The City Council of the City of Charlotte, North Carolina convened for the City Manager's FY2027 Proposed Budget Presentation on Monday, May 4, 2026, at 5:01 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Danté Anderson, J.D. Mazuera Arias, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, Joi Mayo, and Victoria Watlington.

ABSENT: Councilmembers James Mitchell, and Kimberly Owens

* * * * * * *

Mayor Lyles said I'd like to call this meeting to order, and I want to welcome Ms. Johnson back. Thank you so much for being present here.

Councilmember Johnson said thank you.

Mayor Lyles said tonight we will receive the City Manager's proposed budget presentation, which outlines a plan for advancing our strategic priorities adopted by the Council. This presentation also provides an opportunity for our community to learn more about the investments planned for our community members and our City. Thank you all for coming in and joining and participating tonight. Tonight is our formal introduction to the proposals. The only agenda item that we have tonight is for the City Manager to present the budget. As a reminder, this meeting does not include questions from the Council.

Before we get started, I'd like to provide an overview of the next steps on the budget. On May 11, 2026, we will hold a budget public hearing where members of our community will have the opportunity to provide feedback on the proposed budget. If you wish to speak on the budget, you may sign up, and do so with the Clerk's Office online or by phone. Following the public hearing, City Council will convene May 18, 2026, at 2:00 p.m. for the Budget Adjustments Meeting. During the May 18, 2026, meeting, Council members may offer desired budget adjustments for further analysis and discussion. Those adjustments that have received at least five votes will move forward for consideration in the Council Straw Meeting votes scheduled for May 25, 2026. Then, at the Straw Votes Meeting, any proposed adjustments that receive six or more votes during the meeting will advance for inclusion in the final budget ordinance proposed for adoption. It is important for us to note that the budget adoption at the Council Business Meeting must occur no later than June 30th of each year. The budget adoption vote is currently scheduled for that date. So, with that, I want to say thank you, and now I'm going to turn the meeting over to Mr. Jones.

* * * * * * *

ITEM NO. 1: CITY MANAGER'S PROPOSED FY2027 BUDGET PRESENTATION

Marcus Jones, City Manager said thank you, Mayor and members of Council. This is, I believe, the middle of my ninth year here, but my tenth budget presentation to you, so 9½ years, 10 budgets. I will tell you that I'm incredibly excited about, not just the future of this organization, but the future of the City and the future of our community. This is a pretty big budget; it's a $4.5 billion budget, the first time we have crossed that threshold with a billion dollars General Fund. I also believe it's the moment for us to connect our residents to this transformational opportunity, and we do this in part by removing barriers and opening doors to support family prosperity. You've heard before, we've talked about this inflection point; hindsight, I think we're past that. Your bold actions have squarely put us on an upward trajectory line, which gives us a great deal of optimism, but it wasn't always that way, so where were we? So, if we go back to 2016, the Housing Bond was only $15 million. Our lowest paid employee in 2017 made less than $14 an hour. In 2018, and I've said each year I'd never say this again, but maybe next year I won't, the Cross Charlotte Trail was $100 million with $100 million funding shortfall, and when we start to think about police and fire stations and infrastructure, we had a number of plans, but we had not funded those, and maybe most importantly, we had no steady state in terms of our CIP (Capital Investment Plan). So, in other words, every four bond cycles, there was an expectation to come back, raise property taxes to fund the next four bond cycles. We took bold steps to address these issues, and it's really the Council's bold steps. You made it clear that Corridors of Opportunity, workforce development, affordable housing, better pay and Charlotte Moves, which has morphed into Mobility Plus, were definitely priorities.

