelter and removing animal care and control out from under the Police Department. Thank you.

The following persons submitted written comments regarding this item pursuant to S.L. 2020-3, SB 704. To review comments in their entirety, contact the City Clerk's Office.

Sarah Edison, sarahedison306@gmail.com

Cindy Guerreo, cindytx317@gmail.com

Jessica Coffee, jcoffee21@gmail.com

Youth Programs

Victoria Pannell, 11330 Vanstory Drive, Huntersville said good evening members of the City Council and community. My name is Victoria Pannell and I am the Executive Program Director of Reimagine Reentry. Reimagine Reentry is an organization

dedicated to transforming the lives of individuals reentering our community from incarceration. Our mission is rooted in wholistic approach focusing on leveraging the qualities and potential of returning citizens to foster positive change both for themselves and their communities. Reimagine Reentry is driven by the belief that everyone from young people to adults has inherent strengths that when recognized, supported, and nurtured, can lead to transformative outcomes. We recognize that every year at least two-thirds of justice and system impacted individuals released from prison are likely to be rearrested and sent back within three years. In order to combat that, our programming was designed with three core objectives in mind: Providing opportunities, reducing barriers, support and empowerment. We offer a range of services including job training, educational workshops and mentoring programs for both juveniles and adults. Navigating the reentry process also often includes overcoming significant hurdles such as access to housing, legal assistance and mental health support. Our programs address these barriers by offering targeted resources and advocacy ensuring that returning citizens have the support they need to overcome challenges to achieve stability. To further our mission, we are seeking the City Council's support in the form of resources and information for funding, access to community spaces, job training programs and educational facilities will enhance our ability to deliver these crucial services as well as insights into local needs and gaps will help us tailor our programs effectively. Investing in reentry support is an investment in our community's future. By partnering with us, you will help us reduce recidivism, build stronger communities, and foster a more equitable society. Thank you for your time and consideration. We look forward to working together to make a meaningful impact.

Lamplighter Inn

Apryl Lewis, 1026 Jay Street said they're standing with me, I'm the speaker. They're just here in support of me, what we're speaking together on.

Mayor Lyles said I just wanted them to say their names so that we would know that they're with you.

Dimple Unknown said I'm Dimple.

Councilmember Ajmera said she's my friend.

Dimple said yes, we have the same name.

Alicia Harvey said thank you. Good evening. My name is Alicia Harvey.

Ms. Lewis said Honorable Mayor, Council members and fellow Charlotteans, I'm here today to open a conversation about a collaborative solution to our housing challenges, transforming the Lamplighter Inn into a neighborhood stabilization center. I am pleased to share that both the residents and the owner of the Lamplighter Inn are in agreement with this proposal demonstrating strong community support. Recent research from Harvard University's Opportunity Insights highlights a critical issue in Charlotte. Children from lower income families have only four percent chance of reaching the top income quintile compared to 19 percent for those who have a higher income family. This center aims to address this opportunity gap and we invite your input on how to maximize its impact. The study identifies three key factors influencing economic mobility, educational attainment, social networks, and neighborhood affects. Our proposed center targets all three and we're eager to discuss how we can refine this approach. One, we envision offering job training and educational resources. How can we best align these with our City's needs? Our transitional cooperative housing model aims to foster diverse social networks and we'd love for your thoughts on ensuring this integration is successful. Third, we're planning a 10-minute neighborhood concept, and what services do you believe are most crucial for our community? Now this isn't just about housing, it's about creating a hub of support that strengthens our entire community fabric. We want to partner with local schools and employers and we're open to your suggestions on potential collaborations. The research shows that children's outcomes are shaped primarily by their social environments and community level factors. We believe this

center can improve these outcomes and we're keen to hear your ideas on achieving this goal. This project aligns with expert recommendations to focus on youth, target communities and invest in social capital. It embodies Charlotte's commitment to innovative urban development and we want to ensure it reflects our City's values and aspirations. We see this as the beginning of a dialogue. We urge the Council and community members to engage with us in shaping this vital resource. Together we can build a Charlotte where everyone regardless of background has a fair shot.

Mayor Lyles said thank you very much. Apryl, wait. I would like to introduce you to Shawn Heath who manages a lot of our programs, and you know who he is. So, I think whatever you guys do, you're doing the work. So, as you're doing the work, let him help you do and fill in all the gaps and we'll see you soon.

Parking

Shannon Burcham, 1814 Logie Avenue said good evening distinguished members of City Council. My name is Shannon Burcham and I have lived in Charlotte for four and a half years and worked in Uptown for two and a half years. I am the sole provider for a family of three. I also have a son with special needs and everything we do is on a strict budget. I'm addressing you today to ask for a change in the current and future City parking regulations of Uptown Charlotte. Also let it be known that I am advocating for every disgruntled person, employee, resident, and visitor upset with these regulations. When I first started working in Uptown, Saturday street parking was free. Now I pay on Saturdays and come September 3, 2024, there are more changes and increases. If your goal is to incite turnover, then it may work to some degree, but I know we can find a better solution. With that being said, the burning question is why? Why are you making these changes now? I need you to help me make it make sense. Where is all the extra revenue from increased street parking fees and ticketing going? These new regulations won't work because people will simply stop coming out to Uptown Charlotte. There are 120,000 people who work in Uptown and 33,000 residents but if there is 18 million visitors annually. The visitors are your bread and butter. The workers and residents are your glue. I also think it's interesting to note the median annual income for individual workers in Uptown is about \$68,000 but the MIT (Massachusetts Institute of Technology) living wage calculator says, "For a single adult to be comfortable living in Charlotte they must make an estimated \$101,000." So, it stands to reason that Uptown Charlotte employees do not make enough as it is to be comfortable living here. How are they supposed to afford \$150 to \$300 a month in parking fees because they can't move their car every two hours. There has to be a better solution that will be beneficial for everyone. I'm asking for immediate consideration to drop the two-hour zoning regulation and focus on ticketing those who have not paid at all for their street parking. I also propose for immediate action to remove the extended parking hours about to take effect on September 3, 2024. What I propose for midterm action is creating a program called Uptown Employee Parking Plan where employees can work with private lots to have a designated area for their employees to park at a monthly discounted rate because let's face it, the workers are here to stay and we are essential to making the City run. Another solution I'd like to propose is to have the private parking lot to offer an hourly rate for those who don't need 10 hours of parking.

Mayor Lyles said thank you so much. Thank you for the opportunity. If you would give those to the City Clerk right over that way. He will help you with that and thank you for bringing this to our attention. We really appreciate that.

Public Transportation

Ukamaka Aneka, 9825 University City Boulevard said my name is Ukamaka Aneka. I'm actually up here because I just recently got diagnosed with multiple sclerosis and a symptom of multiple sclerosis is optic neuritis. So, as a result, on May 25, 2024, I actually went blind in my left eye. So, because of how things work in Charlotte, ideally I shouldn't have went to work. In a different city I wouldn't have went to work while disabled, but the City of Charlotte does not offer any resources to disabled people. So, I had to keep working while I was in the middle of a MS (multiple sclerosis) flare up. In

that process I was misdiagnosed five times by five different specialist, one of them being a MS specialist and told me that basically even though I was presenting textbook symptoms of MS, that I did not qualify for a diagnosis which I later found out was wrong. Also, during this process, I've had to take the public bus because again I can't drive because I have optic neuritis and I also didn't qualify for paratransit because I didn't have a diagnosis because I was misdiagnosed by [inaudible] and Novant five times. I saw 22 doctors and did not get an answer until I had to go to Durham. I say all of this because I'm kind of frustrated as a recently disabled person that I have to keep working. I have to contact Senator Ted Budd to ask him what resources are there for me as I wait for disability to come in and what do I do until I get paid? Because as we know, disability takes 14 months to get paid out. For the City of Charlotte, the only resource there is to pay for at least rent and utilities is crisis, but crisis has been denying people's applications for months. Paratransit, for example, the bus that I just rode on today, it doesn't even have AC (air conditioning). With multiple sclerosis, you can't even be in the environment with too much heat, or you have another risk for a flare up. So, I understand that Charlotte is a blue city in a red State. So, a lot of precautions or things that are usually used to help lower income or disadvantaged people isn't really a thing, but I reached my peak point of frustration. The bus system doesn't work the way it's supposed to.

Mayor Lyles said so, I know that you have moved all of us. I'd like to ask Ms. Babson to work with you so that we can have more of your story and also to have opportunities to see where we fit in that can support you in this City. She's going to come up there and she'll work with you. Again, continue to help us understand how we can help you.

Ms. Aneka said thank you.

Affordable Housing

Kimberly Potts, 2621 Hemphill Street said my name is Kimberly Potts. I'm here to speak on affordable housing which in my opinion is almost a thing of the past here in Charlotte. From finding a one-bedroom apartment, housing, you're looking at close to \$1,500 a month and that's \$1,500 times two for someone to find housing here. Luxury housing is fine. All these apartments and housing that's going up, it's fine with all the pretty amenities or whatever. If you want to impress somebody, go down to Southside, redo Southside for some of these people who don't have housing or have a problem finding housing. Redo Brookhill. We've been trying to redo Brookhill for months. I would love to work with some people about finding housing because it's almost irrelevant here in Charlotte and to try to pay rent and if you're put out, where do you go? Go to a tent community? They knocked those down. Kids don't eat. The only time kids eat is at school. They don't have anything. You think that it's only adults in those tents? There're kids in those tents as well. This has been a passion of my heart for a long time from looking at downtown with people laying in the bus shelters or whatever, it used to break my heart and it breaks my heart that we can't afford rent here in Charlotte, North Carolina. If anyone would like for me or if they're any resources that could work with me, I'm willing to work to make Charlotte a better place for those who cannot afford rent here in Charlotte, North Carolina.

Mayor Lyles said thank you for your thoughtfulness and your leadership on this issue. We recognize it and we know how it is in Charlotte as well as many other places in this Country. So, thank you very much for what you're doing.

Residential Infrastructure Damage

Gina Gupton, 733 Bellemeade Green Drive said hi, good evening. I would like to thank you in advance for taking the time to listen to me. My name is Gina Gupton. I'm the president of the Bellemeade Green HOA (Homeowner Association) in northwest Charlotte. We are near the Whitewater Rafting Center. So, that is a very popular area for 18-wheeler trucks that are coming through from the business park and we're having problems with them infiltrating our neighborhood, knocking down our street signs, our directional signs and it's costing the City quite a bit of money because it's happening

more often than not. In addition to that, there's a lot of grit on the roads in terms of stones and things that hit windshields. So, we would really need the City's support with coming out near the roundabouts, please and thank you to street clean those areas so that those pebbles are not hitting our windshields and the metal off of those trucks are not piercing our trucks. The other thing that I'd like to bring to the City Council's attention and I see that Mrs. Watlington is there. You were wonderful. Miss you. I just wanted to mention that when AT&T and Google Fiber are installing the fiber optics, they're breaking the gas lines, the water lines. I know that they come out and they mark those areas, but we're having a water main break issue right now on Bellemeade Drive and Google Fibers actually has their wires sticking out of the ground for the past five months and there's a concave of a sidewalk that needs to be addressed. Now that is a state road, Bellemeade Drive and I'd love to be able to explain why it's necessary for me to bring that to your attention is because when the state comes to do any repairs on that road, they actually damage all of our established bushes, all of our juniper. They won't pull a permit, but they will take those heavy equipment and they will just go in there and just ruin our whole area. So, we need your support. I thank you in advance.

Mayor Lyles said thank you. Ms. Gupton, we'll have to have someone to come out to the area and see what we can do.

Airport Impacts

Stephanie Lasne, 7818 Douglas Drive said good evening, City Council. My name is Stephanie Lasne and I represent Silvery Acres and neighboring communities. I would like to acknowledge Councilmember Brown for her continued support of District Three. Our neighborhood is being negatively impacted by the actions of the airport. Our property value and quality of life are being diminished right before our very eyes. It saddens me to imagine our historic homes, some built in 1953 where our children now play, where we host barbecues, celebrate anniversaries, suffer the same fate of the Manse House to make room for yet another industrial park. We demand an investigation into exactly how the Manse House was allowed to be demolished. The airport says they did nothing wrong, however the HLC (Historic Landmarks Commission) said they followed the proper procedures to present the Manse for historical protection, but somehow it failed to make the agenda of this chamber. In corporate America, somebody would be fired for that.

Councilmember Brown said yes.

Ms. Lasne said yes, thank you. I don't think one more piece of our rich historic property dating back to the 1760s needs to be touched or de-designated until we have some better answers. So, my question is who is being held accountable for these actions? Over the last few months, we have engaged with over 100 neighbors and concerned citizens and we are demanding transparency. So, my message here tonight, I want to be clear. I want a stop, I want a hold up, wait a minute and let's put some residents in this because we deserve to have our voices heard. We deserve to be a part of this process.

Dianna Jaynes, 8008 Mcalpine Drive said thank you so much for the opportunity to speak to the Council today and I acknowledge Councilmember Brown. My name is Dianna Jaynes and I am an 11-year resident of Steeleberry Acres, the neighborhood immediately across Steele Creek Road from the Steele Creek Presbyterian Manse House that was recently demolished. It was heartbreaking to see how a century of history was brought down by a bulldozer. This incredible piece of history that was once home to pastors and their families of Steele Creek Presbyterian which was founded in 1760 and has ties to Billy Graham himself. I see the destruction of what should've been considered a historic landmark a travesty. Now our own historic neighborhood is in the sights of the airport's plans. There is so little of Charlotte's history that remains. Should we not protect what is left? Since the Manse was intended to be presented to City Council for a vote, the residents in our community are very concerned the historic Douglas House and even our homes could meet a similar fate. You were set to vote to de-designate property once owned by Steele Creek Presbyterian Church that just

happens to be the only barrier between my home and what will become busy logistic centers and manufacturing facilities right in my front door. How can property that until now has been protected by historical designation, be so easily disregarded? Is the property any less significant now? I think not. What is to be the fate of Steeleberry Acres where we live in a charming neighborhood that has been around for seven decades with big trees and yards big enough for our kids to run and play? Are we all destined to live in neighborhoods where the homes look exactly alike with yards the size of a postage stamp? The American historian David McCullough said, "History is who we are and why we are." Steele Creek Presbyterian Church and its adjoining properties including what was the Manse House and our own Douglas House are among some of the most historic properties in Charlotte.

