

The City Council of the City of Charlotte, North Carolina convened for a Strategy Session on Monday, December 06, 2021, at 5:06 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Julie Eiselt, Malcolm Graham, Renee Johnson, Greg Phipps, Victoria Watlington, and Braxton Winston II.

Absent Until Noted: Councilmember Dimple Ajmera and Matt Newton

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Mayor Lyles welcomed everyone to the December 06, 2021, Strategy Session and said this meeting is being held as a virtual meeting in accordance with all of the laws that we have to follow, especially around an electronic meeting. The requirements also include notices and access that are being met electronically as well. You can view this on our Government Channel, the City's Facebook Page, or the City's YouTube Page.

Marcus Jones, City Manager as the Mayor mentioned earlier this is our December Strategy Meeting and typically at the Strategy Meeting, there is an opportunity for the staff to bring you updates on information that has been asked from previous Business Meetings or previous Council sessions as well as having the typical committee report outs. So, Item 3 today is the Council Committee Report outs, which I believe are in front of you. But before we do the report-outs, in my last 30-day memo I suggested that we come back to you and give you some updates on a couple of areas. One is the COVID-19 (mild to severe respiratory infection caused by the coronavirus) Federal Stimulus update. The second is the State Transportation Improvement Projects update. Going in reverse order. I talked about the Council report out, but the State Transportation Improvement Projects update started with the conversation I believe at the last Business Meeting or at least the last Action briefing when we discussed a couple of roads related to the Centene project. So, I believe that we will have both Liz Babson and Tracy Dodson come tonight to try to pull this altogether of how these impact each other.

Then lastly, which will be first we have Shawn Heath who had come in tonight and give you an update on the Federal Stimulus Package. One concept that we are trying to bring before tonight is to come back with some of the items that had previously been discussed. I think Shawn has done a very good job of putting these in different buckets if you will. Ranging from some items that need a whole lot more work on them to some items that are ready for a future Council action. Mayor and Council if there are not any questions, I would like to turn it over to Shawn. And we do have one item for a closed session.

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ITEM NO. 1: COVID-19 FEDERAL STIMULUS UPDATE

Shawn Heath, Special Assistant to the City Manager said thanks for the introduction Manager Jones. Starting here I just wanted to reinforce that the staff has surely been working hard over the last couple of weeks to really set this presentation up to demonstrate that we are being responsive to your questions and your expectations. So, there are a few things that we wanted to accomplish tonight. I apologize. Some of this will be a little bit of a repeat from what you've heard before, but we really want to use this as an opportunity to level set where we are at with all of the stimulus funding that's come to the City of Charlotte. So, what you will hear is a little bit of an informational update related to the various stimulus funds received by the City of Charlotte. We also want to reinforce Manager Jones's point here before I walked into the room. Our desire is to find an efficient way to bring opportunities to you for conversation when they are right for conversation. Tonight, we will have a few of those which are referenced here at the bottom of this slide So, I won't go into the specifics of those items at the bottom because we are going to have plenty of opportunities to dive into those together.

Councilmember Ajmera arrived at 5:11 p.m.

This is a summary snapshot that should look familiar to everyone. Everything here relates to the American Rescue Plan and these are items that we have discussed at various levels of detail before. First, under ARPA (American Rescue Plan Act) there are various branches of funding. One relates to homeless assistance. In particular, it's the HUD home program. This is a rounded number. The actual allocation was \$11.6 million. The second is emergency rental assistance. Emergency rental assistance has come to states and local governments in various ways over the last 18 months. The most recent allocation we received is under ARPA. It's referred to as Emergency Rental Assistance number 2. That is approximately \$29 million. As noted in the footnote here about half of that \$29 million allocation has been put to work in the community supporting residents that are eligible for rental assistance.

Then finally here on the largest stack the Local Fiscal Recovery Fund, which as you are aware comes to the City of Charlotte in two installments. The first installment of \$71 million was received in May of this year and the second installment will be received in May of 2022.

So, moving from left to right on each item that I referenced on the previous slide. For homeless assistance-related opportunities, there are two in particular. One relates to the Charlotte rescue mission. Which I shared with you at a high level at the Fall Strategy Retreat. What we've staged here is a \$4 million opportunity to participate in the Charlotte rescue mission's overall capital campaign associated with a new building for the rebound program for men. I will provide a lot more information on that particular opportunity on the next slide. But I just wanted you to see how the different puzzle pieces fit together here related to homeless assistance. The second item which we have discussed before as well as the notion of earmarking up to \$10 million for use related to the 2025 Charlotte Mecklenburg homelessness strategy. So, going back to September you will recall that on September 13th Gene Woods from Atrium and Housing Director Pamela Wideman provided an update on that work. That work was launched earlier this year. The work is ongoing. We expect that the strategic framework for that effort will be released in January followed by an implementation plan in the second quarter of 2022. With that particular earmark, we believe we are at the point now where the best next step is to release an RFP (Request For Proposal) because under the ARPA HUD program, there are four very distinct allowable uses that are explicitly defined in the guidance and they are summarized here on this slide.

So, we think now is the time to let the market respond and see what kind of responses we get and bring back a set of recommendations to the Council for the use of that \$10 million. We're certain that whatever emerges in the RFP, will be very consistent with the type of strategies that are contemplated through the 2025 work that's underway today. In case you are doing quick math, just to make sure I'm clear on how these pieces do fit together. So, the homeless assistance under ARPA is in fact \$11.6 million. So, the idea here would be \$2 million of that related to the Charlotte Rescue Mission, \$9.6 of that related to the 2025 Charlotte Mecklenburg homelessness strategy. In the footnote at the bottom of this slide, I'll mention that with the Charlotte Rescue Mission, in order to go from \$2 million to \$4 million we have \$2 million remaining and I believe this is the only unobligated amount associated with all of our CARES ACT (Coronavirus Aid, Relief, and Economic Security) funding. Two million dollars from our CARES CDBG (Community Development Block Grant) balance. Which would be a wonderful fit for the Charlotte Rescue Mission opportunity. So, that's how the numbers fit together there.

Marcus Jones, City Manager said Shawn I know you've said it twice but can we go back one to make sure. You're only talking about that red box right now, right?

Mr. Heath said thank you, yes.

Mr. Jones said okay, so not the \$142 million of this local final allocation. But these are a different set of funds that we are trying to get out now with the addition of the other \$2 million comes from what pos again?

Mr. Heath said from the CARES CDBG allocation that we received.

mmm

Mr. Jones said okay.

Mr. Heath said thank you for raising that point because, unlike the Local Fiscal Recovery fund, the \$142 million where there's a tremendous amount of discretion in terms of the types of things that we can do with it, everything related to the HUD Home program and frankly with the CARES CDBG, there are limitation in the types of things that you can use it for.

So, just to breathe a little bit of life into the Charlotte Rescue Mission opportunity which I had mentioned to you back in October. The Mission of the Charlotte Rescue Mission is to serve people impacted by addition to equip them to thrive in the community. So, quite some time ago a campaign was launched in order to raise somewhere north of \$25 million to enable the Charlotte Rescue Mission to really modernize its facilities. For any of you that have been over to the Cedar Street location behind the Panther's stadium near the practice bubble, you would know that, and what you're looking at here is an artist rendering of what the new building could look like, which would be there four to five stories. The existing building doesn't look quite that new. It has been around for about 100 years. The need for this project is very real. To say the existing building is crowded is a bit of an understatement. They have barracks-style dormitory rooms. There are anywhere from 15 to 0 men in these rooms at a time. So, at the Charlotte Rescue Mission the rebound program it's 120 days recovery program. With this investment from the City that's been staged along with other funders who have already stepped forward, it will allow the Charlotte Rescue Mission to serve roughly 100 more men per year. Which would be about a 25% increase. In terms of the status of the overall fund-raising campaign, so far they have about \$15 million of firm commitments from the private sector. That does not include anything that the City is contemplating here. It does not include anything that the county is contemplating as well.

So, they are well on their way towards building the funding stream that's necessary in order to bring this to life. In terms of outcomes, one of the things that I mentioned in October, one of the reasons the staff is enthusiastic about this is that the Charlotte Rescue Mission has demonstrated the ability to really do good things. They have higher than the international average in terms of their ability to put people through the completion of the program. Then here we have made reference to a few metrics that they track upon completion it's important that they focus on sobriety first and foremost of course. Then also on housing and on employment and you could obviously make the case that this investment in fact is also something that is very consistent with the type of work that's happening in the 2025 strategy since clear substance us is but one among many contributing factors to homelessness. They shared with me recently that approximately 90% of the men entering the 120-day program are entering that program coming from a situation of homelessness. So, that's the high-level picture on that particular opportunity.

Councilmember Phipps said the funds your speaking of for the rescue mission, are those funds exclusively going to be used for the construction of the building? What about funds to deliver much-needed services to the individuals? Is that a separate bucket?

Mr. Heath said thank you. That is a great question. So, there are roughly \$25 million and north of \$25 million. Predominantly all of that would really be devoted towards the construction of the facility itself. But with the funding that I mentioned for us, \$2 million from CARES CDBG is very well suited to support construction costs. Whereas the \$2 million from the ARPA HUD home program is more suited to supporting really the programing that they would stand up around this new facility during the first year or two. So, what we would be doing would in fact be a combination of bricks and stick and also the supports on-site. But the majority of the \$ 25 million that they are raising would be for the actual capital cost themselves.

Councilmember Eiselt said this is more of a statement than a question, but I'm really happy to hear that we're focusing on this need. Substance abuse just doesn't get enough attention from us as a community, much less as a government. But the 120 program is fantastic. Most programs that are even covered by insurance are 30-day programs. Most people don't have success for a 30-day program. So, I didn't know that about their

program, and somebody like a lot of families who've had this in our family, it's tough. I'm really happy to see that we would be willing to support both the brick-and-mortar and the operating funds needed for this important cause. Thank you.

Councilmember Newton arrived at 5:21 p.m.

Mr. Heath said moving into the middle section of the original slide as I mentioned before under the American Rescue Plan the City of Charlotte receives approximately \$29 million related to emergency rental assistance. When I spoke to you at the Fall Strategy Meeting at that point we'd really just started drawing down on that balance and Dream Key Partners is our administrative partner in the community. So, as of October 26th, I think we had about \$25 million remaining from the \$29 million allocations. Now you can see we have about \$13 million in that fund. This is as designed, right. I mean this money is being put to work to support members of the community that are in need. As I've said a number of times but I'll underscore here again working with Dream Key we've very intentionally set up a number of priority categories to help ensure that funding is a channel to those individuals in the community that are most at risk of eviction.

So, priority one for instance requires an individual to have received an eviction notice and have a court date within 90 days. Priority two is 30% AMI (Area Median Income) or below and employed for 90 or more days, etcetera etcetera. So, we will continue working down through that balance to support members of the community in need. I did want to mention with points two, three, and four on this particular slide it's important to keep in mind the broader context around what's happening on this important issue in the community. First and foremost, there are other funders that are providing resources to this challenge. It's my understanding as of last week I believe Dream Key had a little over \$20 million associated with Mecklenburg County emergency rental assistance that is still being put into the community. Crisis Assistance Ministry is of course doing work along these lines as well.

On point number three if you ignore everything we've just talked about in terms of the American Rescue Plan, if you go back to October of 2020 that's when the City

Charlotte received our first Emergency Rental Assistance Allocation. It was under a separate and distinct stimulus plan. We have put all of that money to work in the community. Just to cut to the chase on this one, there were states and local governments that received their Emergency Assistance Allocation at the end of 2020 and didn't use all of it. So, what the U.S. Treasury has done is at a certain milestone date they've clubbed that back from those jurisdictions and now they are reallocating it to states and cities like the City of Charlotte that did in fact put all of our money to work in the community. So, especially we've put ourselves in a position where we could be eligible for some additional relief from the U.S. Treasury Department. We put in the application and I can't guarantee where it will land, but we will see what happens and to the extent, we receive more money. We already have mechanisms in place to put it to work.

Then finally number four as I mentioned before a new federally funded program focused specifically on water customers is the low-income household water assistance program, LIWAP. Federally funded. It would be administered by Mecklenburg County. Angela Charles, Charlotte Water Director, and her team are working closely with the Mecklenburg County Department of Social Services. Mecklenburg County has received their first installment of LIWAP funding. We are going through an exercise and partnership with them to evaluate which of our customers are eligible to receive those funds. So, I just wanted you to be aware there's a lot of activity in this space and I'd be remiss if I didn't also mention the great work that's happening in Willie Ratchford Organization and the Community Relations Committee. He has a dispute settlement team personnel at the courthouse five days a week providing mediation services working with landlords and tenants to try to help them find a resolution.