Just as we thought we were getting momentum, COVID hit us, and when we started to think about this, no one was really prepared for it, but what this City Council did was somewhat unique in the Country. Instead of taking the COVID Relief Funds and stuffing reserves, with the $300 million that came back to the City, about two-thirds of it you pushed it out into the community, and I think that made all the difference with some of our partners in the community. We managed through challenges and uncertainties. So, we have these headwinds, and we talk about shocks and stressors, and shocks are like hurricanes and floods, but stressors are things that are just with us almost under the surface like the lack of affordable housing. When you pair that with uncertainty at the federal level and the state level, you could say there are a lot of headwinds, but I believe the tailwinds are stronger. We have an incredible staff. We have sound financial management practices. We were recently reaffirmed in March 2026 by all the rating agencies for our Triple AAA Bond Rating, and that's extremely important, and we have great public/private partnerships.

So, I believe that as we start to think about investing in these public/private partnerships, it's made all the difference. We had that $15 million bond, but a public/private partnership got the City up to $50 million, and the private sector and the philanthropic community more than matched that. Same thing with the Mayor's Racial Equity Initiative. There were a lot of issues out in the community, and the Corridors of Opportunity are very important to us, and there were additional funds for the Corridors of Opportunity, but over and over again, you will see these public/private partnerships, whether it's with the next CLT, Meck Connect, or Road to Hire, it's in our DNA.

So, I really love this slide with the various logos that we have. So, yes, it's easy to go straight to Tepper Sports & Entertainment and Hornets Sports & Entertainment, and think about NFL (National Football League), NBA (National Basketball Association) and MLS (Major League Soccer) franchises, but it's much bigger than that. It's a relationship we have with the County. It's a relationship we have with CMS (Charlotte Mecklenburg Schools). It's a relationship we have with higher education. Whether Central Piedmont, Queens, UNC (University of North Carolina) Charlotte or JCSU (Johnson C. Smith University), it's just the way that we work together that I believe sets us apart from other cities across the country, and you start to think about the Foundation For The Carolinas, and how it all works together, and you get something kind of special like The Pearl.

So, a few years ago, we were at a Council retreat, and we were the largest city in the country not to have a medical school, and after that charge, not only did we get a medical school, but we got something that's bigger than that. So, we started to think about the public/private partnerships. We've deployed about $150 million in public investment, but we've been able to leverage more than $4 billion. So, I'll say that again, $150 million in public investment has leveraged more than $4 billion. So, we think about places and spaces, like Ballantyne Reimagined, The Pearl Innovation District, and even Eastland Yards. We're also investing in the workforce, and we have this lens, the internal and external. Internal, some of the programs have really changed people's lives in the City. For instance, we have 450 of our employees participating in the Prepaid Tuition Program. That's not a tuition reimbursement, it's prepaid, so in other words you don't take money out of your pocket to have an opportunity to change your life, and we have 26 degrees that have already been awarded. Also, externally we're supporting five community-based organizations, and they've helped over 500 individuals with career placements. So, we did this all while having the lowest property tax rate in the State.

I think what's important, and this is another one of my favorite charts. So, when we started to think about the property tax rate, we are the lowest of all the large cities in North Carolina, and there are these 12 that we compare ourselves to, but also we have not raised the property tax rate, much like other jurisdictions. So, while Charlotte has increased the property tax rate once since 2020, we have had jurisdictions increase it as many as six times. Then, we look at the total cost of government, and that's City, County, water/wastewater, sales tax and others. We're the lowest for any city with a quarter of a million people or more, and we're only the second lowest of all cities, and that's with Wilmington with about 125,000 people being the lowest.

So, let's talk about our regional impact. So, there are seven Fortune 500 companies that call Charlotte home, but 19 Fortune 1,000 companies that call the region home. I think maybe one of the most important stats on this particular slide is 22 percent of North Carolina's GDP (Gross Domestic Product) is in Mecklenburg County. There are 100 counties, but 22 percent of the State's GDP is in Mecklenburg. So, I say this to say that Charlotte is good for North Carolina, number one state for doing business, number two best city for headquarters, and the eighth best big city to live.

