

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Monday, January 13, 2014, at 5:16 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Patrick Cannon presiding.

Councilmembers present were Al Austin, John Autry, Michael Barnes, Ed Driggs, Claire Fallon, Patsy Kinsey, Vi Lyles, LaWana Mayfield, Greg Phipps and Kenny Smith.

Absent until noted: Councilmember David Howard

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ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Mayor Cannon said before we delve deep down into some of the issues that we will be covering, I'd like to ask if there are any consent items that members of the body would like to have pulled? Alright, none? Okay; very good, and so then that would take us to the next item which is the Community Investment Plan Overview

ITEM NO. 2: COMMUNITY INVESTMENT PLAN OVERVIEW

(A) AIRPORT INTERMODAL FACILITY

Mayor Cannon said Randy Harrington is here from our Budget and Evaluation Department along with Deborah Campbell from Planning.

Ron Carlee, City Manager said we have for your Council Dinner Briefing tonight, a series of presentations that are interrelated to one another in many respects. This is part of our briefing of major issues to get the new council; and I mean by that former and new members, prepared for our retreat and priority setting, and what we will be doing over the next few weeks. So we are going to start with the Community Investment Plan; provide that really large overview. One of the most important things that will be happening this year is of course the bond referendum, to be able to implement the first phase, the major phase of that plan. We will then drill down a little bit more deeply then into two components of our transit plan and our rail projects that are currently underway. We will follow on behind that with a discussion of a community engagement strategy that staff has been working very intensely on how we become more explicit and intentional about how and why we reach out to the public, and how we interact with them to try to have the highest and most effective levels of engagement with the people we are serving, and we see those engagement strategies as being real important; especially in the implementation of our overall Community Investment Plan, as well as the specific components such as transit. So that's sort of the integrated idea of what we are trying to do tonight. So if you have no objection, Mr. Mayor, I would ask Deborah Campbell and Randy Harrington to come forward and start the first presentation.

Deborah Campbell, Planning Director said I am going to make just some introductory comments with regards to the presentation that Randy Harrington is going to give you in a little bit more detail. Randy is going to start out with an overview of the Community Investment Plan, kind of defining what it is, its goals and it's purposes and kind of the process or the approach that we have used and how it is different than previous years and in particular I want to spend just a couple of minutes in talking a little bit about the different approach for the Community Investment Plan. I think we have worked really hard from a staff perspective and I hope from a community perspective, to make this effort a lot more collaborative, aspirational and analytical. I'm just going to go into a little bit of detail of that on those three items and then Randy is going to come up and make the presentation. In terms of being collaborative, the projects that he will be presenting to you were identified as part of an interdisciplinary interdepartmental approach. That is something that we have typically not done and this happened at the very beginning of this process. Our normal approach is for individual departments to submit a request for a capital item and then we put together a capital investment plan. That is not how this particular approach was done for this initiative. Council Committees took a much deeper dive in terms of looking at the actual projects and made recommendations to full council and we obviously take that as being a much more collaborative effort. We will be and have been, and will continue to engage potential community partners and citizens so that we make sure that we are leveraging these investments, and as you have heard on a number of occasions, our City Manager has even changed the

terminology. This used to be called the capital improvement plan and now it is the Community Investment Plan. The message being that this is the community's strategy to invest in capital infrastructure to help hopefully have a much more transformative impact on our community. We're also pursuing new and innovative engagement tools and I think that you heard a little bit about that from the City Manager and we'll have some more detailed presentations from staff. In terms of being aspirational, we're organizing around strategic geographical areas and we're not looking at this as an investment in an individual project. We really are looking at this as an investment in a geographical area even bigger than neighborhoods, and analytical; we've completed an assessment of the response to the question of "so what?", why are we investing? We hired a consultant and each one of the projects were looked at in terms of their economic impact and potential to promote economic development, and to create jobs in the long term and we are utilizing a lot of other data to help guide our decision, and that's from the perspective of being a lot more analytical. So the presentation will then transition into looking at the actual bond projects and we've got about a four to five minute video that we will beg your indulgence in looking at, and we think it's a pretty good video that talks about the projects from a holistic perspective and then we will go into next steps. That is, what are the steps that council and meetings, and all the other that we need to undertake in order to get this initiative to a bond referendum in the fall of November 2014. So now I'm going to turn it over to Randy for him to go into a more detailed presentation.

Randy Harrington, Budget and Evaluation Department said let me just start with our 50,000 foot level overview of what is a Community Investment Plan; and it's a long range plan designed to meet the needs of a growing community. Typically you think of that as a one-time expenditure and what we mean by that is items that maybe last 20, 30 maybe 50 years. In some cases, perhaps with water and sewer you might have assets that last 100 years. There are several types of financing methods that the City typically uses. The two include debt and then pay-as-you-go. Under debt, we've got three different types that are commonly used by the City. The first is General Obligation Bonds. These are approved by voters and they are secured by the full faith and credit of the City, i.e that means the taxing power ability of the City Council to repay those bonds and the debt service. We also use what's called Certificates of Participation. These are assets that are secured by the asset itself. Another way of thinking about this is if you have a mortgage on your home, the security to repay that mortgage is the house, the asset itself and then particularly in our enterprise funds, particularly water, sewer, storm water, we have revenue bonds which the security on those is the fee and rate revenue that's associated with those particular investments. One of the things I'll note is that the City's AAA Credit Rating is influenced by many factors but one of the factors is the City's history and its plan for future investment planning. The rating agencies don't prescribe what those investments have to be or should be but they simply want to see a plan and a history of investment that shows that the unit of government is making investments in the community to strengthen and grow and address growing needs of the community. With that let me transition into discussing only; well actually, one more slide before I go into that. When we think of the community investment plan, there's really two parts to it. One is the general government community investment plan and with that you typically associate that with transportation, neighborhood, housing, diversity, economic development, and environment and facility improvements. These are funded primarily from property and sales taxes. That's one side. On the other side, you've got your enterprise funds and they have their own separate funding and kind of sub community investment plans. Again they're for Aviation, CATS, Storm Water/Utility, and then storm water investments and so again, these are primarily funded by the user fees, rates and charges that are associated with those and then in the case particularly with CATS, they have state and federal grants that we receive along with the half-cent transit sales tax. So with that, let me transition and talk for the remaining of the presentation just about the general government community investment plan. To drill that just a bit more, the debt funded component of the program. The great recession taught us many things, but obviously one of those as it translates to the community investment plan was thinking that we needed to be different. We needed to be transformative in terms of addressing the needs of the community and ensuring that we've got the type of infrastructure that's going to keep this community growing and successful into the future. And so again, it was different from a variety of approaches and some of those include the impacting broader geographic areas. There was a focus on a collection of projects rather than single individual projects and this was in order to achieve greater community impacts. Again, getting at that value and getting the greatest amount of impact than we could obtain through the investments. Greater collaboration and leveraging of private investments; I think that's one of the important things. There are other investments occurring in the community and we want to make sure that we're smart about that so

that our investments either compliment or can build off of our other private sector investments, and that they can build off our investments and in turn we get a greater community value and impact. Again, to focus on economic growth, the type of infrastructure that is supportive of business needs and mobility that helps with growing the economy and then enhancing engagement with our community partners and other stakeholders, including residents. Again, as Ms. Campbell mentioned, last year council did have a full review of all the projects. They went through committee and then was adopted by City Council in June and the general community investment plan debt portion covers four bond cycles, 2014-2020. The goals really for developing of investments that help create jobs and grow the tax base; again, leveraging private investment and other public investment, enhancing public safety, enhancing transportation choices and mobility, ensuring housing diversity and providing integrating neighborhood improvements. Ms. Campbell also alluded to the fact that we did have a third-party reviewer of the Community Investment Plan and in that analyzing the market conditions once fully built up, it impacted approximately 2.2 billion, impact in the economy in Charlotte and supporting it, over 18,000 jobs. Overall there are 27 investment areas in the community investment plan. There is a variety of sub-projects that are contained within each one and they're disbursed as you can see here on this map, throughout the city. I'm going to talk a little bit more about these briefly. But before I do that, I'd like to present the video that will give about a 4 ½ minute overview of the general Community Investment Plan. (Video presentation)

Councilmember Howard arrived at 5:33 p.m.

Randy Harrington continued his presentation and said I do want to thank Corporate Communications and Marketing for their help on that. They did a great job and really appreciate their participation and help in this effort. Moving on, what I'll do now is I'll transition into first looking at the 2014 Bond Year Projects. So let's start with the East/South East Corridor. We've got the Bojangles/Oven's area redevelopment at \$25M. One thing to note on this particular project is that this is funded through Certificates of Participation so this is not an item that will be actually on the Bond lever so to speak in November, but it is a project that is part of the overall investment plan. One of the things I'll also note associated with this project is that there is some land acquisition and assembly and you'll see it on tonight's council business agenda for your consideration of \$3.6M to purchase the EconoLodge, and it's on tonight's agenda to just sort of point that out to you. The next area, land acquisition and street connections; this is the first of two bond cycle allotments and the connections around neighborhoods and connecting neighborhoods to service areas and businesses along the Independence Boulevard corridor area.

Councilmember Autry said Mr. Harrington with the land acquisition and street connections; would that also be including the connection of Pierson Drive to Shade Valley Road? Connecting the Walmart to Monroe Road?

Mr. Harrington said I'm trying to remember off the top of my head. I don't recall that one. We can certainly respond back to confirm that. Danny, do you recall?

Danny said I do believe that makes a connection back to the Monroe Road area.

Mr. Harrington said the next area is northeast corridor. We've got the North Bridge #1, the Research Drive/GW Clay connector over I-85. This is the first installment of two. This is for planning and design for that particular bridge. We have the South Bridge #2/University Point connection with IBM Drive/IKEA Boulevard. This particular project is already planned and designed, and so the \$15.1M is for construction. Then the northeast corridor infrastructure at \$16.6M; this is the first of four bond cycle allotments to increase motorist, pedestrian and bicycle access as it relates to accessing the transit stops, transit stations there along the Blue Line Extension. There is the Applied Innovation Corridor which was mentioned in the video at \$12.5M; this is the first of three installments. For road and infrastructure projects, Prosperity Church Road, northwest arch; this is associated with the I-485 completion in the northern part of the city. We've got the eastern circumferential at \$12M. This is a project that's partnering with NCDOT. They're making some improvements to some double tracks project and they have some roadway and some bridge improvements that they're making associated with that, and this is the city portion that we are partnering with them on to enhance the access road in that particular area.