The last point here is just a reminder that while I've characterized this as rental relief, it both helps ensure these individuals avoid eviction, but it is also providing the resources

directly to the landlords and the property managers. That's the way that this program is designed. So, it has kind of a dual benefit there.

Mr. Phipps said on bullet point one, the priority one is eviction notice and having a court date within 90 days. I thought I read something yesterday that if a tenant misses their court date they would automatically be disqualified from the program. Is that true?

Mr. Heath said if they missed their court date that they would automatically be disqualified. I'm not sure if that's the case. I'd have to take that as an action. I'm going through here of Housing Director Wideman happens to have an answer I'd invite her to walk in and provide a real-time response.

Mr. Phipps said is there any kind of follow-up for tenants to remind them of the upcoming court date to be able to participate in this program?

Mr. Heath said once again I do not know the answer to that question, but I can find out.

Councilmember Ajmera said a couple of questions on the rental relief. So, in R-4 rent relief assistance. So, for folks to qualify does it have to be COVID reasons? So, let's say someone lost their job during the pandemic. Does it have to be COVID-related?

Mr. Heath said yes, for this particular stimulus funding there does have to be a direct connection to an individual being in some way harmed by COVID. I would follow up to say that's one benefit of having agency partners in the community because Crisis Assistance is available to provide assistance that is not directly linked to individuals that can demonstrate COVID impact.

Ms. Ajmera said got it. Okay, then I know you had mentioned that housing providers could directly apply. I know in 2020 when we rolled out the rental relief program, we had gotten several requests about many housing providers experiencing delays in getting the assistance. So, under this new model are we addressing those concerns? And what is it like? What is the turnaround timeframe?

Mr. Heath said yes, so I do know that landlords can in fact initiate this process so long as they have the consent of the tenants themselves. And I don't have an exact answer on the cycle time associated with how long does take from day one when an application is submitted to having an answer and ultimately having the relief provided. Once again, I will take a homework assignment on that. It's a great question.

Ms. Ajmera said I just want to emphasize the turnaround time frame. We have to be nimble. I know 2020 we have received several emails from housing providers raising concerns around the turnaround timeframe where housing providers were having to wait months for relief dollars. So, I just want to make sure that those concerns are being addressed in this process. It's great that now housing providers can initiate an application. I think that's great with the consent of the tenant. But we got to focus on reducing the timeframe. We have to be nimble to ensure that the relief is getting out there in a timely fashion. Thank you.

Councilmember Winston said I think it will wealth of relief to both tenants and landlords to see that there may be an additional bucket of money that can come through for rental relief. You may have said it, but I just may not have caught it. How do we secure that \$30 million of additional rental relief that is potentially out there right now?

Mr. Heath said yes, Mr. Winston, I believe at this point we've done all that we can. Which is we've submitted a formal application. So, we were essentially invited to participate in the process based on the fact that we had dispersed our emergency rental assistance 1.0. So, to speak. So, now the application is in and we're waiting on an answer.

Mr. Winston said thank you very much.

Councilmember Johnson said I wanted some clarification on item number two. It mentions that there is additional relief available for community agencies such as Dream Key Partners and Crisis Assistance. I thought at one point that we were using Dream Key solely and as the vendor for the funds are we supporting Crisis Assistance in this process now?

Mr. Heath said thank you for the clarification. Dream Key is the partner that we have relied on for all of our emergency rental assistants 1.0 and 2. With item number two in the slide, I just wanted to make sure that I didn't leave Councilmembers or members of the community under the impression that there's only \$13 million available in the community for rental and utility relief. That's one piece of a larger puzzle. Dream Key is our partner but they are also in partnership with Mecklenburg County. Crisis Assistance has its own set of funders that they are relying on in order to support their work.

Ms. Johnson said are we supporting any projects that are still paying for individuals who are living in the hotels? In the hotels, we know that there is a large number of folks that live in the hotels and motels. So, is there a focus on providing support for those individuals? Then my last question is do we know the status of the individuals who were placed in hotels or motels due they were residents of Tent City? Is there a current update on the status of those individuals?

Mr. Heath said I will ask Housing Director Wideman to provide some perspective on those questions.

Mayor Lyles said you know you can't come to the podium Ms. Wideman without us expressing our appreciation for the work that you've done and understandably committed to this community for a very long time and you deserve the opportunity to move forward however you chose, but I want you to know how grateful we are for what you have done to make this city so much better.

You answer the tough questions all the time. You always have compassion and you always honor and respect this body even when we don't get it quite right. I can't tell you how much that is appreciated and thank you for the service that you are giving us. Thank you so much.

Pam Wideman, Director of Housing and Neighborhood Services said so Madame Mayor you have a wonderful way of making this harder. I have some more requests of you next Monday. So, this is not the last time. Thank you so much. This Council is amazing. Your support for affordable housing is unwavering. It's recognized across the nation. It's been rewarding Mayor, I will say to you personally, to work with somebody and to have a Mayor who looks like me and for all the little girls, particularly African American women around the country. So, I really really do appreciate that.

But to answer your question because you have also taught me to stick to the point. The council that goes for you too. Manager Jones, I'll talk more if you allow me about my appreciation for you as well. But to answer the question. Mr. Phipps, you're questioning if someone misses a court date the funds are still reserved for them. So, we leave it up to them to work it out if they can get another court date. But the funds are still reserved. As far as the status of hotel residents who were former tent city residents, Ms. Johnson, you may recall that we entered into a partnership with United Way. They are still working through that and we can get a status update on the exact numbers. When we entered that we said that because many of those residences had multiple and high barriers to housing, it would take a long time to work through that and to get them stably housed. United Way continues to work through that partnership to do that work.

Then the last question I think you all had was about the turnaround time for landlords. You may recall that earlier in this we set up a program. Dream Key did where we take applications until the 15th of the month and we use the last 15 days of the month to process that. That way we want to make sure that we are not back logs in the system and that we are getting those applications processed. So, we are happy to do any additional follow-ups but I could provide those three answers for you tonight. Thank you so much.

Ms. Johnson said my question was regarding the residents in the motels. Is there assistance for them? I wanted the status of that.

Ms. Wideman said let me get you a more detailed answer to that Ms. Johnson, I want to make sure that I'm telling you factual information.

Ms. Johnson said okay, thank you.

Mr. Heath said on the American Rescue Plan Local Fiscal Recovery Fund for \$71 million installments you may recall that I presented first in July on an overall investment framework. Then I came back in September and talked a little bit about both rental relief as well as some of the things that this Council has led and the staff had led over the last 12-14 months to gather community input associated with the use of stimulus funds. Then in October of course at the Fall Strategy Retreat, we discussed this as well. In all three of those instances, we've shared with you that what we've contemplated as it relates to the overall allocation of the \$71 million, is that we would devote \$11 million to city operations and that we would devote \$60 million to community support. Which may bag a logical question of well, how did you decide that?

In part, we wanted to base it on what we knew were some emerging needs in the city operations area. Also, we benchmarked it so to speak against what we did with the CARES ACT. You may recall in the CARES ACT we had \$154 million at our disposal and of the \$154 million, \$63 million, or 40% was devoted to city operations. A number of important things were done with that including significant investments in the building we are standing in and sitting in here today in order to make it more pandemic resilient. So, we knew that we didn't need anything close to 40% associated with city operations in this first installment of American Rescue Plan funds. So, \$11 million is 15%.

We felt like that would be a reasonable starting point for the first installment. As Assistant City Manager Cagle shared with you in late August the various COVID-related programs that were discussed with the Council. The eight weeks of additional premium pay was initiated in late August. The vaccine incentive has been discussed before and then emergency medical leave for employees for covid related purposes. All of those have been contemplated as an allowable use of American Rescue Plan funding. I have also mentioned before that roughly \$5 million has been earmarked for eligible I&T expenditures. The largest of which would relate to network upgrades that are essential to sustaining this telework environment that we've all become so accustomed to. Then we still would have roughly a million dollars available for other emergent needs that we couldn't fathom today, but that might materialize in the months ahead. So, that was what we've contemplated for quite some time in terms of the \$11 million versus \$60 million The \$60 million is where we left off before and you are familiar with the references to housing that \$17 million workforce development and employment at \$16 million and community vitality at \$27 million.

This gets back to one of the opening remarks that Manager Jones made. Which is for each of the 13 distinct investment opportunities that were shared with the City Council in October, we've color-coded them as yellow, blue, green, or gold. Yellow is the Ideation phase, which is really simply meant to refer to opportunities where there's more work to do or either gathering information or we are brainstorming. So, for the \$17 million associated with anti-displacement strategies. As we've said for quite some time we will look to a number of things to help inform those investment opportunities. One of which will be the pilot program in the three neighborhoods that we mentioned before. Washington Heights, Winterfield, and Hidden Valley. We have a team meeting tomorrow to really get our arms around some of the feedback that we're receiving from the community that could inform those strategies. With a number of the yellow ones and the workforce development and employment, I had a chance to listen to the committee meeting earlier today. There was a lot of energy around some work that's being done to really understand the state of the state for small businesses here locally and entrepreneurship and some things that could potentially really shape and inform how those particular buckets are shaped or reshaped. So, that's the ideation phase.

The design phase would be for example digital inclusion. We continue to work to develop a plan that we would then of course bring back to the Council for a deeper conversation. Ready for the Council discussion would be just the few that are in green here today. Those would be ones where we think the plan has come far enough along where we're ready to present something specific to Council to accept your feedback. Then Council endorsed would be once we definitively have the green light to move forward and contract and disperse money. At this point, the only one we've categorized as such is the \$2 million associated with arts and culture that was of course part of your FY22 budget discussion.

So, for the balance of the slides, we really wanted to focus on those three items here that are shown in green because those are the ones that are ripe and ready for discussion. Economic Director Dodson can handle the first couple and then I'll come back in the talk about the YMCA (Young Men's Christian Association).

Tracy Dodson, Assistant City Manager said the initiatives that you see here under workforce development and employment are really about us continuing what we have been working on so far. So, nothing new. Just continuing the work that started last year or earlier this year.

You've heard a lot about Hire Charlotte. Hire the Charlottes has been really exciting. We really kicked this off over the summer. We have brought a lot of entities in the ecosystem from the County, The Alliance, The Urban League, Goodwill, CELC, education providers like JCSU (Johnson C Smith University) to CMS (Charlotte Mecklenburg Schools) to Central Piedmont together to talk about what are the jobs that we are training for? What are the jobs that we are recruiting in the ecosystem? And what are the gaps? Are we really aligned in the work that we are doing and connecting people in jobs? Really identifying where the gaps are. So, the money for Hire Charlotte would be to continue that work and continue to put a framework for the gaps that we see and initiatives to address those gaps.

The second item is the Corridors of Opportunity. Obviously, a lot of momentum was created in the corridors, this initiative is almost as straddled between higher corridors because we last year had higher EY to do a lot of work for us on the corridor about what is the labor in the corridors and what are the job opportunities in the corridors. In some corridors, we even went deeper to say what are the opportunities from a bricks and mortar restate to put jobs in the corridors? So, really starting to build out the strategies very specific to people and jobs in the corridor. Not just today, but also planning for tomorrow. We want to continue that work. We did a deep dive on Beatties Ford, West Boulevard, and Wilkinson. We want to continue the work and really looking at some of these other corridors and developing strong strategies in our Corridors Of Opportunity work that's specific to connecting people and jobs in those corridors.

Then the last one is the Open for Business Digital Platform. We started this last year as a part of CARES. One thing that we heard when COVID hit was that people didn't know where to go. There was a lot of different entities that were trying to provide services to small business. So, we launched this Open for Business Digital Platform. It's really intended to be something that can convene and connect people with business and residents to create more of a unified resource for Charlotte. Some of this work also includes bringing in some other platforms that we already had with other providers. The Charlotte Business Resource Center we've had for years. We are bringing that now into Open for Business and continuing to build out the Open for Business Digital Platform.

So, with that, I will stop to see if there are any questions.

Ms. Ajmera said Ms. Dodson, \$300,000 to build a strategic employment framework. Is that a plan? That's going to cost us \$300,000?

Ms. Dodson said yes that is a plan that we have started and we are underway with. That's probably about eight months of work between research, developing the strategic plan, survey work, and focus groups. As well as convening all of the partners, plus more that I

mentioned earlier. Phase two is more about the implementation, which comes out of this framework that we are establishing now.

Ms. Ajmera said to build out this framework are we hiring a consultant?

Ms. Dodson said yes, we've already hired the consultant. We've already started this work and as I've said earlier we're about six months in on this work. So, we would like to continue the work.

Ms. Ajmera said got it. So, this is going from ARPA dollars, is that correct?