So, that's a great picture. I knew I'd start to hear this in the room. Part of what makes this work is annually you reaffirm what's important to you, and then it's up to us to execute that. So, at the January 2026 Annual Strategy Meeting, it was very clear you wanted us to shore up our core services. You wanted us to focus on public safety. You wanted us to be forward thinking about housing and economic development, not separately. You wanted us to invest in Mobility Plus, and you wanted us to implement a tax rate that reflects the community's needs.

So, we start off with shoring up our core services. About 29 percent of this billion-dollar General Fund is just core services. So, let me layer that on top of public safety. Public safety is about 62 percent of the General Fund budget. So, over 90 percent of what we do are core services and public safety, and we're attempting to address both of them in this budget. So, how do we show up? You've told me over and over again if there's a problem, put it on the table and let's address it. So, we had some problems. We've had some problems with performance, and we had problems, for instance, with our 911 response times, but we were able, over the course of this last year, to meet the benchmark, which is to get 90 percent of your calls answered within 10 seconds. Between January 2026 and the end of March 2026, we're at 92 percent, and also, we're trying to do a better job of engaging the community. We had 188 community events hosted by Housing and Neighborhood Services that focused on upward mobility, and that was just in the first half of the fiscal year.

We're also keeping an eye on performance. We have many indicators that come back to the Council. For instance, we have community level indicators, we have Council level indicators, and we have management level indicators, and what we're finding in some cases we are just not performing well. So, to be able to continue to produce core services, we need to make more funding decisions around our fleet availability, our 311 capacity, and our public safety response times. There's a challenge. The challenge is, we try to provide exceptional services, we try to keep the tax rate low, and we try to meet these performance goals. We're able to do this at surpluses at the end of each year, but FY (Fiscal Year) 2025 was a bit different. On an almost billion-dollar budget, a $10,000 surplus is not a surplus, that's barely making it. So, we didn't really help ourselves as we started FY2026, where I said to you, before I would ever come back to you for property tax, we would do as best as we can with efficiencies to make sure that we're doing all we can do with the resources that we have. So, we were able to find $7.4 million of efficiencies in the current budget, and if we start to look at the past few budget cycles, we've been able to find about $32 million in efficiencies, but let's focus on that $7.4 million that's in the current budget. As I mentioned, FY2025, we ended with a $10,000 surplus, and that's years of having surpluses of $15 million, $18 million. In FY2026, with this $7.4 million in additional efficiencies, coupled with how we have focused on public safety this year, it'll be difficult to end the fiscal year with any significant surplus. Our goal is to end the fiscal year meeting our 16 percent reserve and still being above zero.

So, moving forward, we need to put more fuel in the tank, that is just plain and simple. So, we talked about shoring up core services. So, what we're doing here is, some of these things you will never see, and it is things like cybersecurity, it's things like technology refreshers, but you will see it if anything fails. So, we're putting about $5.5 million into our technology assets and our security assets, $2 million in our solid waste services. Again, more people are coming here. We need to make sure that the things that people expect the City to show up for, like picking up your solid waste, picking up the phone when you call 911 or 311, that we're doing that and we're doing that exceptionally. We have $2.7 million that we are putting into the fleet fund, and $2 million for more vehicle purchases, and more than $3 million to maintain City-owned buildings. Again, there are cities across the Country where their city halls are failing. So, you need to make sure you make the investments on the front end.

So, public safety, and we have investments, enhanced safety for all. So, let's put this into perspective. When we started to have public safety as one of the priorities for the Council, not just at the retreat, but over the course of the last couple years, the investments that we have to make is around $85 million. That's pay increases, overtime, retirement, vehicle replacement, dashcams, software licenses, standing up fire stations. It's not a small amount, and to put this in perspective, what we put in the current budget in public safety is about $36.3 million in FY2026. So, FY2027 is more than twice the investment. The investment is needed. I will tell you this $85 million is worth about 3.64 cents on a property tax increase, but let's talk about that a little bit. Much like we say that each year we begin the budget process trying to find efficiencies and using prude and financial management, even taking sometimes a multi-year approach, we did the same thing to try to tackle this $85 million that's related to public safety. So, we have 16 budget principles, and one of them is that the City will begin by evaluating available revenues and look at the operating capital budget, and then budget where the greatest community need is, and right now the greatest community need is public safety. So, the first thing that we did is, we reallocated 1.45 cents from the Debt Service Fund and the PAYGO (Pay-As-You-Go) Fund right back to the General Fund, and that's going to help us with some of the public safety enhancements that we have.