Councilmember Phipps said is this the first allocation of monies directly allocated for the eastern circumferential?

Mr. Harrington said yes, from the City.

Councilmember Phipps said so we should be expecting more then from maybe other parties, the State?

Mr. Harrington said yes the State in particular. Yes, they're making quite a bit of investment in that area and along the whole double tracks project. But they're bringing resources to the table. One area that is not depicted specifically on the map but we want to make you aware of is traffic control on bridges. These would be spread across the entire city in terms of community investments related to the traffic signal coordination, traffic control devices and repairing and replacing bridges. Another area that's very important is sidewalks and pedestrian safety. Again, these projects are going to be disbursed throughout the entire city, but this first of four allotments at \$15M. Under public safety facilities, we have a joint communication center which was again depicted in the video and highlighted. One of the things I'll note as well, tonight on your agenda Item No. 23, is a request for consideration by council to approve \$5.2M for architecture and design and commissioning services associated with getting that project started and off the ground. We have the Westover Division Police Station; one of the things to note there too is that this does have a code enforcement office which we are really excited about and the police and Neighborhood and Business Services are excited about as well. One note on this one, I believe it's on your January 27th agenda, but you will be seeing a request for consideration of land associated with that we've identified some land and that'll be coming back to you here in a couple of weeks. The Comprehensive Neighborhood Improvement Program which is a more holistic approach to addressing neighborhood revitalization and investment needs, there are five identified geographies associated with that particular program. One thing at this particular point; there's \$20M that's in the first of four allotments for this area and at this particular point, staff has not identified whether we'd recommend the whole allocation going to one or to be disbursed across all in terms of some planning and design. So we are working through some of the strategies that relates to the rollout of that and we'll bring that back to you at an update at a later time. And then housing diversity; in tradition we've called this affordable housing and I think the intent here really is to providing greater diversity. We thought this was a better way of depicting what the intent of those investments are. So from here forward, you will be hearing us call affordable housing, housing diversity investments. And again, those aren't mapped on the map there, but they would be throughout the city. So talking about next steps; in January; not just January, staff is continuing to advance planning and community engagement. You will be hearing a little bit more about community engagement and some of the potential tools that staff might use as it relates to the Community Investment Plan and then in April, we will be coming back to you with a fuller update on the general community investment plan at your April 9th Budget Workshop. In May, we'll have the manager's recommended budget for operating and capital and then, of course, you go in your series of budget adjustments and straw votes meetings. Then in June we'll have the budget adoption and once that occurs, we'll go into a series of other considerations for council as it relates to resolutions to apply to the Local Government Commission for the financing plan and the bond referendum plan. Staff will be introducing proposed bond language at that time for council's consideration and then council will also set a public hearing for the November 2014 bond referendum vote. As we move into July, we will have that hearing and then council would adopt bond language and then a resolution setting forth the November 4th date for the referendum. So with that, that's the conclusion of our presentation. Ms. Campbell and I would be happy to answer any questions. One of the things I'll also note too is we have a website called CharlotteFuture.com that has a variety of community investment information, not only just general but the enterprise funds as well and we encourage you to visit that site as well. So with that Mayor, that concludes our presentation. We'd be happy to take any questions.

Mayor Cannon said thank you so much Mr. Harrington. I do have councilman Driggs please.

Councilmember Driggs said you spoke about the referendum in November. At what time are the bonds actually sold and funded subsequent to that?

Mr. Harrington said typically what our approach is a two prong approach to financing and what we'll do is as cash is needed, staff will issue or obtain commercial paper, which is a short term

financing method for the project. We get that at a really attractive rate, and then when that project is completed and we have collection of projects that total about \$150M, that's when we go back out to the market then and sell; typically in about \$150M increments. So that could be a year to two years in terms of how that builds up and then we go to the market to sell those bonds.

Mr. Driggs said but in relation to that date, you get an authorization basically as a result of the vote right?

Mr. Harrington said right.

Mr. Driggs said and then you have that authorization available to use when the process you described finishes. What cash outlays are there? One or two have been discussed already, are they before the November bond vote date? Are there COPs for example? Are there commitments that we're making prior to the actual public vote on the bonds?

Mr. Harrington said yes but those COPs do not require any type of voter approval and so the joint communications center, the police station, which are identified for Certificates of Participation. Those can go ahead of time. One of the advantages of using COPS or Certificates of Participation is that it gives Council a little more flexibility, and in terms of the timing of wanting a project to advance and in our particular case at the City, there are really attractive rates given our AAA credit rating, and so the difference between the GO debt and the COP is quite small and it just gives us a little more flexibility on some of those facility type investments.

Mr. Driggs said but in terms of any outlays that need to occur before the November vote date which are going to be funded from the bond proceeds, are we able in other words to stage all of this in such a way that the public votes on the bonds before we're going down the road on the projects that they're funding?

Mr. Harrington said yes. There are two exceptions. One is back in late November, council approved some advance planning and design money for some of the bond projects that are on the 2014 November schedule and with that essentially loaning ourselves some funding to do some advance planning to help prepare so those projects can advance more quickly. With that vote and then associated with the northwest arch, Prosperity Church Road, earlier last July council approved \$5.2M that I identified there a little bit earlier to do some advance work associated with the State. The State was farther ahead of us on that particular project. If we had not advanced them the funding, then we would have been out of sync with the State and their opening of the interchange at Prosperity. So those are two projects that were accelerated so to speak, ahead of the 2014 vote.

Councilmember Phipps said so what risks to we run do we run if we make these initial moves before the bond rating and if the bond rating doesn't pass. What happens then?

Mr. Harrington said for the Certifications of Participation projects, the joint communications center, the Westover Police Station, Bojangles, Council has that funding currently and those projects are funded through the Certificates of Participation, so our timing; they can occur now. The risks associated with the other projects like the advance planning and design, is in the event that it was not approved in November 2014, the City has been receiving the revenue from that property tax rate increase and that's currently being set aside for allocation towards the future debt service and so essentially we just wouldn't allocate that towards the future debt service and would use that cash to pay off the existing commitments that have been made to date.

Councilmember Driggs said just one more question about what exactly are the items that are eligible for COPs financing? Is it a building or how do you decide whether to use the general obligation bonds verses the COPs?

Mr. Harrington said typically we have used for facilities. You wouldn't have to. But typically speaking, roadway type projects are not particularly attractive in some cases to investors and so for that reason you usually see GO type debt associated with those projects and again facilities, something where there's a tangible asset that has value to an investor to potentially resell or use in some different way.

Mayor Cannon said thank you so much.

Mr. Harrington said thank you Mr. Mayor and Council.

ITEM NO. 3: BLUE LINE EXTENSION UPDATE

Carolyn Flowers, Director Charlotte Area Transit said the presentation this evening is actually an update on the Transit System projects. It's a significant component of the community and regional investment plan, however, it is funded separately and so I'd like to start with an overview of the transit plan and then turn it over to John Muth, Deputy Director, and he will talk about the Blue Line Extension and the Blue Line Capacity Expansion and then David McDonald, Director of Planning, will cover the Gold Line Lynx Project. So I will move on to the first slide that I will be covering. Just to give you a little bit of background on the transit plan; on November 15, 2006 the MTC adopted the 20/30 Transit Plan. This updated long range plan consists of multiple rapid transit improvements in five corridors. Those are depicted on the map for you. This included the Center City Transit Center improvement, an expansion of the bus service and facility improvements throughout the region. The implementation plan for the 2030 Transit Corridor System Plan includes the south corridor which is the current Blue Line that we are running, the northeast light rail corridor which we are in the process of constructing, the north commuter heavy rail line followed by the street car projects. The 2030 Transit Corridor Plan called for 25 miles of commuter rail, 21 miles of light rail, street car, bus rapid transit and an expanded network of buses and other transit amenities. In spite of the economic, financial and political changes, we've been able to continue to advance elements of the plan. In the next few months you will be asked to review and approve procurement actions to continue to advance this transit plan for the BLE and the BLCE. There will be procurement actions for the construction of the light rail extension and for the expansion of the platforms on the south corridor. For the Gold Line Lynx Phase 2, tonight's presentation will cover the progress that has been made and the local commitment that will be needed to affirm before we can advance the contracts to keep the project moving and then for the southeast Silver Line, there will be a future procurement for a major investment study to study the modal alternatives in that corridor. So now I'd like to turn it over to John Muth who will give you an update on the Blue Line Extension Project.

John Muth, Deputy Director, Charlotte Area Transit said I'll start off talking for a couple of minutes about our existing Blue Line Light Rail project and then I'll go into more detail about the Blue Line Extension. Again, the current Blue Line opened back in November 2007. It extends from Uptown Charlotte down to the parking deck at I-485 and South Boulevard. It's about 9.6 miles. We have 15 stations including seven park and ride lots. We operate seven days a week typically between the hours of 5:00 a.m. and 1:00 a.m. with 10 minute headways in the peak period and then 15-20 minutes in the off-peak period and we added or revised about 20 bus routes to set up a feeder bus network to serve the existing stations. Again, our ridership has been very strong; upwards of 15,000 daily. I think the last several months have been in the 15,000-16,000 range. We've have several times with special events where our ridership is much higher and has been even as high as 35,000 I think for Speed Street and maybe some NCAA tournaments when we've hosted that. The funding of the project was shared between the United States Department of Transportation, North Carolina DOT, and the City and CATS, and the \$10M annual operating costs is paid for out of the existing half cent sales tax. We've seen how the Blue Line has impacted development along the corridor. I think from about 2005 through 2015 we've projected and realized just under \$1.5B in actual and proposed development projected through 2015. And you can see what kind of annual tax revenue this can create and again that tax revenue does not come back to the transit department, that's for use by the City and the County for general services. We've mentioned too, also with the Blue Line's success, pretty quickly we had to go back and buy four additional light rail vehicles. We added ticket vending machines and we expanded the surface parking down at the I-485 location. This table is a just a summary that kind of shows the proposed amounts; what's been under construction and what's completed and you can see the top line again that totals just under \$1.5B. So again, there are many different parcels and projects that make up this projection.

Councilmember Driggs said I was wondering if you could comment on what the operating revenue and expenses are on an annual basis. These are capital numbers right?