Ms. Dodson said yes, that is our proposal. That's what we are asking for.

Ms. Ajmera said this was already underway. So, wasn't this something that the Council was already working on for the past. How long have we been working on this framework?

Ms. Dodson said we have been talking about starting this for quite a while. I think there was a little bit of money in the budget to get it started. Then with the hope that we could come back and continue the work with ARPA funds. So, the goal always was to put a little bit in the budget and then to put a little bit out of the ARPA funds to be able to continue the work. But we have been to your point Councilmember Ajmera, we've been talking about this probably since last January and we kicked off the work this summer in July.

Ms. Ajmera said I just think \$300,000 just to build out a framework and we are not in the implementation phase. That's \$450,000. I just think that is quite a bit of money just to put a framework in place. I know we had talked about apprenticeship programs. I know that has come up several times when we were having discussions around Atrium and the Innovation District. I know that you had mentioned how we can incorporate the apprenticeship programs into our overall strategy and our overall planning. How does that fit into this?

Ms. Dodson said that could be a recommendation that comes out of the higher work that we're trying to do. Part of the purpose of Hire is to really look and understand the entire ecosystem so we are not just pulling different initiatives and reacting to a specific situation and that we are thoughtful about the programs that either we are doing ourselves that we are investing in or that others in the ecosystem are doing. So, that's absolutely a recommendation that could come out of Hire from the work that we do and are underway with.

Ms. Ajmera said got it. So, there could be a recommendation. I mean we already know that we need to work and collaborate with those programs. I don't think we need a recommendation for it. We already know we need to work in collaboration with them. So, that's the point I have. Thank you.

Mayor Lyles said I just want to add and follow up. I think the breadth of this work for Hire Charlotte is absolutely central. I would hope that it is a long-term plan that targets the ability for people that live in our city to get training and after training a job. It could be an apprenticeship program. It can be just an investment in our younger people. It can engage our county and schools system in a way that I would hope that for this work in the end result we know who is unemployed or underemployed. Who is actually ready and available to get additional training or modify what their career paths are, and there's actually a job at the end of that cycle? Without that, the value of it is just to document that's kind of strategic. Strategy is great but we've got people that desperately need work right now. We have employers that desperately need employees right now. So, I would encourage us that we can do some short-term immediate issues like can help the hospitality industry in any way that we can because I understand that is one of the areas where the cost of wages are going up and fewer workers.

This plan as an expectation from my perspective is that it actually is a key plan that looks at our population, those that are here and living here now, and gives them a path towards economic mobility. Okay, I see you nodding. I want to like to say that very clearly. People that live here that are under or unemployed have a path to upward mobility.

Ms. Dodson said It absolutely is Mayor. If you think about some of the conversations, for example, we had around Atrium and the Innovation District. That was a whole new industry sector right. Are we making sure that we are setting up the right training opportunities for those jobs that are coming in the future? And it's no different than the jobs that we recruit to Charlotte. Are we strategic about the jobs that we are trying to bring here to actually be filled by people in Charlotte because they are being trained for that? That's what we really want to make sure is connected. It is not intended to be a 100-page plan. It's intended to be a framework that says you have a lot of people in this ecosystem that are trying to do the right thing. How do we best get connected?

Just a last little tidbit I'll leave you with on this. Some of the survey work that we have done has identified that employers are going out with their own strategies about how to find because we are missing in the connection of people to the job. That's part of the big thing that we are trying to solve, but we have to solve it as a team. If we just tried to do it by ourselves, I think we'll miss it. So, that's why we've convened this bigger group as to how can we create something that connects more people to the jobs that they are trained for.

Mayor Lyles said how do we begin to plan for the improvements and training that we have the opportunity to make happen. If you are 18 now, what should you be doing at 25? If you're in seventh grade, what should we be talking to you about right now? I just really feel like the cities that are doing this kind of work and thinking about the profiles of who we are and what we have available will make a difference. If not it's just kind of like a buckshot shooter that goes everywhere. What is that called, a shotgun shot? I don't want a shotgun shot, okay. Thank you.

Mr. Winston said we should definitely ask the questions about what jobs are needed, but I think to the Mayor and Councilmember Ajmera's points. I think we need to inform this work. I think the committee has been doing great stuff. We should continue on the tracks that have been presented, but I think we also need to inform this work with things that we already know. We know that we need to focus on trades. We know that labor is a high cost that drives up housing prices and is a key kind of villain in this fight against affordable housing because a lot of labor has to be brought in from out of the market. We know that trades are a pathway for the middle class for workers right here, right now. [inaudible] small business to start to generate generational wealth. We also know again we are a city that's, again we hope to continue to be defined by growth. It's an immediate need. These are jobs that can be trained rather quickly and put to work right now.

Our city bird is the crane, right. So, I don't think we need to study very much to know that labor need is real and right now. So, while we have the opportunity, I would hope that we would again inform this work and focus on the many many building trades that are needed to build this city and that are coming down the line with the types of investments that we are trying to do with the Transformational Mobility Network and things like that. Thank you.

Mr. Jones said this is a very good conversation. One of the things that's so important of the work that ED is doing right now is not just about the city and the city staff, it's pulling in members of the county, members of the community because we are trying to have that scan for the ecosystem. If you look at the previous slide, part of this work will inform what happens around the workforce, and what happens around small business development. I think it's one of those things that we drew the short straw, but we are okay with that because we will be very intentional in how to figure this thing out.

Councilmember Bokhari said I wasn't the biggest fan of this stuff when it was first brought forth. If we had a nickel for every study, every plan that was created and put on a shelf, you know we would use that to actually solve the problem. However, I have been convinced enough to kind of stand back and down on it in the sense that it isn't just like a white paper that tells us, yeah you know we have people that need skills, that need jobs. It's not as basic as that. It's a very complex ecosystem across all of Charlotte and Mecklenburg that has hundreds of different parties that do certain things, that don't do others, and that have gaps. Then paired with the fact that not only do we want to find and

support what exists, but then help establish what doesn't. Then there's a more strategic plan of how are we recruiting to different corridors, to different parts of town? How do we take and duplicate aspects of South End as it's grown into certain kinds of tech niches and do that with other parts of town? We are seeing where the health tech is coming from. Then there is advanced manufacturing or this or that. So, I kind of while I don't love spending money on consulting and plans, I did see that the ED teams value ultimately in saying hey we can go throw some money at stuff or we can really build a deep foundation of data of the ecosystem and that's why I've grudgingly kind of said all right. I'll go along with that to whatever extent is necessary.

Mr. Phipps said the dilemma I think we are facing now even with these plans that we are trying to implement is the fact that we have a labor shortage going on where there's hundreds, even thousands of jobs that are available, but no one seems to be wanting to just apply for them or work at them. So, I think I might have brought this up at the meeting before last, but what are we to do when we are confronted with a situation like this where the need for workers is plentiful? But yet we have these programs where it seems like something is definitely out of kilter. So, what do we do to mitigate or rectify the current dilemma that we find ourselves in/

Ms. Dodson said Councilmember Phipps that is part of what we are working on right now. As I mentioned earlier, though some of this work we figured out that a lot of employers are just kind of one-off doing their own thing to try to find the talent to fill the jobs. We are really asking the ecosystem and employers what's working and what not working and trying to understand why. So, if we can find a model that works we can start to replicate it for others. The other thing is we found that there are a lot of different platforms of job postings. How do we get so that there is the right resources for people and they get those resources out? So, a lot of that is what we're looking at right now. That's a real-time problem.

We are also having conversations about the longer-term strategy that the Mayor mentioned as well. So, we are kind of trying to do both in this work.

Ms. Johnson said I wanted to respond to Councilmember Phipps. So, we know there is a labor shortage. Still, I hear from formerly incarcerated folks that can't get a job because of their record. So, I think there's an opportunity to really assist in that area. There is a gap that you also have thousands or millions of folks who are looking for jobs and can't get one. So, the Federal Government has a Federal Bonding Program where the entity kind of provides a bond or reassurance for those employers. If the city could get involved in some kind of way and providing training or providing some type of bonding for the individuals. We know that there's [inaudible], the work opportunity credits when the employers hire individuals with a felony record. If we could take a look at some kind of program like that, Tracy. If there is some training that they can go through I think we did something like that before with the City at least for our employees. But if there is something on a grander scale that we can do to validate or to support individuals who are coming home to provide additional reassurance for an employer because employers, I know that they might be programmed and they don't want to hire anyone with a felony record. I've seen a case where an individual couldn't even work from home because they had a felony record.

So, there really is this mark that follows them for a long time. This would be a way to help bridge the equity gap and there is just this huge opportunity for us or someone to do something. So, when you ask the question what can we do about this labor shortage. If we are able to provide a bonding or reassurance or additional licensing or education, I think that would be a win/win situation for the employers and also the potential employees. I know I have asked before in the ED Committee, Tracy about the individuals who have a criminal background. The number that are in Charlotte. There's just a huge opportunity for us to provide some additional assistance in bridging that gap.

Ms. Dodson said I am making note of it. Thank you.

Mayor Lyles said I think that Ms. Johnson is consistently addressed this issue and it's a tough one. It's very very difficult because even while the Federal Government is funding programs to do this, they don't allow it for their own employees. They have a lot of employees in this country. It's just an interesting thing that we have to figure out. And I'm not quite sure how we do it. Except for working with all of the folks that we can, that can help us understand why it's not happening and figure out how it can happen and be better. So, thank you Ms. Johnson for your steadfast advocacy.

Mr. Heath said we are rounding third base here. This is the \$2 million dollars related to youth and teen impact. Which I had mentioned in October as an opportunity related to the YMCA. I think in the room that day there was some energy behind this opportunity, but just in the interest of being sure that everyone has a full understanding of how the \$2 million could in fact be deployed. Wanted to lay that out here for you today.

So, half of it would go really towards access for up to 1300 teenagers and the emphasis here would be "zip codes" of need. I've explicitly identified six YMCAs that would participate in this program and you can see there's a fair amount of overlap with our corridors of opportunity these teenagers would be recruited and brought in, provided access for 12 months.

Moving down in terms of programming and initiatives. A lot of the bread and butter of what the YMCA does day in and day out, here with the particular emphasis on those six YMCAs, the YMCA could juice up their programming associated with everything from steam to literacy to arts to outdoor experiences as I mentioned. Just the sorts of things that the YMCA does a great job with.

The physical mental health initiatives on mental health, in particular, were a couple of things that intrigued me there. One, this would help ensure that these teenagers have access to licensed mental health professionals as needed. The YMCA actually has some workshop experiences that are available to teenagers associated with developing their mental health strength and also suicide prevention programming as well. So, that was really compelling for the team.

Then finally a relatively modest amount just over 1% would be devoted to marketing. You really can't underscore how important it is even for a brand like the YMCA to have some resources available in order to ensure that if programming like this is stood up and if access is enabled that there are in fact connection points to the community to ensure that there are hundreds, if not thousands of individuals that are taking advantage of this programming. So, that a high level is how the \$2 million associated with youth and teen impact could be deployed. It can transition to the final slide, which is a great opportunity if anybody has a question about the YMCA or feedback or anything else that we've discussed here today.

We wanted to just capture all of this in one place just to be crystal clear about what we've staged and what the next steps would look like. Instead of going through all of these inline [inaudible] detail because it's essentially what we covered tonight. I would just highlight that homelessness-related support was the \$4 million for the Charlotte Rescue Mission. As well as up to \$10 million associated with the HUD Home Program on the 2025 homelessness strategy. The intended next steps for those would be for the Charlotte Rescue Mission to put a contract in place to allow that money to flow as part of their campaign and for the \$10 million on ARPA HUD Home, the next step would be to release an RFP to the market and let the market respond.

Item number two here refers back to the original allocation of the \$71 million in two categories. One focused on city operations. One focused on community support. Then finally the three specific funding opportunities that are ready for Council discussion that Director Dodson and myself just reviewed with you over the last 15 to 20 minutes. This would be or could be the model. We don't need to go back to the color-coded slide. But the idea is to state the obvious is to move the one in the Ideation phase into the design phase. Move the one in the design phase into the ready-for-Council discussion Phase.

Then with your support move the ones after Council discussion and to implementation mode. So, I will pause there. That's the conclusion of our prepared remarks.

Ms. Eiselt said thanked Shawn and Tracy for the presentation. I know you don't want to go back to that slide. I just think it's worth pointing out because we are talking about \$60 million. Two million was arts and culture, which we know was already going to go out of the door. It's only \$4 million at the moment that's ready to go. It's been ready to go for months. We got to get that out the door. I know we voted already. So, it's not like we need another vote, but the Manager said he'd come back and share with us what's ready to go and you've done that. So, I hope that we could get that \$4 million out as soon as possible. The community needs this help. We've been going back and forth with this for a long time and we need to. We got to make sure that it's done properly, but I would hope that we could do that and as you say, get those ideation initiatives into the Council discussion so that we can then keep that moving along as well.