Jimmy Vasiliou, 1312 South College Street said hello. My name is Jimmy Vasiliou and I'm a member of the Housing Justice Coalition. I'm here tonight to support residents near Charlotte-Douglas International Airport including those with Steeleberry Acres who are asking for transparency and accountability when it comes to airport development. Over the past few years, residents in the area have seen an incredible amount of change that has led to more manufacturing and logistics development than at any other time since they've lived there. A lot of that development seemingly being rushed as headlines are constantly, and I'd say suspiciously generated about traffic at the airport. This has been exemplified by the destruction of the Steele Creek Presbyterian Manse which despite the recommendation for preservation by the Charlotte Historic Landmarks Commission in 2023, was demolished quickly on August 2, 2024, after questions were asked about its future in late July 2024. As someone who was part of the Charlotte 2040 Policy Map process in 2020, I sat in meetings where vacant lots near the airport that were designated residential were seemingly being turned into manufacturing and logistics rezonings without broad consent or participation from surrounding neighborhoods like Steeleberry Acres. My concerns about these vacant residential lots being turned into manufacturing rezonings was the fact that they abutted occupied neighborhoods there were zoned residential. This concern was met with responses about best use despite concerns regarding increased pollution, traffic, and noise for those neighborhoods they abutted. I've lived in Charlotte long enough to know that when the City is determined to grow in coordination with private interests, it plans to do it at the expense of working-class citizens in quick fashion. We see it with the Corridors of Opportunity, we see it in how it gives Housing Trust Fund dollars to Inlivan to carryout displacement rather than provide public housing, and we see it in the destruction of the Manse and airport development in general. Instead of transparency about preservation efforts and its destruction, the City released an incorrect statement saying that they were never contacted by the Landmarks Commission about the Manse.

Transit Program

Garland Green, 7117 Broadford Court said before I get on the clock, I brought you a handout and I'd appreciate you getting a copy and looking at it. What I want to talk to you about today is the light rail. Charlotte has been pushing for expansion of light rail to no avail for years. The State of North Carolina Legislature is big on roads first. To quote Ed Driggs, "We need to change our strategy." What we're talking about now is doing that. The goal is running a one percent sales tax proposal including a big spend on light rail up the flagpole to the North Carolina legislation and hope that they'll bite on it. Oh, by the way, we're talking about a \$19 billion tax payout on this. That is a heck of a lot of money and we talk about one percent but we never quantify it to what it really is, \$19 billion. The source of my conversation is articles out of the Charlotte Observer, articles out of the Charlotte Ledger and information out of your 2015 budget. Two things that really hadn't been talked about that's very concerning. There's been a significant decline in light rail ridership since its inception. Secondly, a very small percentage of Mecklenburg County citizens ride the light rail, only 1.5 percent. We're talking about spending \$10 billion on light rail for 1.5 percent that might become three percent of our population. People need to know about that and even more concerning is with the \$10 million tax spend, there has been no opportunity for public input. I was listening to your meeting earlier today and that was brought out. We have a tendency to not have public input in certain situations or have input at the very last-minute like with the stadium for

the Panthers. We need public input before you fly something up the pole to the State legislature. I'd like to talk about each one of the lines separately, but I put that in packet and if you'd look at that I'd be much appreciative.

Mayor Lyles said thank you.

Mr. Green said I will be in contact.

* * * * *

Councilmember Johnson said we heard about Google Fiber, and I just wanted to let you know that I have an email to our City Attorney. I have an email right now from residents, same issue. There's sewage in her house. The water pipe was broken. The City's saying it's not their responsibility. There was raw sewage in her house. Her insurance won't pay because it's a third party. So, the City Attorney, they sent the email 10 days ago. She's waiting. They're mice in the house now and it's a problem. So, I've asked the City Attorney for a report of how often this is happening, because we need to know if this is indeed happening. If Google Fiber or any vendor is causing our residents problems. So, I hope to get an answer as soon as possible with that report and your feedback from the Risk department. If you could copy all of the Council members, that would be great.

Patrick Baker, City Attorney said certainly. If I could just add Councilmember Johnson, we have had a number of conversations about this. This does cross a number of departments. Particularly it goes from C-DOT (Charlotte Department of Transportation) to Charlotte Water and we have all the folks that are now talking to each other to make sure that we can get that information to you.

Ms. Johnson said thank you. This is a problem in the City.

Councilmember Brown said good to know.

Mayor Lyles said it is a problem and this is Google's second time coming after the idea of fiber and the first time was not much of a joy either. So, we have had in the past, we've had to actually call the Google exec and say, "Here's what we're finding." So, I think we need to go ahead and pull that back up from the first time that they came in when they were in the Center City. It is a problem. So, I don't know how much we can do, but I think it's definitely an idea to begin to talk to their chief person that's doing this work or responsible for this work. Alright, now we'll go and have introductions of the Council members.

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INVOCATION AND PLEDGE

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

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CONSENT AGENDA

ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS AND ANSWERS

Mayor Lyles said is there any item that someone would like to have a separate vote?

Councilmember Johnson said thank you. I'd like to pull number 27, 28, 29, 31, 33, 41, 45, 52 and 54.

Mayor Lyles said alright, is this for discussion or comment? You want a separate vote?

Ms. Johnson said separate votes, yes.

Mayor Lyles said separate votes for each one.

Ms. Johnson said possible discussion, yes.

Mayor Lyles said okay. A separate vote for those.

Councilmember Mayfield said I have items to pull but I didn't hear all the numbers from my colleague. So, after 39, what did you say?

Ms. Johnson said I said 33, 41, 45, 52 and 54.

Mayor Lyles said alright, are there any others?

Ms. Mayfield said for a separate vote, 35, 39, 52 and 57.

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ITEM NO. 2: CONSENT AGENDA ITEMS 27 THROUGH 70 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 Mitchell, seconded by Councilmember Driggs, and carried unanimously to approve the Consent Agenda as presented, with the exception of Item No. 27, Item No. 28, Item No. 29, Item No. 31, Item No. 33, Item No. 35, Item No. 39, Item No. 41, Item No. 45, Item No. 52, Item No. 54, and Item No. 57 which were pulled for a separate vote.

The following items were approved:

Item No. 30: Equipment for Parking Enforcement

(A) Approve the purchase of license plate recognition equipment by the sole source exemption, (B) Authorize the City Manager to negotiate and execute a contract with Passport Labs, Inc. for the purchase of license plate recognition hardware for the term of three years, and (C) 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. 32: On-Call Intelligent Transportation Systems Project

Approve a contract in the amount not to exceed \$2,910,007.74 to the lowest responsive, responsible bidder STS Cable Services, Inc. for Miscellaneous On-Call Intelligent Transportation Systems Projects Construction.

Summary of Bids

The City of Charlotte advertised an Invitation to Bid twice; only one bid was received both times from STS Cable Services, Inc.

Item No. 34: Construct Replacement Police Boat House

Approve a contract in the amount of \$926,400 to the lowest responsive, responsible bidder Miles-McClellan Construction Company, Inc. for the Charlotte-Mecklenburg Police Department Boat House at McDowell Nature Center and Preserve project.

Summary of Bids

Miles-McClellan Construction Company, Inc.	\$926,400.00
Nance Construction	\$1,128,000.00

Item No. 36: Credit Card Merchant Services

(A) Approve the purchase of credit card merchant services from a State contract as authorized by G.S. 143-129(e)(9), (B) Approve a unit price contract with First Data Merchant Services LLC for the purchase of Merchant Card Services for a term of five years under the NC Office of the State Controller contract #500200-000, (C) Authorize the City Manager to extend the contract for additional terms as long as the State contract is in effect, at prices and terms that are the same or more favorable than those offered under the State contract, and (D) Authorize the City Manager to purchase additional services as needed from time to time to optimize the city's use of the State's merchant services contract, including contract renewals, revisions, and amendments issued by the State.

Item No. 37: Cross Charlotte Trail Design Services

(A) Approve contract amendment #1 in the amount of \$70,819 with Alta Planning & Design, Inc. for Cross Charlotte Trail Planning and Design Services, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 38: Fleet Shop Tools and Equipment

(A) Approve a unit price contract with Wotco, Inc. to provide shop tools and equipment for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 40: Fill Dirt and Topsoil

(A) Approve a unit price contract with SiteOne Landscape Supply, LLC for fill dirt and topsoil for an initial term of three years, and (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. 42: Mallard Creek Sanitary Sewer Phase 1 and Cross Charlotte Trail Construction

Approve a guaranteed maximum price of \$69,916,613.02 to RH Price, Inc. for Design-Build construction services for Phase 1 of the Mallard Creek Interceptor and Segments 10 and 11 of the Cross Charlotte Trail.

Item No. 43: Municipal Agreement for Relocation of Water and Sanitary Sewer Infrastructure

(A) Adopt a resolution authorizing the City Manager to negotiate and execute a municipal agreement with the North Carolina Department of Transportation for construction of water and sanitary sewer line relocations, adjustments, and improvements, and (B) Authorize the City Manager to approve the reimbursement request for the actual cost of the utility construction.

The resolution is recorded in full in Resolution Book 55, at Page(s) 313.

Item No. 44: Paving and Patching Contract Change Order

Approve change order #1 for \$1,000,000 to OnSite Development, LLC for Pavement and Parking Lot Repair and Resurfacing.

Item No. 46: Stowe Regional Water Resource Recovery Facility Construction

Approve change order #1 for \$2,427,654 to The Haskell Company for Design-Build construction services of Stowe Regional Water Resource Recovery Facility Influent Pump Station and Headworks project.

Item No. 47: Underground Locating Services

(A) Approve the purchase of underground locating services from a cooperative contract, (B) Approve a unit price contract with USIC Locating Services, LLC for underground locating services for a term of one year and three months under BuyBoard Cooperative contract #721-23, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 48: Collective Storm Drainage Improvement Project - Series K

(A) Approve a contract in the amount of \$2,348,497.80 to the lowest responsive bidder Zoladz Construction for the Collective Storm Drainage Improvement Project K, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids*

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

Item No. 49: Collective Storm Drainage Improvement Project - Series Y

(A) Approve a contract in the amount of \$2,228,152.30 to the lowest responsive bidder United of Carolinas, Inc. for the Collective Storm Drainage Improvement Project Y, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids*

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

Item No. 50: Construct Lawton Storm Drainage Improvement Project

(A) Reject the low bid submitted by Nassiri Development LLC, for Lawton Storm Drainage Improvement Project, and (B) Approve a contract in the amount of \$5,458,952.40 to the lowest responsive, responsible Zoladz Construction Co., Inc. for the Lawton Storm Drainage Improvement Project.

Summary of Bids

Nassiri Development, LLC*	\$3,920,582.46
Zoladz Construction Co., Inc.	\$5,458,952.40
Sanders Utility Construction Co., Inc.	\$5,660,594.50
Crowder Construction Co., Inc.	\$7,241,274.70

*Bid was mathematically unbalanced and failed to meet the CBI Good Faith Efforts requirements; therefore, the contract was awarded to the next lowest responsive bidder.

Item No. 51: Construct Sweden Road Surface Water Quality Enhancement Project

(A) Approve a contract in the amount of \$1,274,204.76 to the lowest responsive bidder GreenWater Development, Inc. for the Sweden Road Water Quality Enhancement Project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids*

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

Item No. 53: CATS Bus Pneumatic Parts

(A) Approve unit price contracts for the purchase of bus pneumatic parts for a three-year term to the following: Aftermarket Parts Company, Muncie Transit Supply, Neopart Transit, LLC, and (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. 55: Airport Aircraft Gate Equipment Purchase and Installation

(A) Approve a unit price contract with AERO BridgeWorks, Inc. for the purchase and installation of Aircraft Gate Equipment for a term of 923 days, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 56: Airport Concourse A Expansion Phase 3 Professional Services

(A) Approve a contract with Gresham Smith for Concourse A Expansion Phase 3 professional services for an initial term of five years, and (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. 58: Fiscal Year 2024 Tax Collector's Settlement Statement and Fiscal Year 2025 Order of Collection

(A) Receive as information and record in full in the minutes the Mecklenburg County Tax Collector's Settlement Statement for Fiscal Year 2024, and (B) Adopt an Order of Collection, pursuant to NC General Statute Section 105-321(b), authorizing the Mecklenburg County Tax Collector to collect the taxes for Fiscal Year 2025.

Item No. 59: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: May 9, 2022, Business Meeting, May 11, 2022, Budget Adjustment Meeting, May 23, 2022, Special Meeting, May 23, 2022, Zoning Meeting, May 25, 2022, Straw Votes Meeting, and May 31, 2022, Business Meeting.

Item No. 60: Set a Public Hearing on Hudspeth Area Voluntary Annexation

Adopt a resolution setting a public hearing for September 9, 2024, for Hudspeth Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 55, at Page(s) 314-315.

Item No. 61: Resolution of Intent to Abandon a Portion of Jimmy Oehler Road

(A) Adopt a Resolution of Intent to abandon a portion of Jimmy Oehler Road, and (B) Set a Public Hearing for October 14, 2024.

The resolution is recorded in full in Resolution Book 55, at Page(s) 316-317.

Item No. 62: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$8,205.43.

The resolution is recorded in full in Resolution Book 55, at Page(s) 318-319.

PROPERTY TRANSACTIONS

Item No. 63: Aviation Property Transactions - 8400 Douglas Drive

Acquisition of 0.648 acres (28,227 square feet) at 8400 Douglas Drive from Ann H. Sanburg for \$345,000, and all relocation benefits in compliance with Federal, State or Local regulations, for Aviation Master Plan.

Item No. 64: Property Transactions - 8-inch Sanitary Sewer to serve 9818 Hood Road, Parcel #2

Acquisition of 6,796 square feet (0.156 acres) Sanitary Sewer Easement at 9806 Hood Road from Natasha Rhea McCauley for \$30,000 for 8-inch Sanitary Sewer to serve 9818 Hood Road, Parcel # 2.

Item No. 65: Property Transactions - Elvis Storm Drainage Improvement Project, Parcel # 4

Acquisition of 2,217 square feet (0.051 acres) Storm Drainage Easement and 4,420 square feet (0.101 acres) Temporary Construction Easement at 7806 Denbur Drive from Palladian Homes, Inc. for \$1,375 for Elvis Storm Drainage Improvement Project, Parcel # 4.

Item No. 66: Property Transactions - Monroe Road Multi-Use Path, Parcel # 1

Resolution of Condemnation of 1,474 square feet (0.034 acres) Sidewalk Utility Easement and 1,872 square feet (0.073 acres) Temporary Construction Easement at 5101 Monroe Road from EP 5101, LLC for \$52,350 for Monroe Road Multi-Use Path, Parcel # 1.

The resolution is recorded in full in Resolution Book 55, at Page(s) 320.

Item No. 67: Property Transactions - Severn-Tyndale Storm Drainage Improvement Project, Parcel # 6

Acquisition of 1,332 square feet (0.031 acres) Water Line Easement, 235 square feet (0.005 acres) Storm Drainage Easement and 1,458 square feet (0.033 acres) Temporary Construction Easement at 3928 Severn Avenue from Lisa J. Conley for \$21,254 for Severn-Tyndale Storm Drainage Improvement Project.

Item No. 68: Property Transactions - Severn-Tyndale Avenue Storm Drainage Improvement Project, Parcel # 12

Acquisition of 923 square feet (0.021 acres) Storm Drainage Easement and 458 square feet (0.011 acres) Temporary Construction Easement at 3933 Severn Avenue from Dana S. Colee for \$12,035 for Severn-Tyndale Avenue Storm Drainage Improvement Project.

Item No. 69: Property Transactions - Sharon Road at Eastburn Road Improvements, Parcel # 1

Acquisition of 1,115 square feet (0.026 acres) Sidewalk Utility Easement and 1,041 square feet (0.024 acres) Temporary Construction Easement at 5422 Sharon Road from Southern Magnolia Properties, LLC for \$13,000 for Sharon Road at Eastburn Road Improvements, Parcel # 1.