Mr. Muth said right, the middle bullet there was the capital cost to construct the project and then the last bullet refers to our annual ongoing operating costs, which are about \$10M a year and that's paid for with our sales tax.

Mr. Driggs said but there is revenue from riders as well. I'm wondering what that number is.

Mr. Muth said correct. I think our annual fare box revenue is in the range, I want to say in the \$23M-\$25M range annually. So the fare box recovery about is about 23-25%. The Lynx Blue Line Extension Project; again, that's going to pick up from downtown right here at the Seventh Street Station and extend 9.3 miles up to UNC Charlotte. We will have 11 stations and four park and ride lots to provide about 3,100 parking spaces and again, we are constructing this project to accommodate three car trains. If you recall, we've talked about in the past that the current Blue Line was originally designed for three car platforms, but as we got into discussions with Federal Transit Administration and they wanted us to cut costs from the project, we ended up scaling back to two car platforms. So the desire then is to ultimately have a three car platform system from one end to the other. So we are going to construct the Blue Line Extension with three car platforms and we're working to extend platforms on the south side. We did receive a Tiger Grant of about \$18M and we're going to use that to upgrade the power systems and then also lengthen the platforms at a couple of stations and then we'll continue to try and seek funding to help us eventually get all of those stations expanded. The ridership projection for the Blue Line Extension in the horizon years about 25,000 daily riders; a similar amount on the Blue Line—so when it's all complete, say 2035, we will have a 19 mile light rail line that will carry about 50,000 passengers a day. The project is going to result in significant improvements along North Tryon Street. It will connect the downtown campus of UNC Charlotte to their Campus out by I-485. We will have approximately 22 minute travel time from downtown out to the University so again, that's kind of a locked in travel time that we should be able to deliver on out into the future regardless of what the traffic congestion might be on I-85 or Tryon Street. So again, we're lock into good travel time there and we plan to probably operate it about 7.5 minute frequencies when we open up and we will do similar changes to the bus system so again we have a good feeder network that will bring folks over to the station.

Mayor Pro Tem Barnes said Mr. Muth talk to us if you could about the funding strategies for the three car platforms. As you recall, last year we were seeking funding for the street car and for the platform extensions and one of the concerns I expressed was having the projects competing with each other. You said that we've gotten a Tiger Grant for \$18M which we are using to improve the power system and to extend a couple of platforms. What's the strategy to obtain funding to extend the rest of the platforms?

Mr. Muth said the strategy is we believe we can do three platforms with this current amount of funding and we're hopeful maybe that we'll be able to even get a fourth within this initial funding piece and then I think the strategy would be to continue to talk with FTA and pursuant to your direction, go after competitive grants that might be available for a project like this and again, look at the options like that. We've had conversations with FTA about if there is funds remaining after we complete the Blue Line Extension, but I think those conversations will still have to take place.

Mr. Barnes said so we're still in a position where we'd have three car platforms along the extension and some two and some three along the original length of the line.

Ms. Flowers said I just wanted to add, there is a new program under Map 21 which was the last reauthorization bill. It's called Core Capacity. It's a competitive grant program but it's a program based on your ability to improve your operations by I think 10% and that's a program that we can apply for so we have that option along with the Tiger Grant as a methodology for trying to fund the BLCE.

Councilmember Smith said help me understand the increase in daily riders. It looks like we have an existing 14,000-15,000 daily. Up here it looks like we're coming close to doubling that. What accounts for that?

Mr. Muth said when we started out back before the project opened---typically we project out 20-25 years to our horizon year and the projection was a little over 18,000 riders a day for the current Blue Line, the 9.5 miles.

Mr. Smith said well we're getting approximately 15,000.

Mr. Muth said we're getting approximately 15,000-16,000 and in fact we were in the 18,000 range the summer right after we opened because that's when fuel prices went up to \$4.00. So the actual results that we've seen on the Blue Line has led FTA to work with us and to look at their assumptions regarding travel projections and so we've been able to make some changes based on actual experience here in Charlotte as we again, due to the ridership forecasting so when we've made those changes, what we end up forecasting for is about 25,000 on the southern piece—the existing piece and 25,000 on the northern piece. So in total, you're going to have about 50,000 riders along that corridor and again, people aren't just limited to just one corridor. They don't move from the piece we're going to build to the piece that's already built.

Mr. Smith said thank you.

Mr. Muth said this shows you what the typical section will look like along North Tryon Street. You can see the light rail will be out in the middle of the roadway in its own median area. We'll have the two tracks, northbound and southbound, and then we'll have about an eight foot buffer on either side of those tracks before we get to the roadway—the travel ways. Then we'll have two lanes in each direction along with bike lanes on each side and then a planting strip and then a six to eight foot sidewalk. So really what we're talking about here is if you know the discussion about complete streets and trying to develop a project that will serve not just transit and automobiles, but also pedestrian/bicycle—all the possible modes that we could see. So we've come up with this street section and again, this will be from up to basically Old Concord Road out to the University is where we're in, North Tryon Street. Major activities to date—again, we've completed the environmental study and achieved a record of decision. Stationary area plans have been adopted for the six stations from Tom Hunter in the town and the remaining stations are being worked on right now. The Planning Department is conducting the University City Stationary Plan work and I'll talk in a few minutes about some upcoming meetings on that. So that work will be done under that category. Again, our design is pretty much complete. The majority of real estate has been acquired. Utility relocations are underway; that's both public utilities and private utilities and as Carolyn mentioned, we'll be bringing to you the outcome of the three largest contracts over the next few months and then regarding vehicles, we expect the first four vehicles to be delivered later in 2014 and that'll allow us to do the necessary testing and commissioning and then the remainder of the fleet, an additional 18 would be delivered later in 15 and early 16. In advance utility work; again this shows you the type of work that's going on; there's water, sewer, storm water, installing duct tank to allow utilities to be under ground, constructing retaining walls to hold the roadway up. Duke Transmission—we had to work with Duke, they have had to construct a couple of new transmission towers to reroute some of their major transmission lines and again, the impacts on construction that you're going to see out there are on traffic and parking and access to the businesses and visibility of the businesses and again, I'll talk about that in a little bit when I get to the community engagement slides.

Our civil construction will begin in March 2014. That'll be the actual rebuilding of North Tryon Street. Work downtown in the rail corridor. Our initial Segment A goes from downtown around Seventh Street up through the NoDa area and along the railroad corridor past Eastway and then it turns and comes over to Old Concord Road and then the section that we call Segment B and Segment C from Old Concord to Tom Hunter and then Tom Hunter out to the University. Again there will be work on bridges, retaining walls, traffic signals and similar impacts as I mentioned under the utility relocation.

Councilmember Fallon said could I ask a silly question? Are you putting lights on these roads?

Mr. Muth said that's not a silly question. There will be street lights out there.

Ms. Fallon said because we built I-485 without adding them. Thank you.

Mr. Muth said the tracking systems contract is the contract that they will be actually putting the track and ties down; the overhead wires, the catenaries; installing the substations; we'll be bringing this contract to you in March. And while they'll be dependent on the civil construction contractors doing a lot of work in preparing the road bed for the track, they also have to do some work related to systems and there's a long lead time on some of the things that they'll have to

order like sub stations and so on. So that's why we'll be asking you to award that contract early even though you won't see any track out there for many months. Community Engagement; a very important piece of the project; When there's a field office set up out in the university area, a lot of community activities, business signage that we've been working on temporary signage so that businesses can still be visible from the roadway, if their driveways have been relocated or ones temporarily closed. Open Houses; a lot of work with social media; posters, door hangers and we have an interdepartmental communications team that is working on the project and I want to mention again because I think its noteworthy that there are several departments on this team—CATS, Corporate Communications, Engineering and Property Management, Neighborhood and Business Services, and a business liaison are all planning. Charlotte Department of Transportation, the Geographic Information Systems folks, the Utilities, Zoning, also North Carolina Department of Transportation and our Construction Management Firm, HNTB, are all represented on this communications team and again the desire there is so that when we go out to the public or we're talking to you or the media or anyone, we have a unified message. That we remain customer focused and that we expand our reach out into the community so that they can get the necessary information and you can see here an example of a temporary sign that we have out there. I also should mention that due to construction, we have to relocate some of the permanent signs for these businesses and as we were doing the design, we found that we we're having to locate these signs in an area where they would be a non-conforming use. I think back in September you folks took an action, a text amendment, in order to provide some relief to the businesses out there that were being impacted and that way due to our project. So just a reminder that you did take that pro-active step to try and address business concerns out in the area.

Here are the Key Milestones on the project; it's noteworthy that we plan to open in Spring 2017 and we are getting ready to start the major civil construction. I just wanted to show you this. I don't expect you to be able to read this but what this graph shows is Segment A, Segment B and Segment C in terms of the major civil construction and in each group the top line is the advanced public utilities. The middle bar is the private utilities and the third bar is the civil and the point we want to make here is that you can see that these bars overlap a good bit so we're going to have a lot of coordination going on out there in the field between the private utilities who are doing their own relocation work and our contractors. In terms of schedule management, we do have an aggressive schedule. We're always looking for mitigation to take care of any issues that might come up. We have a construction management consultant with a private utility coordinator. We have a good amount of staff dedicated to the project. We are incorporating in the construction contracts, the clauses or requirements so that the contractors are required and aware that they have to coordinate with each other as they do this work. We have commitment to maintaining the schedule and we've included the potential for incentive payments for early completion and also liquidated damages if there are any performance issues. This is an overview of broad categories of the project budget. You can see the total is \$1.16B. The construction is about \$560M. You can see that the areas where we've already spent a decent percentage of the budget are in the real estate area. As I mentioned, we've acquired most of the right of way for that so we feel like we're doing very well on the real estate budget line item. Keeping in mind, however, that any of those properties that went condemnation still have to be negotiated further with folks or potentially worked out in the court system so we won't have the total picture on the real estate book for a while, a couple of years probably. Vehicles, again we've already started working on that and the professional services.

Councilmember Mayfield said John can we go back a slide. Looking at the aggressive schedule, what is the impact with avoiding increasing staff to work on this project and we already know that unfortunately, we don't have enough staff to keep up with all the current projects that we already have out there and we have a backlog, what is the impact on current projects that are going on if we are increasing city staff that's dedicated to this project. Are we going to notice any decline in service? Have we already identified what the balance is going to look like?