Councilmember Newton said I just want to briefly touch on the funding proposal for the YMCA and really just give kudos to the YMCA and all that they do. My frame of reference is the Simmons YMCA in east Charlotte. They are a tremendous community partner, particularly for our youth. So, I wanted to mention just how important I think it is that we have that included in this proposal and how happy I am to see it as a recommendation.

Mr. Phipps said with respect to the YMCA funding, I noticed that you say that it was geared to teenagers and zip code of need. To me, a zip code is too broad of a category I think as an identifying metric to measure demographic characteristics. I know even when we did enterprise, we looked at census track data. I think as part of Ms. Dodson's presentation and workforce development, she referred to some aspects of census track analysis here. So, why wouldn't we use on the more granular level for more specificity, why would we use census track analysis data instead of the broader category of zip code data?

Mr. Heath said I appreciate the question and frankly the zip codes of need is kind of just becoming shorthand. I think that these six particular YMCAs were the ones that we focused on with CARES ACT funding. I believe if we did an overlay of these YMCAs with pockets of the community, that our high poverty, a high minority if we did an overlay of this six YMCA with our corridors of opportunity that we would see a lot of alignment. That was really what drove the conversation with the YMCA factoring in the CARES ACT. Resources were scarce and wouldn't it be great if we had enough resources to support all of the YMCAs in their program and what they are doing with youth teens. But let's focus on the ones that are really embedded in parts of the community that has been most adversely impacted by the pandemic and that's where we landed.

Mr. Bokhari said I am appreciative that we are now level set and back here with Council engaged and that slide is the most important slide of the outcome of the last couple of months. Which is every one of those buckets paired with what phase their in and know that when we get them to our ultimately Council discussion approval, they are out the door. I'll just say now is the time for us to get aggressive on this. These have been sitting around for four months now. While there are definitely that we need to do that take work, like the RFP for example. Like we should have been doing that months ago. So, my hope is that we don't come and have the same conversation again in January and then in February we start getting those colors in that heat map to the ultimate reality for Council Call and we get this money out of the door in a transparent way. It makes it to the area for small businesses, all of the different places that it's needed because to be quite honest, we've not used four months as well as we could have to get to this point.

Ms. Ajmera said I agree with comments that were made by Mayor Pro Tem about at least getting this \$4 million as we know that organizations have been waiting for these funds. So, the need is out there. So, do you need a motion for us to get these dollars out?

Mayor Lyles said no, we do not need a motion Ms. Ajmera. The Council has provided the Manager with the authority. He's giving this report tonight. Unless there is an objection, I think he's looking for some indication that the staff is on the right track, money going out

of the door as quickly as possible and indicating that. So, we do not need a motion. Do you have any other comments or anything else?

Ms. Ajmera said no, I don't have any other comments. I just want us to get these funds out as soon as possible while the organizations are truly in need.

Mayor Lyles said so they will be coming back on a consistent basis with the other projects that are underway and then planning.

Mr. Jones said so, first off I want to publicly thank Shawn Heath for all of the hard work that he's done and also Pam in terms of housing and Tracy ED and Ryan Bergman and Teresa Smith in terms of some of the things that we're doing internally as it relates to our employees. So, just so that I understand what guidance we have tonight can we go back to that table? I just want to make sure that we are all on the same page with this. So, Shawn, the chart.

Mr. Heath said the color-coded chart?

Mr. Jones said yes. So, I'm very visual. [inaudible] I got to make sure I got this right. There's the YMCA for \$2 million. There's the Hire Charlotte and Open For Business that is a million each. Green was the Council discussion. The YMCA and also the Hire For Charlotte and Open For Business, but there was also the mission. I want to make sure that we are on the same page with that. The mission Shawn, you talked about earlier, and that was a \$4 million contribution as well as sending out an RFP. Which you will still get information back. But the RFP with about \$10 million and Shawn, can you explain a little bit what the sum of the opportunities with that RFP is?

Mr. Heath said I sure can. So, the \$ 11.6 million ARPA HUD Home allocation. Two million of which is contemplated for the Charlotte Rescue Mission Nine point six million, which would be tethered to the 2025 Homelessness Strategy. For the \$9.6 million we'd like to put an RFP out on the street as quickly as possible. Just to give you an illustrative example, there are a number of community conversations around the notion of a hotel/motel acquisition as an opportunity to get more permanent supportive housing into the local marketplace. So, we would be anxiously awaiting RFPs along those lines. But as I had mentioned before ARPA HUD Home has four very discreet allowable uses that is but one of the four. We don't want to assume that we know how the market will respond. So, that's why we'd like to get an RFP out.

Mayor Lyles said so Mr. Jones I'm going to say you can see the green, three items on this chart. But from the prior presentation, it is the approval of moving forward with the rescue mission. Which deals with men and substance abuse and other issues. As well as descending out the RFP to support the housing strategy study that we have housing and homelessness strategy.

Councilmember Driggs said I just want to say about the whole subject of these authorizations because I think we've kind of had a little bit of a disconnect as to what constitutes the go-ahead and what doesn't. So, we can have one conversation that says we're going to use \$17 million and \$27 million for that. That is a broad allocation decision. So, you make that decision and you say okay, these are the uses that we intend. Then you get down to who the money is being paid to and what exactly is being done. So, I think the green ones here in my opinion were ready to go, right. So, we know who gets that money. The YMCA gets that money. This mission gets that money and so on. As you go through the other 60 and further to the indication on this slide, when you come to us you say this is the person or the entity, I want to give the money to and this is what they will do and that's where I think you will have clarity about the fact that we are on board. I am speaking for myself, but this is how I sort these things out in my mind. So, as far as I'm concerned we are good to go on the mission and the green items here. Unless one of my colleagues wants to say otherwise.

Mr. Bokhari said yes, I would. I want to make sure that all the pain we went through to get to this point from a procedural perspective is understood. I thought when I saw this color-

coded page right here that everything was great. But back to what Mr. Driggs said, I'm fine with that. We've just had the discussion on the three green, knowing whose getting the money and where it is going. But again, like this needs to, in order for it to turn orange as indorsed, we have to vote on something and it either needs to come back to us in the business Agenda before it goes out the door. It can't be we point back to the illegal vote we took at the retreat. Then okay, you guys were good with these rough head nods. Like there has to be something formal that turns it from green to orange or we are back where we started.

Ms. Eiselt said to give clarification on that. I don't know that everybody agrees with you that it was an illegal vote. I think that's the key is we voted on it at the retreat. Our City Attorney needs to clarify that, but I reject the idea that I was participating in an illegal vote. I don't know that others feel that way. In which case the Manager had told us. We will hold him to it that he's got to tell us what's getting dispersed as we've said not that \$4 million that's ready to go, needs to go out of the door. Mr. Baker can would you comment on that?

Patrick Baker, City Attorney said sure. When I use the word illegal what I am using that for is to say that you have violated a statute. You do not violate a statute when you made that vote Winston Salem on this particular issue. The issue that I raised the last time we discussed this is procedurally and these are your Council rules of procedure. They are not ordinances. They are not statues. These are your Council rules of procedure and talk about the idea of bringing agenda items and the agenda items that need to be on the agenda or can be added to the agenda. When I think of an agenda item I'm thinking of a request for Council to make a decision on a particular matter. So, that was the issue that was there. No one raised an objection at the time. In fact, there were two motions that were made on that particular day. This was one motion. Then there was another motion later in the early afternoon relating to communications for the Inter-Governmental Committee to work on some of the transit issues with the state government. I butchered that entire motion there. But there were those two issues. Neither of them did any Councilmember object to voting on it. You just voted on it going forward. So, I didn't raise anything about it. It's not an illegal vote in the sense that you violated a statute, but I would say both of that issues were not consistent with your procedures. That's an internal document for you to govern yourself on as opposed to a statute. I hope that the discrepancy is clear there.

Ms. Eiselt said but the fact that we all agreed to vote on that does that make that inconsistent with our policy?

Mr. Baker said it doesn't particularly when no one brought it up, but had someone said I didn't know that we were going to vote on this, should this even be on the agenda? Which the Council has done that before and you asked me my opinion. Then keep in mind my opinion is my opinion. It's not an [inaudible], it's not this is how it's going to be, but my opinion would have been that it's not consistent with your procedure. Your procedure says that agenda items need to be on the agenda. Those are going to be the items that you are going to vote on.

Ms. Eiselt said unless the full Council agrees that we will vote on it.

Mr. Baker said right that requires unanimous consent and that question wasn't brought up and no one at that meeting said anything one way or the other.

Ms. Eiselt said thank you.

Mayor Lyles said I think that this has been hammered out, talked about, and I think that use of words and the advice of the attorney I'm going to just conclude that the action that we have on tonight's agenda, unless in conflict with what we've done in the prior vote at the Strategy Session as well as the prior authorization that we gave to the City Manager, that we go ahead and proceed unless there is someone that objects to any one of these items that we do not take any action. That is up to this Council.

Mr. Baker I am trying to be very clear about the use of the words. Words matter and the use of these words saying illegal versus following your procedure because every time this Council convenes there is an opportunity for action.

Mr. Bokhari said sure.

Mayor Lyles said that if no one objects to the action then it takes place. Whether or not I think tonight is the issue of how do we proceed on three projects that have been presented from this list of \$60 million in ARPA funding. Whether or not we have sufficient information that this Council feels that we can make this decision.

Ms. Eiselt said I think the critical thing is that there was one item in there that seems to be the sticking point for everybody. The digital inclusion, but I think it's clear to me and I hope to the other Councilmembers and to the Manager that no one is going to go spend that money until you bring it back to us, and just like we could tonight, we could say, no don't spend that \$4 million in that way. We need to open up for discussion again, but we are not doing that tonight. We are saying yes, with that \$4 million move forward. But everything else in the additional \$54 million because we have another \$2 million, that still has to be brought before us at least to sanction it. Even if we're not voting on it right. So, I think that's our leverage on how that gets spent.

Mr. Bokhari said if that's the case I am fully behind that if everyone else is a unanimous vote we decide it tonight. But I don't want to set a precedent where the digital inclusion money then next week all of a sudden gets spent without our approval again.

Ms. Eiselt said I asked that at the retreat also. That was my question at the retreat. If we're very clear that the Manager does not have the authorities, the authority goes to half a million. So, I don't see that you could even do that. It would be very egregious to find out that the staff spent \$9.5 million without the Council knowing about it and having the Council discussion. I'm comfortable with that. I don't know how my colleagues feel about that.

Councilmember Graham said I agree with the Mayor Pro Tem. I think that we've given the Manager the lead way to provide a framework in terms of how those dollars are going to be spent. I'm very comfortable with the presentation and how we should proceed moving forward. Obviously, I think the Council operates at 30,000 feet and allow the Manager to bring back the details for us. But I think we said on one hand that we want the money to go out of the door quickly and on the other hand we are saying bring stuff back.

I'm saying that I think everyone is saying the same thing. The Manager has his marching orders. He understands the framework in terms of how money should be spent. At the appropriate time, he'll come back and say hey this is recommendations and I'm pretty sure, 95% sure that we all will probably nod and say yeah that's the direction that we need to go based on what we have done historically. So, I think we are moving and tracking in the right direction. I agree with everyone else's decision. Let's not make this thing more complicated than it needs to be. Give the Manager the framework to bring up back how this money should be spent so we can help as many people as we can. So, I'm very comfortable moving forward. I do believe words matter. I want to address that again. But I'm very comfortable with the vote that was taken prior and I'm very comfortable with the presentation being made tonight. Thank you.

Mr. Driggs said I just want to kind of reiterate what I said. We go to one level of decision that says we are going to spend \$17 million towards a goal. Then we've got specific disbursements or contracts or other. I'm a little concerned about the notion that when you come back and say pursuant to your decision to commit \$17 million I would like to enter into an agreement so and so and pay a million and a half, is everybody okay with that? I think that does call for a vote. And I think to Mr. Bokhari's point we need clarity around when the Council has actually agreed that money goes out the door. I don't think that saying we intend to commit \$17 million to a purpose constitutes that decision. I believe

that it constitutes an intent on our part. Subject to a proper sort of referral to us of individual actions or expenditures that you offer.

