

The City Council of the City of Charlotte, North Carolina convened for a Strategy Session on Monday, November 5, 2018 at 5:06 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Tariq Bokhari, Ed Driggs, Larken Egleston, Julie Eiselt, Justin Harlow, LaWana Mayfield, James Mitchell, Matt Newton, Greg Phipps, and Braxton Winston II

ABSENT: Councilmember Dimple Ajmera

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Mayor Lyles said I am really glad that we are here on November 5, 2018, the most important day before our big day tomorrow, where people will go out and make decisions about voting and elect people that they feel confident to provide the services and programs necessary for us to be a successful country. If you know people who have not voted, just remember Uber and Lyft are providing free rides to the polls and as well, I think that both political parties, the two major ones, are providing access to rides to the polls as well. Please encourage everyone that you know to come out and vote. That is what makes us a democracy. Welcome to our Strategy Session.

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ITEM NO. 1: BRIEF UPDATES

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION COMMUNITY OUTREACH

Marcus Jones, City Manager said before the Committee report outs, we have two brief presentations, and I will let Danny Pleasant kick off that first one.

Danny Pleasant, Assistant City Manager said I wanted to just briefly introduce Warren Cooksey and Mayor, you did a nice job of introducing him already, but Warren works with the North Carolina Turnpike Authority, which is a division of the North Carolina Department of Transportation, and he wants to briefly update you on some news with the Monroe bypass expressway about to open up and some other information about our toll system that we will be seeing opening up here in Charlotte very soon.

Warren Cooksey, North Carolina Department of Transportation said it is a pleasure to be with you this evening, and as Danny indicated, I do bring you greetings on behalf of the North Carolina Turnpike Authority, a business unit of the North Carolina Department of Transportation, although we are a little different. We have our own board, our own structure, but we operate within NC-DOT and we are the States tolling agency. For about the past seven years, we have operated the Triangle Express Way in Wake and Durham Counties, North Carolina's first modern toll road, and one of the lessons that we have learned from that experience was that when introducing projects, we need to do a better job of letting local leaders, elected, civic leaders and the like, know what our tolling process is like, because there are times when your constituents may come to you before they come to us, regarding an issue on tolling, so we do not want you to be caught by surprised by how we operate, thus I bring to you Tolling 101, What You Need to Know.

As Danny mentioned, there are actually two projects in the region that are coming online fairly soon, especially compared to their construction time. November 27, 2018, we will see the opening of the Monroe Express Way in Union County, and by the end of the year, our contractor is telling us that I-77 Express Lanes will be open for business as well; although, there will be some additional work on that that will continue on through 2019. I can do a whole presentation on what is different about these two projects, but that is not why I am here. I am here to talk about the main thing that they have in common, which is that the North Carolina Turn Pink Authority is the toll collection agency for both projects. Never mind anything else that you have heard about them, that is the central common factor that every driver will experience is that the Turn Pike Authority is the toll collection agency. The number one thing that I like to point out to folks about tolling in North Carolina is that we do not believe in toll booths. NC Quick Pass is our electronic collection program, but we do not have any toll booths on the road. The photo that you see in the middle is of a gantry, our more modern term than toll booth, from the Triangle Express Way, showing a car; believe me, that car is going at the posted speed limit. It may look static on the screen, but it is. To

the left and to the right, you see some of the equipment that the gantry has to allow us to collect tolls without making anyone stop. My way of looking at it is, people are taking a toll facility to get to where they need to go faster. There is no point of making them stop to pay a toll on the way. Well, if we are not collecting the toll while people travel, then we have to collect it somehow, and we do have two options to pay. The first is our pre-pay program, with a transponder, more about the transponders a little later in the presentation, but with this, a person prepays, opens an account with the Turn Pike Authority, and we deduct any incurred tolls from that account. Comparisons that I have heard are Starbucks accounts and school lunch programs where folks load up the funds and they are deducted as needed. For those who do not want to pay ahead of time, we do have a post pay program, bill by mail, where part of the equipment on the gantry will take a photo of the license plate of every vehicle that goes under it, then we will send a bill to the registered owner of that plate. It is important to note that we do have an option for people to get their bills by email, if they do not want to ever get a transponder account, but if they are going to continue to be our customer they can get the future bills by email but even more significantly, those NC Quick Pass Pre-Pay Tolls are 35% less than the bill-by-mail rate. State laws establishes that we have a bill-by-mail rate, then permits us to offer a discount to folks who prepay, and that is what we do through NC Quick Pass.

We have several varieties of transponder. One is the standard NC Quick Pass. I will hold up an example so you can see from a distance just how tiny this little sticker is. This is a sticker, goes on windshield as shown, and we give our customers one of these for each car that they register. There is no charge for the standard sticker transponder. It is somewhat limited in its range though. It works in North Carolina with Peach Pass facilities in Georgia and Sun Pass facilities in Florida, so anywhere in those three states and vice versa. Peach Pass and Sun Pass is read by North Carolina as well. That is the most basic, entry-level option, and with this option, it is possible for someone to be a customer with us a pay only tolls, no sorts of fees or costs or anything of that sort if they do nothing but incur tolls through their account.

Next up, we have a little more complicated device, one that looks a little more traditional; it is the hard-case NC Quick Pass E-Z Pass. This is a one-time cost of \$7.40 plus tax. It still goes on the windshield with little Velcro straps, but as the name implies, it has a greater functionality. With this transponder, you can have tolls deducted from your account, not only in North Carolina, Georgia, and Florida but anyone of the E-Z Pass states in the Northeast and the Midwest, hence the name NC Quick Pass E-Z Pass; this is a popular option for folks who are Eastern seaboard travelers.

New for the I-77 project, and unfortunately, I do not have an example to show, is the NC Quick Pass E-Z Pass Flex, which I hope that we do not add another one, because that is just a lot of words. This is, as you can kind of see on the image, a switchable transponder. One of the factors of the I-77 project that makes it different is that it does allow for toll-free travel for high-occupancy vehicles of three people or more. The way that the system knows that a vehicle has three or more is that the car declares itself to be HOV, and the easiest, quickest way to do so is with this Easy Pass Flex. Now, with the additional technology, there is a greater cost. This is a one-time cost of \$16.49 plus tax, but with it, you can switch on the fly if you happen to see that you have two other people with you in the car or more and are traveling on I-77, flip the switch to HOV and travel in those lanes toll free. Again though, that is a unique to I-77 experience and does not apply on the Monroe Expressway. With those transponders, we meet the vast majority of our customers' needs, but for those who do not ever want to prepay, we do have the bill by mail option. This is how we send the bills, in an envelope that looks just like this. It has undergone some design changes over the years to make sure that people realize there is an invoice in there and that we do hope that it is handled promptly. It works like any other bill. It arrives from the US Postal service. Folks get it, open it up, take a look at the bill. In the upper right is the amount due, when it is due. The bill also includes a photo of the license plate so that you can confirm that it is yours, and if it is not, you have something to take to our customer service folks and dispute the charge, then there is a list of all the toll gantries that the license plate was photographed going under. We try to be a very customer oriented agency, so there are multiple ways to pay this bill when it arrives. Probably the quickest, easiest is the www.ncquickpass.com website that we operate. Folks can pay it by calling a customer service representative with our 877-769-7277 toll free number, or there is always the good, old fashion stamp, check, and envelope.

We do have a P.O. Box where we take payments, and finally, and I will talk more about these a little later as well, we have customer service centers where you can pay a bill or do a lot of Turn Pike Authority business with a live human being in a customer service center. As I mentioned, once that first invoice goes out, folks who want a little more convenience in their billing but do not want to do the pre-paid option, can register for bills by email through www.ncquickpass.com. It is still billed at the bill-by-mail rate, but it provides a little more flexibility for our customers. Again, there is the little prompt to sign up for folks who go on our website.

It is at this point that the usual question arises: well, what if I do not pay? This is kind of the meat of the presentation for you, because this is a lesson learned by the Triangle Expressway to make sure this message gets out. We are bound by state statute on how to treat this process. The easiest way to deal with it is to pay the first bill, because the first invoice includes only the toll amounts at the bill-by-mail rate, and that is it. Pay that bill. Everything is done. If we have to send a second bill however, by statute, we add a \$6.00 processing fee to the balance carried forward and any new tolls incurred by that license plate since the license plate has been sent out. The third invoice, which we hope we didn't have to send, not only includes the \$6.00 processing fee but now, by law, there is a \$25.00 civil penalty added. So, now we are looking at \$37.00 in fees and penalties for not paying what would have been a pretty low bill, relatively speaking, in the first place. By the fourth invoice, that civil penalty is not replicated. The processing fee comes back though, \$6.00 processing fee, and by the fourth invoice, the Turn Pike Authorities is one of several agencies that is authorized to put a registration block on a license plate. The DMV contains a list of a variety of things that can be done to trigger a registration block. Failure to pay a toll is one of them. So, for anyone who has ignored an invoice from the Turn Pike Authority, when it is time to reregister the plate, it will come up as blocked until that bill is paid off. We can also at this point send a bill to a collection agency, but we do not like dealing with that process either.

Turning to a little bit more detail about the Monroe Expressway, a project that has been in the media fairly recently because we had a very good media day last week, this is a roughly 18-mile long tolled highway in Union County, four lanes, median divided, 65 mph speed limit, no traffic signals, no right in, right out turns. The green dots that you see represent the interchanges where you can get on or get off the expressway like any traditional highway. The little white rectangles in between show where those toll gate gantries are; remember our gantries, they are not booths, so there is no stopping from that 65 miles per hour speed limit when traveling the Monroe Express Way. We feel fairly confident that we can say that this will save you more than 15 minutes travel time. Depending on the time of day and the day of the week, it could be more, and a lot of that is because you are bypassing roughly more than 25 traffic signals on existing US-74. I had this map in front of a Highway Division 10 Health Fair, and a couple of the maintenance guys from Union County came by and saw it and started reeling off the cross streets of every one of those traffic signals. It was an impressive thing to see; I will not do that.

Another question that comes up at this point is, how much? Again, in all other respects, other than the lack of toll booths, this is a traditional toll road, so the tolls are there to pay for the road, and we can project what we need for that. That leads to the lowest rate possible of .14 cents a mile, and that is if you have the pre-paid transponder account and are driving a two-axle vehicle. End to end, that is \$2.54 for a complete trip. Remembering that those transponder tolls are 35% less, that means that the bill-by-mail rate for a two-axle car is \$3.92 for that 18-mile stretch. I keep saying two-axle car, because while all vehicles are welcome in the Monroe Express way, we do toll them based on the axle count. In fact, we have three classes of vehicles. Class one is the two axles. That is the base rate transponder and billed by mail. A vehicle with three axles is charged twice that rate; that is twice the transponder rate, twice the bill-by-mail-rate as applicable and then a vehicle with four or more axles is charged four times that rate, again four times the transponder rate or four times the bill-by-mail rate as applicable. Again, that is all classes of vehicles for the Monroe Express Way. We showed the toll rates on signage on the corridor. The signs include the rate to the next exit for transponders and for bill-by-mail, as well as the amount to the end of the Monroe Express Way, although it will officially be signed as Bypass 74, we are always going to call it the Monroe Express Way at the Turn Pike Authority. We also had the reminder of the multipliers of three axle and four-plus axle vehicles. Charts were available online at

our www.ncquickpass.com website. There is a sample of again the lowest prices possible. This is a two-axle car with a transponder showing the point to point cost, and I am not going to go through all of that, because I was encouraged by the Manager to be swift.

Turning to I-77 to talk about a few details related to tolling on it. There are opportunities for free travel on I-77. I have alluded to one, but I will start with motorcycles. By federal law, motorcycles can travel for free in express lanes, not on the express way, but on express lanes. So, we have a motorcycle program with a special transponder for folks to register their motor cycles to travel on I-77 express lanes toll free. I have mentioned the HOV switchable transponder. Let me be a little more specific and note that it is a four-step process to avoid tolling on I-77 express lanes in a car pooling situation. You must have a NC Quick Pass transponder; the quickest one is the switchable, obviously, three or more occupants in the vehicle, as you see there. Set that status. Again, the easiest way is switchable and be in a two-axle vehicle. Also, possible of greater interest to this audience than some others that I speak with, register transit vehicles travel toll free. So, we will be issuing special transponders for every CATS bus to be able to travel in the express lanes toll free. We have a dedicated person for our business accounts and government accounts to work on that. Applicable to all of our facilities, first responders, Chiefs we will be getting transponders on your vehicles too. Anything with licensed sirens, is a first-responder vehicle, travels toll free on our facilities state wide. It also is an authority given in state statute to exempt first-responder vehicles, so we do.

One last bit about HOV, I have talked a lot about that switchable transponder, which I continue to maintain as the easiest way to do so, but we did hear from folks that paying a \$16.49 one-time cost-plus tax was not their idea of toll-free travel. So, before those lanes open, we will be making available for folks a mobile app and a special website to allow them to register their regular NC Quick Pass Transponder, whether the hard case or the free one, to be able to declare HOV status before traveling. It is a little more involved, because you have to sign up before you travel, a minimum of 15 minutes before hand, because we have to have time for the signal to get to the toll zones. You have to be planning to have that kind of a car pool, but it is a way to be able to take advantage of that HOV option with a standard transponder instead of the switchable.

Coming to a bit of a conclusion now, again we try to be customer friendly; we have our toll-free 877-769-7277 number that operates during business hours, plus 9:00 a.m. to 2:00 p.m. on Saturday. Our website is 24/7 operation at www.ncquickpass.com. You can do all routine business on there; once you have a transponder account you can see your statements online from there, or we will email them to you, depending on your preference. Finally, as I mentioned customer service centers for our customer service, we now have three. Two of them opened up just last month. The Charlotte one is at 8015 W. T. Harris Boulevard; that is the interchange of Harris Boulevard and I-485. So, look for the Quick Pass logo there. In Monroe, we opened a store front on Winston Avenue; that is the Novant Health Plaza by Olive Garden and across from the Target on existing U.S. 74, then there is our original facility in a town that in this part of the state I have to pronounce very carefully, because it is Morrisville. The first time I heard anyone in Raleigh say that I was like, wait, we have something in Mooresville? No, it is in Morrisville. That is actually also where our customer service representatives on the phone are housed, so when you call our toll-free number, the person answering it is in our facility near Raleigh. Again, business hours of operation Monday through Friday and then 9:00 to 2:00 on Saturday.