Mr. Muth said I don't believe so. Again, to address some of staffing issues, obviously the hiring of a construction management consultant is key to that, so that we're not staffing up with all those folks. Again, we'll hire someone; they're on for the duration of the project and then they'll be gone at the end. We do have some folks from CDOT and Engineering who have been working on the project. I'm not aware that there are going to be any impacts to any of the other projects in the Community Investment Plan, if that's your question. This just shows the anticipated appropriations. Again total Federal contribution of about \$580M, State contribution of \$300M.

This shows the way we expect the cash flow to come from those two funding partners. Again, to date \$105M received from Federal and \$82M received from the State. The State plans to pay it out at a rate of \$25M a year through FY22 when they will settle up at the end, and then also we anticipate \$100M per year under the Federal Full Fund and Grant agreement out through FY19.

Ms. Flowers said there has been an announcement that \$66M for FY13 Federal appropriations will be coming to Charlotte and that is included in John's number but we expect to get the formal notification probably in the next two weeks but Senator Hagen's office has already been notified of the \$66M appropriation.

Councilmember Mayfield said congratulations.

Mayor Cannon said thank you very much.

Councilmember Barnes said so a follow-up Ms. Flowers; the remaining \$34M is anticipated to be in the Federal Budget or you don't know?

Ms. Flowers said for FY13 only \$66M was appropriated. I think we were asking for \$70M in that year and \$66M was appropriated. Our funding plan anticipated \$100M a year based on the Full Funding Grant Agreement contract and so the future years are forecasting \$100M as the appropriation amount.

Mr. Barnes said and so if we asked for \$70M and got \$66M, how does that impact the project?

Ms. Flowers said that didn't affect our cash flow initially because when we went out for our financing, we actually were very conservative and our funding projection was zero. So the \$66M is quite an improvement.

Mayor Cannon said this appropriation was timely considering where we are in the process of construction as well, correct? It's pretty much what we were anticipating but will help us to continue just to move this along the way.

Ms. Flowers said yes.

Mayor Cannon said council let's make sure we thank our delegation for their level of support and engagement in seeing this through. They've been stellar about this and we need to make sure that we are thanking them for what they've been doing.

Ms. Flowers said yes we were conservative because we are anticipating a sequestration and continuing resolutions that we might not actually get any funding, but we were able to get \$66M.

Mayor Cannon said that's a big deal. Thank you so much.

Ron Carlee, City Manager said if I could just reinforce your comment Mayor on thanking our delegation, that would be both our Federal delegation and our State delegation. We continue to have bipartisan support with our state delegation. As you can see from the chart, our dependency on annual state appropriations extends for a significant period of time and making sure that our delegation there on both sides know that we really appreciate their support. I know that they will appreciate hearing it.

Councilmember Phipps said could you go back to that slide that describes the likely impacts of construction. I would say that that's going to be the definite impacts of construction. One of the things that really concerned me is really getting ahead and informing the community of what's going to be happening come March with the civil design construction, and I really do think that Corporate Communications has been doing a pretty good job so far in what's going on now up there in terms of alerting the driving public of what's going on, but I think as we get closer to the actual hard construction, that there's going to be a lot of traffic frustration in that corridor and I just want to make sure that we get ahead of that and anything we can do just to keep those lines of communication open, I would be definitely for that.

Mr. Muth said yes sir. We feel we have a good plan in place and the team that has been working with the business community. We meet with folks I think on a weekly basis. We're often

putting out information about what kind of work they can expect to see in the upcoming week in the corridor and then we certainly work much more closely with businesses who are going to have their driveways impacted in that coming week or for that period of time as we work with them about signage and access and so on. So again, we have this in place. I would urge you if you get any calls from citizens, please feel free to refer them to us and we'll work with them through these issues.

Mayor Cannon said Councilman Phipps, I know staff has been really good about making sure people have been informed—area businesses, residents, whomever might be affected by this. When Mayor Pro Tem Barnes was a district rep, he also was engaged in that activity. It may be that you circle back with him and staff getting the information that you need to be able to contact those persons. I think it would be helpful as well.

Councilmember Barnes said just a thought to a point the Manager made a moment ago about thanking our delegations, state and federal. Some time ago, I don't recall the nature of the letter, but we drafted a letter that we all signed to express appreciation for something, but I'm wondering if we may want to do that for the folks in Raleigh and the folks in Washington who are a part of our delegation. They need to know everything's not a war.

Mayor Cannon said that's not a bad idea. We can work on crafting something for that.

Mr. Muth said as you can imagine on a project like this, there are risks that we have to deal with on an ongoing basis. The ones that really get our attention obviously are ones where maybe we don't have immediate control over them such as coordination with the private utilities, so that's ongoing. I showed you the slide about how we'll have overlap on those contracts. Also coordination with some other North Carolina Department of Transportation projects that are ongoing in the corridor; the Mallard Creek Bridge replacements on North Tryon Street and then also the Sugar Creek grade separation project. Again we are working very closely with NCDOT on that. Railroad coordination—the railroad will be doing the construction of the relocated Norfolk Southern Freight track, so we'll be depending on them to get that work done and then also they have to provide flagging for our contractors that are going to be out in the corridor doing work and then also the bid environment; to date our contracts, the ones you've awarded already for utility relocation and demolition and so on, have come in under budget and there's been a good competitiveness on those projects. These upcoming three major contracts I mentioned; we've had several contractors. Six are prequalified on the Civil A; five on Civil B/C, and then 15 on the track and systems so, we're hopeful that we're going to get competition on those. Some our management strategies for controlling risk....

Councilmember Driggs said you mentioned on the risk factor as the issue of cost and being done on budget. What generally is our capacity to respond to the very common circumstance where the budget we have overruns on budget or on time. In this funding structure for example; if the total cost exceeds this, what's the contingency plan?

Mr. Muth said going back to the budget slide here; you can see that the project total of \$1.16B includes \$180M in unallocated contingency so that money is available to the project. Right now it's not directed towards any items on the project so we have that as needed as we work through any issues that might come up like that. We also have some allocated contingency that's including in there other line items, like in construction; that would be funds that we can use towards handling any change orders or anything that might come up. What we've tried to do under the management strategy is we have a change control board which includes representatives Carolyn, Jeb, Tim Richards and myself and the project director and then also an executive oversight team that has several department heads on that team and that group would be required to review and approve any kind of expenditures that might come out of the unallocated contingency.

Mr. Driggs said but would you expect to be able to get more federal and state money for example.

Mr. Muth said no.

Mr. Driggs said that's about 10%. Isn't it common for projects like this to exceed their original budget by more than that?

Mr. Muth said no. We feel we have a pretty good const estimate on this. You're right in the fact that if it were to go beyond the \$1.16B, there would not be any other state or federal monies expected. That would be local but the current contingency that we have in there is comprised of local, state and federal money so we went through several risk assessments with Federal Transit Administration and our consultants leading up to receipt of our Full Funding Grant Agreement and we worked them again to make sure that we had a fairly robust unallocated contingency.

Mr. Driggs said thank you.

Mr. Muth said again just construction management; we have continuous stakeholder coordination going on with North Carolina Department of Transition, AT&T, day and weekly conversations and scheduled meetings so we are working very diligently to handle and address these potential risk factors. I mentioned two stationary plan workshops coming up on February 11th and March 11th, up in the corridor at the Oasis Shriner Center. Those are for the stationary plans up in the University City area and there are several ways that you can stay informed to get information on the project. With that, I will turn it over to David to talk about the Phase II Lynx Gold Line.

David McDonald, Director of Planning said the Gold Line Phase II project as Carolyn has already talked to you about and John mentioned too that's included in the 2030 Corridor System Plan; some of the key things about history I wanted to remind you of is that in 2009, council advanced money to take the engineering of this project up to 30% to put us to the point where we can compete for an urban circulator grant for phase one, which we received and that project's under construction. Of course, this past May you authorized the City Manager to advance the project request permission to seek a federal grant for the project and you appropriated \$63M of local funding to match it and then June of last year, the MTC endorsed that project. This is the overall 10 mile alignment of the City Lynx Gold Line. We talked about phase one. This is the 1- ½ mile starter piece which is under construction currently and anticipated to be completed in 2015. This is about 1 ½ miles long. It includes six stops; costs about \$37M and \$25M of that approximately is federal funds and \$12M local funding. One of the reasons we were able to keep the cost down is we are reusing some vehicles we already have. These are the Gomaco vehicles that were used on the south corridor initially and then retired, and so we used these vehicles for the starter line. Moving to phase two, this is a 2 ½ mile extension of the project. It extends about a half mile to the east, crossing over Independence to Sunnyside Avenue and about two miles to the west, taking us out to Johnson C. Smith University at French Street. This adds 11 stops taking our total up to 17 and it is estimated to cost about \$126M based on the 30% design. Additionally, we would add an upgrade to the modern street car vehicles and we would raise the existing platforms on the first six stops so that we could have level boarding platforms at all the stops with this project. One of the key things I need to talk to you tonight about is Map 21, and we talked a little bit about that, the different processes. Lynx BLE falls under the New Starts Program. That's the process where you can have really big projects, large sums of money. Small Starts is where we believe we'll have our best competitive advantage for street cars. These are for smaller projects up to \$250M total and \$75M of local funds and so \$126M project fits very nicely into that groove. Under Map 21, streetcar is much more competitive under Small Starts than it has been in the past. Also, one thing that changed is that now FTA requires more upfront local investment and I'll explain that in more detail with the next slide. This is a diagram of the Small Starts process. With FTA's process, you have to request permission to enter project development where you do the majority of the design and planning for the project. This is the area where we need to advance local funding to be able to advance the project development. Once you then reach that, an application is submitted, it's rated; it's approved, you get an expedited grant agreement and that agreement then will allow you to be reimbursed for the money that you spent advancing the project. We have already submitted a request to enter project, that's the absolute first step so that we can be evaluated by FTA. They will give us permission; hopefully soon, to enter project development. At that point, any funds that we expend would be eligible for future reimbursement if a grant agreement is received. Focusing in on project development—I'm not going to go in detail in each of these items, but you see some check marks here. These are some key items that have to be done. We are very much farther along in the process than a lot of others are in Small Starts. All of these things have already happened. They've already been approved and so we have those checked off. What has to happen mainly to be able to proceed is we need to adopt these in our long-range transportation plan. Many of you on council are familiar with the Metropolitan Planning Organization. They

are in the process of updating that plan and have been working it for a few years now and it is set to be adopted in April and it does include the City Lynx Gold Line Phase II. So that will be checked off very soon as well. The main thing that needs to happen is to complete the sufficient engineering and design so that we understand the full costs of the project and of course all of this will continue with community engagement that we have had with the public on the efforts already taken place and moving forward. So focusing in on that design work that needs to happen and how quickly it needs to happen; there's some key contracts and these are those that are listed. We need to advance the design of this project to at least 65% and that's a key stage because at 65%, that's where we set the price of the Lynx BLE. We have enough information about the operating costs of the projects and the risks associated with proceeding with the project that we can then set a cost estimate and a timeframe that we feel comfortable entering into a contract with FTA to commit to meet. Also we've talked in the past about what kind of vehicle we'll use, whether it has on wire or off-wire capability. We need to hire a consultant to help us evaluate what is available out there on the market and can it be delivered in the timeframe that we need. Additionally, as part of the application process to be rated for the project, we need to update our land use economic development and our financial plan. We estimate that this cost will be about \$12M for these consultant contracts and the staff time that goes with it. So how does that relate to the schedule? Our goal is to get included in the President's FY16 Budget which starts October 1, 2015. Like your budgets you have to do them well in advance and so the President has to make his decision in January/February 2015. That means by September of this year, we must submit our Small Starts application. In order to do that, which is only about eight months away, we need to get authorization on those engineering and design contracts at your next council meeting and for your next budget meeting. So to that end...