Item No. 70: Property Transactions - South Boulevard at Longleaf Pedestrian Hybrid Beacon, Parcel # 1

Resolution of Condemnation of 140 square feet (0.003 acres) Utility Easement at 9325 South Boulevard from SCM Charlotte Realty, LLC for \$1,675 for Charlotte Department of Transportation Vision Zero Program.

The resolution is recorded in full in Resolution Book 55, at Page(s) 321.

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ITEM NO. 27: FIREARM AMMUNITION

Councilmember Johnson said could we ask Mr. Coker to come up from the CBI program?

Mayor Lyles said Mr. Coker, please join us.

Ms. Johnson said thank you Mr. Coker. So, I reached out to him and Marie earlier today. So, thank you. I asked a question, the total amount of expenditures this week. Were you able to get that total?

Steven Coker, Business Inclusion Officer said no. That took quite a bit of time, but I made note of it and as soon as I'm able to pull that together I'll make sure I forward it to you.

Ms. Johnson said oh, I'm sorry I would have done it myself. I thought it would be done. Okay. What I wanted to compare was the total amount of expenditures versus the awards for minority, women, and small businesses. So, I wanted to kind of compare that. Number 27, if you look at the Charlotte Business INclusion, the sentence says, "This is a sole source contract and is exempt under the CBI program." Can you tell us why this would be exempt under the CBI program?

Mr. Coker said well there's several reasons why something might be exempt, but as it relates to sole source, there really typically are no MWSBE vendors who do that type of work. I know we've talked about it in the realm of another item, but we also see situations where there's on call services or where there's no subcontracting opportunities as well as single scopes, but for this particular item, fire ammunition, we

really have no one that does that kind of work and therefore you're usually going to find these type of contracts exempt from the goal setting.

Ms. Johnson said okay. Thank you.

Mayor Lyles said alright.

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to (A) Approve the purchase of firearm ammunition by the sole source exemption, (B) Approve a contract with Dana Safety Supply, Inc. for the purchase of firearm ammunition for a term of three years, and (C) 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 it was approved.

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ITEM NO. 28: NUISANCE ABATEMENT SERVICES

Councilmember Johnson said thank you I wanted to acknowledge this one because it looks like 100 percent of the contracts are going to minority businesses. Is that correct?

Unknown said no.

Ms. Johnson said no? What percentage is CBI on this one? I thought it was 100 percent if you go to the second page.

Steven Coker, Business Inclusion Officer said it's 100 percent of the vendors listed at the bottom of the notes starting with Carolina Lawn Service as well as DJ's Lawn, EAS and GMB.

Mayor Lyles said I think it's on the next page, two of two that lists out the inclusion ones.

Ms. Johnson said so, it says, "The following certified primes have elected to self-perform 100 percent of the work," on the next page so, what percent has been granted to a minority or a MWSBE business?

Marie Harris, Strategy and Budget said Madam Johnson if I may, that is not determined yet. So, for Nuisance Abatement Services, we get a pool of vendors, and we make sure they have their licenses, they're all insured. So, we have this pool on the ready. So, when a nuisance situation comes up, Rebecca Hefner and her team send out a notice and they all put in bids. So, it's no way to tell in advance how many, but these four, each time they would be a 100 percent because they're all self-performing.

Ms. Johnson said okay.

Ms. Harris said there's no way in advance to know. It's task based.

Ms. Johnson said okay. Thank you.

Councilmember Mayfield said Marie, I also reached out. So, you shared a little bit regarding we've identified these particular vendors. We know that they have already gone through our process and been vetted. What is the tracking process that we have in place to make sure that we have equitable distribution? Mainly because Mr. Coker and I were at an event earlier this year where we learned of a vendor who was approved through Council's previous process, but that vendor actually never received any work through the City. So, do we have a process to actually track equitable distribution?

Ms. Harris said yes ma'am. We track the distribution, not necessarily with this one is it guaranteed to be equitable because you have to put in a bid. So, you might be one of these vendors, you might get outbid every time for other contracts.

Ms. Mayfield said okay.

Ms. Harris said we have rotation and things like that in place, but we definitely can pull that information because we track it.

Ms. Mayfield said so, Mr. Coker for you, our CBI program has done quite a bit of investment through AMP UP and through others. Is there a way, you may not have the answer tonight because I didn't send this to you earlier, I only sent it to Ms. Harris, a way to track to ensure that we utilize as many of these vendors as possible. If there is a disconnect where a vendor keeps getting outbid, we step in since our ultimate goal is to grow businesses? It's not really beneficial if businesses go through the process but yet they're not actually being selected knowing we have to go with the lowest responsive bidder, but at the same time we turn around and have to approve a number of amendments. So, you really weren't the lowest responsive bidder when we go back and look at the totality of the actual project you bid on. So, do we have anything in place or having conversations about?

Mr. Coker said well you've just planted a seed. You're right. We don't have a response to that, but it's duly noted Councilmember Mayfield and we will get on top of it and if there's a best practice that we can implement, we'll explore that and of course we'll work with the departments to understand their side.

Ms. Mayfield said I would encourage you the fact that the City of Charlotte is the best practice on a lot of things. So, opposed to looking to see what someone else might be doing, we might be able to create it. Mr. Manager, you were about to jump in?

Marcus Jones, City Manager said yes, thank you Councilmember Mayfield. We had a conversation today about that. So, it's exactly what you said. If we have these lists and these firms are not getting any of the work, then how do we utilize CBI to get them better prepared to be more competitive. So, I totally agree with you. We need to capture the data not just who gets what, but how competitive are some of these firms with the processes that we have in place? So, total agreement.

Ms. Mayfield said thank you.

Motion was made by Councilmember Johnson, seconded by Councilmember Anderson, and carried unanimously to (A) Approve contracts with the following companies for Nuisance Abatement Services for an initial term of three years: Carolina Lawn Services (SBE), CMW Property Group, DJ's Lawn Maintenance (MBE, SBE), EAS Preservation and More, LLC (MBE), GMB Enterprises (SBE), Heroes Lawn Care, Rosy Landscaping Services, Trina Quality Lawn Service, Inc., 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 contracts consistent with the purpose for which the contracts were approved.

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ITEM NO. 29: ASPHALT FOR ROADWAY SURFACES

Councilmember Johnson said this one indicates this contract is being purchased off existing State contracts and it's exempt from the CBI program. I wanted you to explain that process please.

Steven Coker, Business Inclusion Officer said yes. When you have a contract that's exempt, when it's off a State contract based on this type of commodity type, that's the basis of having an exemption.

Ms. Johnson said okay. So, I'm just bringing these up for the different reasons. I think there's been three different reasons so far that we haven't met our CBI goal and I just want to make sure we are being intentional. We talk about upward mobility and a tale of two cities and these are opportunities to be very, very intentional. One thing about this Council, we're unique. This is a historic Council in the nation. We are the only Council with a Black woman Mayor and so many women of color.

Mayor Lyles said we're not the only, no.

Ms. Johnson said well that's what [inaudible] or someone from the City did the research and we're it.

Mayor Lyles said I think Karen Bass in L.A. is a Black, woman Mayor.

Ms. Johnson said so, regardless, I'm just saying we need to be deliberate in ensuring upward mobility for residents when we have the opportunities, and we talk about CBI. So, when there's exemptions for different reasons, I just want to highlight those reasons and that's women and minority businesses. So, if this is something we can look at changing this policy or talking about, just really reviewing that I want the public to hear when we talk about CBI, how organizations are being overlooked. If there's some intentionality, you and I, Mr. Coker were at a meeting for women business owners and Dawn, I'm sorry she wasn't able to come or stay. Dawn McIlwain, she has a program. So, maybe that's something we can take a look at. There might be women business owners that can meet these needs. So, I just want to make sure that we're doing the outreach and enriching as many folks as possible equitably. Thank you.

Mr. Coker said I agree with that Council member. As I said, we're all about constant and never-ending improvement and with our program. We're always making changes. We learn new things and we look to implement those things that we can legally pull off as well as things that are based on the availability of firms. Your points are well-taken.

Ms. Johnson said thank you.

Councilmember Brown said I just want to say that in reference to what Councilwoman Johnson just said that we make things look attractive, but we're not following through with it and the data is not there to support it. That's what I heard out of my ears. So, we have to just do a better job with making sure that when we put the data out there and the numbers and we produce and say we're going to do these things that we can just back it up and support it. From the sounds of it, we're not doing that. So, that is something we definitely need to look into. I mean it really is. It's public. We're City Council. We serve for the community for the public. Not for us, not for our agenda, but for the people that put us here. So, we just have to be more intentional. So, when I heard that, that's what I heard and you know, I know y'all work hard. Maybe we're missing the mark and somehow, we're missing the mark, but just like when they come in and they speak about different things that we're doing to them in the community and then the Council doesn't know about it, it drives me crazy because collectively we're all responsible, we're all accountable. We are and we're a team and that's where the team comes in, as the team gets the blame for the historic landmark being knocked down in Steele Creek. I'm just saying. Can't say, "I didn't know about it." My constituents don't want to hear that. They want to know that I'm representing them unapologetically in our truth, all of us, and making sure that we can give them a detailed explanation of things and a lot of times I can't. I just can't. So, that's where I'm at.

Mr. Coker said again, we're hearing you. We will work, as we continue to do. When we have things that are per policy that are exempt, that's the policy and we follow that to the T. Now sometimes it has to be changed whereas we'll have to work with the City Manager's office to make those changes if we can do it legally, but I'm hearing what you're saying, and it's duly noted.

Ms. Brown said thank you so much and thank you for your hard work, but when you say, "Sometimes things have to be changed or there has to be an adjustment," do we

get that information or is that something that you do with the City Manager and we don't know about it?

Mr. Coker said no, you will know about it, but when we made the most recent change to our procedure's manual, we can with the office of the City Manager, make those changes. When it's a policy change, that comes to you.

Ms. Brown said yes, I know, right. I get that, but when you talk about people that have filled out the application and they pass the credentials and they're able to move forward and then they don't hear anything, do we reach out to them? Is there a process? Is there a check and balances so we even just keep in constant communication with them to say, "You passed it. We still know that you are here and this is what you can expect next?" Like the next steps. That's all I'm asking.

Mr. Coker said no, that's a good question.

Ms. Brown said I mean I'm not asking for too much and I'm not trying to be hard. I just want to ask the tough questions that people will want to know.

Mr. Coker said got it.

Ms. Brown said I want to know as a representative, as a member of this Council.

Mayor Lyles said alright.

Marcus Jones, City Manager said yes. So, Mayor, members of Council, a little bit different than 28 which we just went over where there's some opportunities, I think that when we start to think about purchasing off of State contracts, there's these negotiations which get you to a low price that is available for all municipalities to purchase off of those contracts whether they're vehicles or things of that nature. We'll continue to look at the philosophy, the policies of the City. I just wanted to [INAUDIBLE] this one a little differently because a lot of those negotiations in terms of the price, some people call it piggybacking, being able to just use the State contract that's been negotiated, but your questions are duly noted.

Ms. Brown said thank you for all your hard work Mr. Manager. You're in that position for a reason and I know you take the tough questions with a grain of salt. You always smile, you're always poised and you represent your position very well.

Mr. Jones said thank you.

Ms. Brown said so, thank you for taking those tough questions from us. Sometimes I look out and I see people and they're making all these faces, but you don't do that. You really, really take the tough questions and we have to do a better job with our facial expressions because as a Council when we're asking questions, I think your staff can benefit from just looking at your face. We don't know what you're thinking by looking at your face. So, thank you for that. Just wanted to say that, okay? To me, that's a professional compliment to you on how you handle your position. So, thank you.

Mr. Jones said thank you.

Mayor Lyles said that is very fair. Thank you.

Ms. Brown said thank you.

Motion was made by Councilmember Anderson, seconded by Councilmember Mayfield, and carried unanimously to (A) Approve the purchase of plant-mix asphalt from a state contract, (B) Approve unit price contracts with Ferebee Asphalt Corporation and Blythe Construction, Inc. for the purchase of plant-mix asphalt for a term of two years under the North Carolina Department of Transportation contract #54-SBG-08012024, and (C) Authorize the City Manager to extend the contracts for additional terms as long as the

State contract is in effect, at prices and terms that are the same or more favorable than those offered under the state contract.

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ITEM NO. 31: FLASHING BEACONS FOR PEDESTRIAN CROSSINGS

Councilmember Johnson said so they were exempt because they were sole source exemption because of a State contract. This is another reason for an exemption. The contract goals were not established on this contract because there were no viable subcontracting opportunities. Can you explain what that means please?

Steven Coker, Business Inclusion Officer said again, in instances like this and more times than not, it's based on a single scope of work. So, when you look at that contract, there's nothing else but the actual scope of work, in this case the flashing beacons to be performed. Now what we do is based on the commodity codes. We will send that out to the certified MWSBEs and all of them will have a shot at bidding on it. In this instance there's no viable subcontracting opportunities.

Ms. Johnson said okay. I just wanted my colleagues to recognize they're at least four reasons for exemptions for minority contractors.

Motion was made by Councilmember Johnson, seconded by Councilmember Brown, and carried unanimously to (A) Approve a unit price contract with Utilicom Supply Associates, LLC for the purchase of Rectangular Rapid Flashing Beacons for a term of three years, and (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.

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ITEM NO. 33: AIR FILTRATION SYSTEMS AND MAINTENANCE

Councilmember Johnson said this is a fourth reason. Contract goals were not established on this contract because there were no MWSBEs available to perform the work for the contract. I know it's self-explanatory, I just want my colleagues to recognize this is the fourth reason. Make sure we are utilizing as many resources as possible. Perhaps reach out to that QC (Queen City) Women in Business, Dawn McIlwain, that database she has or if there's any other ways that we can do some outreach. If we truly want to meet these goals, I think there's just lots of room for improvement. That's all I have.

Motion was made by Councilmember Driggs, seconded by Councilmember Ajmera, and carried unanimously to (A) Approve a contract with Hoffman Mechanical Solutions, Inc. for installation and maintenance of bipolar ionization systems for a term of three years, and (B) Authorize the City Manager to renew the contract for up to one, two-year term with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Mayor Pro Tem Anderson said before we proceed Mr. Coker, we have recurring statements here and you're having to explain again and again. Perhaps as you are creating the agenda that you might put a note in detail each item as to why this particular item did not fit our criteria for MWSBE participation. I think that would add to transparency in the process as well.

Steven Coker, Business Inclusion Officer said most definitely. I have a couple of folks reviewing this slide, taking the notes. So, we will put together a report and really give you a sense of the work we're doing, especially in these instances that are

problematic. Ones where we see that they're gaps in availability, but we will address it in a detailed fashion.

Mayor Pro Tem Anderson said thank you.

Councilmember Driggs said I'm just concerned that maybe these questions raise a question about our commitment to our CBI program. Mr. Coker, do you know what the total dollar volume is of contracts the City enters into fulfilling our CBI goals? I've seen a number before.

Mr. Coker said that's a good question, great question actually. You're going to see something at the end of the week in your weekend reading. Our annual report, we did \$197 million last year with the three designations, net, as far as I know is a record. I'll provide that to you. I'll give you some detail on everything that you'll see in there. Along with that, and this is probably a tribute to you Council man, you're going to see our economic impact study. We talked about that. We completed it and you're going to understand for every dollar that we invest, what the yield is in the way of ROI (Return on Investment).