So, we were able to, with a few things that we've done, being able to have a multi-year approach to some of these needs, as well as bringing in additional resources from the Debt Service Fund and the PAYGO Fund. The property tax increase that I'm proposing for this budget is 1.89 cents, and 100 percent of it is for public safety. So, we divided it up. Some is in Debt Service, some will be in the General Fund, but it's the equivalent of about $5.71 a month increase for the typical homeowner, again all for public safety. Even with that, because I believe the next question would be, okay, then where do we land when you add the one percent sales tax that was passed, as well as this property tax of 1.89? We would still be the lowest all in for government services of any city in North Carolina with the population of 250,000 or more, and once again the only city that would have a lower total cost would be Wilmington, which has a population again of about 125,000 people.

So, let's talk about these public safety investments. Start off with police. Police, we have a 10 percent increase for all officers through sergeant level, and we also have 35 additional take-home vehicles. I will tell you that our plan is to also utilize the earmark that we have in D.C. to get all of the take-home vehicles that are needed in this year pursuant to the current policy for CMPD (Charlotte-Mecklenburg Police Department). We also have a three-year plan to replace all the dashcams in the car. So, it's really important as we start to think about where we are with vacancies and CMPD. These initiatives will help Chief Patterson get the CMPD fully staffed by the end of 2027.

In terms of fire, a seven percent increase for firefighters to captains. What I'm proposing for both of these, police and fire have a step system, and so what I'm proposing, we just freeze the step system and lift and shift everybody up in police 10 percent, and everybody up in fire seven percent. We also have, with fire, $4 million for their turnout gear replacement, $4.1 million to right-size their overtime. What we're finding is, over the years, as part of the issues with how close we are to meeting the budget, a lot of it has to do with some of the overtime costs in fire. So, why don't we try to find a way to get that number at the right size in the fire department. We also have three additional field technicians to help with the captains as they are boots on the ground with any fire emergencies, and two civilians to support and improve training and fire response times. I think it’s also important to talk a bit about the fire infrastructure. We have a new fire company, Engine 46, 18 FT’s and $2.3 million. We have the Commercial Burn Building that’s through Advanced Planning, and we have apparatus replacement, six engines and three ladders. What’s also important is we’re trying to get back on track with fire in terms of the correct replacements for the engines and the ladders, and we’re moving forward in this proposed budget that we would have, every two years, a new fire station or fire station replacement. Again, growth, response times, very important with fire.

So, we’re also advancing safety, but it’s not just police and fire, it’s also the quality of life for all of our residents. So, we have a bunch of studies, a bunch of discussions around safety and quality of life, and there’s some things that are community enhancements that in collaboration I think are very important. I’ll start with business district organizations, things that we’ve talked about. I have $600,000 in this budget for the establishment of these business district organizations, but it’s also each year for each of the five years in our PAYGO system. Also, we had a lot of success around tackling safety problems in Uptown, and then we moved that to Beatties Ford Road. So, in our Neighbors Building Neighborhoods program, about a half a million dollars set aside each year, so that we can have innovative ways to address some quality-of-life issues throughout the City, and I believe this will be oversubscribed before we even start if this is approved. We also are establishing an International Relations position, which we think is very important about what we’re doing as a city, and how important it is, how we show up globally. Lastly, last year we took a year off, but the previous four years we had an arrangement, Road to Hire, with the City, the County, and the private sector, where we’re going into Title 1 schools in this pilot, finding an opportunity for students to graduate from college debt free with a job waiting. We have an opportunity now to expand that and have 1,000 students coming from our Title 1 schools that would be tuition free, and also after they graduate have a job waiting for them. Our contribution is 10 percent of that, it would be $1.5 million on a $15 million program that we pilot it, and we think that that’s also a great opportunity for the City to continue.