I am going to close with a few statistics about our operation so you get a sense of what we built already in seven years of operating the Triangle Express Way. As of our reporting ending September 18 for the third-quarter of the calendar year, we do have more than 190,000 accounts already established. We have issued more than 420,000 transponders and in the third quarter, we came very close to processing 4.5 million transactions per month. We didn't quite hit that, but a transaction is defined as anytime a vehicle goes under a gantry. We have built all that up with about 20 miles of Triangle Express Way. We know that these numbers are going to go up when we open up in the Charlotte region, but I did want to leave you with a sense of what we have already been doing for seven years at this business. With that, I appreciate the time and I am open to any questions.

Councilmember Egleston said just as we are talking to constituents, is it safe to say that anyone who is paying even a decent amount of attention while driving will not accidentally end up in one of these and receiving a bill?

Mr. Cooksey said I would strongly doubt that anyone paying attention is going to accidentally choose them; I do not have a diagram on the I-77 lanes to show, but those are tolled lanes running right next to the free lanes. For the most part, there will be a series of plastic bollards that are dividing those lanes, so you cannot just easily switch from one to the other. There are these designated zones throughout the corridor where a person will have to physically merge over two lanes into this lane. There is a weave lane, then the express lane itself. So, there will be signage up and down the corridor; if you travel it now, you will see a lot of it going up that will say specific entry and exit points with signage showing what the toll rate is to make that choice. As far as the Monroe Expressway goes, anticipating this question, I did provide this is a mock-up of what the signage will look like on U.S. 74 west bound coming from Mathews after you cross over I-485, to give you an indication of which direction you are going that will have a toll and which direction you will be going that will not. These yellow signs with the black lettering showing toll are prominent throughout the corridor of the Monroe Expressway. They are there to let folks know that what they are about to get on is a toll facility.

Councilmember Winston said with the app that is developed, is that something that will be updated in real time for instance? So, say parents with their kids are driving the car and they are ripping up and down I-77, they keep track of that?

Mr. Cooksey said well, the spec for that is to make that declaration through the app or on the website at least 15 minutes before travel. We do not want to encourage anyone to use the app while driving. So, it does need to be to take advantage of that to have more planned travel.

Mr. Winston said not the HOV switch but just in general, so if my kid- I do not get a surprise at the end of the month; I can take a look on Saturday night on what my kid was doing during the day. Is that available through the app?

Mr. Cooksey said I am not sure that I am following your question Councilmember.

Mr. Winston said the tolls as the accumulate, will you be able to keep track of that via the mobile app?

Mr. Cooksey said not on a mobile app at this point, no sir. That will be coming later, and we will be able to build on the HOV app. You can see it online through your regular ncquickpass.com access, but there is not a special app for that at this point; it is all through the regular ndquickpass.com website. Log on to that, ID, password and that will show you, not quite in real time. There is a bit of a delay to work through the system, typically 24 to 48 hours, but within that timeframe; you can see tolls that have occurred on your account.

Mr. Winston said is there any additional punitive civil penalty with non-payment besides blocks on the registration, where we have situations where people cannot access other kinds of state benefits or anything like that at this point in time?

Mr. Cooksey said no sir, the entire list of consequences is right there: the processing fees, one time per cycle civil penalty, we have a time restriction on how often that can be levied, then the registration block, but that is it, under state statute.

Mayor Lyles said are there convenience fees for paying by phone or the other options?

Mr. Cooksey said no, the only fees involved, and these are listed in the terms and conditions that everyone who signs up for an account gets, one is if an account is inactive for 12 months, we start charging. After that 12-month period is when we start charging a \$1.00 a month maintenance fee. Anyone who travels one of our facilities with an account anytime at least once in a 12-month period never sees that fee. There is a fee for a paper copy of the statement; that is a \$5.00 fee. There is a fee for bouncing a check. We do not encourage

that, so we have the standard \$25.00 retail fee for bouncing a check, then there is a somewhat more complicated fee in the event that something is wrong or misplaced with the transponder, and we do not get a transponder read, the first thing that we do with a license plate check is to balance it against our account holder so that we do not send a bill-by-mail at a higher rate to an account holder. The terms and conditions explain this in much greater detail; if that happens too often during the course of the month, there is a \$5.00 fee for too many video tolls. You should get word that is happening and be able to work with it. Most of our customers never pay a fee. They just pay the amounts into the account for the tolls.

Councilmember Harlow said how does the toll reader know that I am HOV with three or more passengers, even if I am not? Not to cheat the system, but somebody is going to try.

Mr. Cooksey said there is no cheating the system. The key stage here is that set HOV three status, and the way to do that is noted in the next slide, with the NC Quick Pass E-Z Pass Flex or using the mobile app, but it becomes available with the standard NC Quick Pass.

Mr. Harlow said but the driver flips that on their selves. So, I could just flip that on and drive in it by myself.

Mr. Cooksey said well, that would be a violation of the HOV premise and I-77 Mobility Partners has enforcement techniques for that.

Mr. Harlow said what are the enforcement techniques?

Mr. Cooksey said I will leave that to them. That is their responsibility, the operator who contracts that. That is not something that Turnpike has to worry about on I-77.

Mr. Harlow said the second question, you showed the diagram of some of the billboards that will be displayed about the fees. It was my understanding that the fees are not set, that they change based on the amount of cars traveling.

Mr. Cooksey said that is for I-77. This is the Monroe Express Way.

Mr. Harlow said okay, got it, so that sign is not going to be on I-77?

Mr. Cooksey said this is the Monroe Express Way toll rates. We try to put that on the slide.

Mr. Harlow said yeah, I saw that. So, on I-77, there is going to be something I imagine that indicates the changing of the fee.

Mr. Cooksey said yes, on I-77 their signage is basically a dynamic message system, so that number will change depending on the time of day and the demand of the lane; you can find the initial toll rates available on I-77 on the I-77 Mobility Partners website www.i77express.com. By contract, they have to use basically, this sounds weird but, fixed-variable rates for the first 180 days, so they vary by time of day, but it is the same toll at each time of day. For 5:00 p.m. on every Monday for the first 180 days, it is the same amount, so you can see what the costs are as you get use to those lanes, but again, that is a pretty complex chart, and it is available at www.i77express.com.

Mr. Harlow said so the app, there is going to be an app to kind of manage bills and accounts. Any future idea or planning around kind of what we are doing with Envision my Ride, like planning my routes if I want to take the toll or not?

Mr. Cooksey said I want to be very clear, the mobile app is about the HOV declaration only. It does not access your account or do any account management at this point. It is only about HOV declaration. Our next step, I hear your point about Envision, is to open that app up to account management, but we are nowhere near that at this point. It is purely for HOV declaration to hit that set HOV status.

Councilmember Newton said so, building upon Councilmember Harlow's question a moment ago, and my question pertains to this variable versus fixed rate. I can see that this

is fixed rate; there are proposed express lanes for the southern portion of I-485, Independence as well. They are, it is my understanding, variable rate. Will this be connected to that or no? If so, how will you reconcile that difference upon the connection?

Mr. Cooksey said the Independence Boulevard Phase 2 project, just to get deep in the weeds, is the one that is under design to figure out how it interacts with Monroe Express Way, and there is no final design on that point yet, so I cannot give you a solid answer to the first question. To your second question however, as you are traveling along, once we build out this network even more with the fixed toll facility, the Monroe Express Way, the variable toll facilities of I-77, I-485, and Independence Boulevard, the simplest rule of thumb for the traveler will be you pay what is on the sign. The signage will always show it, so yes, on Independence, I-485, and I-77 the dollar amount will change from time to time; whereas, on the Monroe Express Way, we get to use these fixed signs, but the simplest rule is that you pay what is on the sign.

Mr. Newton said it seems like it might be a little bit more complicated in practice, but I am sure you are going to figure all of that out. With different axles, how do you keep track of say a two axle versus a three if someone veers on without already having an express pass or easy pass, whatever they might be called?

Mr. Cooksey said well, technology is a wonderful thing; we get that. We have been testing our systems on the Monroe Express Way for the past couple of months, sending multiple vehicles at different speeds and watching them change lanes while under the gantry. We can count the axles.

Councilmember Phipps said I am curious about the naming convention for the road. Now, is this the I-74 Bypass or the Monroe Bypass?

Mr. Cooksey said it is neither. As a marketing tool, I will be candid about that, it is the Monroe Expressway. We do not call it the Monroe Bypass. We are calling it the Monroe Expressway to describe the entire toll facility. The official signage however was determined by NC-DOT and the American Association of State Highway and Transportation Officials. Since it is a U.S. route, it still is U.S. 74, but it will be signed as the U.S. 74 Bypass. Officially, all the engineers and the internal people are going to call it Bypass 74; the Turnpike Authority is going to call it the Monroe Expressway.

Councilmember Driggs said quick clarification, the Monroe Expressway, when you are driving any lane, you will provide a fixed amount? It is a toll road; that is a different animal from the other roads which have free lanes and managed lanes, so if you do not want to pay on the Monroe Expressway, you take Old 74. If you get on the Monroe Expressway, you pay the fixed amount; if you are on the other roads, there will be free lanes and managed lanes, and the amount that you pay in order to go faster in the managed lanes is variable and shows up on the sign, correct?

Mr. Cooksey said correct and state statute requires there be a free alternative to get from any point that is served by a toll facility. So, in the case of as you just mentioned, the separate facility, the alternative is existing 74, which is several miles to the south, and in the case of express lane facilities, the free facility is right next to the toll facility.

Mayor Lyles said thank you so much for the information; I am sure that all of us will be thoroughly confused when I-77 opens for at least for the first two weeks.

THE UNC CHARLOTTE - SHAPE CLT

Taiwo Jaiyeoba, Planning Director said you have in front of you this beautiful, glossy document called the Millennial Plan. This project started before my time here as a Planning Director, but when it came on, Debra Ryan was the Planning Commission Chair, and she had launched into putting together this Millennial Plan, which I will not go into the details of it because the students who are engaged in it are here tonight to speak to you. I will say when I came on board, I supported it. I embraced it. The Manager, Mr. Jones, Ed McKinney, and myself were on the Advisory Board. So, we met a few times, and in many respects, I

believe that it served as a spring board for our comprehensive plan, our Charlotte Future 2040 plan. I have gone through this document a couple of times. It is really beautiful, a lot of graphics. There are so many aspects of it that I truly believe would be relevant for us as we embark on our comprehensive plan in the future, particularly some of the ideas around community engagement process and that the students really engage. I do not know if any of you have ever been to the power house but you see those big boards with the different chalk writing on them. That was part of the old process; some points, I think that we had it in the lobby of the Government Center, and it is really going to be reflected as we go through our comprehensive plan process. I encourage you to go through that and be free to share some of your thoughts with us. Without further ado, I will introduce two of the students who worked on the document. Alexandra Wagner and Robert Brooks, please come on up and say something about this, thank you.

Rob Brooks, University of North Carolina at Charlotte said thank you for your introduction; when Marcus Jones came to Charlotte, he brought with him his 10 traits of winning cities for tomorrow. One of those traits was to make Charlotte a millennial magnet. As millennials, we thought that you might like to hear what the meant to us.

Alexandra Wagner, University of North Carolina at Charlotte said with financial support from the Knight Foundation and guidance from City Planning Staff and Councilmembers like Larken Egleston and Braxton Winston, we were able to complete the plan that you have before you. In the 13 weeks that we took to write it, we engaged 2,000 of our peers, over 2,000 actually. By the end of the process, we came up with 23 proposals that reflected their input. Those proposals are listed out on page 110 in the book, but also, they are in the flashcards in those little boxes that you have right in front of you.

Mr. Brooks said each proposal is meant to further our vision for Charlotte, Charlotte as a unique, lively, healthy, and shared community, invigorated by urgent innovation and egocentric thinking, with a radically inclusive and connected urban realm, you will find our vision statement in the forward of the plan. As the 2040 comprehensive plan gets underway, our hope is that our voice, as expressed through the millennial plan, will be included.

Ms. Wagner said please accept our Shape Charlotte coffee mugs branded with our logo. The logo speaks to our desire to build on Charlotte's solid foundation, pushing boundaries, testing limits, and celebrating Charlotte's growing diversity.

Mr. Brooks said finally, we realized that this plan is not only for millennials but for everyone. Thank you for your time and attention.

Mayor Lyles said thank you very much for the presentation and especially the plan. I do not know; I understand that Councilmembers Egleston and Winston were supporting and advising you, but they are a lot older, so they may not get everything in the book. I also want to thank Deb Ryan, who always pushes us, always has an idea that we have not thought about and I know sometimes you do not think that we read those emails, but we do. It makes us all better informed and better thinkers around us, so thank you very much. Are you guys in graduate school already?

Mr. Brooks said no, we have completed our undergraduate.

Mayor Lyles said so, you are ready for your doctoral work in this area? That sounds like a plan to me. Thank you very much. I think that all of us will look forward to it. I looked at page 110, and one of the things that I am looking at is lane recovery. If I think that is what I think it means, we have a way to go, but we have people that want to do that, so thank you.

Councilmember Egleston said I told the entire class that they are required to stay and live in Charlotte and preferably come and work for the City; there are a lot of good ideas and smart people in that crowd.

Councilmember Winston said I will say one thing about this. As we kind of look at the plan for the future, those is not a plan right here, but there are a lot of ideas. That is something that I shared with Tracy Dodson the other day, this deck of cards, I did not know that this

was coming out. So, I encourage our colleges, especially as we get our committees and ideas to bring forward. There are some radical ideas that can be tried even on a temporary basis to see what kind of an impact that we can have on our city if we think a little bit outside the box or really sometimes inside the lanes with what does that look like with the new kinds of approaches that we are taking.