Mr. Driggs said I think those are fair questions. I just wanted to point out that we do have a very large, and Mr. Mitchell over there is the lone ranger, the champion and we do make a large investment in our CBI program.

Mayor Pro Tem Anderson said thank you Mr. Driggs.

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ITEM NO. 35: CONSTRUCT SARDIS ROAD NORTH SIDEWALK

Councilmember Mayfield said Marie I sent a question trying to understand why the bid from Carolina Prime Developer, LLC did not meet the general statutes and also what was in the DOT (Department of Transportation) proposal that justifies that \$463,000 increase?

Marie Harris, Strategy and Budget said yes ma'am, and thank you for that. So, the main reason, they did not submit completed signed bond documents and we did consult with the Attorney's Office. That bid was not deemed responsive. Then the second part of your question was on the difference in the cost. Prime was kind of an anomaly, they were way lower, but if you average the next five, this was in line and it was under the engineer's estimate.

Ms. Mayfield said that helps me to better understand.

Motion was made by Councilmember Mayfield, seconded by Councilmember Mitchell, and carried unanimously to (A) Reject the low bid submitted by Carolina Prime Developers, LLC (SBE) for the Sardis Road North Sidewalk, and (B) Approve a contract in the amount of \$1,444,390.70 to the lowest responsive, responsible bidder DOT Construction, Inc. (SBE) for the Sardis Road North Sidewalk project.

Summary of Bids

Carolina Prime Developers, LLC*	\$981,342.45
DOT Construction, Inc.	\$1,444,390.70
Efficient Developments, LLC	\$1,622,355.90
Armen Construction, LLC	\$1,643,855.40
Nassiri Development, LLC	\$1,706,243.00
United of Carolinas, Inc.	\$1,768,419.40

*The bid from Carolina Prime Developer, LLC did not meet North Carolina General Statutes and was found to be non-responsive.

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ITEM NO. 39: ENGINEERING SERVICES FOR WATER AND SANITARY SEWER RELOCATIONS AND IMPROVEMENTS

Councilmember Mayfield said Marie?

Marie Harris, Strategy and Budget said yes ma'am.

Ms. Mayfield said so, I assume for the sake of continuity that when we identified that the same subs were chosen by each Prime. So, we do this all the time, but the question I'm trying to get to be we've identified 10 percent for minority participation. Are these contracts stating that it's 10 percent per selected Prime or 10 percent in totality?

Ms. Harris said so, thank you for that. It's 10 percent per Prime. So, the sublets in your agenda are who they're planning to do business with to meet that 10 percent. We don't know necessarily what ratio will land in the sublets until they know actually what the actual work will be, but they've all committed to 10 percent, and they've identified those vendors to meet that 10 percent, each one.

Ms. Mayfield said thank you for that because I don't think I've ever asked that question before, but for whatever reason it jumped out because these vendors that we identified, you will see that they are utilizing the same subs. So, it just triggered the question of, okay, so under each sub, that is separate work, because they still have to do their own bid process?

Ms. Harris said each Prime has to do their own 10 percent. Yes.

Ms. Mayfield said so, in theory it's really more than 10 percent the way it breaks down when it comes time to actually utilize the Primes because if Kimley-Horn uses let's say RDL Private Utility Locating. For Kimley-Horn that's 10 percent, but Colliers Engineering and Design has RDL down for engineering support. If RDL is chosen for both, since those are two different Primes, that 10 percent goal is for each of those Primes or we're just saying a total because the total 10 percent could be like two percent.

Ms. Harris said so, it's 10 percent of the Prime but not 10 percent for each subcontractor identified.

Ms. Mayfield said so, of which unfortunately the Manager is not around the table now. Okay, I've been doing this a decade now, but for whatever reason that is the question that came up because when we're approving these goals and we say 10 percent, five percent, seven percent, whatever it is, but then we list eight different companies, understanding that those companies still have to bid and lowest responsive.

Ms. Harris said not necessarily for this contract.

Ms. Mayfield said okay.

Ms. Harris said I can't speak to all the details. So, yes some like nuisance abatement, yes, other ones it depends on their specialty. They might have several others. It might be because we know we're going to be using multiple at one time. So, there's a variety of reasons.

Ms. Mayfield said right because for Colliers, they split this in a way where you've identified four different companies for this engineering support versus two companies that will get the bulk of the work. I just wanted to get a better understanding to make sure. Keeping in line with the comments that my colleague mentioned and questions I've asked previously, that if we're going to identify multiple businesses, that we have an

equitable metric in place to ensure as many businesses get the opportunity so that we're not putting ourselves in a position where the three favorites are the ones that's utilized all the time. So, thank you for that explanation.

Ms. Harris said yes, thank you. We've definitely taken yours and other's feedback about what we can do to help grow ones that may not get business.

Ms. Mayfield said thank you Marie.

Motion was made by Councilmember Mayfield, seconded by Councilmember Brown, and carried unanimously to (A) Approve unit prices contracts with the following companies for engineering and sanitary sewer relocations and improvement for an initial term of three years: Colliers Engineering & Design, CT., P.C., Hinde Engineering, Inc. (SBE), Kimley-Horn and Associates, Stantec Consulting Services, Inc., and (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.

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ITEM NO. 41: INSTRUMENTATION FOR WATER TESTING

Councilmember Johnson said so Mayor Pro Tem you said that there were recurring reasons, and that Mr. Coker might consider putting a sentence in the agenda item. In the hard copy, there are reasons, there are sentences. So, we have explanation and thus far we've had different reasons. They weren't recurring reasons. So, we've heard four different ones and this is the fifth different reason for an exemption and this one is because these are cooperative purchasing contracts and are exempt from the CBI program. Can you explain what that means please?

Steven Coker, Business Inclusion Officer said yes. A cooperative is a situation where there's a number of contracts or items that are purchased as a group and that allows us to get a lower price. With these types of cooperatives, you get the lower price and they're exempt from the policy, rule setting.

Ms. Johnson said okay. Thank you. So, again if we're serious about meeting out CBI goals, we as a Council might look at our policy. Thus far we've heard sole source contracts are exempt, State contracts are exempt, no viable subcontracting is exempt, no MWSBE contract is available and then cooperative purchases are exempt as well. So, this is for my colleagues, just to recognize that we should pay closer attention and possibly look at our policies for CBI. That's all I have.

Motion was made by Councilmember Johnson, and seconded by Councilmember Driggs to (A) Approve the purchase of specialized water testing instrumentation, supplies, and service from a cooperative contract, (B) Approve a contract with Waters Technologies Corporation for the purchase of two liquid chromatograph mass spectrometer systems, related supplies, and service for a term of one year and nine months under United States General Services Administration Contract #GS07F-0559X, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Councilmember Molina said just really quickly. So, this begs to question, Mr. Coker. So, obviously this is a policy standard, right? Like, these particular decisions are being made based on a current policy, right?

Mr. Coker said it's actually our procedure manual, but yes.

Ms. Molina said is this something that corresponds with a decision that a Council previous has made as to how these decisions are determined? So, what I'm trying to make sure that I collect from this exercise of isolating these particular items is, is there something that the Council can do to standardize this decision making or has that already been done as an exercise prior to now? So, what I'm finding, right, because I see my colleague here meticulously making notes as to try to find something that corresponds with the standard. Something that this policy body can take a look at and see if we can formulate from a policy perspective. So, this may be putting you on the spot and I'm open to you maybe coming back to the Council with something that says this is the policy standard that's been previously adopted by Council that corresponds basically with how we make this decision. I don't know Mr. Manager, is there something like even a recommendation of how we can move forward? This is a question for standardization so that there's not an implication that we're nitpicking or that the City is making these decisions on a case-by-case basis. There should, in my opinion, even listening to this exercise be some standard to which we're making these decisions. Does that make sense?

Marcus Jones, City Manager said yes, it does. Thank you, Mayor and members of Council. What we will do is come back to you with those things that are policy driven, those things that are administrative driven and let's take a fresh look at it to see how some of these are aligned with where the Council would like to go or if some of these are aligned with what has been low cost, for lack of a better word and what balance is there. I do want to continue to reiterate though that part of what we're trying to achieve with CBI is to bring more opportunities and scale up those different folks that are doing business with the City. So, I would like to do that. This is a great exercise.

Ms. Molina said yes, I think so too.

Mr. Jones said a little painful but great. So, I'd like to be able to see how much is policy driven and how much is administratively driven. Let you see that and then we can make some decisions based on that. Fair enough?

Ms. Molina said yes, thank you for that Mr. Manager and thank you to both of our colleagues for bringing this to our attention as a body. I'm glad, Mr. Manager, you're willing to do that because based on some of what has happened since I've been a member of the Council, now we have a study for some guidance and how we've done historically, and how we've administered those opportunities or not, and now the scope of who we intend include in those opportunities. We have that information, you know, qualitative and quantitative information to collect from. So, I look forward to that. Again, I'm looking through this with you guys as you're making these decisions, but I think it's a good assessment to say it's time now to take a look at what you're bringing to our attention. Thank you.

Ms. Johnson said thank you. Way to move that forward.

The vote was taken on the motion and recorded as unanimous.

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ITEM NO. 45: PLUMBING SERVICES

Councilmember Johnson said so, this one is a repeat reason that the contract goals were not established on these contracts because there were no viable subcontracting opportunities. This one just jumped out to me because my grandfather was the best plumber in the City, but I don't know that he would've had the credentials to get a City contract. So, I want to make sure that there is a pathway that we are able to help these small businesses to be able to compete at this level and have the credentials to be able to do that. So, I just wanted to make sure. We talked about tracking, we talked about tools, you just mentioned that Mr. Jones, how we can help these businesses to scale up. So, you know, when you see plumbing services and there's no opportunities, these

are jobs that individuals have that may not have a college degree. So, I think these area great opportunities. That's all I have for that.

Motion was made by Councilmember Johnson, seconded by Councilmember Ajmera, and carried unanimously to (A) Approve a unit price contract with W. H. Hobbs Plumbing, LLC for plumbing services for an initial term of two years, and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

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ITEM NO. 52: PROFESSIONAL ENGINEERING SERVICES FOR MINOR STORM DRAINAGE IMPROVEMENT PROJECTS

Councilmember Mayfield said Marie, this is really consistent with the conversation that we've been having tonight and Mr. Coker. The question that I sent to Marie is what is the process to ensure all eight companies are utilized and to ensure equity in the dispersement, but I believe you answered earlier that as we go along, even though we've identified a number of different companies, there's still a process where they have to bid?

Marie Harris, Strategy and Budget said so, for this particular one, thank you for bringing it up. It's a different model. Stormwater is collocating with these vendors and planning to keep giving them projects. So, when they finish projects, keep using. So, in this one, ideally everybody would be used multiple times.

Ms. Mayfield said I appreciate you sharing that because a number of our projects earlier, and correct me if I'm wrong, because they were construction related. It was a different conversation but because of one, the department, and that department being the Enterprise, that this is an opportunity where those that are identified will be utilized. We have in here contract goals were established on this contract as there were no viable subcontracting opportunities. Mr. Manager, Mr. Coker, since I've been back this time around, we've had multiple conversations that we have MWSBEs that are Prime ready and that our goals should not just be for subs. We should be identifying, if we are doing what we should be doing, because I do not like the fact of Guilford County having higher numbers in MWSBE and BBE (Black Business Enterprise) participation than what we have for the City of Charlotte. So, when we have an opportunity, it would be nice to have it noted if any of these businesses are MBEs (Minority Business Enterprises), SBEs, MWSBEs because we should not regulate minority participation only to be a sub when we have a number of opportunities as Primes that should be considered for these positions. So, when we say that no goals were established, our overall goal should be to receive the best vendor and to create as many opportunities for the best vendor. Yet adding in that if we have opportunity to support a SBE or a MBE and they actually submit a viable bid, they should not be regulated to, "Oh, we're going to utilize you as a sub." Thank you.

Mayor Pro Tem Anderson said thank you Ms. Mayfield.

Motion was made by Councilmember Johnson, seconded by Councilmember Mayfield, and carried unanimously to (A) Approve unit price contracts for professional engineering services for an initial term of two years to the following: Bolton & Menk, Inc., EDT, PLLC, ESP Associates, Inc., Kimley-Horn, LaBella Associates, DPC, LandDesign, Inc., NV5 Engineers and Consultants, Inc., The John R. McAdams Company, Inc., and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

ITEM NO. 54: CATS OPERATIONS BUS ON-SITE INSPECTION SERVICES CONTRACT

Councilmember Johnson said I'm not sure what on-site inspections services are.

Marie Harris, Strategy and Budget said yes ma'am. So, this is vendors that when we say on site, they come to the CATS facilities and perform the inspections.

Ms. Johnson said oh okay.

Ms. Harris said yes ma'am.

Ms. Johnson said okay, and this was another one where there were no MWSBEs available to perform the work for this contract. I think you've talked about this before Councilmember Mayfield. If there were a needs list or something. If we could have a needs list where there's opportunities for minority businesses. If we could identify services where there are not any minority businesses and again use that database through Queen City Women In Business or something and just making sure we're doing the outreach. That's all I have.

Mayor Pro Tem Anderson said thank you Ms. Johnson.

Motion was made by Councilmember Driggs, seconded by Councilmember Johnson, and carried unanimously to (A) Authorize the City Manager to approve a contract with Transit Resource Center for Bus On-Site Inspection Services for a term of five years, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

ITEM NO. 57: AIRPORT FOURTH PARALLEL RUNWAY NORTH END- AROUND TAXIWAY EXTENSION CONTRUCTION

Motion was made by Councilmember Mayfield, seconded by Councilmember Bokhari, and carried unanimously to (A) Approve a contract in the amount of \$83,081,309.73 to the lowest responsive bidder E.S. Wagner Company LLC/Hi-Way Paving, Inc. Joint Venture for the Fourth Parallel Runway North End-Around Taxiway Extension project, and (B) Approve contract amendment #2 for \$5,535,328 for construction administration services to the contract with Kimley-Horn and Associates, Inc. for the North End-Around Taxiway Extension project.

Summary of Bids*

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

PUBLIC HEARING

ITEM NO. 7: PUBLIC HEARING AND DECISION ON AN AMENDMENT OF THE STEELE CREEK PRESBYTERIAN CHURCH AND CEMETERY HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

Stephanie Lasne, 7818 Douglas Drive said good evening City Council again. My name is Stephanie Lasne. I represent the Steeleberry Acres Neighborhood and surrounding communities. Again, I would like to acknowledge Councilmember Brown for continued support of District Three. An airport official recently made a statement that they are in the business to fly planes. Planes is not what we are talking about tonight. We are concerned about the push for development to build a manufacturing and logistics center that would surround us. We know where we live and we've accepted the noise from the airplanes. Many of us, in fact, have taken advantage of the Noise Mitigation Program. We get it. So, why does it feel as though the airport has transitioned into a business of land acquisition for manufacturing and logistics? They say, "We want an airport fit for a queen," but what about the residents? As I drive around, I see many, many empty buildings. Why don't we fill those first before we destroy more historic properties? I can't help but wonder, is this need or greed? A major barrier to the airport's 2040 Plan was the Manse House. How did this historically designated home get demolished seamlessly in the dark of night without City Council's vote, without City Council's voice? Our community is outraged along with the HLC. Steele Creek Presbyterian Church is the second oldest church in Charlotte. The Reverend Billy Graham himself likely crossed the threshold of that home countless times. The church once served as a cornerstone of our community and boasted a congregation of over 1,000 members. Many of us went to church there, our kids went to daycare there. My son graduated from pre-K. We hunt our easter eggs on the front lawn. I voted in that gym. The airport should not be allowed to do whatever they want. They are the second most profitable airport in the U.S. Congrats to them, but I hope you will pause to consider the impacts their long-term plans will have on our families, on hundreds of families at that. Members of our community deserve a voice in this process.