Councilmember Fallon said alright, we advance the money and we don't get the grant, what happens then?

Mr. McDonald said you've taken the project to a 65% level design; you have a much better understanding of the project; a better understanding of how it competes. It puts you in a position where you then can compete for the next available pot of money or make small changes to the project to make it more competitive. So it's advancing the project; you know more about it; you're able to advance the project and those expenses are eligible for reimbursement once you get the grant.

Ms. Fallon said if you get the grant.

Mr. McDonald said that's correct.

Ms. Fallon said if not we're on the hook for the money and we're stopped in the middle and not ask for property tax?

Mr. McDonald said if we have designed the project and advanced the project, that's correct.

Councilmember Lyles said when we talk about the money that would be expended, it would be planning and design money that would probably have a shelf life for a number of months or even years. So it would be money that would have to be spent if the project is going to be taken on at any given time. I think the question that I have is whether in the \$12M is that included in the funding that was approved for the project. So it already has been designated. It wouldn't be any change or is this a request for additional allocation or is it within the budget that was requested?

Mr. McDonald said this is \$12M of the \$63M that council authorized to advance the project and you are correct that this does have a shelf life. With planning and design, it gives you more information about the project. We advanced it to a 65% level of design. We have a lot more confidence in the cost estimate and so that's something that does have a shelf life. It's not something that's wasted. It's something that gives you more information about the project and makes it so that you are more competitive going forward.

Ms. Lyles said and its 65% of the design not total.

Mr. McDonald said 65% of the design rather than 30.

Councilmember Driggs said I share councilwoman Fallon's concern about this contingency and I wonder if for example, we could have a plan that says we're either going to get the money from here or we're going to finance it this way so that we know before we spend the \$12M regardless of the outcome, what exactly our situation is because the thing that's a little scary about this is we go down this road and we put that money at risk and we don't have an answer for every contingency we might encounter. I don't think the possibility that we don't get the federal money is such a remote thing that maybe we should know in advance what we would do if we didn't.

Mr. Carlee said the policy position by Council to date is that we would continue to seek federal funding. The only other alternative would be through local funding and Council has not considered that proposition at this point.

Mr. Driggs said I think the point I'm trying to make is that maybe we should. I would just like to be in a position where I could tell the public we know that its either going to turn out like this or like that but not find ourselves in a position where we're half way down a road and then do not have the complete freedom of choice. Is that an unrealistic expectation?

Ms. Lyles said I think that I understand the question completely and it certainly is something the council has to consider. I think I would be very concerned if we were talking construction or land acquisition or hard costs that you couldn't recover. Design at 65%, I think at \$12M has a shelf life and I think that when we look at other projects, roads, things like that, we've done that kind of thing to get ready. You think about some of our TIP/TAP, but you do just as much advance planning, you just have the cost hidden inside of staff costs, design costs that are consultants; so to me it's almost like if you look at it in the terms of the way we plan and design for all of our transportation projects, we invest in the design work. I would not feel comfortable and I think that would be the question, investing in acquisition or construction. So it's just a question of how do you balance that and how much you are willing to sink that risk cost in there and I don't know the answer to it. I just say that I understand the question.

Ms. Fallon said it was \$63M. You take the 12 away, you have 49 left. Good, fine. You just threw \$126M at us. That's not 63, that's not 12, that's \$126M. It's double. Where do we get that money? Are you talking about property tax?

Mr. McDonald said no ma'am

Ms. Fallon said so where are we going to get it?

Mr. McDonald said the \$126M is the full cost estimate. We would anticipate receiving a 50% federal grant and so the other \$63M would come from the Federal Transit Administration. You get through the project development and you apply then for an expedited grant agreement. That grant agreement would be for the remaining 50% and so the \$12M that you've spent plus the additional \$51M that you have appropriated would then go matching the \$63M in federal dollars to be able to take the project to completion.

Ms. Fallon said you know we've been turned down for one grant already. How sure are we that we are going to get it? That we can go out on a limb with this? Plus switching it from a regular grant to a small grant; that doesn't mean we're going to get it. We've been turned down already.

Mr. McDonald said there are no guarantees. What I can say is that the Small Starts process is very competitive. We are much further along than a lot of agencies are. We believe that this is the best source to seek but it is something that there is some risk that's why we have to advance the money to be able to advance the project. It shows commitment. The FTA then considers that within the financial plan and it puts you in a much better position but the project has to be rated and compared to the others to be able to get funding and move forward. It's the same that we've done with the Lynx BLE and the south corridor.

Mr. Carlee said I just want to underscore if I may Mr. Mayor the last point that was made; this is fundamentally not different than what we did with the Blue Line as well. If you want to compete, you are going to be in a tough competitive environment, but if you want to get federal funds, you've got to get your skin in the game in order to compete or otherwise say that you're going to pay for it yourself. And for the level of federal funding that we are eligible for and

given the transformative nature of the project and its importance and part of an adopted plan, and a plan in which the City has already invested, this seems to be the appropriate and prudent course and a course consistent with what Council previously approved and authorized.

Councilmember Autry said that was pretty much my question. Wasn't the same process basically followed to gain funding from the Feds for the Blue?

Mr. McDonald said yes.

Mr. Autry said did we not take and invest into the design portion of the Blue Line project before we got any money from the Feds.

Mr. McDonald said we did. We received some grants along the way. I don't know that it was always 50/50 or earmarks and so the earmarks have kind of gone away so you have to advance a project a little further along by yourself before you are eligible for additional Federal funds.

Mr. Autry said so I think the take away in this is not some new fangled process and strategy to obtain funding for this grant for this project, its atypical of the way we conduct this kind of business.

Mayor Cannon said once again, nothing new.

Councilmember Smith said I want to echo Councilman Driggs' position. I have great concerns with this high of soft costs and we don't know if the remaining 50% money is coming. If not, where does it come from and I just thing that's a large undertaking for us.

Councilmember Austin said I would just like to echo what Councilman Autry said. We took the same route with the Blue Line. We need to take the same route with this. There are chances out there that we are going to be taking for this and the Council and the community initially said this is something that the community wanted. The Blue Line as another transportation option for both sides of the city so I think it's one that we need to strongly consider. Again, we took the same approach with the Blue Line. It's become very successful and I think the same thing will happen as we look to the Gold Line on the east and the west side.

Councilmember Driggs said I don't know if the probability that we were going to get a certain grant was different in that case and also I'm new here. So all I'm saying is if we are going to put \$12M in, I think it would be nice to be clearer about what our course of action is under certain circumstances. We're acknowledging the possibility that we don't get the federal money. I don't want to go to the public and tell them if we don't get the federal money, okay now what. I just think it would be good if we were up front. The concern I have is that we go down the road; we have already voted on a certain course of action but when it comes now to appropriating the \$12M, I don't think there is much recovery from that. Would that be fair to say for example if the thing could not get funded by any means? There would be little recovery from that if we don't go ahead and actually do this construction.

Mr. Carlee said I think I can answer that question directly. These will be end up being sunken costs and so there are essentially three paths for the city to follow. One, and the one that I would recommend is that we continue to apply for future federal funding. If we don't get funded on one grant, I would not say that we give up. I'd say we look at why we did not get funded; what the competition was; I would look what we need to do to improve our project and to make it more competitive. The commitment and the direction I received from Council when the project was approved was to use all efforts to seek federal funding in order to secure 50% of the funding and we would continue to do that even if we did not get this particular grant. The second alternative is to shelve the project. To not do it or not do it in the foreseeable future, you put the design on the shelf and may bring it out at some future point if the dynamics change around funding and funding availability, or third you have to find local source of funding. Local source of funding will be much more challenging. I think it ends up being part of the larger transportation funding dynamic that impacts both the Red Line and the Silver Line. We know that we're tapped out on transportation funding and we are working with MTC and others to develop longer term strategies to increase our Federal funding because obviously the Blue Line that we've talked about tonight and the Gold Line we're talking about now are not sufficient to meet all of the long term needs of this City and of this Region as important as these two projects

are. So if we're not able to access the Federal funding here, the funding of this project and the decision on whether to go forward or not will become part of that much larger transportation funding discussion.

Councilmember Lyles said I really have nothing to add to what the Manager said. It is the latter and I think that that's an appropriate thing to know, is that at some point we're either going to have a transit system that works for the community and we're going to try our best to get it funded in the right ways, but at some point there are transportation needs that are consistent across the City and at some point all of whomever sits in these chairs, balances all of that every year and not to say that everyone agrees, but it is something that everybody thinks through and does their very best to try to meet the needs of the plan.

Councilmember Driggs said I think my main point is I just want to be as transparent as possible about what assumptions we're making and about the situation we would be in if those assumptions are not fulfilled.

Councilmember Autry said I would just like to add that those assumptions were made with the Blue Line project all the way down the line also. So this is not unique.