Councilmember Mayfield said I would agree that there are a lot of recommendations and plans in here; where in here does it tell me how we are supposed to fund this?

Mr. Egleston said that is our job.

Ms. Mayfield said I mean it is great to put energy in and you have this very colorful book, but like there is an example on page 188 regarding free public transit. We cannot do a comparison of Miami versus Charlotte. One, I grew up in Miami, but there is a different tax base, and there is different legislative policy in South Florida than what we have in North Carolina and what we have here in Charlotte. So, I am wondering when these conversations were happening- This is nice, but as a policy maker, what I want to know is how this is supposed to be funded.

Mayor Lyles said I think that they are suggesting that you read it, and if you want to see anything funded, then you ask how it could be funded. It is not that everything in here- I am paraphrasing you, these are ideas to spur our thinking, and if you see something that you like, you can ask the Manager to do more work around it or not.

Ms. Mayfield said this is again what I am going to encourage when we have these great ideas, it would be helpful if you also look at comparable communities. So, we have the picture in there with the share riding that they do in China. Again, good idea but how reasonable and feasible is it for Charlotte. So, when you are having the great ideas, I do not want you to lose that, but I also want you to add a dose of reality in there regarding what is our legislative ability and recognizing what funding streams do we have access to. Could it be done through the hospitality and tourism? There is a possibility, because there is a part of hospitality and tourism, but it would be helpful to have some recommendations in oppose to here is a book full of really great ideas, now you all go figure it out.

Mr. Brook said that is a very good point and something that we thought about, but we made a decision earlier on in the process to push that to the side and you guys nailed it. We would choose an idea and further investigate that. That would probably require another team and a lot more time to dive into those details.

Ms. Wagner said the intent was to start the conversation.

Mr. Egleston said I was going to point out that you will see in one of the four pages here that this was done over a 13-week semester for this class. We have had 13 months to try to figure out how to fund things that we want to do and have not been able to figure it out. In 13 weeks, I think that this is a pretty good start for ideas and not necessarily saying that we ought to be able to execute all of these but just to change the way that we are thinking about how we are building the city that we are building for their generation.

Councilmember Bokhari said I am just kind of digesting this now for the first time, but I feel like this page 24, our history, there are a lot of millennials; I mean we have over 60 people, a large group of which are millennials moving here every day, have no idea about the history. I think that you guys put a millennial, ADD, bit-size story on each one of these major things from banking to economic mobility to all kinds of things. That might be very powerful in itself as just a quick read for people to kind of understand what is going on. You are right; the other stuff is going to take time, but that is very interesting. Good work.

Mayor Lyles said I want to say on behalf of all of us that we are always encouraged when we see people from UNC-Charlotte coming in and doing this kind of work, and thank you very much. You guys have to stay here.

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ITEM NO. 2: COMMITTEE CHAIR REPORT OUTS

Mayor Lyles said just as a reminder the ideas for these Committee Report is to actually say this is what we are talking about; do you have any ideas or comments on it whether those comments are like why, but it could be just as well what, why, who and all of those things. All of that plays into the work that we are doing in Committee so that the Committee has a sense from the Council how to proceed if we want to go further.

ECONOMIC DEVELOPMENT

Councilmember Mitchell said I would like to start off our first presentation with the Convention Center Expansion Update; this will be before us for Council action on November 26, 2018. We have Ron Kimble, who will be making the presentation.

Ron Kimble, City Manager's Office said thank you for the opportunity to be here tonight; we are going to try to use the NC Quick Pass EZ Pass Flex style of presentation to inform you as quickly as possible. Thank you, Mr. Cooksey.

As I start, this is a very important project. It is a \$110 million plus \$5 million of other monies for HVAC and chillers to be done at the same time. I do want to introduce Tracy Montross, current Chair of CRVA is here tonight. Immediate past Chair Bill DeLoache as well, Mike Butts, Steve Bagwell, Laura White, Bill Trippet, Doug Tober; we have great representation from the CRVA, because this is a very important project for the Convention Center, for us, and for the CRVA Board. We are proud to be here tonight to talk very briefly about three-years ago, a study was done by Jones Lang and LaSalle, to study the competition in the convention industry, and we took it very seriously, did the research and the research came back. What it said was, Convention Centers these days, in order to be very competitive, need to have more break out, more meeting space, more flex space, and connectivity to larger hotels that are adjacent to that convention center. That is what this particular project does. It is going to enhance meeting experience. It is going to create increase for the amount of breakout space for the Convention Center and it is also going to create a connection of a bridge across Stonewall Street to the new development with Crescent, the two hotels that they are building there, and to the Westin Hotel on Stonewall Street.

The study also talked about the future other needs, but tonight we are here to talk about those three in particular. It is also important to note that Councilmembers who have been with us for three years have heard this four times before. This will be the fifth time that we have brought this before, but the new Councilmembers have not really heard this before in a presentation, so we want to make sure that we show the number of times that this has been in front of the Council in the past, and tonight is the wrap up going forward to November 26, 2018 when we are going to be asking for the Council's vote. Steve Bagwell, the Chief Operating Officer for the CRVA is here tonight to briefly describe the project, then I will come back at the end to describe next steps.

Steve Bagwell, Charlotte Regional Visitors Authority said thank you for the opportunity to be here today. As Ron said, this project does a tremendous job plugging into the great amount of development that is going on, on Stonewall Street, \$2.78 billion in development that is happening right on our door step here, anchored by number two there. You can see the Legacy Union project, which is a 33-story office tower, retail, hotel possibilities to come on that, also parcel six here is a tremendous opportunity with another large office tower but also a 380 room J. W. Marriot Hotel that has just been announced for that parcel. Exciting to have that in such a close proximity to the Convention Center. You can see the Convention Center pictured here, and as Ron mentioned that pedestrian connection to all of this development on Stonewall is right there next to the cursor, and that connects directly to our headquarters Weston Hotel. This is a piece that our planners had been asking us for, basically since the building had been open, a more convenient connection to the headquarters hotel, which we get out of this project. Of course, also, the Novel Development, the Crescent project that has residential, also two smaller hotels planned for that project and of course anchored by the retail Whole Foods Store as well, so a great connection to that development happening as result of this project.

This is the south side of the Convention Center, kind of a slower paced side of the building, no public access on the south side currently, but that will transform into this beautiful glass curtain wall, the houses, the new break-out space. We see this as being a big corridor of activity as we have public street level access in two places, going up to a patio level here where you take an elevator up to the meeting space or across the pedestrian walkway into the new meeting space, lots of activity. We think that this will be another kind of main entrance that we are adding to the building. We are also excited about the pedestrian walkway being an interesting facet of this project with this picture frame overlook that you see here where folks can take some time between sessions to kind of get a feel for Charlotte. We hope that will be a nice feature of the project that is in the project at this point.

This is inside the new space looking out the window to the right towards the Westin, towards the Whole Foods Store. Build into the project; we certainly want to have ample pre-function space to support this breakout room which you see here. You will see the natural light which pours into the existing building will be a feature of the new construction as well, keeping consistency on window treatments, carpet treatments, ceilings will be consistent, so you feel like you are in the same building no matter if you are in new or old, then also you see the networking spaces that are important to our meeting planners. They will be sprinkled into the new project as well. That is an important thing for attendees and meeting planners that are looking for that out of this project.

Then you have an overhead shot of the current Convention Center format and all of this open roof line right here is where the new meeting space will be built and that will transform into this, where we have 15 new breakout spaces that range in size from 1,800 square feet to 10,000 square feet, and the bigger spaces are subdivided with an airwall system as well. These are the size rooms that planners want, and this brings us in line with the ratio that we are seeing, a greater number of breakout spaces that we are seeing in our competition across the country. The ratio of breakout spaces to exhibit space is about 40 to 50%. That is the trend, and with this addition, we will be at that ratio.

Mr. Kimble said I also noticed Mike Crumb in the audience; Mike, good to see you too. This is on your agenda scheduled for November 26, 2018. The \$110 million for this project, the times that we have brought this to you over the last two years, you indicated stay within that \$110 million for this project. It has been valued engineered to do that, even with rising costs and rising prices, the CRVA staff working in conjunction with Engineering and Property Management has been able to keep it within that \$110 million budget. Added to it is annual monies that we flow to the CRVA for capital improvements that they would do of a more minor nature. The HVAC chiller systems for the entire Convention Center are reaching the end of their useful life in a couple of years, and it was felt best that put those replacements in at the same time that we are doing the \$110 million expansion, so there is also an additional \$2.5 million that has already been flowing to the budget of CRVA this year and \$2.5 million that will come from the FY20 budget to put that into the chiller and HVAC change out at the same time that we are reworking for the breakout space that overlooks Stonewall Street, so again, the timeline, December- February 2019. Finalize the contract with the construction manager if you approve this on Monday, November 26, 2018. Construction would begin in May 2019. The construction project is expected to be complete around December of 2020. It will be substantially complete around August of 2020. Why is that important? There is this big event coming to Charlotte in August of 2020, then the first of 2021 already booked major events are going to be active in this space starting in April of 2021. So, there is pent-up demand. There are also bookings that have already occurred for this space that will be built and complete by the end of December of 2020.

Councilmember Mayfield said Mr. Kimble, I am trying to calculate the total, because as you said, some of us have had this conversation for a couple of years now. So, what is being requested today, while you are giving an update that what will be coming before Council on November 26, 2018, is a request to appropriate \$110 million from one-line item, \$2.5 million from a different line item, but we have already approved \$1.6 million previously and then later \$8.5 million on the last slide.

Mr. Kimble said that is correct. That is all contained within the \$110 million, the \$8.5 and the \$1.6 million before are contained within the \$110 million.

Ms. Mayfield said so, all of the numbers that we have talked about over the last few years are out of the \$110 million total from the Convention Center tax fund.

Mr. Kimble said that is correct.

Ms. Mayfield said how much do we have in that fund?

Mr. Kimble said this amount of dollars has been allocated for this place holder for the last two to three years when we came to you back last year, and we had the \$110 million budget; you indicated that you wanted that allocation to come out of the Convention Center fund, which we then reserved and allocated it. So, it has been reserved this way for about two and a half years.

Ms. Mayfield said so, Mr. Manager; how much do we have in the fund? The reason I ask this question is because a number of years ago one of my colleagues and I had debate regarding a request that was done based off of lack of funds then in a year and a half time span we identified funds from a certain line item, but we still kept the allocation from a fund that usually directly impacts neighborhoods and community. So, it would be helpful to know prior to November 26, 2018, what is the total amount. I am not as concerned about what we have allocated, because we have allocated funds over the years. Some of those have been spent and some have not. It would be helpful to know what is the actual amount that we have, as well as what are we budgeting for regarding future costs that will be coming out of the same fund.

Marcus Jones, City Manager said we will have that for you.

Mr. Mitchell said let me just once again introduce the committee members: Vice Chair, Ed Driggs; Councilmembers Harlow; Mayfield; and Newton. I am going to briefly go through probably our last two ED meetings, one on October 25, 2018 we talked about our strategic plan for the Economic Development based on our August 16, 2018 Retreat, and thank you all for attending. So, we will provide for you this type of document. It has talked about our four pillars. We got through pillar number one. Our new mission is to build great places to grow and to attract local talent, great jobs, and advance Charlotte, then we touched on pillar number two, support start-ups. We had to defer pillars three and four to our next meeting, which is scheduled November 15, 2018 at 2:00 p.m., then on October 31, 2018, we had a very good meeting as we discussed NEWCO. The Committee had discussed NEWCO. We had talked about the transition plans to combine the Chamber and the Regional Partnership organization to one structure, Ernie Rodrigo, who was appointed the Transition Director. We had a very lively discussion with Ernie about some of our concerns. I will say to my ED Committee members who were there, please chime in and let's share with the Council some of the remarks that we made during the meeting, so I think that it would be very helpful to the Mayor's sake, let's hear what we discussed so that Council can give us some feedback.

Mayor Lyles said especially where there are concerns or questions that you feel like you need to be able to continue the dialogue.

Mr. Mitchell Councilmember Mayfield had a question about the budget allocation; right now, I think we had \$149,000 \$149,000 for the Charlotte Regional Partnership. The question was, will we still be committed at that level? Councilmember Driggs talked about the model being a different model that we are not the last one to find out about things in closed session and ask to contribute, and Mr. Harlow did say he was on board with the current moving forward, but we need an organizational charge to see who will be on first and what responsibilities will still be with the Chamber, Regional Partnership and what role we will play at the City.

Councilmember Harlow said I think that the last bit of concerned that I raised in here and we heard in the Dinner Briefings was just what skin in the game do these rural towns and counties and their ED Departments or local chambers have? Certainly, especially if we are going to have an ask from us as well.

Mr. Mitchell said the last thing that I will tell you Mayor and Council, what I brought up was from a staffing standpoint; I think that we have a short term and a long term, and the short term is January 1, 2019 NEWCO will be announced will be operating, so the question that I have for staff, how many people do we think need to support Tracy in the short term, and long term was probably a budget discussion during the April/May timeframe as we do into the new fiscal year. Councilmember Newton, did I leave out anything?

Councilmember Newton said I don't think so; I recall us talking about the Regional Partnership, which is what I think that Councilmember Harlow was touching on and maybe some of the benefits that we would receive as well by making sure that our regional partners are stronger through us too. I think that there was also some question as to the budget questions regarding our staff and what we would be responsible, particularly if our staff were working on items that would be beneficial across the region to other municipalities.

Mr. Mitchell said Vice Chair brought up another point about not wanting to the very end to get NEWCO but to give us check points as they continue to organize and make decisions, because I think that their press conference is scheduled for November 27, 2018 to announce the new organization name. I think that the Vice Chair made a good point about checking in with us and giving us an update.