We talked about housing and economic development, and I kept them together, because I think it’s important not to separate the two, and that came out at the retreat. So, we focus on our employees. If we start to talk about our employees, where I said in 2016 we were less than $14 an hour, I am proposing that we also increase our minimum pay for our employees to $25 an hour. It’s currently $24 an hour. This is something that has been asked from the community for a while, and this is for our 40-hour permanent employees, which will be the equivalent of $52,000 a year.

We are keeping programs that have been working for us. For instance, there is a 2.5 percent increase for those with a CDL (Commercial Driver’s License) license when it is required for the job, those from the General Fund. We have 2.5 percent for second and third shift differential. We have prepaid tuition assistance. We have a Rental and Downpayment Assistance program that has changed our employees’ lives, and we will continue to have an all-access pass for transit. So, our hourly employees in my proposed budget is a four percent increase as a combination of the market and merit, for salaried employees it’ss a four percent pool, and we are restructuring the pay range, so matter whether you are a salaried employee or an hourly employee, you can see a career path for you within the City of Charlotte.

Investing in affordable housing, we have much success. I think the thing that really got to me over the course of this budget development, is that in the last four bond cycles when we got up to $50 million, we’ve had 60 percent of all the units that have been created since 2018, and so just imagine what we may have been able to do if it were at this level years earlier. So, the Housing Bond for 2026, there’s a new steady state. Now, this is really, really important. While right now, you will see that it’s $100 million that I am proposing going forward. If you go back to what was planned, it was planned at $50 million in 2026 and 2028 and 2030. So, as we started to think about the flexibility within our CIP, getting it up to $100 million in perpetuity put some stress on the system, but we’re at a steady state now where I am recommending $100 million each bond cycle for the HTF (Housing Trust Fund), but I also am recommending for this particular bond to go up to $125 million. Now, the reason that I'm recommending the $125 million is because in the next few slides we're going to talk a lot about building roads and transit and things of that nature. So, anti-displacement is something we've talked about, so I'm recommending that we use some of this capacity to focus on that. Maybe more importantly, if we go back to the 2018 bond when there was a call to action from the community to get it up to $50 million, maybe it's time to call our partners back to action to see what they can do in terms of getting us somewhere north of even $125 million.

Okay, so on to mobility. We talk a lot about the three-legged stool, a good paying job, we talked a little bit about that; a place where you can afford, we talked a little bit about that; but now it's how do you move back and forth, and how do you even have upward mobility within that? So, we just did a snapshot of the cities and counties where the transit tax referendum failed, and many of you had been on some of these intercity visits where we visited places where the tax had failed, and we tried to learn from those lessons, and some of these jurisdictions, they failed multiple times. So, we were able to overcome roadblocks and hurdles and had a yes, 42 percent to 48 percent, but you know like I know the projects aren't just for the 52 percent the City has, it's for everybody, it's for 100 percent. So, how do we become very intentional with that? So, we tested in this year, and we appreciate the last bond where you said, okay, move forward, approve the budget, and the public approved $55 million that we did for Strategic Investment Areas. I think Strategic Investment Areas may be one of the most important things that the City has done, because what we showed is that, one, we could collaborate with multiple departments, we could build things faster, we could build them cheaper, and we could also train workers and businesses how to get the jobs. Solo Lighting is one great example. So, we also during this last year took a chance and advanced seven projects through our Advancing Planning. So, we talk about shovel ready, and we are shovel ready for these seven, as we have termed them Big Moves, and as we move forward, I think here's the most important thing, that's what we did with $55 million over the course of a year and a half. We have $5.7 billion that is coming directly to the City over the next 30 years for transportation projects, and we can use the SIAs (Strategic Investment Areas) as an example of how we can scale up small businesses, how we can prepare the workforce, and how we can deliver to our communities. So, as you start to look at these Strategic Investment Areas, where we focused on two this last year, and now we've got this opportunity to focus on all 16, but it's not just the 16 Strategic Investment Areas, we also have the six Corridors of Opportunity. So, there's a great opportunity for us with the projects that had stalled to actually get these things done. What's important is we're also putting the staff in place to make sure we can deliver on the projects.