Councilmember Barnes said I don't want to re-litigate this whole streetcar thing tonight but the fact of the matter is the Blue Line went through the MTC process from its conception. The streetcar did not. When we put that to vote back in 2007/2009, that wasn't the case. Also the funding methodology for the Blue Line is completely different from the funding methodology for the streetcar. So I know we're making progress on the transit system, we hope, but I don't think it's fair to say that we are comparing apples to apples because we're not. That's all.

Councilmember Autry said I would say that I would be referencing the discussion around the prospects of how you had to take the project to a certain point in its design aspects at 65% to secure the confidence with the FTA to provide the grant money for the project.

Councilmember Barnes said and perhaps the Manager or Ms. Flowers could correct me but I believe the half-cent sales tax helped to fund that work. In other words, there was a funding source. The funding source for this is the \$63M which is comprised of property tax money and other excess money in our budget.

Mr. Carlee said I do beg to differ with regard to it being property tax money.

Mr. Barnes said I know.

Mr. Carlee said and there is detail analysis which I did to show that it was not property tax money.

Mr. Barnes said I still think it is. He's says I'm delusional.

Mr. Carlee said I will say where a more immediate similarity exists to a certain extent is that the Federal and State funding for the balance of the Blue Line is not guaranteed either. It really is subject to appropriation. So when we're sitting here with significantly more risk at some level on the Blue Line, though we expect that it will come through, we don't have those assurances but we've made commitments and we've made investments in order to really advance the project; again, give the transformative impact that it has on the city.

Councilmember Driggs said I guess this is really a question and that is do we have the same visibility in terms of the likelihood of realizing the funding that we're contemplating for this that we had for the Blue. Is there a difference in the confidence that we were able to have then and we're able to have now about that funding because the thought that I have is the contingent nature of this is greater.

Mr. Carlee said I don't think I can answer that question without having had all the history on all the early years of the Blue Line and the various grant iterations that it went through.

Mayor Cannon said you still have a presentation to get through right?

Mr. McDonald said I'm done. That's it.

Mr. Carlee said it's not the punch line at the end Mayor is that we do have an important agenda item to bring you on the 27th and we wanted to lay a foundation for that.

Mayor Cannon said it's been good discussion I think here this evening but let's make sure that we understand that in order for Charlotte to be where she should be, it's going to take some creative thinking and that means that you cannot rule out any other possibilities relative to funding options that can avail themselves to us to be able to do things in portions of our city where we want to see differences made and that would account for every portion of our city and so the one thing we want to be conscious of is just making sure that we're keeping every option open relative to how we move forward to create both economic opportunities as well as creating the different types of transit modes that need to be in place that's going to be helpful for our community overall. So thank you again very much staff. Mr. Carlee, thank you. I think we have another presentation before we get downstairs at 7:00.

Mr. Carlee said if I may Mr. Mayor, following up on sort of the last comment Councilman Driggs made around transparency. While we really are trying to be transparent and reach out increasingly to our public and keep them engaged and know what we're doing and we have to have the public help us solve problems themselves and so I'm going to ask staff to really condense this so that we can get downstairs in time.

ITEM NO 5: COMMUNITY ENGAGEMENT STRATEGY

Mr. Carlee said Carol Jennings will kick it off with Regina Cousar and Tom Warshauer. We have representatives literally from all departments working to refine how we can increase our effectiveness in directly working with our public.

Carol Jennings, Special Assistant to City Manager, City Manager's Office said for the last few months a great team of City staff has worked together to look how we can engage our community not only in City projects but in city services and with new technology and new ways that citizens like to communicate, we have looked at how we would do that and want to present our findings to you tonight. So I'll turn it over to Regina.

Regina Cousar, Water Quality Program Administrator, Utility Administration said I'm going to skip ahead a couple of slides because I think the most part about community engagement is the community. So I'd like for you to hear from them yourself. (Video Presentation)

Ms. Cousar said okay that was significant in just saying to you; what's the imperative. The imperative of community engagement is just about this conversation that we're having here tonight. It's about making sure that we engage the community such that we make long term decision that can stand the test of time. We need to hear from the community and we need their help in order to help shape how we make these community investment plans and how we make growing use of funds to be appropriate and meet the community needs. We looked at other cities, and cities that we found that are doing really well with community engagement include Boston and San Francisco. We thought it was significant that the former Boston Mayor spoke to urban mechanics in the wave of municipal innovation. We looked around and we considered all the words that could be attached to community engagement when we looked at other local governments and I think that if you look at these words, you'll see yourself in there and your concern for the community. You want to connect. You want to be understood. You want opportunities. You want to build. You want to be effective. We need all of these things to happen around community engagement and a group of about 20 staff from all departments in the city have spent a great deal of time making sure that we fully understand that. We looked at what our current internal approaches have been and when we consider the full spectrum of how community engagement fits into a model of informed, consult, involved, collaborate and empower, we found that the City of Charlotte, although we have always been in the business of community engagement, we largely have been in aspects of inform and consult. We'd now like to do enhanced community engagement and move our impact more along the lines of involve, collaborate and empower. We recognize that the vintage tools of community engagement which include those public meetings and face to face interactions, those still have to happen, but we also have new tools available; new tools that will require us to meet the community where they

are. Our citizens have rich lives in reality but they also have very rich virtual lives. If we look at the information on a national level, we see that 74% of all adults are on-line now. Facebook, Twitter and YouTube were only created less than 10 years ago and they have experienced explosive growth. The public square is no longer a physical location and it is where community engagement occurs. The public square is now a moment. It's a moment of collaboration and we need to be wherever that moment is happening. If we look at the Charlotte statistics, we see that for our 600,000 adults in a single month, if we just look at their YouTube, FaceBook, LinkedIn and Twitter account usage, they in a single month will have used these social media applications over one million times. If we look at District One alone, the adults in District One next month will send over 35,000 tweets. It is clear that our residents are engaging virtually and that opportunities for enhanced community engagement will require willingness for us to meet them in the virtual world as well as in real life. Currently what we have available to us for tools are fairly good for enhanced engagement but no one tool will answer engagement and it takes more than that one tool to have the full impact of resident engagement. For example, if staff were working on a single project such as the Blue Line, they may have to send out mailers to inform. They may have to conduct a focus group to consult. They may need polling software to involve. They may need a citizen advisory group to collaborate and then they may need mind mixer software to empower our residents.

Councilmember Mayfield said if we go back one slide, you don't have to since we are running out of time, but can you all consider creating for all the districts and what that breakdown looks like for the media outreach, because I know one of the biggest concerns that I hear from a lot of people is that they still do want snail mail and I do have a number of constituents that are not online and not on all of these current forms of social media. So it would be interesting to see what the actual breakdown of usage is in today's demographic.

Ms. Cousar said we definitely have that information available and we can put that together for you.

Ms. Mayfield said thank you.

Ms. Cousar said so when we look at it, we recognize to your point that community engagement is not free, but we have captured here where we see the opportunities and again, we want to make sure you're aware that our Version 2.0 of enhanced community engagement we're going to have to move toward the involved, collaborate and empower spectrum. When we look cities again, such as Boston and San Francisco, they have social media centers and social media policies. We're going to have to in Charlotte revise our social media policy so that we can make it available to our departments to use 13 different social media tools that we currently have and we want to encourage them to utilize our primary engagement tools of Facebook and Twitter accounts. Our public website, which is CharlotteNorthCarolina.gov, will have a social media center on it that will be very similar to the cities of Boston's and San Francisco. At the end of the day, we arrived at these words to summarize our community engagement strategy. The strategy for enhanced community requires working together with residents and community partners to understand that aspirations for the future. Our work has always involved informing the community, but now we hope to collaborate and empower with the community more. This will enhance residents' role in shaping how community investments occur and increasing their connection to our community, and then Tom is going to provide you with some specific pilot projects and examples that we have for you today.

Tom Warshauer, Community & Commerce Manager, Neighborhood & Business Services said the CRP gives us a great opportunity to test some of these new tools because we want to find out what the best projects are that we should be working on. We want to make sure that the community is engaged in telling us what they would like to see in those projects and the community very broadly knows about what the projects are that are happening in their neighborhood as well as outside of it. We also want the community to know what's going on so we can find the right partners that can leverage the investments that you're making in all of these areas. So their engagement gives us the possibility for these great outcomes.

We have been doing community engagement for some time and a lot of the work that we did in the south corridor when we were developing the blue line there has led to billions of dollars of new investment in restaurants and housing and offices and retail facilities along that corridor, but as we go north and you have already seen this in the earlier presentation; you've seen new tools

being piloted to make sure that we are engaging people not just in meetings but using the technology to engage people outside of meetings. So you will be seeing that on the Blue Line Extension Stationary plans going north. We're already doing that on some of the sidewalk projects; testing Webex to make sure that people can attend meetings remotely. You'll be seeing new tools being debuted with Scaley Bark Traffic Calming, the Charlotte Cross Town Trail and the Comprehensive Neighborhood Improvement Program II. These are some of the tools; the green ones are ones that we've already been using. The black ones are ones that we intend to begin to pilot in these communities. These tools will enable us not just to have the meetings that we've traditionally had and to continue to reach people by mail but to also involve people remotely in meetings and to involve people not just in meetings but remotely to be able to give us their input without attending meetings and then beyond that, they'll be able to hear what people are thinking who aren't attending meetings so you can preserve the dialogue, you can extend the dialogue and you can extend a much more robust dialogue with the entire community. So you already heard a little bit from our public meeting interviews that we're doing where we're finding out how people want to hear information in Charlotte. We're using that and so we'll be testing and what you'll be seeing is us testing these in the Community Investment Project Teams all over the city. From the plans that you saw earlier, you've seen that we'll be over. Some of these tools will be used all over the town.

We'll be giving some training to our staff so that we know how to do it and how to manage it the best that we can and we'll be testing the tools throughout. Importantly though, we're not just doing this alone. We've been taking a look at our community partners to find out the tools that they are using and the success that they're having with those tools. We want to make sure that we are in line with what others in our community are doing, that we're using tools that they find successful, and common platforms throughout our town, and that we're in sync with what's going on elsewhere so it makes easier for people to really understand what's going on in our community and we are finding as we talk to our partners, the ones in blue and ones we've already spoken to; others we're waiting for a little bit information from, but we're finding that we're kind of right in the pack with what's going on locally. People are continuing to use mail and continuing to use meetings but moving into Facebook certainly beyond email and E-newsletters and moving into new social media. So we'll be learning with our partners how to make sure that we're best engaging the community.