Tonight, City Council is faced with a difficult decision to vote to de-designate the historic Steele Creek Presbyterian Church and historic cemetery and the surrounding property for industrial development that will soon swallow up my precious neighborhood, Steeleberry Acres, and many of our neighboring neighborhoods. There has been a major lack of transparency in this process by the airport and this will have a major impact on hundreds of citizens. I don't like to speak in opposition without offering a solution. So, my message is simple. Again, I'm asking us to push the pause button. This needs to be looked at as a more comprehensive plan than one rezoning, another rezoning, another rezoning, us coming to all these meetings, how it impacts us. Where is our voice? At the end of the day, I'm looking at development to the right and front and behind me and my 90-home community, my precious community that's been around since the 1950s that boasts historic homes, has significant historic value, is going to be demolished in this process. We are being picked apart at rates that are not fair. They are not comparable. The prices that the airport is paying us for our homes are not fair. We cannot replace these properties in Charlotte. The closest thing I came was a \$350,000 difference to live in Gastonia. Thank you for your time and consideration. Please defer tonight's decision.

Dianna Jaynes, 8008 Mcalpine Drive said thank you Council for the opportunity to speak yet again. Please take a note of the presentation that you were handed. The very first picture is the historic Manse House that was demolished back on August 2, 2024. We thought that there was an opportunity to save that property, but somehow it never made it to this chamber. So, it was very disappointing. I want you to take a look at the second page. So, everything airport owned, everything in dark blue and of course our little community is circled in red. Take a look at that, how we are completely surrounded by what is to be Manufacturing and Logistics Centers. Now on the third page, the future of the Steele Creek community and beyond, everything that is highlighted in red there is what they are calling an area of influence. That includes areas of West Charlotte and Mecklenburg County that are in the vicinity of the airport. So, these are going to be planned further developments for whatever purposes that they see fit. Now on the very next page, I want to take an opportunity to look at the plan for our communities, which is the CLT (Charlotte) South. So, there are several purposes listed which maybe sounds good for tax dollars and it probably makes sense for our City, but how will this impact our families, our property values, our quality of life in Steeleberry Acres and the surrounding communities?

Then on the next page, Steeleberry Acres historic significance. We have 90 homes remaining that were built from the 1950s to the 1970s. Historic Douglas House that was built in 1911 remains an important role in our story and some of our families have lived there for decades. De-designation of historic properties means erasing our history, diminishing our way of life and ensures decreasing property values. Is this the airport's plan all along, where families once lived? I gave you a couple of pictures of examples of beautiful properties that once had homes standing there. These families absolutely volunteered to sell their property to the airport, but where in Charlotte can you find a yard that looks like that? We aren't just a piece of property for the airport to acquire. We're a neighborhood that means family to us. Then, of course, on the very last page. Save our history. The Steele Creek Presbyterian Church that was established in 1760, the beautiful sanctuary that was built in 1889, the acreage around the church is designated as historically significant today. Why does that change because the airport wants more logistics and manufacturing? The Douglas House was built in 1911. It symbolizes the heart and soul of Steeleberry Acres. Vote no to de-designate these special historic properties and protect Steeleberry Acres from over development.

Collin Brown, 1400 Biltmore Drive said thank you Madam Mayor, Council members, Collin Brown on behalf of Foundry who really has nothing to do with a lot that we heard about. So, there's a lot of confusion going on. You may remember about a month ago we came with a rezoning petition for an area right around the Steele Creek Church. Part of what Foundry is committed to do in working with the airport, with Historic Landmarks is to preserve the Steele Creek Presbyterian Church, to preserve the cemetery, and to potentially to move the Douglas House to that site and preserve it. So, what's going on is, I think the site is 37 acres in total that is designated. The plan that has been worked out to save those properties is to sell a portion of that to my client who will develop it. The remaining 14 acres where the church is, the cemetery and the Douglas House will be, will remain. She Built This City would move into the church structure, operate their nonprofit there. Foundry also has a partnership with Carrie Meek Foundation to come on site, work on job training. So, imagine my surprise also a couple of weeks ago when I read about the Manse House being torn down. I was afraid that was the house that we said we'd protect. It is not. So, yes something has gone on between Historic Landmarks and the airport, I get it. That doesn't have anything to do with us. It is confusing. So, when I talked to Councilmember Brown, I said, "I number one want to distinguish. I don't know what's going on there. We are committed to saving, to preserving these areas. To do that we do need the de-designation." So, the de-designation, that is being brought actually by Historic Landmark's staff. We're not a part of that. We're here supporting it. That is being worked out with Historic Landmarks with our client. We do not own the property. The property's owned by the City of Charlotte and the Steele Creek Presbyterian Church. So, that's just the background. I know there's a lot of drama going on also. So, I wanted to distinguish this from that and let you know that the plan for these properties, even though there is a de-designation, the point of that essentially is to create the financial ability to maintain the 14 acres that is the historic church, the cemetery and the Douglas House. So, I'll defer to the experts on historic to kind of talk through that. Don't take my word for it, that's our involvement. Thank you. Happy to answer questions.

Mayor Lyles said okay. Mr. Gray, I think it would be very helpful if we had the point of view for the historic landmark.

Stewart Gray, 2100 Randolph Road said good evening, I'm Stewart Gray the Director of the Mecklenburg County Historic Landmarks Department and with me is Tommy Warlick, our Preservation Specialist. I'm going to ask Tommy to walk you through what is recommended by the Charlotte Mecklenburg Historic Landmarks Commission for the Steele Creek Presbyterian Church property.

Tommy Warlick, 2100 Randolph Road said thank you. Good evening. The Steele Creek Presbyterian Church property has been designated as a local historic landmark since 1991. It constitutes 31 acres. Of those 31 acres, 10 acres are associated with the cemetery. A half-acre parcel is associated with the historic sanctuary. The remainder are non-designated buildings or undeveloped property. The concept in order to preserve

those historic structures, the historic cemetery and the historic sanctuary is to take those properties that are not historic or have not been designated, to take them off of the designation and to allow those to be developed per Foundry's plans. As was told to you earlier, that will enable the financing of those preservations and the preservation of those particular properties.

Mayor Lyles said okay. So, I think we've heard from the three parties. The neighborhood, the Foundry which is the developer as well as the Mecklenburg County Preservation.

Councilmember Brown said so, Stephanie and Steeleberry Acres, I've been in constant communication with them. Is Foundry here? A representative from Foundry? He's here. Foundry, they came in, they explained, they gave details. Mr. Brown, Collin Brown was there at the church. We met inside of the historic beautiful church off of 160. There was some negotiation. Steeleberry. They left, they were not satisfied but one of the community leaders, Stephanie who is here she wrote a phenomenal letter which I thought was amazing at that time. As a representative for them and their representative sitting at the dais, she's been in constant communication with me over the last few days and it's disheartening to them and their community. I don't know all of the details. So, I can't speak on all the details of why the Manse Home was torn down. From what they're telling me, it should not have happened. The media got a hold to it. It was ugly. So, again I don't know all the detail. I won't speak on that, but I can surely speak to the fact of I understand their reservations, why they feel the way that they feel because of the way that it happened. If there was a way that we could prevent that so that did not happen, because she was very fair in going in the community knocking on doors, getting other residents involved, making sure their voices were elevated. So, it was a very strenuous process. Foundry spoke very well. They agreed to bring in She Built This City which I think is a phenomenal opportunity, but when there goes that lack of transparency when residents feel like or constituents feel like their community is going to be sucked up and evaporated, and I can't speak to what's going to happen. I understand their position. So, as their representative, I want to hold and support their position. So, I also want to read something. If someone wants to speak to what I just said while I'm finding what I need to read. I wasn't prepared to read it. I'm going to read it Stephanie, what you sent to me. Foundry, can you come down for me please?

Bill Simmerville, 2151 Hawkins Street, Suite 1000 said hi, I'm Bill Simmerville with Foundry Commercial.

Ms. Brown said thank you so much. I remember seeing you at Steele Creek Church, correct?

Mr. Simmerville said correct.

Ms. Brown said on the day you presented? Would you tell what you proposed for She Built This City and when Stephanie wrote the letter that I read for Council some time ago? I can't remember the exact dates on why we came to an agreement, and I said, "I would like to move forward with all communities coming to an end result like this." Would you share some of the things that you were going to do for She Built This City on the property as you stated that you would reserve the church. Would you go over what you were doing for She Built This City?

Mr. Simmerville said sure.

Ms. Brown said so, that people listening and watching and maybe the Council that doesn't understand what you offered. I would like for you to say that and I'm also going to still read what I said as I stand in solidarity with the community.

Mr. Simmerville said yes ma'am. Thank you for letting me be here. The genesis of all this was we had a community meeting tied to the rezoning of the cemetery and the land that the John Douglas House sits on. That was past a couple of months ago at the community meeting we hosted over at the Steele Creek sanctuary. Ms. Brown came to,

and Mr. Brown came too, Stephanie and Dianne and others where we shared our plan, discussed She Built This City taking over the historic sanctuary. So, as it currently sits, it's vacant and needs to be occupied and brought back to life. She Built This City is a minority-owned predominantly female nonprofit whose focus is training, teaching the construction trades to women and introducing them into the construction industry that's historically obviously dominated by men. They are out of space and our agreement was to gift the sanctuary to She Built This City, let them occupy it, operate out of it and in teaching their trades, restore the sanctuary and make that their new headquarters. We would gift that to them as well as execute a perpetual preservation easement with the Landmarks Commission to continue the preservation of the cemetery. Also the four or five acres or so that front Steele Creek Road, all the big trees and the green grass leading up to the view of the sanctuary up on the hill and then a little bit of excess land where we would contribute \$50,000 to the Landmarks Commission to assist in their efforts to move the Douglas House across the property to a new home behind the sanctuary where we would tie in utilities and create a building pad for that to reside and also be preserved under the same preservation easement. Ms. Brown, did I leave anything out?

Mr. Brown said if I could add. I think I talked to Ms. Lanse last week as well to explain it. I think a lot of the frustration is that for the Foundry rezoning petition there was a community meeting, there was discussion. The community could see what was going on. A developer committed to save a house, to provide some community benefits, to work with Historic Landmarks. That was not what occurred with another property called the Manse House and I think that is the great frustration. That was a good bit of my call with the neighborhood. It was, "Well why did this happen this way and the other happened the other way?" I can't answer why things happened on the Manse House. That's not involving us. I would say, and I know there's frustration, and I may agree with some of that, but we shouldn't penalize the group that has really operated in good faith, that's provided the types of community benefits that the community has told us they wanted. So, that's what's so interesting. We want the same treatment for the other properties. Why is that happening? I don't know why that's happening, but we've got a very good actor that has worked in good faith. I think if you ask the community has Foundry done a good job, they'd say so. I think there's frustration [inaudible] use as leverage. So, anyway, that's that. I hope that kind of explains some of the consternation.

Ms. Brown said okay. Again, thank you so much for taking the time to explain that. You used the word penalize which I really don't like. I don't think it's penalizing anyone. We're not saying we're not doing anything. I just wanted the community to be heard and I've been very fair with showing up in my position and trying to be a balance for both sides. I'm a fair person. I just wanted the community to be heard and I got a lot of emails, a ton of emails and I didn't know what was going on. So, I can't speak to something that I don't know about. For me, I would rather get the information, have my colleagues tell me what's going on that's been here, my predecessors, the veterans on the Council that's been here that could tell me what they thought. When I reached out and asked, they were just as shocked as I was. So, that is where the confusion came in. Nothing against the proposition that you have put before us, but I wanted to share where the concern came from. It is a legitimate concern. So, I don't want to downplay that it's not. It's in the same area. I also want to express their concerns on how they're saying just very little of the church is going to be saved. That's their concern, about how much. Is it just a little piece of the church that's going to be saved or are we going to be saving the entire preservation of that church?

Mr. Brown said I'll defer to the historic folks on that.

Ms. Brown said okay, yes. I'm listening.

Mr. Gray said the plan as was presented to the Charlotte Mecklenburg Historic Landmarks Commission was that the historic sanctuary and I believe it dates from the 1880s and it's a substantial building, the historic sanctuary would be preserved.

Ms. Brown said so, the entire church?

Mr. Gray said the entire sanctuary.

Ms. Brown said right, that's what I mean. The church, the sanctuary.

Mr. Gray said the church also currently included several other buildings that probably date from the mid part of the 20th century and those buildings would not be preserved.

Mr. Simmerville said they're not historic.

Mr. Gray said right. The landmark designation only includes the sanctuary. So, that'll be the 1880s sanctuary. So, the buildings that are being proposed not to be preserved, are not designated.

Ms. Brown said okay. So, I have an email here from Ms. Stephanie Lasne. So, I'm going to go ahead and just read one part of it. I'll forward it over to my colleagues so that they can see the email because I do want my colleagues to understand where she's coming from and what she's saying. I know we have a few other questions on the floor, but it's, "Good evening," addressing City Council, Mayor, all of us. "Our neighborhood is being negatively impacted by the actions of the airport. Our property values and quality of life are being diminished right before our very eyes. An airport official made a recent statement that they are in the business to fly planes. Planes are not what we're talking about tonight." So, she said that already. "So, why does it feel like the airport is transitioning to the business of land acquisition and manufacturing and logistics." For me, someone that represents the District and the airport is one, it's the largest economic driver for the City of Charlotte. We really have to be more transparent. The neighbors have every right to be upset. That neighborhood is beautiful. I drive past it every day. I drive past the church every day because I live right there in that area. So, the concerns to me are legitimate concerns. I yield to the community and the residents, and I think we need to hear their voices and we need to listen to their voices. So, that's my position tonight as the representative for District Three.

Mayor Lyles said Councilmember Brown, I know that we've heard from the Commission and from Foundry, and I think that what I've heard it's the Manse and its issue and the airport. So, why don't we have Ms. Gentry come up.

Ms. Brown said I didn't even know she was here. Was she here the whole time tonight?

