

City Council Policy/Business/Consent Agenda Q&A's
September 22, 2025

Updated as of 2:00

Submitted By	Agenda Item # and Questions	Answers/Considerations
Consent Items		
Mayfield	27. City Vehicle and Equipment Graphics Services Why did this go back out for bid when only 1-bid was received?	The scope of this contract is for a service and does not fall under the re-bid requirement. The North Carolina statute (G.S. 143-132) that requires re-bid when only one bid received only applies to contracting and repair contracts.
Mayfield	#36, #37 & #38 Storm Water Repair and Improvement Projects Are all going to Onsite Development, outside of pricing what are the difference in these bids to ensure equitable disbursements of tax dollars to local businesses?	State procurement laws require contracts to be awarded to the lowest responsive, responsive bidder for construction bids. Please note that STW uses a wide variety of construction contracts (large, small, informal, unspecified, collectives, etc.) to attract as many bidders as possible. Charlotte Water recently hosted a One Water CIP forum to increase awareness of project opportunities.
Mayfield	41. Airport Fire Protection Equipment Inspections and Maintenance Services Why did this not go back out to bid when only bid was received?	The scope of this contract is considered a service contract and not a construction or repair contract, North Carolina procurement laws do not require a minimum number of bids.
Mayfield	43. Airport Master Plan Professional Services The alliance is currently raising \$3M for community engagement in regard to the light-rail, what is the anticipated outreach for this as this seems like a low dollar to ensure accurate community engagement?	The CLT Airport Master Plan Update will include an in-depth scope for community engagement. The scope is designed to ensure meaningful participation from internal stakeholders, external partners, and the general public. The scope outlines the creation of a comprehensive Stakeholder Engagement and Community Outreach Plan that identifies key groups, communication platforms, timelines, and responsibilities. Public involvement will include up to eight workshops, advisory committee meetings, City Council briefings, and supplemental stakeholder sessions, all structured to gather feedback at critical project milestones. A dedicated master plan website will further support outreach by providing project information, interactive tools, and opportunities for public input. Collectively, these efforts aim to foster inclusive dialogue, transparency, and consensus-building throughout the planning process.

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Peacock	11. Municipal Agreement with Professional Police Services, Inc. 1. Geographic Scope - The staff write-up references expansion to areas adjacent to the CTC, East Trade Street, sidewalks, and transit centers (CTC, Eastland, Rosa Parks) with maps included. - However, the MOU itself makes no mention of the rail trail corridor & the significant amount of distance that covers of our system. This omission seems significant—can you clarify why it is excluded & maps are not provided? 2. Coverage of Hotspot Areas - I have requested (8/25)—and was told (9/2) that we would receive—data on criminal activity across both the light rail and bus systems. Shouldn't the municipal agreement also be specific to identified hotspot crime areas, not just the transit centers? - Why not include all light rail stops, bus stops, parking lots, and known hotspots where there is persistent activity tied to crime, drugs, homelessness, and prostitution? 3. Role of CMPD vs. PPS - Item #4 of the resolution states that “nothing shall impact, reduce, or limit CMPD jurisdiction” and that PPS shall coordinate with CMPD. - Yet, the agreement reads as heavily weighted toward PPS responsibilities without much detail on CMPD’s ongoing or expanded role. - What specific actions, presence, or enforcement responsibilities does CMPD retain or expand under this agreement to keep transit facilities safe?	The MOU references the resolution/RCA and includes the rail trail and all rail stations as well as areas directly adjacent to CATS transit facilities. CATS did not include maps for all of this because of the size and scope of the area(s) included in this mutual aid agreement. Staff are compiling the requested crime statistics. Please note, that the original request was for the last 36 months of data related to the Blue Line. CATS understands the request to now include all transit modes. Staff will continue to work to provide the Mayor and Council with the requested data. The mutual aid agreement is intended to focus on PPS/PSS and their ability to expand enforcement activities beyond CATS property – this does not mean that PSS will begin to independently conduct patrol/enforcement activities throughout the City of Charlotte. It does give PSS the ability to continue enforcement activities when those activities require PSS to be off property. For example, CATS does not own all of the property associated with the rail trail – however, the rail trail is adjacent to CATS owned properties, like the rail stations – this agreement allows PSS to have the legal ability to conduct enforcement activities along the entire rail trail – even if it is not technically CATS property. This agreement fundamentally expands PSS’ ability to perform their job, even if that means they may need to go off of CATS property to do so. The agreement focus is on PSS not CMPD because CMPD already has enforcement authority throughout the City of Charlotte

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		and CMPD does need an agreement to expand their ability to conduct enforcement activities. CMPD and CATS work together to protect riders, CATS facilities and the transit system. CATS is funding an additional 800 hours per week (or the equivalent of 20 officers) to increase visible presence and enforcement activities along the Blue Line. In addition to this, PSS, while they have vacancies, have worked to better ensure that the Blue Line areas are fully staffed. PSS is also working to deploy a bike patrol and a mobile patrol (using Utility Task Vehicles) over the next 2-4 weeks. CATS will continue to fund the 800 hours of additional police support into the future as the city continues to increase visible presence and technology systems to increase/enhance security efforts and to also address fare evasion.