Our next steps are the training and introducing new tools and also making data available to the public. We've been doing that for some time in some of our programs. Our Quality of Life Report offices do that but you'll be seeing more information being made available from a big data/open data perspective but also just more information being made available to the public. The public can't make good decisions without good information, neither can you and that becomes our obligation to figure out ways to make sure that they know what's going on in their communities. We'll also be taking a look at how to measure the impact of these initiatives so that we're seeing what's really working, what are people using and do we have the right tools in the right neighborhoods for the right projects. So our request for you is to be aware of what we are doing and then to listen to you as you all experience how you think this is rolling out and any concerns that you all might have tonight.

Mayor Cannon said very good; thank you. Anything further from you Mr. Manager?

Mr. Carlee said no. Thank you very much. As you can see, we did come full circle back to the Community Investment Program and our efforts to really reach out in working with our public and bring forward the use of their tax dollars.

ITEM NO. 6: Answers to Mayor and Council Consent Item Questions

Mayor Cannon said council if there is nothing further; no items have been pulled consent wise so we will adjourn from here and head downstairs.

The meeting recessed at 7:00 p.m.

* * * * *

The Council reconvened in the Meeting Chamber of the Charlotte-Mecklenburg Government Center at 7:10 p.m. for their Business Meeting with Mayor Patrick Cannon presiding. Councilmembers present were Al Austin, John Autry, Michael Barnes, Ed Driggs, Claire Fallon, David L. Howard, Patsy Kinsey, Vi Lyles, LaWana Mayfield, Greg Phipps and Kenny Smith.

INVOCATION AND PLEDGE

Councilmember Phipps led the Invocation and Mayor Pro Tem Barnes led the Council in the Pledge of Allegiance to the Flag.

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ITEM NO. 7: NATIONAL MENTORING MONTH

Mayor Cannon said we've approached that time where we typically grant awards or pay recognitions and so one of the things that is very important to me as mayor is mentoring. I used to be a mentee and I had two mentors and it was through that experience that, of course, I believe it helped to cultivate me in many respects and ways and I think it even had some impact in terms of where I sit today. It is so important, I think for us to continue to make sure that we have other individuals, men and women, becoming mentors for the number of mentees that are out there that need their level of support and so it is with that that we have a proclamation that we'd like to read tonight because this month is actually National Mentoring Month, if you didn't know that. So we want to make sure that we are honoring this month and paying some attention to it as we should. I'd like to also invite down Mark Teague. Mark, if you are here, come on down. He is the Advisory Board Chair of the Mayor's Mentoring Alliance and you can take the microphone. As you stand there at the podium, I'm going to ask Councilmember Kenny Smith if he'd read the proclamation largely in part because he's engaged in the lives of youth I know through church and other organizations so Councilman Smith.

Councilmember Smith said thank you Mr. Mayor.

City of Charlotte, North Carolina, Proclamation

WHEREAS, each January National Mentoring Month celebrates the contribution to mentors; it encourages citizens to become mentors; and,

WHEREAS, mentoring is an effective strategy that helps children and young adults by matching them with a caring, responsible adult who can provide guidance and direction and build their confidence; and,

WHEREAS, the City of Charlotte Mayor's Mentoring Alliance supports mentoring opportunity by increasing awareness of the needs for mentors, training and encouraging best practices to serve the youth in our community; and,

WHEREAS the Mayor's Mentoring Alliance has partnered with the United Way's Project 1000 to recruit and train 1,000 mentors; and,

WHEREAS, the Mayor's Mentoring Alliance will recognize the commitment of mentors, and those who support mentoring throughout our community on January 23rd, 2014, at the Mayor's Mentoring Alliance celebrating Our Mentors, Mentoring Works Event; and,

WHEREAS, Wells Fargo's, Duke Energy Center and NASCAR Hall of Fame will recognize National Mentoring Month by highlighting their building green, the color of mentoring awareness, during the evening of January 23rd;

NOW, THEREFORE, I Patrick D. Cannon, Mayor of Charlotte, do hereby proclaim, January 2014 as National Mentoring Month in Charlotte and commend its citizens to observe.

Mayor Cannon said how about a round of applause. This is one thing I won't complain about but yet will proclaim. So Mark thank you so much for what it is that you do and any words from you?

Mark Tiegel, Advisory Board Chair of the Mayor's Mentoring Alliance said no sir; I just want to make sure that you all knew that the advisory board was voluntary. They are behind me tonight and they have brought mentees with them. These are your future and they are being very well taken care of.

Mayor Cannon said let's get them to stand up for a moment wherever you are represented, please stand. Mark come on down and pick the proclamation up and as a matter of fact why don't you all come down here and get some camera time around here. I want to make sure you get recognized and take a quick picture with you as well. Jeff Hood, come on down here as well. I see you.

Mayor Pro Tem Barnes said Mr. Mayor, there's one young man who is wearing Carolina blue, but doesn't support the Tar Heels apparently, he needs some mentoring (laughter,) but I'm sure you'll make a great decision wherever you decide to go.

Mayor Cannon said young men, really, thank you so much for being here. Remember that the only thing between you and your success is error and opportunity. There's plenty of air but the question becomes, what will you do to take advantage of the opportunity. It's up to you; you can make a difference because I know that you certainly are doing what you need to do, how you need to do it; you're listening accordingly to those who really want to see you make it in life. So again, thank you so much for being here. Glad to have you.

ITEM NO. 8: CHARLOTTE-MECKLENBURG UTILITY DEPARTMENT AWARD

Mayor Cannon said we have another item here. So is Jackie Jarrell here? Jackie who is a waste water treatment superintendent, Angela Lee, field operations manager and Mike Osborne who is the Chair of the North Carolina American Water Works Association and the North Carolina Water Environment Association. They're here to give us a brief presentation and we'd also like to present an award and as they come the Charlotte Mecklenburg Utility Department was recognized in November of 2013 with the Collection System of the Year Award. This award through the North Carolina American Water Works Association and the North Carolina Water Environment Association recognizes Municipalities that protect public health and the environment through performance relative to management, operations, maintenance, and their sanitary sewer collection system and the second award, the George W. Burke Safety Award is an award that recognizes excellent safety programs so with that, I'd like to turn it back over to you all for your presentation.

Mike Osborne, Chair of the North Carolina American Water Works Association said each November, our association recognizes outstanding performance by our members to our awards program. This past November, I had the privilege of recognizing Charlotte Mecklenburg Utilities Department with multiple awards for their operational excellence and leadership in the water industry. Tonight I'd like share those two awards that you previously mentioned Mr. Mayor in which CMUD was selected for. The first award is the Large Collection System of the Year Award. This award recognizes municipalities who go beyond the basic requirements in the management, operation and maintenance of the sanitary sewer collection system. Angela Lee and her team are to be congratulated for their excellent work and beside Angela is the rest of the crew; if they would please stand. The second award is the George W. Burk Safety Award. The award recognizes one utility each year for their excellent safety programs and an excellent safety record. Jackie Jarrell and her team are to be commended for providing a safe place to work and I believe Jackie has some staff with her as well; if they would please stand. Lastly, I would like to acknowledge that CMUD was recognized by their peers in North Carolina but I'd also like to point out that CMUD is recognized by their peers across the nation as leaders in the water and waste water utility industry. So thank you Mayor and City Council for your time this evening to recognize the accomplishments of your staff.

Mayor Cannon said we certainly thank all of you for being here and for what you do, your dedicated hard work and service for the citizens of Charlotte. We certainly as Mayor and Council appreciate all of what you do because it takes a special person to do what you do. Everybody can't do what you do and we certainly just thank you again for your level of service and commitment. Councilman Barnes, would you be so kind as to read the plaque and be so kind as to present it to those that are represented.

Councilmember Barnes said absolutely Mr. Mayor. According to the North Carolina American Water Works Association and Water Environment Association, The Charlotte Mecklenburg Utility Department is the collection system, large system of the year for 2013 and we have this very attractive plaque to memorialize that. As the Mayor indicated, I certainly appreciate the work you do and Mr. Manager, one of the things that people don't really talk about enough is the safety of our water system and Barry Gullah is a very humble and modest man. He didn't even come down, but the work that you guys do for us in this county and in this city, we can't thank you enough for it because if you think about what happened in West Virginia recently, you guys do a lot to make sure that we have safe water in this city and in this county and Mr. Gullah and I talk frequently about the nature of our water and the quality of the water. But I appreciate what you're doing and obviously the acronym is NCAWWA, WEA recognizes it as well.

Mayor Cannon said thank you Mr. Mayor Pro Tem for doing that.

Councilmember Lyles said I'd like to recognize the Charlotte Mecklenburg Utility Department for receiving the North Carolina Water Environmental Association George W. Burke, Jr. Facility Safety Award. So Mayor Pro Tem Barnes spoke about the idea of safe water, but we know that you need a safe workplace and I want to say thank you to each one of you that are sitting in the audience and all of your colleagues for making the environment safe. When I pass by and I see the cones out and I see the walls erected, I see the work late at night when there's no traffic on our streets. I know it's because you've really put safety first. But I also want to take a special note and say that for Jackie and Angela who have led this department starting out as very young women, I know they couldn't have done it without the shoulders of you to stand on so thank you for making them successful and thank you for what you do for our community and our city.

RECOGNITION OF DELTA SIGMA THETA SORORITY

Mayor Cannon said you know about 101 years ago, an organization was founded by the name of Delta Sigma Theta and today they celebrate their Founder's Day. Founded in 1913 on the campus of Howard University, this public service organization was founded on the basis of sisterhood, scholarship and service and is one of the largest sororities in the world with well over 200,000 members in the United States and abroad. The ladies focused their programs and projects around economic development, education, political awareness, physical and mental health and international awareness. I understand that the Charlotte Alumni Chapter in fact, is one of the top 10 largest in the country boasting a large very active members and home to one of the sororities' former national presidents, Dr. Bertha Maxwell-Roddy, my great aunt. Again, ladies thank you for what it is that you do relative to providing service domestically as well as internationally. Your continued service and efforts certainly are recognized by this Mayor and this Council and we thank you so much for your level of service. If there are a few of you in the audience, why don't you just stand; I want to just give you a round of applause; we do. Thank you. And of course the honorable Vilma Leake of the Mecklenburg Board of County Commissioners is here tonight and is one of those proud members of Delta Sigma Theta; any comments from you.