Last week, we delivered to you the Mobility Plus Small Business Impact Report, and what that report basically said is we have a gap in the number of businesses that are available to help us implement these projects and the workers. So, instead of waiting, we made some assumptions, is that this is what the report would've said, so we have an 18-month lead on even the results of the report. So, we've already started on programs, and we're training and we're scaling up businesses, so they're able to take advantage of this opportunity. Again, if we start to just divide these things, I think the easiest way to start to look at these are, some of the programs that you're accustomed to, whether they're bikes, they're sidewalks, there's lighting, there's painting, and then there's an opportunity to go more to places and spaces and do more than just streets or lighting. I think we have a great opportunity here for the SIAs, the Big Moves, the partnerships, the programs, and let's take just a look at where we are today with our CIP.

So, we took a chance with the $400 million bond in 2024. If there were no one percent sales tax increase, we would've gone back to this $220 million, or we would have to have done something astronomical on the property tax, like 17 to 18 cents, and we don't believe that that would've flown anywhere. So, now we have this opportunity with the one percent sales tax to take the CIP, not only up to where we were when we tested this in 2024, but beyond that. So, what you have for the proposed 2026 bond is roughly $125 million in housing, and the other $300 million in neighborhoods and in transportation projects. What you'll see in these different bonds is that you do the projects, like the concept is the seven Big Moves projects, which over those two bonds are $266 million. You get them done, and then you go on. If you look at 2030, we have all of that, everything's unprogrammed, then you go to the next batch of Big Moves projects, while you continue to do your sidewalks, while you continue to do your bike paths, and your Vision Zero.

So, I think that what I really like about where we're moving is, you've said to us, "You need to tell us how you're making these decisions." So, if you start to think about it, it's safety, it's mode choice, it's how can you get leverage with your partnerships, it's asset management, innovation and operation. So, those are system wide. So, we're going to continue with Vision Zero, bicycles, pedestrians, sidewalks, but then what's really new is what we call these place-based programs. So, you have the big projects, like those seven road projects, but also those Strategic Investment Areas that we're going to move around, and we'll have opportunities to do that throughout the entire City. What's really important is you define it, design it, then deliver it. So, we will have a series of projects delivered by 2030, those seven Big Moves, and then we're going to have another series delivered by 2035, but in that, we're going to continue to do sidewalks and bike trails and what have you. What I think is extremely important is engagement. We've learned over and over again engagement. How do you engage the community? How do you make sure that what you're doing is what the community actually wants? So, we learned a lot with the SIAs about really embedding yourself in the community and making sure that you have buy-in from the community. We're going to continue to partner with the Foundation for the Carolinas, for Sin City, and HDR, as we do more engagement with our community with all of these projects than I believe we've ever done before, even with a special interest on what's important to the Council as you represent the Districts. The first seven will be delivered in these five years, and they've already been in Advanced Planning. They are shovel ready. We're ready to go. As you start to think about what we do regionally, Charlotte, as I said, is good for North Carolina. We run an airport. It is the sixth busiest airport in the world. We run the state's only Light Rail system, and I'll talk a little bit about that on the next slide. We also, in terms of water, 1.2 million customers served, and stormwater 48,000 feet of pipe installed or rehabbed.