Again, tonight with these given the urgency and so on, I would insist on it, but I do think that we shouldn't be too casual as we go through the remainder of this \$60 million about well, you know here is \$5 million, is everybody okay with that? It should be brought to us as a proposal and we should vote on it. That's the piece that I think came away from the retreat not expecting and that we thought we should be able to expect. So, from your slide here I feel comfortable that you are on track to do that. So, I just hope that there will be a vote when you have commitments that you want to make that involve writing a check out for the \$60 million.

Mr. Winston said I think Mr. Bokhari is right that by this slide, which this slide is very helpful and this presentation has been very helpful, but in order to get from green to orange, from ready for the Council discussion, to Council endorsed you do have to have a step where the Council actually endorses what this staff brings back to us. I think to Mr. Driggs's point I think it's fairly simple. We can ask for unanimous consent because I think that's also what Mr. Baker is advising. Since a request for unanimous consent to put on a voting item for us to vote on this. It wasn't necessarily a correct vote under our rules and procedures. It was out of order. So, what I would suggest is that for whatever reason the staff does not want to produce or request for the Council action every time they bring us these green things to get us to orange. I mean the Council can ask for unanimous consent. If anybody objects, if any Councilmember objects to that unanimous consent like I think we are asking for with the \$4 million and the other plans for the homeless dollars it's of the prerogative of Councilmembers to kind of plead their case in the discuss like this to ask for to go back to committee or whatever it may be so we do have that parliamentary procedure of dealing with these kinds of swift but big actions in conversation that we need to have.

Have I misrepresented anybody here?

Mayor Lyles said Mr. Winston I think you said that very well. So, I think that where we are is, is there anyone and this could have happened at any point along on any vote, unless anyone says I would like to see it done differently or I don't want to do this one, any Councilmember has the right to do that. The question to you is there anyone that objects to moving forward with the three items that have been discussed as well as the funding for the RFP. So, that is the question that I think is before now. So, is there any objection for the Council?

Mr. Bokhari said I have a question.

Mayor Lyles said is that what you are saying?

Mr. Winston said yes, you capture exactly what I saying.

Mr. Bokhari said I just have a question before I answer that. I am in full support of that. Again, learning from our mistakes of the past I want us to do this correctly. I believe that anyone randomly has a concern. It's that is there a motion that we take action that wasn't on our agenda and it's unanimous of which I feel like it's going to be including my vote on these items then we do it. But why that important is the Manager said to us in our last meeting that the traditional practice of these federal dollars has not been to bring back RCA on our normal agenda for approval.

Mr. Winston said I'll ask for unanimous consent to indorse the green items to orange.

Mr. Bokhari said I second that and I'll just continue with the point of this is the way this Council needs to do this where it's not a random show of hand is everyone cool? We follow our bylaws and our rules, we approve it coming out of the door unanimously because millions of dollars haven't traditionally been coming back to us and if we don't start doing it right on this slide Mr. Manager is a great start. It will be a perfect start if we make sure that when something turns green to orange that we take the appropriate action.

Hopefully with enough notice that the community can weigh in, but in cases like this where we need to act swiftly, then act.

Motion was made by Councilmember Bokhari, seconded by Councilmember Winston, and carried unanimously of the community support recommendations that have been identified ready to go HIRE Charlotte and Corridors Workforce Study, Open for Business strategy, and fundings for the YMCA Youth/Teen Impact, as well is the allocation of money, \$4 million for Rescue Mission and for the allocation of funding for a request to support the Homelessness and Affordable Housing Strategy Plan and adopt it.

Ms. Johnson said you didn't call for discussion. So, I have a question about this motion. According to our procedures, we have to have a unanimous vote in order to put something on the agenda that wasn't on the agenda. I know this is on the agenda, but the vote wasn't on the agenda. So, is this motion to put it on the agenda and then vote? Or is it for the issue itself?

Mr. Winston said my motion is to put that on the agenda and vote for it all in one motion.

Ms. Johnson said okay, yes.

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ITEM NO. 2: STATE TRANSPORTATION IMPROVEMENT PROJECTS UPDATE

Marcus Jones, City Manager said again we had Ms. Dodson I guess a couple of weeks ago talk a bit about some infrastructure improvements as it relates to Centene. A lot of discussions occurred and what I committed to the Council was to have the team come back and discuss a little bit about the State Transportation Improvement Projects update and how these two have some, I guess, cross-pollination. So, with that Mayor, I will turn it over to Liz.

Liz Babson, Transportation Director said as Mr. Jones said I'm Liz Babson. I am your Transportation Director and tonight I'll be joined by Ed McKeeny and Tracy Dodson. We're here to provide you with that follow-up from the presentation that Tracy provided to you at last month's Strategy Session on the projects that are related to Centene Development. I'll start by giving you an update on the state's TIP (Transportation Improvement Program). Then Ed Track will talk about the comprehensive transportation improvements that we've identified in the University City Park area and how a public-private partnership with Centene and this particular example really help solve some of the transportation issues in that area.

So, the TIP is just a little reminder the TIP is required by federal law. That is the document that NC-DOT (North Carolina Department of Transportation) uses to administer both federal and state highway trust funds that come from motor fields taxes. The state has to develop a fiscally constrained plan at least every four years. NC-DOT's practice is to do a 10-year plan. That plan must then also be adopted by our local metropolitan planning organization. Which is our CRTPO (Charlotte Regional Transportation Planning Organization). So, the currently adopted plan covers the period 2020 through 2029. The first six years of that plan in this version is what we refer to as the delivery of the STIP and its committed. Which means those projects are funded through construction. The latter four years of that plan is what's called developmental. That means that NC-DOT has produced the next prioritized list of projects that will be funded for construction in an upcoming future TIP.

So, NC-DOT recently announced that there are funding issues with the currently adopted 2020/2029 TIP. These issues come from a number of things. They were unanticipated costs resulting from the North Carolina Map Act settlements. There's been significantly declining gas tax revenue and there have been increases in project costs from what they originally budgeted.

So, on this slide, you'll see a summary of the state's TIP (Transportation Improvement Program). This is for the entire state. What is highlighted in the red boxes are the funding associated with projects in the Charlotte area. Specifically, in our CRTPO. So, for example, we have projects that fall in the statewide Mobility Program. We also have projects in Region E under regional impact. Then we have division needs under Division 10. So, in summary, the entire NC-DOT 2020/2029 funding plan was originally budgeted at \$11 billion with new information based on the previous issues I just summarized for you. They are \$11 billion over budget for the entire state.

Mayor Lyles said do you want to do individual slides? Can we go back Liz just to that last slide? So, out of this available funding, this is statewide, or is it just divisional?

Ms. Babson said this is statewide. So, the entire TIP for North Carolina was originally budgeted for \$ 11 billion. With new cost information, it is not at \$ 22 billion. They are \$11 billion over budget.

Mayor Lyles said can you tell us the timeframe between those two numbers? Was it during the pandemic?

Ms. Bason said they produce a TIP at least every four years. The last TIP was produced three years ago and when that TIP was produced and adopted the budget was \$11 billion based on cost at that time.

Mayor Lyles said okay, thank you.

Ms. Babson said so what does that mean for us with our next TIP? Again, the previous TIP was done in 2019, applied to the 2020/2029 timeframe with an \$11 billion shortfall as we move into adopting our next TIP we know the states going to have to make some tough decisions. In order to prepare for that NC-DOT has formed a workgroup to help develop a framework to guide and make recommendations to the North Carolina Board of Transportation in the next year as they consider recommended changes to that 2020/2029 TIP and rolling those projects forward into what will next year be adopted as a 2024/2033 TIP. So, we anticipate more details on that. Again, all we know at this time is there was an \$11 billion plan that's a \$22 billion plan. So, they're going to have to make some decisions. We anticipate that means they are going to look at phasing projects differently, pushing projects out, so there will be delayed construction schedules, and as we learn more about that we will come back to you and share that information. We don't anticipate knowing anything with any level of detail until the early summer of next year.

So, this is just a real quick reminder as we think about this issue, it is pretty important to Charlotte as we consider transportation infrastructure improvement in the city. It is what you see in green or City maintained streets. What you see in red are state-maintained streets. While we do maintain more milage than NC-DOT an important distinction is, is that they are actually responsible for about 50% of our thoroughfares. That means those are the streets that are major traffic carriers and the most congested streets in this city.

So, just to summarize for you what that impact looks like to us in the way of the projects that are in the currently programed TIP. The committed projects as I mentioned before are the ones that are in pink. This represents 25 projects and nearly \$3 billion worth of investment. So, we were a \$3 billion portion out of that originally adopted \$11 billion programs. What's shown in green are the projects that they refer to as developmental projects. Again, those are the ones that they anticipated as their next highest priority. There weren't going to begin right-of-way acquisition until the later years of that 10-year funding document. There were about 21 projects included in this group. We anticipate given this current funding situation that those projects in green are not likely to start until some time after 2033. This is important to point out because one of the projects that Tracy described to you that was part of that package with this Centene public-private partnership was the potential to do some transitional improvements on the interchange of Mallard Creek Church and I-85. That was a project that was identified as a future need in the current TIP, but we fully anticipate that interchange reconstruction. It will be pushed out far beyond 2033.

So, before I turn it over to Ed, I'll make another point about another project that we talked about related to the Centene development. The CRTPO which is our local MPO (Metropolitan Planning Organization) does receive discretionary funding that comes directly to them from the FHWA. That money we have now confirmed is still intact. The CRTPO receives about \$20-\$30 million each year depending on funding availability from the federal government. We currently have 13 active projects in Charlotte that are being funded by those discretionary funds. Again, that northbridge is one of those projects. So, with that, I will turn it over to Ed and he can talk a little bit more in detail about how all of these pieces come together to provide that transportation infrastructure improvement in the University Research Park.

Ed McKinney, Deputy Director of Charlotte Department of Transportation said if you go to the next slide. What I want to do is to share with you some of the ongoing initiatives and some of the planning and work and collaboration we have been doing around mobility investment in the University Research Park area. So, to hone in a little bit more specifically on some of the things that Liz just teed up.

So, I'm going to walk you through a few maps just to give you some context. What you are looking at nowhere is the view of University Research Park. You see the interstate I-85 kind of highlighted in yellow. You've got the Blue Line highlighted in the blue. I just want to kind of give you that picture as your looking sort of to the north you see Centene, Wells Fargo Innovation Park, TIAA. Just trying to give you a little bit of that context. A couple of things I want to mention as we've been thinking about the mobility planning for this area. One thing that I think the Council will be very familiar with is we are seeing lots of change. You've just in the last couple of years and literally in just this last month you've approved a recent rezoning Innovation Park is one you just approved just this last month. So, you are seeing a tremendous amount of land-use change that's really going from a suburban seemingly use office environment to more mixed-use kinds of place. Innovation Park was a great example. That was taking that seemly use office park and beginning to envision what that could look like with residential, with retail, with other offices really transitioning to the kind of place that University City has always envisioned this area should be. That does though create some very interesting challenges from an infrastructure standpoint. So, with an oversimplification the question really is how should we invest? Think about it in two very simple buckets. The transit and how we take advantage of and extend the reach of the Blue Line at the end of the day it's still a suburban place that has and relies on the regional access of our road networks. How do we partner on that transportation investment? So, think about those two things, and let me share with you some thoughts about how we are doing that. The next slide starts to paint that picture.

So, from a transit standpoint what we are trying to do is extend the reach of the Blue Line. What you see on this map is things that the city has already done and is already underway. So, all the blue lines, these green and light grey lines are sorts of the network of both existing greenways, existing bike, and pedestrian facilities, planned greenways, and several bike facilities that are currently in the process of being implemented. Hopefully what you see and what you get from that is the picture of what we've done and are doing lots of things to connect. That great investment that we've made in those two stations particularly in this part of University City to connect it across I-85, get it to the employment, get it to where we are seeing this pretty dramatic land-use change. On the northbridge, you see that on the top of your page. I will mention that because Liz just talked about that. The southbridge is in place at the bottom of this image. The northbridge is the one that's in process, Liz just mentioned. You can see how important those two bridges are and how important particularly that north one will be to make sure that we are providing and really getting some great opportunity to get multimodal vehicular transit connectivity between the investment we've made in transit and ultimately the change in growth we're seeing in the blue and the University Research Park are.

The next slide shows you what's also in the works. So, given a lot of credit to University Partners who have been leading this discussion with the area employers, with University, with other partners like the county and CATS [inaudible]. How can we also not just extend the reach of this transit system through walking and biking and multimodal facilities, could

we use the bridge for example in this case this red line to represent the conceptual idea of how you might connect from the J W Clay Station for example with a shuttle system that would connect across, use that future new bridge, connect to the employment opportunities like Centene, Wells Fargo, Innovation Park. You've heard some of the discussion of these rezonings and I think that Tracy has talked about it before. The [inaudible] of the mobility hub where you'd have sort of stations essentially that provides multimodal infrastructure that are connecting you to the greenways, shared mobility options, scooters, and other infrastructure that again extend that reach and connect the employment and growth that's happening to the infrastructure that we put in place with transit. So that gives you the notion of both some things that we have done in place and some great new things and some new thinking that's being led around mobility hubs and in transit connectivity with a partnership with these area employers. Let's now transition to the road network and that transportation.