Haley Gentry, Charlotte Douglas International Airport said good evening Madam Mayor, Mr. Manager and Council. There's been a lot discussed this evening. So, I'm going to start with the item that is on your agenda. First of all Steele Creek Presbyterian Church has been a mainstay in the airport community for centuries now. We did purchase the main campus in April of 2019. It was a matter of preservation for that congregation as to why they actually sold it to us. During that time, we committed to preserving the sanctuary. We committed to preserving that in the interest of our entire community, not just the airport neighborhood. I can tell you that to date between this transaction and the previous transaction, we've invested nearly \$10 million in that property in the name of preservation. We then went through an extensive process of analysis for proposals. We initially did an interest solicitation and then we actually went out for a RFQ (Request For Qualifications), at which time there were numerous submissions that were received. We immediately cast to the sides the ones that did not have a plan for the sanctuary. Since that time, we have probably been through seven, eight, nine iterations of what could happen with the sanctuary, and we are so pleased that Foundry has worked with us to find a future user and put that back into active use. In terms of some of the things you've heard tonight, let me clarify for you why we have purchased this property and some of the neighboring purchases.

This is one of the highest noise zones in our community. It is part of our Part 150 Program. These neighborhoods are approved for sound insulation and/or home buyout. So, Steeleberry Acres that you've heard from the residents tonight, we've been purchasing homes voluntarily in that area since 1983. It is a difficult place in terms of being in the middle of an area that is changing, that's why the church left and we had

made it known to the congregation at any point if you want to sell to the airport, you come to us and we'll be ready to do that. The development that is occurring is a federal requirement. Let me clarify that. When we buy something related to noise, we have a federal obligation to not return that to a residential area due to the fact we bought it for noise purposes. We must put it back into active use. So, that is what is happening in and around that area. We've been very prudent about this over the years. All of these homes right now from the residents you've heard from, there are standing offers for voluntary purchase. I understand that's not what some of those residents want, but there is not an immediate plan for that neighborhood, nor will we be knocking on their door to ask them if they want to sell to us. That is completely voluntary. Is their neighborhood changing? Yes it is. We are very committed to preserving the sanctuary. That has been our focus the entire time. I'd be happy to discuss the Manse if you want, but I don't feel that that's germane to the action that you're taking tonight.

Mayor Lyles said alright, thank you. I think I had Ms. Watlington next.

Councilmember Watlington said two questions, well not even really a question. A statement and a question because this feel to me like a lot of what we're trying to prevent when we talk about anti-displacement. I understand there are needs if you will or there are reasons behind making these purchases, i.e., noise etc., but if I'm understanding correctly once you buy it then you're compelled to do something else with it. So, my question becomes why are we not being thoughtful about buying it?

Mayor Lyles said you mean all of them? You mean why wouldn't we buy everything?

Ms. Watlington said no what I'm saying is if we know that once it's purchased, that triggers particular events that have to happen, and we also know that we're spending a good bit of money in this City to prevent displacement. It just feels like a little bit of cognitive dissonance when we're now acting in such a way that accelerates displacement in a particular area. So, before we talk about making purchases of particular properties and transactions, I feel like we owe it to Steeleberry to think about how does this impact their neighborhood just like we do for the Corridors of Opportunity. I think that that plan needs to be more sound and whether that comes through the Community Area Planning process or a special work session, it just feels like there's work to be done there in that way. The other thing that I was going to ask is I am particularly interested in this Manse piece. So, if you could just help us understand what happened. Why is that different than what's occurring here, or why they would not be at risk for what happened before?

Ms. Gentry said well they're very different situations. In 2018 Council actually approved a historic structure preservation plan with the airport. It was put together as a result of the runway that was forthcoming and we did that in conjunction with the environmental assessment that occurred during that period. We worked together with SHPO (State Historic Preservation Office) which is the State agency and we came up with a preservation plan and a strategy for how those properties would be documented for various entities to use the information surrounding them. This was unanimously approved by Council in 2018. It did involve tearing the Manse down. It was put on hold during COVID because we were not spending anything but essential funds and this is the soonest that it was able to be demolished. Now in between all of that time, there was discussion with the HLC about its historic status. So, it did go through their process and then it was actually removed from their process at the recommendation of their staff and it was removed from your process at the recommendation of our staff. The County then issued the permit for demolition and much like we do with all of our properties, we demolished it as quickly as we could. We realize there are neighbors living there and over the years we have let structures stand and tried to consolidate them into one demolition. That's not a good strategy for the neighbors who are there. So, we've become much more attentive about immediately taking down a facility as soon as we have that issue to prevent undesirable activities in an area that's not lived in.

Ms. Watlington said so, it sounds like then that the crux of it is whether or not something can be removed out of the process without Council action?

Ms. Gentry said can you clarify that?

Ms. Watlington said sure. I think I heard you say that the property entered into the HLC process and at the staff level it was recommended to be removed. So, if staff recommended it, who made the decision?

Ms. Gentry said our staff met with HLC staff. HLC staff agreed not to push it forward anymore, that it was not going to be pursued in that way. Our staff, when it came through, actually said, "Oh, this is different." The property owner was not in agreement this was occurring, which was the airport, the City and in addition to that, the property owner actually on behalf of City Council, has already taken a different action that this would be contrary to. So, the two parties got together, we sat down, we tried to figure out what was going on. Planning worked with HLC and the action was removed.

Ms. Watlington said because the City was the property owner?

Ms. Gentry said yes.

Ms. Watlington said got you. Okay, thank you.

Councilmember Ajmera said this has been a very difficult conversation to follow, especially after multiple back and forth, two different properties. I've seen media reports on this. I've seen Councilwoman Brown's emails about this and just the statement that was first sent to the media then it was retracted because it was corrected. So, my question is really about the Manse building because I think that's where some of these issues around transparency stem from. Unfortunately, that is contributing to some of the confusion here on this agenda item. So, I know you said that in 2018 City Council approved this unanimously. So, when you say approved unanimously, was it the demolishing that was approved unanimously in 2018?

Ms. Gentry said the demolishing was part of a larger action that was in agreement for numerous historical properties in the area of airport development.

Ms. Ajmera said so, you represent Historic Landmark Commission, correct?

Mr. Gray said yes ma'am. I'm the County Department Director and the Landmarks Commission is one of our primary responsibilities.

Ms. Ajmera said thank you for your service in preserving our historic structures.

Mr. Gray said thank you.

Ms. Ajmera said so, Historic Landmark Commission made a decision to not demolish the site and to preserve it, correct?

Mr. Gray said I've got a statement of the actions of the Landmarks Commission and the HLC staff. If I could read that?

Ms. Ajmera said yes please so that I can follow the timeline.

Mr. Gray said there may be some conflict with some of the other narratives. I'd be happy to read this.

Ms. Ajmera said if you have a copy so we can follow it.

Mr. Gray said I can email this.

Ms. Ajmera said okay, that would be good. Thank you.

Councilmember Bokhari said are we getting a little off topic here?

Mayor Lyles said I know. I was going to say, what was the question that you're being asked?

Ms. Brown said we're not getting off topic.

Mr. Bokhari said we're talking about another transaction though.

Ms. Ajmera said no, this is not off topic.

Mayor Lyles said another transaction?

Ms. Brown said no, this is very relevant.

Mayor Lyles said help me, Ms. Ajmera, I understand, I just want you to repeat the question that you've asked him.

Ms. Ajmera said what I asked him is to help us understand these actions that were taken by Historic Landmark Commission and the action that they took was to preserve the site. So, I asked him what was the timeline about that? How is that different from what Ms. Gentry told us? I want us to make sure we hear all the sites because it's important in order for us to make a decision. It's important to hear all sides. There are two different transactions. However, the issue here is transparency. So, that's why I want to hear Historic Landmark Commission's timeline in the process and the statement that you have written so we can better understand is there anything that we need to do differently from transparency perspective to address the community's concerns.

Mr. Bokhari said I think the problem is I don't disagree that we need to have that conversation, I just think it has absolutely no bearing on the details of this case.

Mayor Lyles said Ms. Gentry said that the Council adopted a group agreement in 2018. To declare or decide to demolish several, what I would call, historic properties for the rationale was that they were out and not being maintained and that there were issues. So, if that's the story we've been told, I think everybody has had a chance to contribute, but if that's not the story, then what do we need to know?

Ms. Brown said Mayor. So, this is my District respectfully and I am digging deep into this because when it came out in the media it was a mess.

Mayor Lyles said yes, I know. I saw it.

Ms. Brown said so, in all fairness I have to answer to these constituents. I get these tough emails. The media called me to interview. I yield not to interview because I can't speak on ignorance if I don't know. So, we have a representative of the airport here, we have Steeleberry, we have all parties here. So, I think what my colleague Ajmera asked is relevant.

Mayor Lyles said I agree. That's what I'm saying. I just summarized it to say now tell us what's different, if there's something different.

Ms. Brown said well I'll restate it.

Mayor Lyles said okay.

Ms. Brown said because I think I'm kind of simple because I don't have all this knowledge. So, let's go.

Mayor Lyles said I don't believe that now.

Ms. Brown said I'm just saying. City Council knowledge. I have a lot of knowledge, but City Council knowledge. So, here we go. What I think my colleague was saying was what is going to be the difference with what we're dealing with right now? Foundry came

up with a very attractive deal and package to move forward and I signed off on it and so did Steeleberry.

Mayor Lyles said okay.

Ms. Brown said when the media got a hold to the Manse Mansion, the HLC Commission said one thing, in the media, we were saying something else, but City Council, when I reached out to the knowledgeable colleagues of mine, none of them knew anything about it.

Mayor Lyles said right.

Ms. Brown said so, I wanted to bring it tonight in all fairness. Not trying to keep you. I know school has started, I know people have to move forward, but we have a duty and we took an oath to serve this community and I'm going to sit here and I'm going to serve this community. When we feel like we can't do that, then we need to give our position up to somebody else. It's plain and simple. We have a duty to serve. When it's election time we stand out there in line all day and night. We should be able to sit in these seats all day and night, I don't care who it is. We should be able to sit here and do our job for our constituents. I'm going to say that because that is the truth.

Mayor Lyles said yes.

Ms. Brown said everybody has these attractive signs when it's election time, but we need to make sure that we're attractive when we're on an agenda. That's just it and that's all. So, very relevant to what you're saying. To me, I'm going to make a motion. If you don't want to hear it, I'm going to make a motion and people might not like my motion.

Ms. Ajmera said no, I want to hear him.

Ms. Brown said go ahead.

Mr. Gray said alright. I will be glad to give you this brief statement.

Mayor Lyles said okay.

Mr. Gray said okay. "After months of meetings and discussion with CLT staff on developing a preservation plan for the historic Steele Creek Church-Manse, on December 11, 2023 in response to the planned demolition of the Manse, the Charlotte Mecklenburg Historic Landmarks Commission voted unanimously to recommend to you, the Charlotte City Council that the historic Steele Creek Manse be designated as a local historic landmark. All of the proper processes were followed by the HLC and the staff of the Mecklenburg County Historic Landmarks Department. On January 19, 2024 staff emailed a resolution and associated packaged documents to Charlotte's Planning Design and Development Department for consideration at City Council's February 12, 2024 meeting. The resolution would have scheduled a March 25, 2024 public hearing to consider landmark designation for the Manse. Confirmation from Charlotte's Planning Design and Development Department was received on January 24, 2024 indicating that the item had been added to the February 12, 2024 City Council agenda." That is all we know.

Mayor Lyles said so, what year was this?

Ms. Brown said 2024.

Ms. Ajmera said 2024.

Ms. Brown said the year that I was elected.

Ms. Ajmera said okay. It's disappointing to say the least from the City's perspective.

Ms. Brown said very.

Ms. Ajmera said HLC followed the process. That's all I have to say. Okay, that's all I have. Thank you.

Mayor Lyles said Ms. Gentry, you want to comment on this?

Ms. Gentry said I would just ask that if there's anyone from Planning here, I don't know if Monica is here or anyone. The airport was not in some of those subsequent follow up meetings.

Marie Harris, Strategy and Budget said so, as far as what's on the agenda and what's not, just process wise. So, each department puts in place holders, finished items, everything, and then we, in Strategy and Budget collect all of those into a first draft. Then we review those internally and say, "Is this going to be viable and finished or is this going to have to wait or this might be settled and not ever come forward." So, that's part of what I do and when we had a first draft, this was a learning curve for me because these used to be on zoning and this was the first I had this situation where somebody said, "Wait, the City owns this and the City's planning to demolish this." So, when I'm talking to the airport, they're like, "Oh yeah, no." I did not know that the Commission had that authority to be able to put something without the owner knowing. So, that's a process improvement when we're talking about transparency. We can start now too adding a clause, is the owner concurring something similar to that, because I had no idea that something could be historically designated without the owner agreeing to it being. So, I'm part of it too because I didn't know that anything that Commission put forward automatically came forward and when aviation's saying, "Oh no, we've already worked with the State, we've got this plan in place, we've already submitted demolition paperwork and all these other agreements," I said, "Okay, well let me know what y'all work out." So, I'm just saying that's a behind the scenes process, but it wasn't really Planning that did anything when she said Planning to come up, it's more a process for the agenda, what goes on the agenda.

Ms. Brown said okay. Alright. Mayor, thank you. Thank Council for bearing. I didn't expect for the discussion to go as long as it did, but I know Councilmember Johnson wanted to ask a question and Councilmember Mayfield and then I'll close what I have to say.

Councilmember Johnson said thank you. I just have a quick question. Can you define sanctuary? Because I feel like there's some semantics here. Can you define? Thanks. Okay.

Mr. Gray said sure. We probably don't have any visual, but at one point in the late 19th century, the sanctuary building which was where they held the services, if you think about your typical image of a Christian church with the steeple and the box like building and auditorium building, that's the sanctuary.

Ms. Johnson said okay.

Mr. Gray said so, again, and it is the historic building associated with Steele Creek Presbyterian Church.

Ms. Johnson said okay, thank you. You all were saying sanctuary and not sanctuary building. So, okay. Thank you. That's all I wanted.

Mayor Lyles said I know you're coming to the podium. I'm not quite sure why. I think Ms. Brown has said that Ms. Mayfield would be next in this discussion. Is that correct?

Councilmember Mayfield said actually I'm working directly with the City Clerk's office to get some information to help separate and I'll share it with the District rep to let her know what I was doing.

Ms. Brown said okay, that's fine. No problem. So, Mr. Brown did you want to say something else?

Mr. Brown said I just wanted to make sure we're distinguishing this is the HLC's motion tonight and we're supporting that.

Ms. Brown said very, very clear on what I needed to hear as a representative representing Steeleberry in District Three. It's a huge District. So, there's a lot of moving parts, but I want to be crystal clear on this one. When the article came out, I was totally lost and what I just heard tonight is truly disturbing and for staff, you guys work extremely hard and thank you for your hard work, but if you can't understand the position that I have as a District rep, from what we've heard tonight, I know some of you, it might be confusing and scratching your head as well.

We have to do a better job with being transparent. What we just heard is conflicting information and it's no wonder we're confused. There's no wonder our residents are confused. There's no wonder they have reservations. Because I am a person that is fair, when I sat in that church with Stephanie, she wrote a letter, when we move forward with a community, and we have intentionality and being the best representation of the City that we can, it doesn't show in this demolition that just took place. That's just my opinion as the rep. Foundry did a great job of representation and they stood in the church with Stephanie. We can have a conversation with us, the residents. Stephanie, you said yield, you want the residents to be involved. I hear you as your representative, I hear Steeleberry. As the representative also, Foundry has not done anything to us for me to pull the plug on something that they're trying to move forward with. I want to be perfectly honest with that. However, I have your best interest at heart as your rep. I will work with you and I will make sure everything that you asked, the specific of appropriation, making sure that the sanctuary will not fall into the same category. That what we said we would do when we had that meeting in the church is what we will do. I got sick that day. I wasn't even supposed to be there, but I came and I stood the entire time. So, I heard everybody out in the church. So, Collin, I don't know if you have any other questions for me, but for me to move forward in my representation of Steeleberry, I want to be crystal clear. They have some unanswered questions and I think you, myself, Foundry and Steeleberry will get together.