Councilmember Driggs said I just want to say, there are a number of questions that actually have not been answered yet, so we are still trying to identify how the business community, city government, and the other communities all peruse common objectives and at the same time recognize areas where there could be rivalries. So, I think that we are looking forward to following the progress with that, but that was one of the main reasons I say we need to walk with the people who are working on this as they figure those things out, because the implications for us are important, then we will be able to participate in a final decision later.

Councilmember Eiselt said I just want to put an exclamation point after that comment, because that is my concern. I would like to know how this is not going to repeat the mistakes of the past, and I can see that this is going to get down the road. This is how this thing was structured in the first place, then because of those conflicts, they split off into two different groups. How is it that we are not doing this all over again? I look at the committee, and it is made up I think of all Charlotte business leaders, community leaders. How do the regional representatives feel about that? Do they really feel like they have a voice? I do not want to be in the position that all this work is done behind the scenes, then we are asked for money during budget season, then we look like the bad guys by saying no, I cannot put my name on this structure and agree to fund it. I hope that there will be some kind of a process that we get to have a look at this thing.

Ms. Mayfield said we did discuss that as well in Committee, because historically, the Chamber has been a standalone, even though we have had a minimal amount, that we have supported the regional partnership. There was a lot of conversation, and I asked a number of questions regarding the idea of additional staff on the City side, the idea of additional staff time and exactly how much of a role is the City expected to play in this conversation, especially when if we are only the pocketbook. I have a challenge with that. If we are going to have staff utilizing a lot of time where they could be focusing on our priorities and getting our priorities moved forward, oppose to helping the Chamber or NEWCO move forward their particular agenda, that is going to be a challenge. So, it would be outside of them making their announcement. I hope that it is clear Council has not made any financial commitment, because what we do not need is a conversation, either with this body or any future body, that gives the impression that previous Council had made some type of a financial commitment towards this new development and this new organization. We made a financial commitment to one of the entities but not to the new entity. I still have a lot of questions as far as staff time, the idea of a budget line item for the City of Charlotte. What would that look like? What would the expectations and roles be, and honestly why would we even considerate it when the Chamber has been a stand along? To be perfectly honest, there have been times when the Chamber and the City have not aligned on certain issues. How would that play out in the future when we talk about the potential of Economic Development and opportunities in our communities or when we are looking at a potential boycott and other

things. These are very real questions that should be answered with as much transparency as possible, before there is an idea of a line item budget conversation.

Councilmember Winston said so, I think as we develop as a city, a state, the only way that we are really going to be able to get a lot of the big things done is to think and work regionally with the partners that surround us. While we will be the big dog on the block, I think that we need that. While we have to watch to be the never-ending purge for these things, we also need to make sure that we are making our values and want our expectations clear. So, as I am thinking about this, I feel like as this project moves forward, we need to think how this is horizontally kind of ingrained or they have a horizontal expectation of where we are at. I do not think this should just live, for instance, in Economic Development; I think that we should have this NEWCO come to Transportation and Planning for instance, so we can talk about our expectations for building out our rail line for the 2030 plan that is going to take regional. What kind of partner are you going to be there as we are implementing and adopting the SEAP. This is something that is going to take regional buy in to really get there. This needs to be on the forefront of the work that they do and things that we bring in. We are bringing in things like the RNC 2020 and other big events going forward. There is going to be a draw on community safety, that we are going to need them to think about how you implement this regional partnership into our defined goals, so that again it is clear on both sides of the coin what are expectations are for the rest of the region and how we could also be good partners with those other smaller municipalities and entities that exist, to know what they are buying into as well, so they do not feel like they get sucker punched five years down the line when we are demanding that any business that we are doing has a certain type of a fleet for instance. So, I think that horizontal implementation is very important here is as well.

Mr. Driggs said we did also talk in Committee about the fact that we need to raise our game on Economic Development. So, I think that it is clear, given all of the input that we have gotten, about how uncompetitive we are, that we need to do more, and I will not say that it was unanimous on committee, but I think that there was a feeling that we are going to want to invest next year, so I think that we are prepared for that, or I hope that the Council would be prepared for that. The thing is that we do not want to just get presented with the tab. We are going to want to see a return on investment rational that says if we do commit more in this space, these are the things that we can expect.

Mr. Newton said I think that some of the conversation was also predicated on us marketing ourselves, really across the United States, for different industries, such as say fintech and other emerging type of economic priorities that we have, and potentially the lack thereof in that competitive space against other municipalities.

Councilmember Bokhari said I will tag on to what Councilmember Eiselt just said. I have a huge challenge believing that the combination of these two entities is just going to solve the problem. I have a lot of faith in Ernie and the group that is there right now. If anyone could do it, it is that team, but I will just say, I will not feel warm and fuzzy until the foundation of that organization, The Chamber, which is the business community, the people who fund it, come together and say that value pump is now met, and before when it was two organizations, one regional with its problem and one local and multiple checks, you've solved half of that, and now we have had it in over a dozen, multiple masters that all have to be served. I feel like it has solved one problem and almost maybe created a bigger, different one. So, maybe they have figured it out, but before we get to the point of deploying City funds, I need to know in some way, at least personally, that the foundation of the businesses that fund the traditional Chamber model, they have seen the vision and are excited and are going to jump on board, because we might be signing up for even a larger problem.

Mayor Lyles said I really appreciate everyone one of you, that you made really great, clear comments. The thing that I think is most important is we had something that wasn't working. When we talk about what was happening in the past, we need to outline that and have a really good understanding that this really was not working and to the point that I think we are so fortunate in Charlotte to have first the Charlotte Leadership Council, because the Chamber was not funded very well by just membership organizations. So, when you talk about who is funding it, we know who the large funders are, and they are represented in this

group that is looking at them over all. So, the value proposition for them is very important I would expect, just like ours, because we were not really giving any funding. We supported the Chamber, but what I think the most exciting part about this is that every community and all of us go visit different places, nobody is doing Economic Development the way that we were doing it, and the changes that are necessary for us, as a community, that may be a part of NEWCO, but I am more importantly focused on what do we have for ourselves, and what are we building, and what are we trying to do? If you look at what economic development means, it means that we create the opportunity for people to have work and jobs. We want people to come here so that they can hire people and hire the people that live here. So, we are really, I think when I look at the four pillars, NEWCO can go off, and we need to stay in touch, but they are not what we are. We are a City that is trying to build a place to work, and when we look at what the future of that means, we are going to have to step up our side of it. So, for me, the emphasis of it is it is nice. It is kind of like you have your girlfriends over, and you gossip a little bit about other people. Well, that is the way that I feel about NEWCO. I do not mean that literally, but you kind of know they are going on over there, who is going on and whatever, but when they leave, you are the one who has to wash the dishes, and you are the one who has to clear off the table. So, we need to be washing out own dishes, making our own table clear to get this work done. So, I think when we talk about budget, I do not know what NEWCO is going to want, but for what we need to do, what is our budget going to be, and what are our own expectations.

I go to Mr. Winston's point, and I think that Mr. Bokhari said this a while back. Even our own internal Council operations are siloed, so how are we going to change that? I think that Mindy has been calling trying to get a committee meeting of all of the committee chairs and it is like six-weeks out, six-weeks out for us to have a conversation.

Councilmember Phipps said call it; you are the Mayor.

Mayor Lyles said well it may be a fulltime job but if I can get five people in LA I'm going to be happy; I'm going for that but what I'm really saying is I think that when we are talking about Economic Development in the Committee, I would hope that we would take our four pillars and understand our own expectations for each other, more than worrying about NEWCO, because I think that when they come in, if we are not clear, we get what we give them. So, giving them the clarity around our own internal purposes and what we are doing and all of us knowing that when people are coming to look in a community for relocation or retention, which is one of the biggest things that we have got to work on, we have got to have a foundation of what we are doing. So, I am excited about the work being done in the committee and the four pillars. I am hoping that we fund our own organization and that we are clear about what our own internal expectations are, because it is only then can we go to someone else and say this is what we are trying to accomplish and this is what we are going to do.

COMMUNITY SAFETY

Councilmember Eiselt said the Committee last met on October 18, 2019, and committee members present were Vice Chair Braxton Winston, Tariq Bokhari, Justin Harlow and James Mitchell. We had a couple of items on our agenda, first of which is the Noise Ordinance; CMPD has come to us and has asked for us to take a look at our Noise Ordinance because of the increase and complains over the past few years, largely in the uptown area that has to do with growth. We have sort of outgrown our Noise Ordinance. You have competing interests, residence, and bars complaining about noise, complaining about not being able to have their amplified sound, and we do not really have an answer for CMPD in our existing ordinances to who gets to have the enforcement of the Noise Ordinance. So, the current ordinance was written in 2011, and we have had significant growth since then. So, the committee agreed that staff would proceed with the following steps: they would evaluate the ordinance to account for uptown growth; they would streamline and simplify the ordinance verbiage and remove the subjectivity of it; they would research other city ordinances and provide comparisons to Charlotte and in particularly around cities that are large and have density and the same kind of issues that we are having now in uptown. They are going to look at sharing rules around specific entertainment zones and develop a communications and marketing plan around noise in uptown. I would also ask that they look at it

comprehensively, because wherever our noise ordinance is enforced, you have the South End and other areas as well, I mean it has got to be a city-wide ordinance I would assume; I do not know. With regards to amplified sound, that is an issue that continues to come up. Staff is going to take a look at that; no action was taken on that item. The second item was the hotel and motel requirement.

Councilmember Winston said I think as Madam Chair was talking about it, I think this is something that we should also look at how this affects horizontally. Just think about the Uptown street musician situation. We are trying to build a city that is an attraction; these people, that is their job as well. Is this something that it makes sense that they are going to apply for a noise ordinance every night, or is it something that they can maybe get some type of a license? If it is good uptown, it is good city wide or something like that. We need to think of it outside the box. We want our police officers to be dealing with the issues that we really need them to be dealing with. We do not need them to be sound technicians and take on that type of a technical responsibility. So, I think that we should think about this across realms wherever we can as it cross pollinates.

Ms. Eiselt said the second item is hotel/motel requirements. In 2008, the City Council approved an ordinance that allowed CMPD to ask hotels and motels for guest registration and registration information about potential suspects involved in criminal activity due to a decision by the Supreme Court in a case in California. In 2015, staff presented the revised ordinance with the removal of part of Section 15-302, and the Committee was receptive and understood the change, I guess. The Committee understood that we do not have any choice. The Supreme Court is the governing body, so we do not have any choice in that matter. That is really going to be just technical changes to the ordinance.

Councilmember Phipps said in view of those changes, they were disappointing to me, because I have a situation in my District with a cluster of hotels around Reagan Drive, Sugar Creek, I-85 corridor that I need to know now from CMPD how will this change our strategy on a go forward basis in trying to mitigate some of the activities happening in and around that corridor. I know that we met with CMPD not too long ago you are Mr. Egleston and I and part of the strategy was looking at registrations at the front desk, but there was prior to the supreme court, I guess, up ending that particular regulation, so we need to get together to see what else can be done or what kind of strategies that we can employ to try to improve that area. So, I will be very much interested in that.

Ms. Eiselt said the other item was the domestic violence prevention and support staff shared. The signed work-force police on intimate partner violence in support with the committee is again work that is ongoing. That was just an update to that.

I think that does cover everything that the Mayor had asked to be referred to the Community Safety Committee as well. Since that meeting, hotel/motel requirements, noise ordinance, and then an additional item, residential rental registration and remedial action plan. That is a proposed revision to ordinance in light of the amendment to the North Carolina statute, so that is a different item, but we will have an update on that in our November meeting. So, those were the three items. I guess we do have to come back for a vote on the hotel/motel requirement, even though it is a change, we do not really have a say in the matter.

Mayor Lyles said do we have to vote on, when the law changes, the ordinance, we have to vote to delete that section?

Ms. Eiselt said we have to vote to change the ordinance.

Mayor Lyles said to delete it?

Ms. Eiselt said yeah.

Councilmember Egleston said what part are we required to remove? There was a couple of things that we had going. I do not know if they were all part of that ordinance but on just the ability-

Ms. Eiselt said guests had to register; CMPD had the right to go in and ask about registration information. They would be looking for suspects.

Mr. Egleston said as part of that, one of the things that Councilmember Phipps and I were discussing with them was the- I hope this hasn't impacted the ability that when one of these, I think, eight motels ban somebody that there is a group ban and that they have all adopted-

Ms. Eiselt said privately, I guess those hotels could all do that, but CMPD cannot come in and ask who has been banned or who is registered with you.

Mr. Winston said Bob Hagemann, correct me if I am wrong, but basically, we cannot compel these private owners from turning this information over to CMPD?

Mr. Egleston said I think that they did it willingly at this point.

Mr. Winston said they either did it willingly or there was some type of-

Mr. Egleston said encouragement.

Mr. Winston said yeah, they didn't have a program that-

Mr. Egleston said I hope that the way the bans were can still stay in place, because otherwise, it is whack-o-mole if you run someone out of one motel doing illegal business, they can literally just go across the street, across either street, because there are eight of them, and they are all clustered.

Mayor Lyles said we all know where they are.

Bob Hagemann, City Attorney said Mr. Winston is correct that the court decision dealt with the government's ability to compel the disclosure of the information, and the court said that you cannot do that without reasonable suspicion. My understanding is, Mr. Egleston, that the blanket ban was voluntary; it was not something that we had mandated, and certainly the motels can agree amongst themselves when we share information about something that has been banned, to also ban them from the others. I would think that could continue on a voluntary basis.

Mr. Egleston said could the willingness to share customer logs on a voluntary basis still occur?

Mr. Hagemann said I'm not the expert on this and I am a little bit hesitantly to say that it can be done voluntarily, because it is a Fourth Amendment issue, and there may be Fourth Amendment rights for the actual individual who is registered, but we will get you an answer to that.