So, CATS (Charlotte Area Transit System). So, as a part of the PAVE (Projects for Advancing Vehicle-Infrastructure Enhancements) Act, as a part of the one percent sales tax, CATS is transitioning into the Metropolitan Public Transit Authority, and the MPTA has done a lot in a very short period of time. They have adopted their bylaws. They have adopted their code of ethics. They've been approved to participate in the state's retirement system. They brought on EY (Ernst & Young) to help them in their transition, as well as familiar faces, Debra Campbell and Carolyn Flowers, and they're just not quite ready to take over CATS July 1, 2026. I'm proud with the partnership that we have. We all agree that employees have to be first. So, what the plan is, is for the employees to transition to the MPTA January 1, 2027, and by the time, the MPTA will have all of the infrastructure in place that they need in order to operate CATS, but until that time, the City would operate CATS until December 31, 2026.

So, fee increases are also needed to maintain a level of service, and we have three fee increases in this budget. Solid waste, it's a monthly increase of $1.35; water/wastewater, $4.41, and stormwater at $0.48. I will say that what's important is we also have a water/wastewater system and a stormwater system that are AAA rated, so that's big. In order to continue to have these ratings, it needs to be stability in those enterprise funds.

So, let's bring it to closing. The couple things we have geared up for this work. So, we talk about people, places, policies and plans. It's all come together, and this budget will give us the resources in order to do it. I know when we started four or five years ago, you just saw six bubbles that were the Corridors of Opportunity, and people would say, "What's in it for me?" This is more wholistic of what we're doing in the City from corridors to SIAs to business district organizations, and what's a presentation without an Ed McKinney slide? So, let's start to look at this. Ed, I hope I get it right. So, we're locked in. We know what the gap is. We know what we're missing in terms of business capacity and workforce capacity, but again, we got in front of the curve, and we have $5.9 million in this budget just to make sure we start to get those training and the scaling up for the workforce and the businesses. Then, if you think about everything we've done, expanding our approach, whether it's $25 an hour, Prepaid Tuition, Skilled to Build, Road to Hire, we're also building capacity for our residents to take advantage of this opportunity, and how do we meet the moment? We're scaling businesses, so that they can be ready, and we're training the workforce.

So, as I said earlier, it's a billion dollar General Fund budget, all in $4.5 billion all funds, and here's our schedule. May 11, 2026, is the public hearing; May 18, 2026, the budget adjustments; June 1, 2026, straw votes; and June 8, 2026, the budget adoption.

I just want to thank team Charlotte, all employees. I want to thank my Deputy City Managers and the Finance Department, the Strategy and Budget, and Jennifer, thank you, you crushed it in moving the slides, but just in case Julia came in, but we're good. So, Mayor, that ends it for me. This is now your budget, and we will do everything we can to provide you with all the information you need to make decisions to get a budget passed.

Mayor Lyles said well, thank you, Mr. Jones. Here comes Hannah. So, I hope that all of us can have the opportunity to express to you that we know that this is a really important time for us, and that we know that the Manager is going to build up something strong and make it possible for us to make good decisions. So, I want to say thank you, Mr. Jones, for what you've been doing, and we're looking forward to reviewing the proposed budget, hearing about it at the public hearing on May 11, 2026, everybody got that over there? We will be discussing it on May 18, 2026, and I know that there will be opportunities for more information as we go along the way, the path. I really want to say, thank you, because you have made it possible for us to see what we can do if we are stepping up and getting out and making it possible for our community, our people to be able to be a part of this great City's effort.

* * * * * * *

ITEM NO. 2: CLOSED SESSION (AS NECESSARY)

No closed session occurred.

* * * * * * *

ADJOURNMENT

Motion was made by Councilmember Anderson, seconded by Councilmember Ajmera, and carried unanimously to adjourn the meeting.

The meeting was adjourned at 5:43 p.m.

Ariel Smith

Ariel Smith, Lead Clerk

Length of Meeting: 0 Hours, 42 Minutes
Minutes completed: June 1, 2026

pti:pk