Mr. Brown said that's great.

Ms. Brown said immediately.

Mayor Lyles said thank you very much for this because I think you have captured one of the things that's very important, and I think both as a District Rep as well as Ms. Watlington, to say this is an item on our agenda. It was signed up for a speaker's list and I'm not quite sure what the question is. I don't think we can build the Manse again. So, that's probably not going to happen.

Ms. Brown said it got tied together.

Mayor Lyles said I heard you say that you agree with the Foundry's association and commitment with the historic designation.

Ms. Brown said I agree with what they told Steeleberry they were going to do.

Mayor Lyles said right.

Ms. Brown said we need to make sure that we stand behind that. We need to make sure that is what is going to happen, but I also as the rep understand totally Steeleberry's reservation, why they don't believe us and why we look like we're not being truthful in their eyes with what just happened with the demolition of the Manse. It's the same vicinity. They have every right to pour out their passion and represent their community the way that they have tonight and as their District Rep, I don't see anything wrong with the way they've presented themselves and I stand with them. I've worked

with Collin and I know that he and I have a professional relationship where we can work together and move forward. So, I expect transparency and for it to be laid out and I'm going to include the residents on everything that we do. I think that is a fair thing for me to do. You have anything else you need from me Collin?

Mayor Lyles said so, I think that you've heard the question. Can this be done and transparent. I think that we have an agreement with Foundry that's transparent. Would you agree with that Ms. Brown?

Ms. Brown said the jury's still out on that.

Mayor Lyles said okay. I guess what I'm understanding is that there needs to be more work with the neighborhood and that might be something that would be possible for us to actually do. You know, when we were talking this afternoon about Ed McKinney's idea of, what were they called? The bubbles?

Mr. Jones said strategic investment theory.

Mayor Lyles said the strategic investment areas. Perhaps this is a time for the neighborhood to be a part and have discussions around the strategic areas that they want to see done and accomplished if we do that because that's like a planning bubble if that's correct. So, Planning staff will be working with the expertise from the neighborhood as well as from the District Rep. I think that that might be a strategy that would work for how do we make sure that the neighborhood is being heard and valued. I think that's what we're trying to do. So, I want to say that we don't have an action item on the agenda, but the action is around the idea of keeping that neighborhood organized and vibrant and that may be best under the strategic investments that we're working on, that bubble list.

Ms. Brown said yes, I've seen that. I just also want to bring something else, like Haley said. There's no immediate plans to go through the neighborhood and that it's voluntary. So, those are some key words that stood out for Steeleberry. You know, we want to preserve history in our City. I'll close, but I was in Philadelphia this past weekend. There's a lot of history in that City. Honestly, I've been living here for 53. We don't have that history. It's just slowly evaporating and going away. I just have to make a clear conscious and solid statement. Everything that I saw as a little girl. Chicken Coop is gone. I can go down the list. Mr. K's Ice-cream, you know?

Mayor Lyles said right.

Ms. Brown said those are places that I frequented.

Ms. Gentry said if I may. Mayor, we do have a number of ways neighbors can participate with the airport. Ms. Lanse has participated in that in the past and I would encourage her to continue that through our Airport Neighborhood Committee, airport noise round table. There are various avenues for neighbors to get plugged in and we hear your concerns about communication.

Ms. Brown said well, I thank you so much for saying that you hear our concerns. So, I'll yield and give the meeting back to the Mayor. In closing, I would like to say that Ms. Lanse, Stephanie, she's very, very intentional. She sent a heartfelt letter to myself, Collin and Foundry and was submissive in this process. Then when that happened, it just took her back to where she was at. So, that was to me like a re-traumatization for her, if I will say that. That reminded her of something that she didn't want to see and that's how we got to this place.

Mayor Lyles said so, hearing everyone having an opportunity to speak and Ms. Brown's willingness to lead, is there a vote on the public hearing and a decision on the amendment of the Steele Creek Presbyterian Church and Cemetery historic landmark designation, is the action that we have.

Ms. Molina said can we clarify that Madam Mayor? Point of clarification because I want to make sure that I'm clear and make sure that everyone else is clear. So, the amendment is for what?

Motion was made by Councilmember Ajmera, and seconded by Councilmember Driggs, adopt an amendment with an effective date of August 26, 2024, de-designating all of the land and structures associated with the property known as the "Steele Creek Presbyterian Church and Cemetery," with the exception of Tax Parcel Numbers 141-211-29 (including the structures, improvements, and features located therein), 141-211-30 (including the interior and exterior of the building), and an approximately 3.546-acre portion of Tax Parcel Number 141-211-01A.

Mayor Lyles said the amendment is in our agenda book on page 2024 I believe. So, what I'm not clear on, the amendment, it would say adopt an amendment with an effective date of August 26, 2024, designating. So, Stewart, can you help me with what that means exactly? Define it for all of us.

Mr. Gray said sure. Happy to. Tommy may have to back me up on this, but basically, we're requesting that the City Council amend the existing designation ordinance. That amendment would de-designate some of the property but would leave remaining the 10-acre cemetery and the approximately four and a half acres around the sanctuary. Those would stay designated historic. The other 23 acres that's around the church would no longer be designated as a landmark. Those 23 acres, I'll just venture to say, are a substantial part of the Foundry development.

Ms. Molina said so, with that Madam Mayor, with that clarification, the District Rep has brought a lot of concerns forward. I'm looking for a recommendation.

Mayor Lyles said I would like to actually ask the airport. What is the impact of that compared to the materials that you gave us about the idea that once you have to do this, you have to treat the community in voluntary. Is this an acceptable statement or is this going to cause us more of this concern?

Ms. Gentry said I think if you push this deal, Foundry will take their money and they will go invest it somewhere else in our community. We have been turning over every stone to try and find someone to use this sanctuary, and I can tell you it is has not been an easy adaptive reuse. We've been through a brewery, we've been through Billy Graham Center, we've been through all kinds of workforce development entities trying to find a proper fit. We will continue for the building to be there, for it to be empty and for it to be unused. Our goal is to put it back into active use and preserve it and that is absolutely a commitment the airport has made and will continue to support. That's why we're doing all of this, is to maintain the historic sanctuary.

Mr. Gray said Madam Mayor if I may say just one thing. The Charlotte Mecklenburg Historic Landmark Commission is in complete agreement. That is the reason that they voted to recommend that the portion of this property be de-designated because they believe that the Foundry project is an appropriate project for the adaptive reuse of the sanctuary. It is not done lightly to recommend de-designation of any historic property.

Ms. Molina said did you communicate that to the Council? Did you send some type of correspondence to the Council?

Ms. Brown said I don't have nothing. We don't have anything.

Mr. Gray said the Landmarks Commission brought this motion forward to y'all for your consideration.

Councilmember Mitchell said I think you heard tonight a lot of frustration from the neighborhood and from the City Council Rep. If this is not time sensitive, my motion would be to delay this until we have some conversation with the District Rep, the

neighborhood and Historic Landmark Commission. This is not a good way for us to have this conversation at 10:15 p.m. So, Mayor, may I ask a question?

Mayor Lyles said I think I can see two questions for Ms. Gentry and Mr. Brown.

Mr. Mitchell said okay. So, if it's not time sensitive I'll make a motion.

Substitute motion was made by Councilmember Mitchell, seconded by Councilmember Watlington to defer adoption of the amendment until the first Business meeting in October 2024 to allow Councilmember Brown and all the parties to have a conversation about how do we move forward.
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Ms. Ajmera said for the deferral, I know this is the motion that we have on our agenda. It came as a recommendation of the Historic Landmark Commission. So, folks at Foundry, would this delay in any way? How would that have an impact if any, to your project development timeline?

Mr. Brown said well, I mean everything is time sensitive. You know, Foundry has come a long way. They've worked with HLC, they've worked with the community, they've had community [INAUDIBLE]. We want to get this done, the sooner the better. I mean would it be possible to defer this to the September 2024 Zoning meeting? October 2024, that's tough.

Mayor Lyles said I think what you're hearing is that the developer is saying that October 2024 is too far away Mr. Mitchell, but Mr. Mitchell has the floor and the motion.

Mr. Brown said we appreciate Mr. Mitchell's effort.

Mayor Lyles said alright.

Mr. Mitchell said I would hope the developer would agree with us and be a good corporate partner while we work through this collectively.

Mr. Brown said could September 16, 2024, work?

Ms. Ajmera said October.

Ms. Gentry said I can tell you we are under contract with Foundry and that does have an expiration date. So, I think the developer was, I don't want to put words in your mouth, but we were striving to close by the end of the year. So, we do have contractual documents that hold us to a certain timeframe, just for your awareness.

Mr. Mitchell said if I may Mayor. So, Ms. Gentry, when is the expiration date on the contract?

Ms. Gentry said February.

Mr. Mitchell said February 2025?

Ms. Gentry said yes, but the developer was trying to close before the end of the year.

Mr. Mitchell said we're trying to meet the second Monday in October 2024.

Ms. Gentry said I understand that. I'm just wanting to share with you so you're aware.

Mr. Mitchell said okay, thank you. Okay.

Ms. Gentry said that we do have contractual obligations.

Mr. Mitchell said thank you. I'm confident that we can still meet your deadline, the end of the year, but I think we need this collective voice to work together to try to find a good solution for everyone to feel comfortable.

Mayor Lyles said I think that Mr. Mitchell makes a great point. If we can get something organized earlier, that'll be great, but I think that we need to have more factual and more understanding from the neighborhood as well as the impact on the airport. So, we have a motion on the floor to delay until October 2024.

Mr. Mitchell said what's the date again?

Mayor Lyles said what's the date?

Mr. Jones said October the 14, 2024.

Ms. Brown said I'm okay with that. Yes, I'm okay with October 14, 2024.

Mayor Lyles said you could do anything between now and October 14, 2024, and come back whenever you're ready. Okay?

Ms. Brown said yes, I get what you're saying. Thank you, Councilmember Mitchell, for making that motion for me. I also want us to walk away and learn something valuable here.

Ms. Mayfield said we have to vote on it first.

Ms. Brown said I do. I want us to learn something valuable.

Mayor Lyles said we have to vote on the motion first.

Ms. Brown said let's vote but I still want to speak.

Mayor Lyles said I hear you.

The vote was taken on the motion and recorded as unanimous.

Ms. Mayfield said actually my comment is for the Manager. We've had conversations before about not having a decision the same night as a hearing. Part of the challenge tonight is that this hearing potentially could've been held before we went out on our summer break so that there was time for that conversation and not have a vote immediately. Because unfortunately we had two separate conversations happening, the reason I feel that we had two separate conversations is because some of us were under the impression that for one part of the conversation, that was supposed to come back to Council and it did not make its way back to Council. So, when Councilmember Brown recognized me earlier, it's because I asked for our City Clerk to send to us some time this week the 2018 original motion because I was here and I do not remember us having a conversation regarding this piece. So, somewhere in the initial what was presented to us to vote on, I just want clarification of what was there because now we're in 2024, but earlier this year I know from this dais I asked questions regarding the potential what's going to happen with this space. I was under the impression it was going to come back and that we were going to have a chance to talk about it before instead of reading it in the paper.

The challenge is there seems to be a period where within some departments it is a need-to-know basis and staff is determining what Council needs to know. At the end of the day, we're the ones who the community is going to ask the question of. We're the ones that are going to be in a particular position. For tonight, this was the first time that anyone's had someone from the airport to have a discussion, but at the same time, the hearing should've been a separate conversation altogether and then at a later date we should've had the conversation on voting on what's next. Because then a lot of the questions that were asked tonight in reference to the hearing, there would've been time

for the District Rep as well as her Council colleagues to review it and have a better understanding. So, I would like to encourage, which several Council colleagues have mentioned this on more than one occasion. It would be helpful not to have the hearing on the same night that there's a decision because if we decide that we need more information, we don't get the chance. So, then you have staff telling us that, "Well we have a contractual obligation." No disrespect, that's not my problem. My responsibility to the best of my ability, is to understand what's in front of us and for us to hear from community as well as the developers and petitioners for that hearing. It does not help when we're put in a position where we need to do both on the same evening without having enough information ourselves.

Ms. Brown said yes, I'll be very brief. I just wanted to say this is a very valuable lesson for us to take away and to be good stewards over our community and the assets and what they put in front of us. You know, when we go and we get the budget and we look at things and we vote on them and we try to support our Manager to the best of our ability, these are things that we really have to be careful about. Foundry, it's definitely not fair to Foundry and they were very transparent with what they were going to do with She Built This City. So, that's why I was reserved. Then I'm glad that my colleague stepped up to make a motion that would not put them out of the picture, but it is for all of us to look through a clear lens on how we represent moving forward. I cannot ignore a community of people that had 100 signatures plus still counting. That's going to affect the condition of that community and that District. So, I'm happy with the decision for the respect of Foundry because they did nothing. In this position, they're in the line of fire because we didn't do what we were supposed to do, and I saw we collectively because now I sit on the Council. Nobody wants to hear you didn't know. So, that's why I reached out to my colleagues. So, I'm happy with the decision that we made. I'm sure that we can move forward in good faith and make this work for everybody. That's what we did the first time.

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ITEM NO. 8: PUBLIC HEARING AND DECISION ON THE ALEXANDER-HOWELL HOUSE HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

Motion was made by Councilmember Mayfield, and seconded by Councilmember Driggs to close the public hearing.
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Mayor Lyles said on Item No. 8. I wonder though, I'm going to say, not having the reports and things like what I think happened today was with the lack of clarity, I wonder if we ought to just wait and see. Because this has been something that Councilmember Brown has been going through for this other one. Let's not get into another one.

Councilmember Mitchell said yes.

Mayor Lyles said we need to have I think, some better process for looking at these designations than just the agenda.

Councilmember Brown said I agree.

Mayor Lyles said so, I'm going to suggest that we have this as a part of the discussion. If Ms. Brown and the neighborhood, all of that can work and we'll have some staff folks that could do this, then let's bring all of these back at one time.

Ashley Larkin, 250 Cherokee Rd said since I've been here all this time, [inaudible]?

Councilmember Anderson said no ma'am.

Ms. Brown said you have to sign up to speak.

Ms. Larkin said I have to sign up?

Ms. Anderson said yes.

Ms. Larkin said okay.

Mayor Lyles said okay. We just closed the public hearing. You're with Alexander-Howell House?

Ms. Larkin said [inaudible].

Stephanie Kelly, City Clerk said there was a motion on the floor.

Mr. Mitchell said right.

Ms. Kelly said you did not vote on that motion.

Unknown said the hearing's still open.

Councilmember Johnson said she changed the [inaudible].

Ms. Kelly said the motion was to close the hearing. There was a second.