Councilmember Mayfield said basically what I am wondering is, the relationship with our Intergovernmental-Relations Committee because one of our other challenges, unfortunately which we are all seeing across the City is that prostitution is back on the rise. I had a meeting earlier today where between the hotels, say it is unfortunately one of our newer, larger gas stations are a prime target all over the City because of their configuration. It is correlating with the multiple alcohol thefts, the consumption of the alcohol in open space, and or open prostitution or prostitution that is directly related to some motels in the area. From my area, it is off of Woodlawn where I have a number of hotels, as well as fast food restaurants and a QuikTrip gas station, so I am wondering if the conversations that you all are having in public safety, are you also having some conversations with our additional committee to look at some potential legislative support from the general assemble once we know whatever happens tomorrow to get it on the books to be a part of upcoming conversations regarding giving some more authority and control for law enforcement.

Ms. Eiselt said that is a great question Councilmember Mayfield; right now, to that point, we do not have the ability to do that. As you remember, I think it was a year or so ago that we were also told that apartments, we could not register apartment owners either. It takes away

the ability of CMPD to really know the movements of suspects and people that they would like to be able to keep an eye on. To me, this is sort of the next step. Although, it is really a supreme court decision. It is not state. So yeah, in the case of hotel/motel, that is a federal situation, a federal law. No, we are not having any conversation about what we could do given the laws that we have to abide by.

Mayor Lyles said so, the Intergovernmental group is looking for more suggestions, but I think that they need to be more passed through this kind of vetting that you are getting and seeing through the court system and all of that. Hopefully if there is something that the Chief would like to see that he thinks would pass the muster of all these other tests that we would have to have, we would love to see that too.

Councilmember Newton said on this noise ordinance, did the community get information pertaining to how that is currently enforced? Councilmember Winston had said a moment ago that our police officers are not sound technicians; I think that the ordinance pertains to a certain decibel level, right? Are they playing it by ear? Is there some knowledge they can use?

Ms. Eiselt said the problem with that is that you have to use an official reader, and uptown noise, you literally could have someone talking without, or singing or preaching, without amplified sound, and it will exceed the decibel level. It is really hard to measure; the decibel level may be different three floors up than it is even at the ground level where it is being measured. So, there wasn't any proposal given as to how to solve it. It is just that CMPD is being asked to make subjective decisions, and it is not really fair to them. One of the things that I had mentioned too is that we need to talk about building standards. Other cities deal with this, and you can go into a hotel or building in Time Square and not have any of the noise from the street. So, maybe we really need to be talking about building standards in our uptown area as well.

Mr. Newton said is it next to near impossible for officers to cite and enforce this right now? It doesn't sound like there is readily available technology at hand, say in their patrol cars, to measure that decibel level. Is that part of the conversation?

Mr. Winston said I would say yes, all of that is part of the conversation, because right now, the limit is at 60 decibels, but if you talk really loud, you are pretty much approaching 60 decibels right now even without this microphone. Depending on the way that sound travels, it travels in waves. Where do you want your police officers? The way the rules are, they have to be standing at ground level as Ms. Eiselt said, but are those 60 decibels coming from my speech or is it the ambient noise of the cars and trucks and planes passing by? You can have the meter and it can be calibrated right, but that is not- It does run into problems, again do we want officers, when we are thinking about protests and things like that, making these arbitrary arrests that are going to further in cite, but you are not going to get convictions over, but they have to do it because that is how it is written? I think that all of the above needs to be on the table as we think about that. I am also thinking about other aspects of how do we continue to- We are going to deal with a noisy city, where we were not thinking about this 15 years ago or 10 years ago.

Ms. Eiselt said I hope that staff is going to look at amphiphile sound. That is a question that keeps coming up. Is that a First Amendment right that you get to have your sound amphiphile? Do we always have to give permits for amplified sound? I hope that is something that is included in the review.

Mr. Newton said I think that what is important too is that this has a detrimental or deterrent effect if done right, so I want to ask the question and make sure that it is something that can be successfully enforced. So, to your point Councilmember Winston, if this were to go further to court to make sure that there is significant evidence to prosecute, I think short of some actual technology kind of signifying what the decibel level would be, are you there?

Mayor Lyles said so we do have the ability to do that and the problem is, you have heard it multiple times, it is our wonderful opportunity to have downtown housing, and the first level to be retail or late-night restaurants and things like that. It is a part of our vibrancy of creating that good space, but if you bought that unit right up above the restaurant you might not be

too happy if they have amplified sound after 11:00 p.m. Which I think it one of our rules; there are lots of rules like that. Again, we are not the first people dealing with these. We just need to look around and see who has the best and what we can do.

Councilmember Phipps said I am thinking that the new gateway center is going to be the next area that we are going to run into problems I think with the conversion of all of the transportation.

Mayor Lyles said yeah, that train is going to be really loud.

Budget and Effectiveness

Councilmember Phipps said this is going to be a short one because we covered this at our last Strategy Session. We haven't had a meeting since our last Strategy Session so this material was discussed at the last Strategy Session.

Councilmember Winston said when are going to have our next one?

Mr. Phipps said it is going to be November 13th.

Councilmember Harlow said I know that last Strategy Session, the Committee reported out that they were recommending to full Council to increase the contract threshold, but we have not seen that, the City Manager contract threshold. I know that was reported the last-

Mayor Lyles said it was something that was close to getting done when the agenda went out, and it did not get on. We will try to get it on there before it is too late.

Mr. Phipps said that should be coming up. That has rolled out for full Council consideration.

Mayor Lyles said are there any questions about that before it comes out? Any questions about the City Manager's authority before? That will come forward.

INTERGOVERNMENTAL RELATIONS

Councilmember Egleston said I am going to give you some quick dates and upcoming opportunities, then Councilmember Bokhari is going to talk about some of the things that we have been discussing as it relates to our State and Federal Legislative Agendas. As was earlier noted, a handful of us will be at the National League of Cities Conference from Wednesday to Saturday of this week, so anyone who is attending, please touch base with Mr. Bokhari and myself so that there are some opportunities with the North Carolina League of Municipalities is hosting, and we will get together out there. There are a couple of opportunities where we can engage with other elected officials from around the State and around the Country that I think would be valuable relationship building opportunities. Also, upcoming in that same vein on Thursday, November 29, 2018, I know that our representative from the City of Charlotte on the North Carolina League of Municipalities Board, Councilmember Driggs is going, as am I and I believe that Councilmember Mayfield and Councilmember Mitchell are going to the North Carolina League of Municipalities Advocacy Goals Conference.

Mayor Lyles said thank is great to have that representation; I was not sure who was going, but thanks to everybody for participating.

Mr. Egleston said that is an all-day thing, speakers and a lunch but would love for anyone else who is interested in joining us in Raleigh on November 29, 2018 to do so. On November 30, 2018, there is an opportunity with the Centralina Council of Government. It is having a big luncheon, and it has not been announced yet. I will not say the person's name, but there has just been a new Executive Director hired for that organization who I was part of the search committee for, and I am very excited about you all meeting. That might be a good opportunity to do that; I would love for you all to join me at the Speedway Club out in Concord for that event as we spend some time with our regional partners there, we talked about regionalism earlier. Our next Intergovernmental Committee meeting will be on Monday, November 19, 2018 at 2:00 p.m. in Room 280, when we will propose the 2019 State and

Federal Legislative Agendas for Council consideration. Mr. Bokhari is going to talk a little about how that process has been going. In our last two meetings October 1, 2018 and October 15, 2018 of what all we have covered.

Councilmember Bokhari said on the October 1, 2018 and October 15, 2018, we did discuss those items that will be coming before our committee on the 19th and thank you to Mayor Lyles, James Mitchell, and Greg Phipps, who are participants in that Committee, and those items and I will read them very quickly for those of you who have not been a part of those meetings: subpoena power for CRB, Slum-Lord Legislation, good-faith efforts, veteran on business preferences, 5G infrastructure, conversion of U.S. 74 to an interstate, affordable housing, aging in place, food security, commercial service airport improvements, 2030 Transit Corridor System Plan, special assignments for critical infrastructure needs act, NC Search and Rescue teams, and three items for RNC 2020, including: security funding, out of state law enforcement, and school calendar flexibility. These items are just about locked into place ladies and gentlemen, so if there is anything emergency related that you have not had your voice heard, please let us know. Otherwise, we are going to assume that we have heard from our colleagues and from staff and everyone else so that we can move at the November 19, 2018 meeting towards the end of our process. We appreciate your time and will now take questions.

Councilmember Eiselt said is that the whole agenda or the menu of items that might get-

Mr. Bokhari said that is the menu of items in the parking lot; that does not mean that they will make the legislative agenda. That means that everyone who has raised a topic, has made its way into this list, that staff is working on some sort of an analysis for.

Ms. Eiselt said the analysis will determine what you move forward with?

Mr. Bokhari said that is right; some items will make a formal, annual legislative agenda. Some items will just be at a committee level or perhaps intergovernmental ad hoc for the year. What we did not want with the new policy approach this year was to only have five items and maybe other people have items that did not require a full formal approach but could be part of a parking lot for when circumstances change or something smaller between entities. The Committee's next job is going to be to take all of that information and decide what can get out of the parking lot some way.

Councilmember Harlow said first off, good list, I like the way that you guys are going on and trying to set up the structure on how we developed a full agenda. Particularly to the aging in place, I know that you guys are familiar with Representative Alexander's bill as it relates to increasing income thresholds and also getting rid of the deferment process, so I definitely support that. Real quickly on the food security, what is the ask there? I see it on here, and you mentioned it, but what is the ask? I know there has been a lot in the news recently around food insecurities, food deserts and all that, but is it related to that or are we talking about something totally different?

Mr. Egleston said off the top of my head, I do not remember exactly what we are talking about with that. I know that there is a lot of different things as it relates to children's access at different schools to be able to have free breakfast, free lunch. Free breakfast programs in particular are one things that is relevant at a state and federal level.

Dana Fenton, City Manager's Office said the request was to make the federal government for grants for the proposed Charlotte Market Manager's Association. It was part of the food-market study that was completed earlier this year and has been presented several times in the committee.

Mr. Egleston said I believe that food study is also said that it is being presented to the full Council at some point in the near future.

Mayor Lyles said I just wanted to follow up on that, because I want to just- is that being asked for by the Mecklenburg County Food Council? Does that report? Aren't they a part of it? The County has a full board of Advisory Committee.

Mr. Egleston said the City just spend a ton of money.

Mayor Lyles said I am not disagreeing with that; I am just saying alignment. Let's make sure those two things align.

Mr. Bokhari said to your point, without knowing the details off the top of my head, I think that is a big part of our November 19, 2018 meeting. We have thrown everything at the wall, and now we need to go through that level of thought.

Councilmember Driggs said I think that I heard I-74 go flying by; what is the-

Mr. Bokhari said we have heard obviously a lot from our local partners, from our State Delegation, and even from some of our Federal Delegation over the last year about the importance and impact that U.S. 74 could have as a regional request, specifically from the port all the way to the Charlotte area. That was one of the items based on their recommendation from multiple parties to look for things, as well as our lobbyists guidance to look for things that impact Charlotte but also is a unified regional ask, so again we have not gotten presented with the details from staff of exactly what that would look like, but it has certainly met the criteria of a regional play that made sense.

Mr. Driggs said is this related to Congressman Pettinger's initiative?

Mr. Bokhari said exactly.

Mayor Lyles said it is the federal interstate classification to qualify for federal funds.

TRANSPORTATION AND PLANNING

Councilmember Phipps said I would like to thank my Committee members, myself, Ms. Eiselt and Dimple and Larken and Braxton Winston. Since the last Strategy Session, the Committee met on October 22, 2018 and discussed the following. We discussed the I-77 Mobility study but also, that identical discussion was presented at one of our Dinner Meetings. I think that it was the last Dinner Meeting that we had the CARPO people come and speak to the entire Council. Everyone should be aware of that conversation by now. One of the big things that are coming out of the Committee is the neighborhood traffic calming review of that ordinance, and as a part of the City's Vision Zero Program, staff proposed changes to the City's neighborhood traffic calming policy, and the Committee voted unanimously to recommend to City Council the following changes, which will be on the November 26, 2018 Business Agenda for approval.

I want to just briefly highlight what those changes are; we are going to have changes in regard to speed limit reductions, multi-way stops, speed humps, speed humps plus multi-way stops, and petition and public support process. With a brief presentation, they will be able to walk us through some of those, and as I said, the Committee voted unanimously to bring this forward and hopefully that it will bring it approved at the next business meeting.

Liz Babson, Transportation Director said we have a five-minute presentation for you. I am actually not going to do the presentation; I am going to turn it over to someone on my staff, but I want to reiterate what Councilmember Phipps just said. This is really about Vision Zero, the City's policy to move toward a Vision Zero goal, which means that we are striving to have zero fatalities and serious injuries on our streets, and one of the ways that we can do that is to slow traffic down. So, I want to reiterate this is focused on a neighborhood traffic calming policy that Council currently has adopted that has been in place for the last couple of decades, and I think that your most recent update was in the last 10 years.

Before Tamara comes up, I want to tell you a little bit about her. Many of you may know who she is by name or from phone conversations, so this is a great opportunity for you to put a face with that name. Tamara and her team respond to a number of customer service requests that the department processes. Those come in from many of you sitting here tonight, through 311, and they come directly to our Department. So, when I asked Tamara earlier today, how many do we typically process, Tamara and her team handle about 10,000

customer service requests throughout the year. Traffic calming is one of those requests that we frequently get. Based on a lot of different information that we get from the citizens on a daily basis requesting for traffic calming within their neighborhoods, we have looked at not only our current policy, but we have looked across the country to see what others in similar areas are doing, so tonight, through the hard work of the committee in several meetings, we come before you with a recommendation for your information that you will also consider at your next business meeting on November 26, 2018.

Tamara Blue, Transportation said as Liz said, we have been to the Transportation and Planning Committee several times over the past few months and have been presenting changes recommended by C-DOT based on data collection and checking in with other cities and seeing what is going on throughout the country. We will walk through those quickly. We are going to talk about why the proposed changes, what the key recommendations are; I will step through those fairly quickly and again back will come back to you at the November 26, 2018 Council Business Meeting.