So, here the question is how do we partner with that transportation network? What you see here is sort of highlighted as sort of a version of the map that Liz just showed. If you think of everything that you see here in yellow, that was read on Liz's map. So, this is basically the most important kind of transportation infrastructure for this area. Again, it's all part of the state regional system. That's an important driver for how we think about investment in a partner for investment in this area. So, we really use Centene as really inspiration. When that project and opportunity came along we said why don't we take the bigger view, the bigger picture. Let's not look at that project as simply another development and how would we plan for mitigate its impact. Let's understand that lots of things are happening. Centene is a great catalyst. Let's look at the bigger picture and plan for what we think mobility should look like both in the short and long term. So, that bigger picture is everything from short, mid, and long. Also looking at all of our partner's private, public, state, and city. So, really what we did is sort of design study that said let's take all the planned projects, all the zoning activity, all the development activity, let's understand the impacts of those projects that they were already committing to. You have talked about and have talked with us before about these kinds of projects. Look at the cumulative impact of that. In this case, what is sort of that missing opportunity? So, we captured all of the private projects and all of the development that was going on. We analyzed that. We took Centene on top of that. We looked at in context the longer transportation investment that we'd be making from the city and state standpoint. So, okay what could we do in the midterm? Evaluating that cumulative need. What are some opportunities that didn't get identified just on a project-by-project analysis? What were some valuable things that we could do in advance of any sort of supporting the longer-term investment? Really targeted in some projects in public-private opportunities.

The next slide just gives you a sense of what that focus was. Ultimately, we took all of that information, looked at both the long and the short-term, and focuses on two corridors. Really important here is that access to I-85. So, the Mallard Creek Church Road corridor getting new to I-85 and access to the Research Park area, the W T Harris Boulevard. Those two corridors and their access to I-5 became really important. We ultimately identified two key projects. Again, I want to emphasize what this is and what it isn't. It's really targeted and not triggered by anyone's development. So, you can look at all of the entitlements that we've created. We didn't double up on that. We said what if we built upon that. What would be missing? What's that cumulative impact. So, these are projects that wouldn't have got triggered by anyone's development, even Centene. They needed to be targeted and feasible. So, we wanted to do things and identify things that made sense to partnership and then find a partnership. So, we want to make sure the things that made sense in the short-term didn't preclude the longer-term investment. Then obviously at the end of the day, we wanted to make sure that they had important operational benefits. Long story short, to come to a conclusion two projects really did come to the floor and that was really the Claude Freeman intersection and some targeted improvements at the I-85 and Mallard Creek Church interchange.

The Claude Freeman intersection is really around building out what that intersection could be providing great and better local access between Mallard Creek Church Road and all of the development that's happening within the research park itself. Then the interchange were some very targeted things that we found in partnership with the state that identified

some ways to really capture capacity out of the existing infrastructure. Some very unique and targeted things that we did that added capacity without expanding the bridge and really keeping in the long-term view that we are going to be investing in that interchange over the longer-term horizon. This was some investment we could coin in the short term. Real quick to say on Harris Boulevard as you can imagine there are still some bigger questions to be had. There wasn't a good simple targeted set of projects that criteria of things that could be feasible and have operational improvement. We are still working with development and with the state to think through those projects. At the end of the day, these two projects of Claude Freeman and I-85 interchange became what we thought were really valuable projects to suggest to the team and really to hand over to Tracy and her team to think about how we might implement partner on those two key investments. So, with that, I certainly could take the question. This is a good transition to Tracy to talk about how to take those two projects and develop a partnership for their implementation.

Councilmember Johnson said I may be able to wait till the end, I'm so happy to see this. I'm surprised [inaudible] I wasn't given a briefing prior to tonight's meeting. But I am excited about it. I did want to ask, and maybe you'll go into this Tracy. There is an area off of Mallard Creek that there is a huge rezoning that is proposed. King Grant and one of the reasons I've been concerned about it is the impact from the infrastructure. The fact that that area is not ready for that large industrial or manufacturing or warehouse development. One of the arguments has a bee that it proposed there's a proposed improvement through the state. Now we know based on this presentation that's moved back to possibly 2033. So, hopefully, what you're going to discuss is a solution for that because that's a huge, huge rezoning that I've been publicly concerned about. The King Grant development because Mallard Creek in that area is only two-lane. So, I'd like to know if there is a short-term solution or if this exciting new infrastructure by a partisan build that was passed, if we as a city or if we could talk to our intergovernmental team or something if we are looking to support [inaudible] the transformative development in this area then what are we doing to support the infrastructure so that residents aren't burdened with the traffic that we know is going to come from that. Thank you.

Councilmember Ajmera said I have a couple of questions. Do we have a list of projects that are going to be delayed as a result of this budget issue that NC-DOT is facing? Can we get a list of those projects?

Ms. Babson said yes, councilmember Ajmera. We do not have that list at this time. The NC-DOD has commissioned the work of a workgroup that's made up of representatives from across the state. We are fortunate in that one of our CRTPO staff sits on that workgroup. They will be making recommendations to the Board of Transportation in January for a framework by which the board and NC-DOT can use to look at the impacts and schedules to existing projects will be.

Ms. Ajmera said so how many board members are in that advisory committee?

Ms. Babson said I can get you that number. The workgroup would not be a pointed official. The NC-DOT Board of Transportation or the appointed officials. So, we can get you that information.

Ms. Ajmera said It's good to hear that we have representation on that. So, hopefully, that will result in fair and equitable infrastructure investments across the state.

Mayor Lyles said I think Ms. Ajmera it is going to be tough because the DOT people are the managers of that. I think they are just going to be working to react and reflect. So, I don't want it to be overstated that we would look for real results hopefully. I just don't want to say that's a guaranteed outcome.

Ms. Ajmera said I'm trying to figure out from the overall perspective what does this mean for our region as one of the fastest-growing in the state? Especially the impact on the projects in the pipeline. So, you gave an example of Centene. Was it part of the committed or developmental projects? Where was that project before the city decided to contribute half of the cost towards it?

Ms. Babson said so the interchanges reconstruction was a future identified need. What they refer to as developmental. So, they were going to do feasibility work in the later years of the 2020/2029 TIP.

Ms. Ajmera said got it. So, it wasn't even part of the committed. Liz Babson and your team and Ed McKinney, I appreciate the work that you do trying to find ways to address the needs of rehab in our region for infrastructure to address congestion, and traffic while balancing the growth. I appreciate that you find all the ways you can address the need. The underlying issue of state and NC-DOT is a Budget issue that unless and until that is addressed, we are still going to be struggling. So, that is still an underlying issue. So, while we try to figure out all of this public-private partnership, which is great. But really this is coming from our local dollars that's really the state's responsibility at the end of the day. So, I'm all for public-private partnership but at the end of the day, we've got to ensure that the state also picks up their tab and addresses the need in terms of the budget crisis that they have. Ms. Johnson brought up a really good point around the rezoning that's coming up. That's an industrial rezoning that is going to create a lot of jobs for our region and I know that Ms. Johnson had raised a concern around the infrastructure. What is the status on that and is that part of our committed or developmental project pipeline?

Ms. Babson said I'm not sure which project you are referencing and if there was an NC-DOT funded project associated with that or not.

Ms. Johnson said the answer is yes, there was an NC-DOT-funded project. The petition number is 2021-028.

Ms. Babson said yes ma'am. So, if it is a funded project under NC-DOT currently adopted TIP, then that project as I just described earlier is going to go through some changes to either its phasing and or its schedule has given the current shortfall that NC-DOT has. And we don't know what that will be at this point.

Ms. Ajmera said Okay so we won't know until January. However, we have to make a decision on that rezoning soon.

Ms. Babson said yes ma'am and it won't be January. January is when the workgroup makes recommendations to the board. So, we probably won't know for a full four to six months until after that point.

Ms. Ajmera said Liz Babson if there is an opportunity like we have done with Centene to work with the private sector to see what we can do to address infrastructure needs. That's just one example. I'm sure across the city we have so many more projects like this where it all requires funding. I just really don't know what that means for our local taxpayer dollars, right. What does that mean for other needs that we have for our CIP? You know if we keep trying to fill this gap and fill this void that we have, it's a very complex problem to solve. I guess that's why we are elected, but it's just challenging that we keep trying to fill the gaps that really the state should be addressing. So, it's very frustrating. But I certainly appreciate Liz Babson, and your team's efforts in addressing and coming up with a creative solution like you have done here. So, thank you and that's all I have.

Ms. Babson said I will remind you as well that congestion mitigation, that's a capital program that the Council supported in 2020 and again is recommended for 2022 that gives us the opportunity to do exactly what you are describing and what you've heard here tonight on a much smaller scale. But it allows us the opportunity to partner when development comes into an area and we can add turn lanes at an intersection for example.

Ms. Ajmera said I understand but that's just a drop in the ocean.

Ms. Babson said yes it is.

Ms. Ajmera said how many more do we have? We don't know, right. If we keep filling the void, I'm sure there will be a point and time where we going to repeat filling that bucket because the state is not addressing the gap that we have here.

Mayor Lyles said Ms. Ajmera, I doubt seriously that they are going to do that. I had the opportunity to talk to Mayor Higdon in Matthews and they have already told him that the super role that they had planned for years off of Independence Boulevard is the same issue. This is going on across the state.

Councilmember Winston said I definitely think we should think about during the budget time dealing with this issue from a policy standpoint. But Mr. McKinney when he had the map of the mobility hub partnership. There is an entertainment district off of the Blue Line pretty close to where this picture is right now. I think it would be a mistake if we didn't consider connecting that mobility hub and network to that entertainment district. Just wanted to put that note out there.

Councilmember Eiselt said I just have a general comment that came from the NC first commission that we wrapped up this past year. We are only talking about the cost overruns that from \$11 billion to \$22 billion for our projects in the STIP, and everybody's got cost overruns, but we are not even addressing the fact that revenue is continuing to decline statewide 61% of the state revenue comes from the highway gas tax. It's continuing to decline. So, one of the statistics that we were given in our presentation was that we would need another \$7.4 billion to bring us just up to the national average of what states spend on transportation on roads and bridges, maintain, and building new. That's almost equal to what our budget is now. So, that's almost doubling what we have and we don't have a funding source for that. So, we can say that it is the state's responsibility but I think ultimately we have to say if there not going to do it, then what are the most important priorities in that STIP that aren't going to get funded in the near future. NC first commission recommended another \$2 billion a year. The need is \$20 billion over 10 years and no action was taken at all by the general assembly. So, it is fair to say that money is not there. We can say that it should be there, but it's not going to come so I really do think we need to focus on what is critical for us in our region to invest in so that we could continue to have development and continue to connect people safely. Further on I'm just going to put it out there now. If we do decide to fund this ourselves, one of the benefits is that we could say we want better pedestrian and bicycle infrastructure to be part of that. In the STIP there is a very limited amount of money that could go for the pedestrian and bicycle infrastructure. So, we could look at it and say we know we have a problem up there. You taking your life into your hands trying to get over to the Blue Line if you are in that Innovation area and your riding a bike or walking or up in the areas that we're talking about. So, I would like to know as you move along what could we add there to make sure that we have really great pedestrian and bicycle connections. Thank you.

Tracy Dodson, Assistant City Manager said before I start I want to go back to January of 2020 and the City Council Retreat. Taiwo and I got up together and we did a presentation about CIP dollars. As part of that, we talked about different areas of our city and thinking about it's not an either-or in our investment. But it's a both-and but it's how we go about making the investments differently. So, in certain areas of our city like the University, like Ballantyne, or South Park where you have a lot of private investment, we can seize the opportunity with that private sector to leverage the private investment and minimize the public investment. However, in other parts of our city such as our Corridors of Opportunity, we are going to have to make more upfront investments where we don't have necessarily right out of the gate the private investment, specifically around infrastructure. We've been kind of working on this for the past couple of years to look for these partnership opportunities. And we think that this is a good one, that one gets something that as Liz said would not be delivered by the state in this decade. Then two, one that's not even on the list of the state that's on Mallard Creek and Claude Freeman. So, we see a need and a greater benefit to the larger Research Park area and University City area.