Mayor Lyles said there was no vote to close it.

Ms. Kelly said there's been no vote.

Mayor Lyles said so, she can speak.

Ms. Kelly said I'm looking at the attorney as the [inaudible].

Councilmember Watlington said maybe you should withdraw your motion so that she can speak as part of the hearing and then you move to close.

Mr. Mitchell said there you go. Just [inaudible].

Councilmember Mayfield said Patrick, do I need to withdraw my motion?

Patrick Baker, City Attorney said if the intention is for the speaker to speak, yes.

Mayor Lyles said I think that because we did not close the motion for eight, we will hear from you.

Ms. Mayfield said for parliamentary sake I am withdrawing my motion.

Mayor Lyles said okay.

Mayor Lyles said okay. If you would give us your name and at some point, I know you're up there talking, but we'll need your address so we can contact you at the Clerk's office with a phone number and something like that.

Ms. Larkin said thank you for letting me speak. My name is Ashley Larkin. My husband had to leave, but we are the current proud owners of 250 Cherokee. A full report was provided and created for us to explain the architectural significance of the property that we hope to protect. Much like all these conversations I've heard tonight, is exactly why we went through this lengthy process and it's not an inexpensive process either, but we seek to protect this residential property with great significance historically in a historically significant autocentric neighborhood in Charlotte that is threatened all the time by retail development, medical development, multifamily high rises and we have a

significant piece of property that's just under two acres. So, we are particularly at risk. I am just about a block off of Providence Road on Cherokee. I think the report, if you have read it, I think it was in the agenda. Was beautifully written explaining the origin of the home, the families that built it, the history of the neighborhood, the importance of the architect and furthermore, proposed that the house be not just called Sydenham Alexander Home, but the Alexander-Howell Home because [inaudible] Howell who resided there was a significant leader in our community. We have gone through the Historic Landmark Commission process. It was taken to the State and now we are here hoping for your approval because like all these other conversations that have been going on, we are anxious to keep this house from being torn down and demolished. We are offered ridiculous sums of money for developers to come in and tear it down and our hope is to stop that as the current, and not allow that to happen to ourselves or our neighbors or our community. So, I just plead with you that you would consider our request. We've taken a long hard look at it. We're not doing it for tax reasons. We really have been warned that we can significantly impact the resale of the property by doing this, but our intention is very clear and purposeful with our mission to protect a historic structure in the City of Charlotte where things are getting completely demolished all the time, and I thank you.

Mayor Lyles said thank you very much.

Ms. Brown said thank you for speaking and staying all night.

Motion was made by Councilmember Ajmera, and seconded by Councilmember Driggs to (A) Close the public hearing, and (B) Adopt Ordinance 831-X with an effective date of August 26, 2024, designating the property known as the "Alexander-Howell House" (Parcel Identification Number 155-062-61) as a historic landmark.
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Ms. Johnson said my question is we talked about deferring it earlier. Are we going to defer?

Ms. Mayfield said yes, that's what I'm wondering.

Ms. Johnson said then my second question is I'm supporting the historic designation, but can we hold off on the name and not commit until it's gone through because there's been some processes of renaming things in the City lately after research? So, I don't know if this would fall into that before we commit.

Ms. Larkin said I think actually Tommy and Stewart might speak to that much better than I can. The researcher, the architectural historian, when doing her research here in Charlotte felt strongly that the Howell's involvement and prominence in the community should be noted and attached with the house along with Sydenham Alexander. I think she gives a justification much better than I can go into detail with.

Ms. Johnson said okay, thank you. We're going to be deferring it, right? To do all of that research? Are we still doing that?

Mayor Lyles said I think the motion on the floor was to go ahead and approve it.

Ms. Ajmera said yes, my motion was to approve A and B because in this case there's no confusion. There's no community opposition. The longer we wait, we might lose this. I mean, there is a sense of urgency here. The current owner wants it. There's no opposition, we want to preserve this two acres in District Six. There's six attachments. It shows why the Historic Landmark Commission supports it. There's a long history behind it. So, I don't see a reason why we need to defer this. I mean I understood the first one because of the community opposition.

Mr. Driggs said this is actually a normal course of business thing we're talking about creating and not delisting.

Ms. Ajmera said exactly.

Mr. Driggs said I don't see the controversy around this one.

Ms. Ajmera said exactly.

Mr. Driggs said there's no analogy to [inaudible].

Mayor Lyles said it doesn't involve any other governmental rules or regulations. It's just basically a process.

Councilmember Molina said that's why I was trying to gain clarification.

Mayor Lyles said so, I think it's appropriate that we could have a motion to approve the Alexander-Howell House historic landmark designation if the Council so chooses.

Ms. Watlington said I can wait until after we vote, but I do have a point of order.

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

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

NAYS: Councilmember Mayfield

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 292-298.

Ms. Mayfield said for consistency sake, I said we need to stop having a hearing on the same night as a decision. So, I am a no.

Ms. Watlington said I realize that it is 10:38 p.m. at this point. I know that on our zoning meeting nights, we have a hard stop at 10:00 p.m. So, given that we still have a substantial agenda, I just want to lift up the fact that we are past that 10:00 p.m. and I think we need to make a decision as to whether or not we're staying here to finish this meeting or to move this to a future agenda.

Mayor Lyles said I think it's part of coming back from a rather long opportunity to get some time with our family and friends and other things.

Ms. Brown said that won't do any good if we just give it all back.

Mayor Lyles said I agree. I understand that, but I guess the question is if the Council would like to proceed for another 10 minutes or adjourn and have a separate date?

Unknown said this is not going to be 10 minutes.

Ms. Brown said this is not going to be 10 minutes. You're being very kind about that.

Mayor Lyles said well maybe how about 10 p.m.?

Ms. Brown said 11:00 p.m.? No.

Ms. Johnson said our first meeting we're given a half an hour to ask questions and they actually took an hour and a half. So, those are the kind of things that need to be planned out.

Ms. Brown said I say move it.

Mayor Lyles said I love that idea of a planned-out meeting.

Ms. Brown said that's the session.

Mayor Lyles said that would be ideal.

Ms. Brown said whatever you want to do.

Mayor Lyles said okay.

Mr. Driggs said what else is on the agenda that's going to take a long time? I was just scrolling through.

Mayor Lyles said it's resolution of alleyways and things like that. You've got nominations that can be submitted, regional transportation planning. Mayor Lyles said so, we have a lot.

Marie Harris, Strategy and Budget said Madam Mayor. If we could at least do the next public hearing because otherwise, and this is totally y'all's prerogative, but we'd have to restart the notice requirement if we move that.

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ITEM NO. 9: PUBLIC HEARING AND DECISION ON THE JOHN PHILLIPS LITTLE JR. HOUSE HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Ajmera, seconded by Councilmember Mitchell, and carried unanimously to (A) Close the public hearing, and (B) Adopt Ordinance 832-X with an effective date of August 26, 2024, designating the property known as the "John Phillips Little Jr. House" (Parcel Identification Number 153-042-20) as a historic landmark.

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 299-305.

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ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF ALLEYWAY OFF KENSINGTON DRIVE

Mayor Lyles declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close a portion of alleyway off Kensington Drive.

The resolution is recorded in full in Resolution Book 55, at Page(s) 303-306.

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POLICY

ITEM NO. 11: CITY MANAGER'S REPORT

Mayor Lyles said there's no Manager's report.

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BUSINESS

ITEM NO. 12: ACCEPT CARBON REDUCTION PROGRAM DISCRETIONARY GRANT

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to execute a Municipal Agreement with the North Carolina Department of Transportation accepting a Carbon Reduction Program Discretionary Grant for Intelligent Transportation Systems in the amount of \$3,917,562, and (B) Adopt Budget Ordinance 833-X appropriating \$3,917,562 in grant funds from the North Carolina Department of Transportation to the General Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 306.

The resolution is recorded in full in Resolution Book 55, at Page(s) 307.

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ITEM NO. 13: MUNICIPAL AGREEMENT WITH NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Motion was made by Councilmember Mitchell, seconded by Councilmember Brown, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to execute a Municipal Agreement with the North Carolina Department of Transportation in the amount of \$18,183.26 for the installation of poles for a new traffic signal at the intersection of South Tryon Street and General Drive and York Center Drive, and (B) Adopt Budget Ordinance 834-X appropriating \$18,183.26 from the North Carolina Department of Transportation to the General Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 307.

The resolution is recorded in full in Resolution Book 55, at Page(s) 308.

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ITEM NO. 14: LEASE AT MCGILL ROSE GARDEN

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution authorizing a lease agreement with McGill Rose Garden, Inc. for lease of approximately 1.36 acres of property located at 940 North Davidson Street (parcel identification number 081-086-02), and (B) Authorize the City Manager, or his designee, to negotiate and execute all documents necessary to complete the leasing of the green space.

The resolution is recorded in full in Resolution Book 55, at Page(s) 309-310.

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ITEM NO. 15: LEASE OF OFFICE SPACE FOR CHARLOTTE-MECKLENBURG POLICE DEPARTMENT'S NORTH DIVISION STATION

Motion was made by Councilmember Mitchell, seconded by Councilmember Johnson, and carried unanimously to (A) Approve a lease with AF4 Charlotte Industrial, LLC, for 10,650 square feet of office space located at 10430 Harris Oaks Boulevard, Suite R (parcel identification number 025-111-05) for Charlotte-Mecklenburg Police Department's North Division Station, and (B) Authorize the City Manager or his designee to negotiate and execute any documents necessary to complete this transaction.

**ITEM NO. 16: MECKLENBURG SOIL AND WATER CONSERVATION DISTRICT
URBAN COST SHARE PROGRAM**

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to adopt a resolution ratifying an Urban Cost Share Program agreement with the Mecklenburg Soil and Water Conservation District.

The resolution is recorded in full in Resolution Book 55, at Page(s) 311.

**ITEM NO. 17: CHARLOTTE REGIONAL TRANSPORTATION PLANNING
ORGANIZATION MEMORANDUM OF UNDERSTANDING**

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to authorize the Mayor to execute the Memorandum of Understanding for the Charlotte Regional Transportation Planning Organization.

**ITEM NO. 18: INTERLOCAL AGREEMENT FOR YOUTH DIVERSION PROGRAM
GRANT FOR THE FISCAL YEAR 2025.**

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to adopt a resolution authorizing the City Manager, or his designee, to negotiate and execute an interlocal agreement with Mecklenburg County through its Criminal Justice Services to provide an alternative to arrest for youthful offenders while maintaining accountability for delinquent acts and providing support to redirect behavior.

The resolution is recorded in full in Resolution Book 55, at Page(s) 312.

NOMINATIONS TO BOARDS AND COMMISSIONS

ITEM NO. 19: NOMINATIONS TO THE BICYCLE ADVISORY COMMITTEE

The following nomination was made for one appointment for a partial term beginning upon appointment and ending December 31, 2024, and a three-year term beginning January 1, 2025, and ending December 31, 2027:

- Juan Euvin, nominated by Councilmembers Johnson, Mitchell and Watlington
- Constance Wagner, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Mayfield, and Molina

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to appoint Constance Wagner by acclamation.

Ms. Wagner was appointed.

ITEM NO. 20: NOMINATIONS TO THE BUSINESS ADVISORY COMMITTEE

There were no nominations made for one appointment for a three-year term recommended by the Certified SBE-Hispanic Contractors Association beginning April 29, 2023, and ending April 28, 2026.

Nominations will be kept open until the next Business meeting.

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ITEM NO. 21: NOMINATIONS TO THE CHARLOTTE MECKLENBURG PUBLIC ACCESS CORPORATION

The following nominations were made for one appointment for a partial term beginning upon appointment and ending June30,2026:

- Dawn Gibson, nominated by Councilmembers Anderson, Johnson, Mayfield, Mitchell, and Watlington
- Sasha Tomaszycski, nominated by Councilmembers Ajmera, Brown, Driggs, Graham, and Molina

The appointment will be considered at the next Business meeting.

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ITEM NO. 22: NOMINATIONS TO THE CITIZENS REVIEW BOARD

The following nominations were made for two appointments for a three-year term beginning August 1, 2024, and ending July 31, 2027:

- Faye Barnette-Shell, nominated by Councilmember Brown
- Louis Leone, nominated by Councilmember Johnson
- Theresa Marascio, nominated by Councilmembers Ajmera, Anderson, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, and Watlington
- Susie Taylor, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Mayfield, Mitchell, Molina, and Watlington

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to appoint Theresa Marascio and Susie Taylor by acclamation.

Theresa Marascio was reappointed.

Susie Taylor was appointed.

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ITEM NO. 23: NOMINATIONS TO THE DOMESTIC VIOLENCE ADVISORY BOARD

The following nominations were made for one appointment for a three-year term beginning September 22, 2024, and ending September 21, 2027:

The following nominations were made for one appointment for a partial term beginning upon appointment and ending September 21, 2025:

- Faye Barnette-Shell, nominated by Councilmember Brown
- Pamela Beckham, nominated by Councilmembers Johnson, Mitchell, and Watlington
- Angelia Buford-Hayes, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Christine Hart, nominated by Councilmembers Ajmera, Anderson, Driggs, Graham,

Mayfield, and Molina

- Jessica Trosch, nominated by Councilmember Ajmera

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to appoint Angelia Buford-Hayes and Christine Hart by acclamation.

Angelia Buford-Hayes was appointed.

Christine Hart was reappointed.

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ITEM NO. 24: NOMINATIONS TO THE HISTORIC DISTRICT COMMISSION

The following nomination was made for one appointment for a three-year term for a Resident Owner of Dilworth beginning July 1, 2024, and ending June 30, 2027:

- Sarah Curme, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, and Watlington

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to appoint Sarah Curme by acclamation.

Sarah Curme was appointed.

The following nomination was made for one appointment for a partial term for a Resident Owner of Fourth Ward beginning upon appointment and ending June 30, 2025:

- Cameron Holtz, nominated by Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, and Watlington

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to appoint Cameron Holtz by acclamation.

Cameron Holtz was appointed.

There were no nominations made for one appointment for a partial term for a Resident Owner of Hermitage Court beginning upon appointment and ending June 30, 2024, and a three-year term beginning July 1, 2024, and ending June 30, 2027.

Nominations will be kept open until the next Business meeting.

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ITEM NO. 25: NOMINATIONS TO THE PASSENGER VEHICLE FOR HIRE BOARD

There were no nominations made for one appointment for a Hospitality / Tourism Industry category representative for a partial term beginning upon appointment and ending June 30, 2024.

Nominations will be kept open until the next Business meeting.

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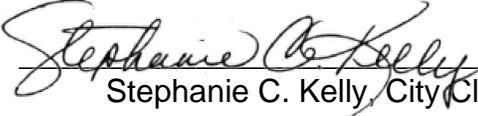
ITEM NO. 26: NOMINATIONS TO THE STORM WATER ADVISORY COMMITTEE

There were no nominations made for one appointment for a Financial / Accounting / Legal Professional category representative for a three-year term beginning July 1, 2024, and ending June 30, 2027.

Nominations will be kept open until the next Business meeting.

ADJOURNMENT

The meeting was adjourned at 10:45 p.m.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 5 Hours, 30 Minutes
Minutes completed: January 15, 2024