This is really impactful. We wanted to slow this down so that everyone can understand how important this is; speed kills. If a pedestrian is hit by a vehicle traveling at 20 miles per hour, 90% of pedestrians will survive that crash; 50% will survive that crash at 30 mph, and at 40 mph, 90% will not survive. The neighborhood traffic calming policy is 21 years old; it is out dated. We studied 11 peer cities to see what they are doing, compared it to what Charlotte is doing. So, there are five things that we need to talk about modifying in the policy. The red line policy has been handed out to each of you. You have it before you: speed limit reduction; multi-way stops; speed humps; combination of speed humps and multi-way stops; then the petition process, the public support process and how we interface with community when we do that. So, first of all, speed limit reduction is something that can be done through statutory authority. Our Department Director, Liz in this case, can lower speed limits through that authority. Multi-way stops, we want to reduce the geographic size of the homes in the impact area that we reach out to when we go through the petition process. It used to be very wide impact area, and we were minimizing that. Then, combining the traffic volume on both streets, we use to only count the through street, the main street. Now we are going to also consider side streets in order to push up that number and help the communities to succeed in their petition process.

Speed humps, we want to reduce the minimum required volume from 1,000 to 600 vehicles per day. This is a win for the neighborhoods, removing a barrier, consider speed cushions. We have to check in with the Charlotte Fire Department to make sure that we are not slowing down their response times too much and standard speed humps that traverse the entire width of the street a fire truck would have to pass over that. A speed cushion has breaks in the speed hump, which would allow the fire truck to traverse that, so that would allow them to maintain their response times. In a neighborhood where there is a street where say they have street humps already and they come back to us and they want a second treatment, like multi-way stops, we are going to reduce that minimum threshold by 1,000 cars, from 2,500, to 1,500 vehicles per day, and again consider speed cushions.

One more thing, if a street already has a traffic calming measure in place, in the past, they would have to start the petition process over again for a second treatment. We are going to allow them to come back within five years and not have to repeat that process. So, we would communicate to the community by post card only. Lastly, the petition and public support process, in the past, all property owners listed in the tax records of owners of a property had to sign the petition. Now, we will only require one. That is a big win as well. Homeowners associations can carry the petitions in lieu of the traditional petition process where 60% of the owners have to sign, then one thing that we are adding that is something that we have never done before, to work in concert with Neighborhood and Business Services to assist neighborhoods who would have a hard time carrying a petition and bringing back something successful to the City. So, we are going to work with them to help these folks and to take those by acceptance. Sorry that was a hard end, but that is all that I have. Do you have any questions?

Councilmember Newton said this is fantastic; I just wanted to thank the Committee for all of its work and city staff for all of your work on this. Often times, when I get a constituent concern pertaining to excessive speeds in neighborhoods and we start talking about speed calming measures, including speed humps, we start talking about price. Price becomes cost

prohibited, and that is even with matching neighborhood grants. Is there any consideration being given to supplementing? Maybe that is what you mean by public support or maybe not, supplementing some of the costs for HOAs and neighborhoods, particularly those that maybe are more vulnerable or have more need?

Ms. Blue said that is right, so the plan is to fund the speed hump program. Again, all of this is under the Vision Zero umbrella, very, very important for this program. So, those would be funded in the future through Vision Zero funding, removing a barrier and meeting the neighborhoods where they are.

Councilmember Harlow said on similar lines; you see several district reps raising their hands; we get these conversations all the time. So, good to know that we are reducing some of the traffic count required for even consideration of some of these things. I have always been told, oh the City is not in the speed-hump game anymore, so when did we get out, and on a cost stand point, what is the cost of a speed bump?

Ms. Blue said the first part of your question, in 2012, the speed hump program was no longer funded; City Council took it off the plate in 2012. Speed humps cost between \$4,000 and \$4,500 apiece. I will just tell you, let's say a street depending on its length and we space them out 600 to 800 feet apart, just depending on the environment, a street could require six to eight speed humps in order for them to be affective. It could be quite costly.

Councilmember Driggs said first of all Tamara, thank you for your speedy responses to questions that I have sent you from time to time. I appreciate your work. A quick comment, from the statistics we saw on crashes, inattentive driving is actually a much bigger problem than speeding. Not tonight's topic, but I hope that we are focusing on that. If I remember right, it was over 30% of crashes were attributed to inattention and a smaller percentage to the speed. The last question that I had was there is a current situation on Brackenbury Lane. I do not know if you are familiar with that personally, where there was a request for a speed bump. Today, I heard from the HOA that the people who live on the street where the speed bump is supposed to go, do not want it. So, does that kill the idea or is it still possible for people nearby, for their own purposes, to try and initiate?

Ms. Blue said there is a reverse process for the petition process so folks can come to us and say we do not want it and bring their own petition opposing it, and at that point, we would look at it and talk to the community about whether or not we need to move forward with that.

Mayor Lyles said I want to say thanks for the hard work. I think that it has been a long time coming, the things that we are talking about. I look forward to the additional changes in engineering as we continue to grow our City and the traffic that is in it. I think that these engineering changes coupled with citizen engagement, is really a big step, so thank you to the Committee for their work.

Mr. Phipps said I will continue; that was only a part of my report. Another item that we discussed was the comprehensive plan update. Staff provided an update on the consultant contract negotiation and recent public engagement activities that were going on starting in earnest now. The Committee discussed the need for Council to become familiar with the work and follow the process closely, so as when we get moved down the line, we want to make sure that the Council will have a chance to engage on some of these meetings. I want to certainly encourage that.

Also, the TOD ordinance update, the staff updated the Committee on progress towards amending the transit oriented development portion of the zoning ordinance. Final changes will be vetted through the normal zoning process, including review and recommendation by the Planning Committee. We also discussed, had a very spirited discussion, on E-scooters. As you may know, the Mayor referred this to us on September 7, 2018 to assess how scooters will operate in Charlotte and to encourage a smarter safety effort, and staff discussed Charlotte's experience with E-scooters and identified potential next steps. E-scooters are considered vehicles, much like bicycles and should comply with established rules of the road and traffic laws. Staff intends to move forward with targeted education and safety measures, such as yielding to pedestrians and parking appropriately. The City Attorney provided the Committee a legal update; the scooter industry is in conversations with legislators across the nation and I guess even our own legislators in North Carolina, to

shape state-wide treatment. Staff is not proposing ordinance changes before the General Assembly provides guidance during the upcoming session. The City will work with vendors to initiate a robust safety and education campaign, and that is already underway. My preliminary discussions with them seem to lead me to believe that those are working prudently and in a good matter. Committee members talked about proactively planning for infrastructure to accommodate for scooters and other new mobility devices, stronger communication about proper scooter use and the need for legislative clarity, which I just mentioned. So, staff will provide the committee with a draft plan to consider its next steps at this meeting on November 26, 2018, so we will be getting an update then. So, our next meeting of the TAP Committee will be November 26, 2018 at 10:30 a.m. in Room 280. In as much as we are talking about Vision Zero, I would like to give everyone a heads up. We will be doing a town hall on Vision Zero. The title is going to be Vision Zero, More than 2020. A citywide transportation townhall is going to be on Thursday, December 6, 2018 at the Camino Community Center. You will be getting more information about that.

Councilmember Bokhari said one of the things that we have discussed, as Mr. Phipps just mentioned, is the scooter ordinance regulation approach. Since that meeting, I just wanted to relay, one of the things that the City Attorney rightfully said, in his interpretation, some concerns that he had about getting ahead of Raleigh, particularly with some of the historical, comparable events that have happened with ride share and things of that nature, I would say two things. One, we have an opportunity to lead right now as a municipality across this state. We learned a lot being one of the very few number of cities who has rolled out the entire life cycle of scooter, scooter-share programs here in Charlotte. We have a big opportunity to lead, not just on the safety front, which I think that we are going to do anyway, but particularly how we decide to regulate this industry coming into town and regulate them using a free-market approach to say, we are going to make the customers scooter riders, not government and who gets to get a permit. So, I think that there is a big difference between what happened with ride share and passenger vehicles for hire, where the legislator came in and regulated it, versus this, which is more like them coming out and giving clarification on like Segways and things like that. I think this is more like how this is going to shake out. Plus, I went and had offline conversations with a few legislators just to talk their pulse on how they would feel. I know that is not representative of the entire body, but several of them were in our delegation, and I said how would you feel about this? They said I personally do not see any problem with Charlotte leading on something like this, because to be quite honest, they are more concerned about other cities coming out and having a tight grip of regulation that prohibits this innovation from occurring, where all signs according to us are leaning toward the more free-market approach here. So, I have encouraged the Committee and Council as a whole in general to maybe reconsider where we left that last committee meeting, which was punch for a little while until we see what the legislature does, because I think that we are in a pretty good spot, and the reasons that we kind of punted upon further review, maybe do not seem to be following the same president as things in the past or things that we had concerns that our legislators would have concerns about are not really coming to fruition.

Councilmember Eiselt said I agree with you on that; I think that we have got to move forward on this. We do not know when the General Assembly; there is nothing on the agenda right now for them to do this. I think that we have that opportunity. There are certainly presidents out there. Other cities have been looking at this and have been taking action, so I would agree, but I would also like to know- So, we left it. After the TAP meeting, we discovered that the pilot program ended a couple of days ago, last week. I believe that it is fair to say that the policy now is that they have a permit to operate here, and we really didn't get clarification on what that means, but now they are just permitted to operate, and if that is the case, I would like to know what the plan is to put some kind of a marketing campaign into action with these companies. They are making a lot of money here in Charlotte, and let's find out how we can work with them. I understand that there is something that is rolling out. They are going to be giving out free helmets and they have different campaigns, and Sustain Charlotte told me that there is something rolling out, and I think that it would be important for Council to get that information so that we could share that too, sooner than later.

Mayor Lyles said okay, we will try to get that information.

Councilmember Mayfield said on the same line, whatever legislative authority that we have to regulate, I had a conversation with Mr. Terry Bradley, because I have received a number of calls that are directly ADA related, because of where the scooters are left blocking sidewalks, it has caused a lot of challenges for those who are in wheelchairs and those who just need additional assistance. We still have a number of smaller sidewalks throughout the City, so we are really looking at it from an ADD compliant standpoint, and we need to figure out if there is room for fines and/or penalties, because at the end of the day, the reality is for some businesses, unless you hit them financially, nothing changes. So, we need to find out if we have the ability, because as Ms. Eiselt just mentioned, if it is now a done deal, which I do not remember Council ever having a real conversation. We were just like oh, this is what is getting ready to be rolled out across the City and it is going to be a pilot. Okay well, we have been asking questions about what does this pilot look like; how long is the pilot? What happens at the end of the pilot, without necessarily getting specific information. Well we are here so, now we are back tracking. I would prefer for us to get into a position where we can be more proactive versus reactive to the concerns on the ground but also taking into consideration that if someone were to get hurt, we are going to be the ones who get called, and we have already had instances where Councilmembers have seen individuals on the highway. We have seen people cut through traffic; they are not obeying the standard traffic laws. A red light is now a suggestion versus an actual hard stop, so we have to figure out how we can protect all residents to the best of our ability but not take on the responsibility of the business. So, I want us to be conscious of not trying to create another line item that city government is going to be responsible for when a private business is here and the market has allowed for you to make money. There has to be some accountability, and we really need to see if that accountability can be done through fines and not through our current fine system, where if you make one little change, then the whole process starts over. We really need to look at how these fines can be combined and be increased based on you being a habitual offender.

Councilmember Winston said I agree and disagree with Ms. Mayfield. One, it is very different for government to stay ahead of the market. The market is going to bring stuff. They are going to roll stuff out that they know is affective, whether it be a touch screen phone or a scooter or a color television, and you have to deal with it as it comes, but you can still find ways to be more proactive rather than reactive. I agree that we have to look at it from an ADA compliance kind of standpoint, which we have not talked about yet as a body, but more than that, I think that we need to look at this as an infrastructure on the infrastructural level. Look, this is going to be the new reality of transportation. I do not think that we should look at fines and increase of punitive damages to companies, because I think that is going to be more reactive than playing from behind. Right now, we have this technology that is in the rental space, but if it doesn't happen this Christmas season, I can see next Christmas season the \$200 model of purchases that is going to be under everybody's Christmas tree, so if we just decide to deal with the companies that are existing on the street right now, we are going to put a lot of work into something that we are going to have to look at moving forward, and that gets into the whole question. How do we deal with individual owners of this when they are parked, if they do not have license plates, if that is not what the State decides to go forward with it? When it comes down to it, it is the overall transportation and infrastructure question. How do we incorporate lanes for wheeled transportation options like: bikes, skateboarding, and scooters? How do we do that with the way that we line up our streetscape from lanes, active travel lanes, to on-street parking, to bike lanes and pedestrian and store front. These are things that we can look at, not just in our city, but I had the chance to travel to Israel and Palestine this summer, and they are light years ahead of us in terms of the way that their streets and sidewalks are broken up, that they have created a culture around mobility that includes these types of options and the next level of motorized bikes.

So, as we look at this, I would suggest that we look at it more on the transportation and infrastructure level and not getting too far ahead of where the State is going to regulate, but I do not think that punitive punishment is going to be the right approach to this.

Mayor Lyles said I do not know how, but I was out of town last week in Detroit, and I was at this dinner party, and I sat next to the Governmental Affairs Director for Lime Bikes and Scooters, and of course we were supposed to be listening to something, and I am like, you are with Lime, then on and on we go. I would say that everything that you brought up, they are very much aware, and he is the national, inter-governmental person for the entire

company. He talked a little bit about Charlotte, how many bikes they had deployed, what some of the issues were that they were having, and they particularly are trying to deal with this, and they are not ready to approach it in terms of a regulator environment that would be like a quilt. You have one place here, one square here, and another square there, and everything is going to be very different. He gave me his card. He actually knew Danny Pleasant from a long time-ago relationship. So, I said, Danny, why didn't you tell us that?