So, I'm not going to go back through everything with Centene. But I do want to just reiterate something that we talked about last month they put a focus on mobility. They love their campus but they recognize the need to be able to connect people to the campus

and the Research Park by multiple modes and that is bikes and transit and roads. And they want to be a leader and a partner in helping us figure that out, especially around this Last Mile discussion.

So, as we've discussed already tonight there were two projects that we were targeting. The Mallard Creek Church interchange at I-85. As well as Mallard Creek Church and Claude Freeman. I mentioned earlier that the Claude Freeman intersection would never get on the STIP, but I am kindly looking at Liz and Ed on that. And it's a state road and a city road connection. Then also what Liz mentioned earlier is the importance of the new bridge over I-85, staying on track. And what that does in that Last Mile connection.

So, to give you a little bit more detail on each one of these. The Claude Freeman intersection is \$8.9 million roughly. The I-85 interchange has two parts to it, but it is a little over \$4.5 million in total. We've looked at this together. We approach them with Centene as two separate projects, but kind of one bigger package that we would consider partnering with them on because as Ed did his analysis, we determined that really both of these were needed. Needed the interchange. That was great, but you are still going to have some congestion issues at Claude Freeman. If we could both we could have a lot bigger impact on that.

So, since our last conversation, I changed a little bit how we are proposing potentially making our investment. The two projects together are \$13.4 million, what we are proposing is putting more of our money towards Claude Freeman, having Centene fund all of the I-85 interchange plus the remainder of Claude Freeman. So, it doesn't really matter. We can split this up in a lot of different ways, but if it feels better we are investing our CIP dollars in a project that is not on STIP, that most likely would not get on STIP. Then the private investment is funding the interchange.

So, moving forward what we would like to propose is to come back next week for a Council Action. Really it's for the reimbursement of up to 50% of the construction cost and again, that's when I total both of the projects together. Our reimbursement would focus on Claude Freeman. It's critical, the critical path of this is the timing. They're out there. They are mobilized right now. They can complete this work by August of next year. Remember what Liz talked about with the interchange. That was in a planning phase that probably got pushed out a decade away. I am looking for Liz to confirmation on that. Thank you.

The north bridge continues to move forward. These things in play together again, Mayor Pro Tem with thinking about other modes of transportation allows us to think about connecting the Research Park and transit in a more cohesive way. And allows us to work with the partners that Ed mentioned, the employers out there, Centene as well as University City Partners on developing a mobility plan. With that, I will stop to see if there are any questions.

Mayor Lyles said so you have before you one of the reasons that we have the strategy session is to talk about things that are coming up and right before you tonight is the idea of schedule to come before the Council on December 13th, next week for reimbursement of 50% of the cost up to \$6.5 million and the City reimbursement will focus on Claude Freeman that intersection in the middle of the map there.

Ms. Johnson said so I'm still waiting on my questions to be answered. Let me ask you Tracy since you are at the podium. University City Partners have been working on the Last Mile transportation for a long time. For a couple of years and there were employers that were interested in contributing such as the other larger employers in the University area. I'm thinking of Wells Fargo and TIAA. I don't know if there were others but there was a plan in motion prior to the Centene relocating to the city. So, this was presented last month I think I asked has there had been a conversation to coordinate those efforts. Can you give me an update on that? Are those other employers involved in this? Everybody has been at the table for this discussion. I am focusing tonight on Centene because they are offering to do a significant piece of some of the road work that we need out there, but we're not starting fresh on this conversation about mobility. University City Partners has absolutely been at the table with their board members, and with other

employers to talk about this mobility and how we all achieve it together. So, do they need that large of an investment from the city if there are other employers that are willing to invest? I guess that's what I'm asking.

Ms. Dodson said I think the conversation with the other employers have been things around how can we partner with CATS to do a shuttle, not hey I'm Wells Fargo and how do I help build out the infrastructure. With Centene, it's really about them being out there for several years and being under construction and being mobilized. They can deliver something faster and cheaper than if we were going to go up there and do it ourselves.

Ms. Johnson said awesome. Okay, thank you. So, as far as the infrastructure I asked the question earlier about Kings Grant and Mallard Creek and I know that there are other areas that need focused on, but this seems like an extraordinary situation since we are looking at 287 acres of development behind Concord Mills mall where we know there's already a three-hour wait to get out of the parking lot. So, I think this is something that my colleague just can't ignore if we know there's not going to be any improvement until 2033 and no discussion on it until January. I think for the residents of Charlotte and in this area something we have to think about and not put our head in the sand to these other issues on zoning Mondays. So, I would ask if there's anything that we as a city can do in that area. I love that Centene has stepped up to the table. If maybe the developer for that project can help with the infrastructure in that area it could be a good project. There's housing, there's jobs, but we can not ignore what this is going to do to the traffic in that area to the residents in District 4. So, if we can put our heads together. Centene this is an awesome solution. This private-public partnerships. How can we recreate that or how can we implement that type of partnership or that type of solution for this large development? I mean even the place type has been changed from that area to industrial or right now. I know the city is really behind this Kings Grant project, but the residents should not have to carry this burden until 2033. So, I am just asking, you know I am ringing the bell. We need help in order for this project to be beneficial as far as the infrastructure in that area. Thank you.

Councilmember Driggs said I thought I remember that we talked about this situation before and these numbers looked different. Are these the same numbers we talked about last time?

Ms. Dodson said we've updated some of the cost estimate. So, there's slightly different, but pretty close. The number that we are asking for in CIP has not changed. The project numbers on the total amounts has changed slightly.

Mr. Driggs said over how many years would the CIP money be needed?

Ms. Dodson said two bond cycles.

Mr. Driggs said two bond cycles. That was a lot just now. I'm sort of struggling to get my arms around everything we just heard. But is the jist of this that we can kind of activate development and potential by making these investments near term?

Ms. Dodson said I think the purpose with us and I would be remised if I didn't mention what great partners Liz and Ed had been. When we have these opportunities such as a project like Centene that comes in and is so large, do we let it just go it's normal process? What might be short term, I think what Ed call out is short-term improvements which are turn lanes here, turn lanes there or do we really ask can we partner with them to get bigger infrastructure achieved that it's not just paving the way for new development but it's keeping this as a viable employment center and trying to mitigate some of the congestion that's out there right now. Keeping it open so we can support the employment growth. When Centene first announced the CEO was talking about 3200 Jobs by the time we got to the actual announcement. He was talking about 6,000 jobs out there.

So, being able to have these opportunities where we can partner, I think keeps a place like the Research Park in University City as a viable employment Center. That's what we want to stay ahead of it rather than having to try to catch up to it.

Mr. Driggs said are there other situations given the states funding situation? Are there other situations where we might feel that the fact that the state can't fund might be a reason for us to do so? Are we going to have more asks like this anywhere else in Charlotte?

Ms. Dodson said I don't have anymore like this right now in my radar. I mean there could be more. We've started to work with the manager as well as budget to think about how our CIP dollars are. Just like with Ballantyne, can we have some CIP dollars that are nimble that allow us to work with the market where we can leverage more private investment with our CIP investment? And this is another opportunity that was like that.

Mr. Driggs said but the difference here is that this is technically a state project that we're talking about paying for. Does the road belong to us or does the bridge belong to us or who owns it?

Ms. Dodson said Mallard Creek Church is a state-owned road.

Mr. Driggs said and would own whatever we build with our CIP as well?

Ms. Dodson said I guess that's the way it would work, yeah.

Mr. Driggs said so this is kind of a gift to the state/

Ms. Dodson said or us as in staying ahead of our congestion.

Mayor Lyles said [inaudible] is not coming this year for [inaudible].

Mr. Driggs said I know. I see that we have an interest and I see benefits to us and I'm a little concerned about the precedent I guess and about whether the state would perceive this as a reason to allocate other money away from us on the assumption that if it's really critical we're figure it out.

Ms. Dodson said well and again as I said if we want to rationalize it we're putting our investment in Claude Freeman. That's nowhere on the state's radar as a needed project. So, if you get Centene investment to go into the interchange the private sector taken care of something for us decades ahead of when the state could even potentially get to it. Then we're making our investment at Claude Freeman which yes it is a state road, it connects to a city road. Which would never qualify for state funding and I'm looking at the experts over here to weigh in on that.

Unknown said never say never, but not likely.

Mayor Lyles said not likely because it would have to get to the district level. The district level is always just a lane or an intersection or something like that. This would be bigger than that, so.

Mr. Driggs said that this is effectively like a Ballantyne Reimagine type of investment with this wrinkle that the state is evolved, which wasn't the case there.

Ms. Dodson said well ED I don't want to put you on the spot. Did any of our Ballantyne Reimagine since Johnston Road is a state road, did any of our Ballantyne Reimagined money go on a state or?

Mr. Driggs said Providence Road West or Ardrey Kell or one of those?

Mr. McKinney said yes, in the Ballantyne example there were, and I don't have all of the projects now memorized anymore, but I use to. There are several projects that especially overlap just like these do on state-maintained roads and again, it almost is very similar strategy and study that Identified the improvements and ultimately the funding partnership.

Mr. Driggs said you know what kind of investment are we anticipating could occur there? I'm trying to get a feel for this site. Are we talking hundreds of millions of dollars of private investment that we think will be facilitated or enabled by our investment/

Ms. Dodson said I know other investment that are coming down the pike. One that's probably approximately \$400 million that hasn't announced yet in this area. I think as I mentioned like Centene that's a billion-dollar investment on their campus, but I think what it helps to do is have them have the growth on their campus. So, it's not necessarily new investment, but it's more opportunity on their campus. And again, as Ed pointed out there's congestion everywhere around here that we need to be thinking about. So, for me when I was looking at this with Centene one, they were willing to come to the table and make this investment. But two, how do we keep the Research Park and University City as a healthy employment Center and the congestion is going to be one of the big issue for this area.

Mr. Driggs said okay, yep thank you.

Mayor Lyles said I just wanted to ask. I think and I don't know if we could get the answer today. But generally, when we bid the contracts and we instead have something that would move more quickly, the percentage of savings on the bidding and the onboarding for all of that, is that like a single digit or is it in the lower double digits? Do we have an idea?

Ms. Babson said [inaudible] general services can tell us.

Mayor Lyles said if we could get that because I think some of this ought to be quantified in a way that there direct cost and indirect savings as well, opportunities that we may have as a result of this. I just really believe that when Centene came as Tracy said it was going to be 3,000 people. Then all of sudden it's like four and it's going to go to six. So, when we look at this a lot of this is about current on the ground plans in addition to all of the development that continues. So, even if I don't know what King Grant encompasses, but there's going to be growth out there. It's beginning to change in terms of how the University Park was plan with low building that were one and two stories spread out. It is now becoming a much more dense and I think at some point this is all going to cause back up even worse for congestion.

I don't know how far, I mean just look at IKEA and the interchange that we built there and how that relieved what was going on, on I-85 when that decision was made. I think that we ought look at some of the numbers that we have to quantify the saving indirect cost that we might be able to save as well as recognizing the growth and mobility that's already planned on the ground in that area. So, if we can have some of those projections at \$6.5 million of reimbursement or whatever our share would be. Our would be focused on the \$8.9 million. I think we ought to really look at those numbers and make them inclusive.

Ms. Eiselt said you hit on what I was going to say, that there's an opportunity cost to not doing this and that's what we really have to focus on what we are unlocking. Also, what kind of investment those companies will then make in the mobility at the red with the circles. The mobility hubs because let's acknowledge that it really stinks that we're not going to get this from the state and in you future, but it is what it is. And I was wrong. The state budget's \$5 billion a year for transportation. So, it's just not there. What are we missing by not investing? I do think it's a good consideration to have, but I worry more about what we are not going to get if we're not willing to invest in this area.

Ms. Ajmera said so this \$6.5 million that's our portion. Is that coming out of the public-private bucket that was part of our budget?

Ms. Dodson said that is correct.

Ms. Ajmera said okay, so no additional. What is the total amount that was in the public-private bucket?

Ms. Dodson said over the series of a year of years, and I don't have it right in front of me, I was like looking at the manager, \$11.26 million, \$12 million, then \$13 million or something like that. I can't remember exactly how it was spread up over four different bond cycles and so a lot of times when I do have these projects and these opportunities. That's why you would hear me trying to split it up over multiple bond cycles so that we can have multiple projects within a single bond cycle.

Ms. Ajmera said yeah, if you can get what was allocated for the next two bond cycles for our public-private bucket and follow-up with [inaudible], that would be great. I just want to make sure that I emphasize the point here. I am all in support for public-private partnership, but at the same time we still have a lot of our local projects that we also need to address in terms of streetlights, sidewalks, bike lanes. So, if you keep filling the void that we have what does that mean for our city projects? Thanks.