There are a couple of things that I heard you say, but it is about being proactive. It is about the engineering, and I think that they recognize some of the small problems. Storage is something that they know they have to figure out and the ADA requirements or the things that are happening that are a result of storage and ADA, but their ideas, the way that they framed it to me is that they know that they are going to have to be willing participants with any part of the City, and they want to do it in a way that has more consistency than not, because he assumed that this is yes making money, but it has to be done in a way that is profitable for them, as well as a level playing field for those things that are coming up. So, we possibly should have a call and talk with the two inter-governmental people from Lime and Bird. Maybe we ought to have a conference call, just set it up and say hey, we are trying to figure this out. Let's talk to you here is what we have problems with these things, and how are you guys approaching it? I think that is a fair way to go, because I do not know- They probably have some ideas that they are wrestling with nationally. The only other thing that I would say about this is that we have often around this table have talked about the idea of engineering for Vision Zero, and Councilmember Eiselt brought this up this afternoon and said, well what happened to Sixth Street? You know, the idea of moving a lane. If we really are going to deal with this, at some point we have to start talking about what is our strategy for the ideas, sidewalks, bike lanes, scooters, and cars. At some point, we can talk about storage and ADA all along, but until we actually are ready to restripe some streets, we are just not going to go anywhere guys. I think that I, like everyone, have seen what is going on in other cities. Detroit closed down a whole square block and devoted it to ideas of moving around. Now, they have a lot of highways in Detroit; it was amazing for that, but it is our rule that will make the decision if we are going to have an approach that works for everybody, and that is through engineering and education and then it is punitive. If it is clearly that you provide access to a place and you provide the rules of the road, then you could talk about ticketing and fines, but if we are just kind of out there in the world, I think that it is going to be very hard to regulate or fine, and I do believe that this is an urban problem more than our legislature might be thinking about, and we can talk to our delegation about that, but I think that a call to those two people, two companies, is worth the time and effort to begin to deal with this issue.

Mr. Phipps said our staff liaisons have heard the call from the Mayor that we will engage with Lime and Bird. Also, I would like to say that the Bicycle Advisory Committee has also stated that they are going to be giving us some recommendations too. So, we will be looking forward to those coming up here soon.

Mayor Lyles said I think that Councilmember Eiselt asked the question about well, what happened after we did Sixth Street? We talked about Parkwood Avenue. When I was on the Committee Zero Vision was about trying to create Parkwood Avenue. We build Parkwood so that people could ride through Belmont real fast. Nobody wants to drive through Belmont real fast anymore. It is a perception issue, so what do we do there? I think that having an update on that would be really one of those things. That is a bigger issue, but I think on bikes, we ought to go in that direction.

Mr. Winston said do you think that it would be inappropriate to ask those two companies to come to a committee meeting so that the Transportation and Planning Committee could maybe have that discussion and ask those questions, or do you think that it should start with a-

Mayor Lyles said I think that it should start with a call to see what is going on, and if I misinterpreted everything that he said, then so be it. It is just that that is what I thought the conversation was about, but let's verify always.

Mr. Bokhari said Mr. Chairman, I am glad to help, but I have also, in addition to some polling with our delegation, I am in very frequent contact with our representatives at Lime and Bird, and I have actually run through a lot of the things that I have been discussing with them. I

am not going to try to formally job the process, but I have had those exact conversations that you are referring to Mayor, and they are very supportive, and they think that what we are proposing and what we have been thinking about is leading edge in a lot of ways.

Mayor Lyles said well, I think that other places are beginning to deal with it with engineering. Maybe that is not because we are growing as fast as we are. A southern city is more car centric than other places are. Mass transit in the northeast is routine.

Mr. Bokhari said I think that it is important to split everything up into three pieces though. There is safety, which is just straight up what is allowed versus not allowed from an ordinance perspective. There is infrastructure, when you tax and or with other funds, are you putting in more bikes/scooter lanes. Then there is the market rules of the road and engagement. Do you get a permit from the government, or is anyone allowed?

Mayor Lyles said that is the conversation that you have to have. I understand that you are leaning that way, but I think that there is a balance there. I really do believe that if we are going to be a city that is safe and we have to finish the bike lanes to make it possible for scooters, people are paying for this infrastructure. We cannot tax everybody for new infrastructure, and paint doesn't cost that much.

Mr. Phipps said they want more than paint; they want more than a stripe line. They want a protected line.

Mayor Lyles said well, I understand that, but that depends on where it is and how it works. We have seen it in other cities. We will figure it out.

Mr. Harlow said not to bring us backwards, but I know that the Committee took up tiny homes in the past, and I just feel like it was more of an update rather than some type of a policy decision around some changes. I know that I have had some conversations with the Planning Director, and I see him back their kind of nodding his head a little bit, but we have got no solution. We have not come up with a solution for them. I do not feel that way at least; where did the Committee leave off with that? I just feel like it was a hey, here is what our ordinance does or does not regulate right now, and that is just that. I felt like it was just left there.

Mr. Phipps said I felt from my review of those discussions, that we decided not to move forward with anything on tiny homes, that it was not appropriate to try to regulate the size of a home on a lot and such. That is what I heard.

Ms. Eiselt said I think that we decided; I think that Taiwo said it made more sense to do it as part of the UDO and comprehensive vision plan, but I think that the problem with that is that these things are getting build and are moving forward and neighborhood character is not necessarily compatible.

Mr. Harlow said I agree, and to my point, Taiwo has explained why he and staff feeds there are better scenarios around, especially our larger plan of saying hey let's not do anything at all in the moment. My concern I guess, especially representing an area like Coulwood that has these large acreage lots and now we are getting these kinds of infield perspective tiny homes. I guess my real question is did the Committee have any conversations as it relates to specific location, even if we are not regulating size, various neighborhoods, distance from other things, or anything of that nature?

Mr. Phipps said no, we did not discuss any location, but me personally, I think that there is a place for tiny homes, and I would not want us to necessarily limit construction anywhere in the City. I think that, given our housing goals, that is something that we should be looking at, not something that we should be trying to restrict. So, that is why I would come across it.

Mr. Harlow said I am just not sure that we have had that conversation. I know that we referred this at the beginning of the year, and I know that this is not necessarily a time to have that conversation either. I just didn't want the door to close on that and it not be something that we have kind of said okay, we have closed it and we know where we stand. I think that there is a lot to be talked about whether that be text amendments as it relates to some things. I know that there are various opinions of different Councilmembers on this topic, and I just do not personally think that we have taken up robustly enough yet.

Mayor Lyles said I have heard from the Chair that there might be some opportunities to do that. Why don't we get a report on where we are and where it fits in the priority for all the things between TOD, the comprehensive plan, accessory-dwelling units. These things are out there, and I think that we just need some idea of how does the staff see the priority that maybe this is happening in a neighborhood that we would like not to see it, but at the same time, who is on first and how do we get that done? So, why don't we just ask Mr. Jones if he would ask the Planning staff to give us an update. If there are some short-term solutions or long-term ideas, we will just have to get some information about it.

ENVIRONMENT

Councilmember Egleston said as Vice Chair, I will be standing in for the newly wed, Ms. Ajmera until she tells us otherwise, representing the Environment Committee, also comprised of Councilmembers Newton, Phipps, and Winston. We met twice last month, October 8, 2018 and October 22, 2018, primarily to focus on the strategic energy action plan, also known as the SEAP. All of you should have received a draft copy and an executive summary of the SEAP Councilmembers, so we would highly encourage you to flip through that. That has been made available to the public, and we are getting some commentary and feedback on that. They reviewed in the last meetings about the SEAP a five-step approach to the zero-carbon goal, with the first step being shift energy demand; second, reduce energy consumption; third, change the energy that we consume; fourth, generate energy on site; and fifth, procure the rest as a last resort if need be. They also share 11 cautionaries of the draft plan, which I am not going to read to you, because you can read them yourself in the draft that you have been given, and we would like for you to do so. A twostep approach for the 2030 and internal goals for our municipal buildings and fleet was reviewed. That is all also available on the SEAP plan that you have been given. We will continue to talk about the cost of these measures as we go along. The draft SEAP is up for public comment currently and the Committee is scheduled to review the cost information at the November 13, 2018 meeting, which will be at 12:00 p.m. in CH-14, and at the December 3, 2018 Strategy Session, a month from now, full Council will receive an update on that plan, but we would ask that you go in and read the executive summary at least, if not the full draft plan that you have been given so that you will be ready to ask more questions on December 3, 2018.

Mayor Lyles said I think that is a great idea. The thing that I thought, one of the ideas there were some comments all the way throughout, but I think that the idea of saying kind of an analysis of high impact and cost, you can do high impact on the plan and low cost, or it could be low impact on the plan and high cost, but I think that we need at least some range of how to assess those two things on those two criteria; that is my first comment. I am going to work with Kim Eagle on the others. Any other questions on environment?

Councilmember Phipps said how long is the public comment period?

Kim Eagle, Assistant City Manager said another two weeks.

Mayor Lyles said then I guess whenever it comes forward to the Council there will be lots of people who may want to comment, so when it is on the agenda there will be a citizens' portion of it as well.

Tomorrow around this time, I think, if the affordable housing bonds pass, we are all going to feel really, good.

HOUSING AND NEIGHBORHOOD DEVELOPMENT

Councilmember Mayfield said to be respectful of time, because as my colleague just shared, the information is available for everyone, but I do want to take a moment to thank my committee and to thank my committee for indulging me last week, since we met on Halloween, and we all participated, and that is my Vice Chair Councilmember Driggs, as well as Councilmembers Egleston, Harlow, and Newton, so thank you all for indulging me for a Halloween celebration treat where we actually had really great conversation.

So, for our committee, we met two times in October on the 17th as well as the 31st, and of course we had spirited conversations regarding the housing locational policy. Our housing

targeted rehab pilot program that was instituted is moving to a full program and we discussed our City owned surplus land disposition policy and how we move forward with looking at land that may be available and challenging the idea of what is surplus versus what land does the City own and can that land be identified for diverse price point housing. Our next meeting will be occurring in November. We initially were looking at potentially, if we needed to, two meetings, but with the holidays quickly coming upon us, we are working with everyone's schedule, but we will have once of course that final date is identified, that information will go out. I also appreciate our honorary members for Housing and Development and that is Councilmember Bokhari as well as Councilmember Winston, who have come in and shared and ask questions and held us accountable with how we move forward with addressing these concerns and needs within housing. I want to give my co-chair Mr. Driggs a moment.

Councilmember Driggs said I was encouraged by how the locational policy is coming in to focus; we have addressed a couple of issues like whether qualified census tracts should be given special consideration, but I think that we are rapidly reaching a destination in terms of having a better alternative to that yes or no policy that we had before.

Ms. Mayfield said I think that what is good is the fact that staff really took the time to go out into the community, and even though they initially had four meetings scheduled, they heard from Councilmembers; they heard from community members and expanded it to seven or eight different meetings, then they took that information and really helped utilize it to help drive what our policy conversations are going to look like and the recommendations that are going to be coming forward. Unless any of my colleagues have questions, I give you the seriously condense version.

Councilmember Eiselt said is there a plan for the team of community members who would look at- in our framework we said that we would have had a community engagement team that would look at the deals and see how the match up to the housing framework.

Pamela Wideman, Housing and Neighborhood Services Director said what I think that you are speaking to is we said that we would add another layer in the process before we bring the deals to the committee for their consideration, somewhere in there we would also convene some key stakeholders that we heard from through the framework to present the same information that we would then present to the Council. So, we just added a step in the review process.

Ms. Eiselt said when you say bring them to the committee, does the Committee get the Housing Trust Fund deals before the whole Council does?

Ms. Wideman said they do. So, our processes are that we present to the Committee; we then come to the full Council at a Dinner Briefing, then at a subsequent meeting you all then have the opportunity in full Council to vote. We would add a step in there where we would present the deal to the community.

Ms. Eiselt said so, how do you engage that group of stakeholders, and how are you going to determine who you are? Is it a different group each time? Is it sort of a casual process, or is there a plan for how you will engage them?

Mayor Lyles said I thought that we were going to have a citizens' advisory group working with LISC right? It was going to be a formal process that it would be as you roll these things out, but I was looking at a more formal process.

Ms. Wideman said LISC is in the process of setting up their big advisory board first, then they will have a community advisory board, so that is correct. Hopefully it will be set up by the time that January comes around.

Ms. Eiselt said every expenditure from the Housing Trust Fund will go through that process, is that right?

Ms. Wideman said we will present it to that board.

Ms. Eiselt said then they will take it through the process with the community engagement component?

Ms. Wideman said that Community Advisory Board that they are setting up.

Ms. Mayfield said let's back that up Ms. Wideman so that everybody can be on the same page for the steps, because I hear the question that Ms. Eiselt is asking, and I am thinking about the conversations that we have had in committee. So, for those who are not in attendance, as well as those who may be watching online, if that is happening, a proposal comes in for a project. It doesn't matter if it is nine percent, four percent, a proposal comes in; what will be the steps?

Ms. Wideman said so, a proposal comes in; staff does our normal review and analysis, and this would be new for us. We would either take it to that Community Advisory Group first and then to the Committee, or you guys can tell us that it could come straight to full Council for a Dinner Briefing like we would normally do, then you would all vote, or we could swap that step. We could take it to the Committee first, then take it to that LISC Advisory Committee.

Mayor Lyles said if the Chair doesn't mind, I think that we ought to have a decision tree so that we can look at it. I think that coming back with it so that we all are on the same page, then having LISC wherever they fit and however, because it seems to me that the trust fund has always been like the only place to go, and right now, we are trying to leverage even deeper with the private sector and LISC coming on board, what they can do, so it seems to me that it is a little bit of a different game, so at the same time, our requirement is to have citizen engagement and oversight. So, I would really think this is something that we ought to come back with, an actual outline. I do not want you to have to say, well we could. I want us to say, here is what we recommend and that is what we would vote on to do, because I also think that working with LISC, we have got to have pretty much like we were talking about an hour ago with NEWCO. Our expectations should be very clear.

Mr. Driggs said I just want to make sure that we all understand the location policy takes our old permissible and impermissible areas and replaces them with a score card system, four data driven criteria. That is one of several factors that will go into the ever all decision. So, we are going to see changes as a result of LISC and our housing frame work and so on, to what we were doing before other than on location, and we are going to see changes in our location determination based on the location policy. One of the things that I am sort of waiting to see is how those two things work together. We did have some discussion in committee about the impact that the new location policy has, how we prioritize, and which projects we actually go for. I think that the important thing to remember is that staff will be looking at their recommendations at the reputation of the builder, the economic terms of it and the bang for the buck that we get, then the location criterion will be one of the factors.

Ms. Wideman said I just want to point out one things; you are right, we have a flow chart. We will update that, but I also want to remind you all that every developer that gets a housing trust fund, the current process is that they have to have a community meeting anyway, so whether or not there is a rezoning or not, they still have to have an overall community meeting.

Mayor Lyles said okay, let's come back, because with everything, you have to have a process and a charge and a responsibility and accountability.

Councilmember Newton said I understand that we are going to have a deeper five on this too, because staff is going to be coming back and giving us a presentation. Is it going to be this month?

Ms. Mayfield said it is going to be in November; we are just trying to find the right date.

Mr. Newton said I think that I will have enough opportunity to get more in-depth with a couple of the concerns that I raised in the Committee meeting process, but I have had some reservations fully understanding how this works, I think, in a comprehensive way, and it is not outcome determinative. This is one tool that we use when we make a decision on where

we are going to allow the new development of diverse price-point housing. I just had some questions pertaining to; and this was brought up by my colleague Councilmember Driggs in committee; some of the subjective nature I think of the test that we are thinking about adopting here as appose to something more definitively objective and some of the lack of specificity in transparency I think within the policy being proposed. I just wanted to kind of through that out there preliminarily speaking. We are going to hear this proposed policy much more in-depth in the coming weeks, and I think that is probably more of an appropriate time to discuss some of those things.

Councilmember Bokhari said I had said before that I thought this locational policy and the new approach there was probably some of the finest work out of this department that I had seen all year, and it was really good. I think that was great work. I think that the frame work is great work. I have requested and made my case for many months about a need for another thing, a business plan, which hasn't gotten traction. That is fine. Ms. Eiselt brought up and interesting point. The email the other day, which is perhaps we could explore a score card, something publicly in which real time as we make these decisions or we are contemplating them, we see AMI levels and things like that, at least more transparently for the community exactly where we are impacting, perhaps that would be a nice alternative to having a more defined business plan if that would have bind, so I think that this would be the right setting to toss it out there and see if discussions might lead that back to committee for a later debate.

Mayor Lyles said I would agree with you, and I was wondering if we really had as all of the Committees sat down and said, what are we measuring that we would be accountable for and if we could get out of our- I think we have seven committees now. I was trying to keep it to five and I exceeded the number that we had last time. What I am saying is that I think that we ought to have a score card or something that comes out of our policy work. I think that the staff has tremendous metrics inside for their assessment, but I do not know that we have quite gotten to an area that we have scored ourselves and decided what was most important for us to translate. You have all seen there is a software that you can buy and it is basically about how you spend your money, and that is fine, but I think that there are qualitative in addition to quantitative measures.

Ms. Mayfield said just so that you know, staff are working on that.

Mayor Lyles said staff is always working.

Ms. Mayfield said right, no the metrics that you are talking about, we have already had that conversation. So, what is going to be coming was going to come back to the Housing and Neighborhood Development Committee, and to be respectful of the fact that we are going into the holidays, it will be probably closer to the beginning of the year when we are going to get that full breakdown of here is the umbrella of everything that we are doing and where everyone fits in, but for November, what we should have and what we should be able to present, not only to full Council and to the community, is a better understanding of what is our plan with the bond dollars. So, whether or not the community matches and exceeds, we should be able to present to you all, here is our recommendations for how we move forward, address with utilizing the bond dollars that the community supports.

Councilmember Winston said I feel like we have mentioned this at points of time, a way to calculate and keep track of the net impact of diverse price-point housing. We like to put up what we gain, but we need to know what we are losing as well. I do not know how we do that, but we need to have that actuate, transparent, truthful number out there at any point in time, if that makes sense.

Ms. Mayfield said that has been brought Mr. Winston, Ms. Wideman, Mr. Driggs, Ms. Campbell, and myself have had those conversations in our meeting, as we reach our goal, we know that we have lost some, so some of those we can track, mostly in multi-family that have been purchased and redeveloped. We are able to track some of that, but staff is looking at that number as well. We have a net transparency as far as, okay we have hit our target, but what has been the loss during that time of us reaching our goal of 5,000 in three years.

Mr. Newton said [inaudible] that that would go beyond just the numbers too. The point here, providing roofs over the heads of folks that are the most vulnerable citizens amount us is to provide them with opportunities that they would not otherwise have for upward mobility and to desegregate, right? So, under those circumstances, I would hope that we can come to something, maybe metrics that are goal oriented that demonstrate that and not just have it be about the numbers, because I do not know if the numbers simply demonstrate that.

Councilmember Phipps said are we still embracing a paternalistic approach as far as metrics goes where you cannot build this unless it's a supermarket a quarter mile away. Are we still embracing those kinds of things?

Mayor Lyles said those are state-

Mr. Phipps said I do not know if we can do anything about it, but I would be reluctant, because you do not have any control over where supermarkets will be. They are closing all the time. You look in the paper, Harvey's is closed; Whole Foods are closed. How do we move away, because I guess we are thinking that even a bus stop, are we saying that these people do not have cars or something or what?

Mayor Lyles said I think that what we have been saying is that the federal government has sent the money to the State, and the State has made these rules up, and the Board that supports that agency has those rules, and we do not have anybody on that board. So, until we have got some people who are going to influence those criteria. Right now, the criteria, you are right. I do not know why a bus shelter with a roof on it gets more than a bus shelter without one. I mean, the bus ought to come as long as you can get a bus, but I do not know the answer to that. We will have to figure that out. I agree with you Mr. Phipps. Some of it is not very realistic.

Ms. Mayfield said I tried to give you all the condensed version.

Mayor Lyles said I have to leave to go home, and I was hoping to really look at diversity and inclusion and wondered if we could push that out to the next month and go ahead and do the preliminary focus area information knowing that I hope we will have the chance to have this kind of conversation, which has been great tonight. I cannot tell you. This is working. We are getting better at it yawl. We are really getting better at this to have this kind of debate and discussion, so if we could do that somehow after you hear a little more information about what we are looking at coming up. Phil is going to do that, and the Manager is going to help with that, and I will be back tomorrow. Everyone remember, get out to vote for affordable housing, neighborhoods, and transportation, which includes bike lanes.

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ITEM NO. 4: PRELIMINARY FOCUS AREA OUTLOOK

Marcus Jones, City Manager said I think that Phil has about five slides; the concept here was I believe the last time that there was a Strategy Session, the Mayor challenged everyone to really think about long-term, what is the vision and what the Council, as well as the team is trying to achieve. What Phil has done is basically taken a survey from across the country of other cities, some of our peer cities, some cities in North Carolina and how they have approached priority areas, and this is something to be provided for each of the Committees as the Committees start to think about are the focus areas the correct focus areas should anything change.

Phil Reiger, Strategy and Budget Director said I just have to tell you; as you had your discussion around housing strategies and outcome measures, I just really got excited, because that is really what the foundation of this work is about. It is about City Council expressing those strategic priorities and creating outcome measures that we can really tell whether we are moving the needle or not. So, as the Manager said, I wanted to bring forward just a quick primer for you all to think about as we get closer to the annual retreat, where we will have a deeper discussion about these priority areas, but I wanted to backup and just remind Council. As our last retreat, Bob O'Neil, President of the International City-County Managers' Association came and talked to Council, specifically about what the characteristics of affective Councils were. One of the things that he stressed was the

importance of the roll of strategy and policy. So, we are just building on that. We have had focus areas for a long time. Focus areas were created back in 1991, and they have served us well. In fact, our Mayor was the Budget Director when focus areas were developed. So, you can sort of see where focus areas started and where they've evolved to, and the black arrow sort of represent other focus areas that have been identified, sort of come and gone. Generally, if you look at the list that was started in 1991, and you think about what it represented, the themes haven't changed that much. We still have a component of community safety in 1991. It was called crime and drugs, and while those are pretty bold terms, it was probably very appropriate for the time. We had a City-Within-A-City, which really turned in to our Housing and Neighborhood Development focus area. We had education back in 1991, growth and regionalism probably turned into Economic Development and Transportation and Planning, the public resources transitioned over time into Restructuring Government, and that finally went away, and we added the Environment. Last time that we added a new focus area was in 2007, when we added the Environment Focus Area. We had some name changes along the way, but generally, the themes stayed the same. This is what your focus area plans look like today in frame work. They were adopted in the middle of the fiscal year 2017, and they were a two-year plan for fiscal year 2018 and 2019. So, these focus areas will expire June 30 so, it is just really the time to start talking about focus areas again and looking at what Council's strategic priorities are for fiscal year 2020 and beyond.

We looked at some cities. This is the primer part; we looked at comparison cities, and you see a whole list of cities up here. We looked at 37 cities specifically, and we really surveyed to discover how cities describe their strategic priorities, so we surveyed the top 20 cities by population. We also looked at 20 peer cities that are sort of compared to us closely from a statistical basis, then we looked at our largest cities in North Carolina, and what we found was they used many of the same words that we use to describe our strategic priorities. In fact, if you look at the words in the blue, those are the words that describe our focus areas, but they are also words that describe other cities strategic priorities.

We have also looked at what trade organizations were saying that they were hearing from cities, so you can see many of the same concepts here. What I would generally say is that our survey suggests that cities, particularly large urban areas, are facing many of the same challenges, and they are using different variations of similar words to describe those challenges through their priorities. We are going to have an opportunity to sort of rethink and maybe reimagine how we describe our priorities moving forward.

So, for next steps, I am going to be on a road show. I hope to attend all of your committee meetings in the month of November into the extent that they bleed into December, and I want to bring to you a status update of what the results of the FY18 and the first quarter FY19 focus area plans look like, so I will bring that data back to you so you can see how we are tracking, and in January, we are planning a facilitated discussion with you at the annual Strategy Session about strategic priorities with the plan to adopt new priorities post retreat. Those priorities are extremely important to how we not only think about how we align our resources but how our departments really organize themselves around the priorities that you set. With that said, that is all I have tonight. I am certainly willing to answer any questions you might have.

Councilmember Winston said I might have missed this and I apologize, but how long once this decision is made, I guess we get to decide how long the duration is, but generally speaking how long is this focus area, every five years, every 10 years?

Mr. Jones said prior to December of 2016, the focus area plans lasted about a year, and they were renewed annually. In 2016, the Council went to a two-year process. I would suggest that two years is not enough and that wherever you go, please consider it being a longer term, because even for a one-year plan, by the time that the year is over, we do not even have all of the data, and how could we report back to you how we are making some of the targets? So, that is something that you would discuss during the annual Strategy Session, but again, staff would recommend that you have a longer outlook.

Mr. Winston said will you be in a position during the Retreat to give us a recommendation of what you think works for what we are doing?

Mr. Jones said for the term, absolutely. In terms of the actual focus areas, that is where Phil is starting, in November, really getting the feedback from the Council and the Committees. One thing that we want to be very cognizant of is teaching to the task. We went to department X and said what are the three strategies? Maybe department X would say well, I want to give you three strategies that I know I am going to do well in as appose to us trying to us trying to tie to the long-term plan that Taiwo is working on and some of the other plans that we have.

Councilmember Bokhari said without going too much deeper into my own understanding of it, it seems to me to be a great opportunity instead of doing an annual or two or five-year refresh of what are the five-four-six major topic areas for us to throw this on its head and say up until this point in history, we have been a vertical organization, vertically focusing on these things. I have talked about the horizontal focus that cross pollinates across our bureaucracy, for lack of a better word, as the most fundamental change that I think can happen to this government organization, so perhaps, I know that some work has been going on with that. I know that it is a great opportunity to infuse this effort.

Councilmember Phipps said will this Retreat be an intown Retreat this year?

Mr. Jones said it is the will of the Council. I believe that the way that this is scheduled, this is scheduled to be intown, but again it is the will of the Council. My first year here it was scheduled to be intown, but the Council thought that it would be more advantageous for it to be out of town. It is your call.

Mayor Pro Tem Julie Eiselt said which is an interesting question. We could have a different delegation in January. We went to Raleigh to meet with our delegation when we did it two years ago.

Councilmember Mayfield said on the same lines as the last question that Councilmember Phipps asked, when will you- I know that the Mayor usually creates the Planning Committee, but I would like to make that specific recommendation for those of us who are still here that if we are looking intown, that we really do consider another trip to Raleigh to start working on building relationships. After tomorrow, whoever is there, we need to figure out how to have better relationships with not only our delegation but also trying to change the conversations that we are having with the region since especially with all the things, NEWCO, other things that are happening, here is an opportunity for us to really try to put our best foot forward and work toward building, and it makes a big difference honestly to be away from here, because when you are home and we have jam packed discussions and you are torn with just dealing with the day-to-day here, it makes it difficult for us to stay focused on what it is we need to be focused on.

Mr. Winston said I recommend that we continue to go out of town for our retreats. What this idea is, that is the type of setting that this work needs.

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ADJOURNMENT

Motion was made by Councilmember Mayfield, seconded by Councilmember Driggs, and carried unanimously to adjourn the meeting.
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The meeting was adjourned at 7:57 p.m.



Stephanie Kelly, City Clerk, IIMC, NCCMC

Length of Meeting: 2 Hours, 51 Minutes
Minutes Completed: December 3, 2018