Mr. Jones said and I think your making the point with this public-private partnership that we can be nimble, that there are funds set aside in the CIP that didn't exist before we looked at these next four bond cycles and our dynamic budget director just sent me the numbers for the next four bond cycles and what we have set aside is \$11 million in the 2022 bond, \$26 million in the 2024 bond, \$13 million in the 2026 bond, and \$26 million in the 2028 bond. So, what Tracy is doing each time projects like this come about, she's trying to see how she can spread them across the bond cycle.

Ms. Ajmera said got it. So, that \$11 million, \$26 million in so on also includes some of the partnership infrastructure with Atrium for the Innovation District. Is that correct?

Ms. Dodson said that is correct.

Ms. Ajmera said okay, thanks.

Councilmember Phipps said this intersection at I-85 and Mallard Creek Church Road has been a problem way before Centene. I mean even Top Golf; their initial site was at that intersection until it was moved over by IKEA. I think having a strong company like Centene to partner with to me is just an opportunity we could afford to not take advantage of unless we are content with living with the timeline of the state that took I don't know how many years it took them to complete the I-485 around the City of Charlotte to get that road completed. Even at the intersection of Mallard Creek Road, that road was put there to generate and help spur commerce in that area. So, for those roads and infrastructure investments to be put there they were meant to be used. I think this presents a golden opportunity for us to partner so as not to wait to perpetuity to get something done. Companies like Centene and others, they just can't ill afford to sit around and wait for something for as long as the state has been notoriously indicative of their ability to move forward to projects. I think that should give some serious consideration to this partnership as it exist or potential that it would exist to help us move this project and these infrastructure projects forward.

Mayor Lyles said so if there are other questions this is going to be on the agenda next Monday and with that if there are any other questions please get them to Tracy or the manager. You've heard some to the opportunities to get some additional information from tonight. So, with that thank you very much for the discussion.

Ms. Johnson said I just want to say for the record that I support, I love the Centene idea. It's creative, it's nimble. My concern is with the other areas. And I had asked the question before the presentation. So, I would ask the City Manager to be thinking of ways that we can implement this type of strategy or find some additional dollars for large projects like the ones we are looking at considering next week. That's all I'm saying. District 4 I think is second in job only to uptown. So, we need solutions like this. The Research Park area is a huge economic driver and to be able to have a Last Mile solution from the train to the Research Park for that whole jobs area we certainly need that. So, I applaud Centene for this creative solution. My concern is outside of that. My concern the growth and the infrastructure specifically with the 287-acre project on a two-lane state-owned highway. So, there is any solution I'm asking you Marcus, Tracy, if there is anything that can be

considered prior to the decision next week before we make this decision on this. It's going to have such a great impact. Or if that petition can be deferred until after that committee meeting. So, I'd like to talk about that more offline.

Mayor Lyles said thank you very much for the presentation. Again, the vote will be on the 13th.

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ITEM NO. 3: COUNCIL COMMITTEE REPORT OUTS

Mayor Lyles said there are a couple of things that I wanted to say about this today. In the past we've just kind of had committee report outs, but I wanted to say this is what we have talked about as a procedure for when we have the committee report outs that you report out a question or a concern or a final recommendation to your colleague and that we have the opportunity tonight to discuss that. And adjust anything that the committee is recommending or adding something that you think it needs to be additional or even taking away something. And if there's agreement that's ready to move forward on the agenda, then we do that. If it's a recommendation being made and everybody says I'm cool with it then it goes to the agenda for action. If there is no agreement then we actually ask the questions that the committee can go back and handle the questions of the Council. So, I'm not sure how many of those will come up tonight. But again, the committees are to provide recommendations going forward.

So, with that we have first one I was going to say was Mr. Driggs on our Budget and Effectiveness Committee, Effective Governance Committee because we talked about a calendar for our budget in the upcoming year and I believe that the committee has met and has a recommendation.

Budget and Effectiveness Committee Update

Councilmember Driggs said right I didn't want to just spend a minute on the audit report. Are we not doing that?

Mayor Lyles said no, you can do all. I was just trying to get the budget calendar out.

Mr. Driggs said all I wanted to say about the audit report was that we did get a report from the external auditors and they highlighted five key opinions that were provided in their report, financial statements, internal controls over financial reporting, two opinions over federal and state single audits, and lastly the passenger facility charges. All five resulted in an unmodified clean opinion. Which is the highest opinion that can be given under the required auditing standards. So, that is very good news.

There were a couple of issues related to smaller issues in my opinion, related to significant deficiency, which had to do with our tracking, the reporting that was being done in conjunction with the use of Corona Virus Relief funds. No suggestion of any misappropriation of funds or improper action. This was really just because we were moving very quickly and some of the steps that we are supposed to be taking hadn't been the auditors caught that. And a nonmaterial non compliance finding. In any case the bottom line on this is an outstanding result from the auditors and congratulations are due to the staff and to everybody. So, please tell everyone from us an excellent result.

The budget schedule the committee considered two options for a timeline in which to deal with the budget. The issue here was that because of our election schedule having changed the way it did, we had an overlay of the timeline for the election and timeline for the budget that could have resulted in some difficulties. In particular it could have resulted in a new Council coming in and within two weeks being asked to approve a budget where the new members really would have had no opportunity to get familiar with our budget process or the particular items in the budget. So, it was felt that it was better to have the current Council approve the next budget and therefore two timelines were considered that would have allowed that to happen. Would have allowed that to happen. It would have

the budget vote to take place on the 23rd. One of them was more condensed. It involved only two budget workshops and the other one was somewhat more extended and had three budget workshops in it prior to the election. The committee decided that the staff recommended timeline, which was option two was in the opinion of the committee that preferred ones our recommendation to full Council will be that we adopt option two, which is in the materials that were handed out in a vote next week.

Councilmember Watlington said I have a question. I just want to make sure I understand. I'm trying to compare this to the strategy session calendar that laid out the budget and also the seating of the next Council. Where does that fall on this schedule?

Mr. Driggs said the strategy session schedule. I'm sorry I don't understand the question.

Ms. Johnson said what I'm asking is when we went to Winston Salem, we had a series of options provided by the staff that overlaid the calendar for seating the next Council. And I think I heard you say that the reason that you all took this up was to try to prevent any kind of issues that might arise from seating a new Council. I don't see it on this calendar. So, I'm trying to understand what is the assumption for seating new.

Mr. Driggs said in the event of an April 26th general election the earliest a new Council could be seating is in June. The first meeting in June. So, that would imply that this May 23rd vote that we are looking at here would be done by the old Council.

Ms. Johnson said okay, thank you.

Great Neighborhoods Committee Update

Councilmember Graham said I think you have the report right in front of you. It's pretty self-explanatory. I think the biggest thing is that the manager sent out a memo and we referred to it earlier in meeting of our director. So, hopefully at the appropriate time with the assistance of the management team we can send Ms. Wideman out the correct way. Thirty years of public service. Done a great job for the City of Charlotte and so that is basically the news coming out of the [inaudible] development committee as well as what you have in front of you.

So, yeah. We look forward sending her out the right way and looking forward to working with the management team to see how we do that.

Safe Communities Committee Update

Councilmember Egleston said so not too much to report. We've got a report back from the staff. We've been focused on street safety, pedestrian cyclist, motorist safety, and the committee has expressed a desire to come up with some additional solutions. Obviously, some of the ones we've talked about that you are aware of. Things like speed cameras, red-light cameras. We've gotten reports back on those. But also wanting to look at things that don't require potential legislative partnership. Those things I think we want to keep on the table. But we understand that there is a need to get buy in or rule changes in Raleigh. So, those are not quick short-term solutions. We've asked the staff and they will bring back to our meeting in January. Which has been move from January 4th to January 11th. Taking into consideration that we don't have a full council meeting that first week of January. They will bring back to us at that next meeting.

Identified corridors or intersections or areas of town that are the most problematic in terms of the most dangerous streets in our communities. Also, we will have identified a couple of ideas or solutions that we can pilot in those corridors or in those areas. So, the hope will be that at that January meeting or February meeting at the latest that the committee will vote how some of those targeted areas with pilot solution for the full council to consider and those are things that we can role out on our own and we can do so quickly. So, that is the main focus of the work in our committee now and again, January 11th will be the next meeting where we expect to have those ideas put forward.

Intergovernmental Relations Committee Update

Councilmember Winston said I just would like to thank Danna Fenton for continuing to give those Friday updates. If you are not checking those Councilmembers, he is giving a lot of updates on the discussions that were happening real time week to week. Mr. Fenton and our lobbyist went over the potential for advocacy on the bipartisan infrastructure plan as funds continue to become available. There were discussion of how Councilmembers can be helpful in understanding projects and relationship building that can be helpful to bring those funds not just to our City, but to our region. Of course, we have the federal and state legislative updates. We went over our federal and state legislative agenda, which we as a full Council approved I believe later that day. There were two items that were not referred by the Council on this current legislative agenda. But we thought it would be proper to have the opportunity for full Council to have a discussion about at least one of them because of the interest that the Councilmembers have put forward in the past couple of weeks and months. That was particularly red-light and speed cameras and the expansion of the aging in place program. That would be the possibility of bringing property tax relief to folks who have lived in their homes for a certain amount of time and that are on fixed-incomes. So, I do believe Mr. Fenton, while he has put something as you can see in the committee update around red-light cameras and aging in place, I do believe he is prepared to have a bit of a discussion about what we talked about in committee. Why we have decided not to recommend and give the Council the ability to kind of ask some questions now about advocating for that in our legislative agenda.

Transportation, Planning, and Environment Committee Update

Ms. Eiselt said my committee members are Mr. Egleston, Mr. Driggs, Mr. Newton, and Mr. Winston. We met on November 22nd and we had three areas that we had presentations that were covered. One, was an update on the strategic mobility plan and we had a really good presentation from Ed McKinney on recommendations. There was a recommendation that came from the comprehensive transportation review to reduce thresholds for current traffic impact studies and recommend the implementation of a more multimodal improvement process associated with development that aligns with our new policy maps and the future land use of the City of Charlotte. We would be focusing more on improvement for pedestrian bike safety and access to transit. We were all pretty excited to hear that the staff is taking those steps to do that. This would also apply to by right development that would be envisioned in the UDO. That would be part of, so Council could take a look at that under the streets manual. That's where you would find those guidelines. Streets manual being part of the policy may and the UDO. The staff is going to anticipate doing test sites to see how this applies to less intense places and how it applies to different types of projects so that the staff can access the components of the review process to determine if future considerations are needed.

The second topic was the Silver Line. LPA, the locally preferred alignment. The most recent round of public engagement focused on potential project refinements and preliminary staff recommendations for project phasing. They gave us a list of the various refinements and you all have that in your document if you want to dig deeper into that.

Then the last item was the phasing of the Silver Line. We had a discussion on the rationale for having to phase the entire line which really has everything to do with federal funding and competing for federal funding. They felt that if we could break it into segments based on what we could deliver to the community as quickly as possible that we would be a better candidate for some of the federal funding. Also, just a reminder with that for those other segments that are outside of our jurisdiction, local and regional financial commitments are going to be needed for those jurisdictions that they serve since this is potentially a three-county project. So, that was it for TAP.

Workforce & Business Development Committee Update

Councilmember Bokhari said I won't repeat everything you can read there. Just I'd mention that today we had a committee meeting with a very robust initial starting conversation on small business. We heard from several of our really great small business

partners in the community that are doing a bunch of help and work there. Work continues with Hire Charlotte and other things, but we are now a really kind of going headfirst with urgency into how can we focus on help and support and grow our small business ecosystem. So, it's more to come there. We are only in the initial parts of a lot these conversations, but we are going to move aggressively and I hope we can have something both meaty in the committee as well as back to our Council discussion.

ITEM NO. 4: CLOSED SESSION

Motion was made by Councilmember Driggs, seconded by Councilmember Winston, to go into closed session pursuant to G.S.143-318.11(a)(3) to consult with the City Attorney in order to preserve the attorney-client privilege in the matter of Mack v. City of Charlotte.

The meeting was recessed at 7:57 p.m. for a closed session in Room 267. The closed session recessed at 8:17 p.m. for the regularly scheduled Strategy Session.

Motion was made by Councilmember Driggs, seconded by Councilmember Eiselt, and carried unanimously to close the closed session.

ADJOURNMENT

Motion was made by Councilmember Eiselt, seconded by Councilmember Driggs, and carried unanimously to adjourn the meeting.

The meeting was adjourned at 8:18 p.m.



Billie Tynes, Deputy City Clerk

Length of Meeting: 2 Hours, 53 Minutes
Minutes Completed: April 12, 2022