Vilma Leake, Mecklenburg County Commissioner said to the Board and to our Honorable Mayor, I want to thank you for recognizing women who have courage, who have dignity and also have a sense of serving the community but most of all serving Charlotte Mecklenburg and for you to come back tonight and to make sure that this community is aware of who we are and what we have done, we certainly appreciate it. But I just want to say thank you for putting a sidewalk on the street where my two babies died a couple of years ago. So I say to you and to this board, thank you for serving this community. God bless you and thank you.

ITEM NO. 9: CONSENT AGENDA

Mayor Cannon said, Madam Clerk, are there any consent items that have been pulled.

Emily Kunze, Deputy City Clerk said yes there are several items; Item 18 was pulled by staff; Items 53-V, 53-W, were deferred to February 24th; Items 53-X, 53-Y, 53-Z, 53-AA, 53-AB were deferred to January 27th and Items 53-AH and 53AI were settled.

Motion was made by Councilmember Barnes and seconded by Councilmember Mayfield and carried unanimously, to approve the Consent Agenda items 18 through 53 as presented with the exception of Item Nos. 53-V, 53-W deferred to February 24th; Item Nos. 53-X, 53-Y, 53-Z, 53-AA, 53-AB deferred to January 27th; and Item Nos. 53-AH and 53AI were settled.

Mayor Cannon said there is a motion to approve the balance of the consent items and there is a second; before we do that, I know there is a comment to be made on Item No. 25 which would be the item on Tyvola Road that was just made mention by County Commissioner Leake and I'd like to recognize Councilwoman Mayfield.

Councilmember Mayfield said as the community knows, we had a horrific tragedy on February 22, 2012 where the lives of two angels, far too young than will never be realized were called home. At that time, council did not have in our funding budget for the ability to immediately start on another project, but I am glad that my colleagues saw fit that when we had the appropriations from another project that was initially identified as a \$28M project actually came in under budget at \$20M, we were able to reallocate those funds to the next projects. The interesting piece is that West Tyvola Road was the very next project that was in the queue that would have been in our discussions for the new capital investment plan that's not going on the ballot until this November. So the average time is around four to six years to have a sidewalk completed. So here we are tonight, the beginning of 2014 and we have the ability to award the low-bid contract to DOT Construction for the West Tyvola Road Sidewalk Project and this is almost unprecedented, the brevity of the amount of time that it's taken and I'm truly thankful for my colleagues for being forward thinking and for the community. So all of you that live along West Tyvola that saw the benefit and had the desire for us to move quickly with this particular development, I thank all of you for your willingness to move the conversation forward and with that, we have already motioned and seconded and I just want to congratulate the community.

Mayor Cannon said thank you for doing that and acknowledging this. And just for public information, this will look to be completed by spring of this year and so we look forward to that occurring and it would be actually two years next month that this tragedy would have taken place. This would have, could have been done sooner but we wanted to have a more comprehensive plan in place in terms of the construction just to build it all the way out as best we could so again thank you Councilwoman Mayfield for your leadership on this and others that may be around the dais who were advocating for such a change to take place as well as you staff. Thank you all so much.

Mayor Cannon said motions are on the floor with a second all in favor say I.

The vote was taken and carried unanimously.

The following Items were approved:

ITEM NO. 19: TIMEKEEPING AND SCHEDULING SYSTEM ENHANCEMENTS

Approve a contract with Jivasoft Corporation, in the amount of \$135,000 to upgrade and enhance the Police Department's scheduling system.

ITEM NO. 20: PRIVATE DEVELOPER FUNDS APPROPRIATION

Adopt Budget Ordinance No. 5273-X appropriating \$20,500 in private developer funds for traffic signal improvements associated with Boulevard Phase III, LLC.

The ordinance is recorded in full in Ordinance Book 58 at page 587.

ITEM NO. 21: SIDEWALK TRIP HAZARDS REMOVAL SERVICES.

(A) Approve a contract with Precision Safe Sidewalks, Inc. up to \$200,000 for removal of trip hazards on sidewalks and curbs throughout the City of Charlotte, and (B) Authorize the City Manager to approve up to two, one-year renewals each not to exceed the original contract amount.

ITEM NO. 22: FIFTH STREET STREETScape LIGHTING PAYMENT

Approve a payment to duke energy, in the amount of \$148,821.82, for the installation of 44 pedestrian scale lights for the Fifth Street streetscape project.

ITEM NO. 23: JOINT COMMUNICATIONS CENTER

Approve a contract in the amount up to \$4.9 million with Little Diversified Architectural Consulting Inc for architectural and engineering services associated with the Joint Communications Center, and (B) Approve a contract in the amount up to \$300,000 with System WorCx, PLLC for building commissioning associated with the Joint Communications Center.

ITEM NO. 24: STORM DRAINAGE IMPROVEMENT PROJECTS

Approve contracts for engineering services on storm drainage improvement projects with the following firms, each in the amount listed below:

Hazen and Sawyer, P.C. for \$1.0 million,
Woolpert North Carolina, PLLC for \$1.0 million,
The Isaacs Group, P.C. for \$1.0 million, and
Parson Brinckerhoff, Inc. for \$1.0 million.

ITEM NO. 25: WEST TYVOLA ROAD SIDEWALK

Award the low-bid contract of \$343,847.91 to DOT Construction, Inc. for the West Tyvola Road Sidewalk project

SUMMARY OF BIDS

DOT Construction, Inc.	\$343,847.91
Bullseye Construction, Inc.	\$352,660.15
United Construction, Inc.	\$355,567.35
W.M. Warr & Son Inc.	\$357,776.50
Carolina Cajun Concrete, Inc.	\$385,215.50
Huffstetler Group, Inc., The	\$413,373.77

ITEM NO. 26: CHARLOTTE-MECKLENBURG BOARD OF EDUCATION MEMORANDUM OF UNDERSTANDING

Authorize the City Manager to execute a Memorandum of Understanding with the Charlotte-Mecklenburg Board of Education to allow the Mitigation Bank to sell 218 feet of stream mitigation credit for permits required for expansion of Vance High School.

ITEM NO. 27: WATER QUALITY ENHANCEMENT PROJECTS CONTRACT AMENDMENT

Approve contract amendment 1, in the amount of \$400,000 with W.K. Dickson & Co., Inc. for engineering services.

ITEM NO. 28: AUTOMATIC TRAIN PROTECTION SYSTEM

Approve the purchase of an Automatic Train Protection System for the LYNX Light Rail Vehicles, as authorized by the sole source exemption G.S. 143-129(e)(6), and (B) Authorize the City Manager to negotiate and execute a contract with the Ansaldo STS UNSA, Inc. in an amount up to \$6.1 million for the purchase of Carborne Automatic Train Protection systems.

ITEM NO. 29: LIGHT RAIL VEHICLE PROPULSION SYSTEMS SPARE PARTS

(A) Approve the purchase of spare parts for the Light Rail Vehicles as authorized by the sole source exemption G.S. 143-129(e) (6), (B) Approve a three-year contract with Siemens Industry, Inc. for repair services and parts for Light Rail Vehicles propulsion systems, for an amount up to \$450,000, and (C) Authorize the City Manager to renew the contract for two additional, one-year terms for up to \$150,000 per renewal year.

ITEM NO. 30: LIGHT RAIL BRAKE AND SUSPENSION SPARE PARTS

(A) Approve the purchase and spare parts, as authorized by the sole source exemption G.S. 143-129 (e) (6), (B) Approve a three-year contract with Knorr Brake Company for spare parts for light rail vehicle brake and suspension systems for an amount up to \$1,125,000, and (C) Authorize the City Manager to renew the contract for two additional, one-year terms for up to \$375,000 per renewal year.

ITEM NO. 31: TRANSIT SCHEDULES AND BROCHURES

(A) Reject the unit price, low-bid submitted by ITek Graphics, (B) Award a unit price contract, to the second, lowest responsive bidder Professional Printers, Inc., for the printing of bus and train schedules and brochures for the term of two years, in an amount up to \$150,000, and (C) Authorize the City Manager to renew the contract for three additional, one-year terms for up to \$75,000 per renewal year.

ITEM NO. 32: TRANSIT MANAGEMENT SERVICES

(A) Approve a three-year agreement with current provider McDonald Transit Associates, Inc. to provide transit management services for the Bus Operations Division at an estimated annual cost up to the amount of \$620,000, and (B) Authorize the City Manager to negotiate and execute contract renewals up to the amount of \$650,000 per year, for up to two additional years.

ITEM NO. 33: AIRPORT INFORMATION DISPLAY MAINTENANCE CONTRACT

(A) Approve a contract with Signature Technologies, Inc. d/b/a ComNet for maintenance on the Airport's information display system for a term of one-year, and (B) Authorize the City Manager to approve two annual renewals with the possible price adjustments as stipulated in the contract.

ITEM NO. 34: AIRPORT AUTOMATED PASSPORT CONTROL KIOSKS

(A) Approve the purchase of automated passport control kiosks, as authorized by the sole source exemption G.S. 143-129(e)(6), (B) Approve a contract with Vancouver Airport Authority for the purchase of automated passport control kiosks in the amount of \$1,423,000, (C) Approve a five-year contract with Vancouver Airport Authority for maintenance and support of automated passport control kiosks, (D) Award a low-bid contract of \$305,700 with The Bowers Group, LLC for construction renovations and installation of the automated passport control kiosks, and (E) Adopt Budget Ordinance No. 5274-X in the amount of \$1,718,700 from the Airport Discretionary Fund to the Aviation Community Investment Plan.

SUMMARY OF BIDS

The Bowers Group, LLC	\$305,700
Edison Foard Construction Services	\$317,000
Encompass Building Group	\$323,500
Morlando Construction	\$348,500
DE Walker Construction	\$377,330
Clancy and Theys Construction	\$382,636

The ordinance is recorded in full in Ordinance Book 58 at page 588.

ITEM NO. 35: AIRPORT PASSENGER BOARDING BRIDGE MAINTENANCE SERVICES

(A) Approve a contract with National Jetbridge Services, LLC for maintenance services for 58 passenger boarding bridges for a term of one year and (B) Authorize the City manager to approve one renewal as stipulated in the contract.

ITEM NO. 36: AIRPORT OLD TERMINAL PARKING DESIGN SERVICES

Approve a contract for professional design services in the amount of \$113,400 with Talbert, Bright & Ellington, Inc. for improvements to public parking at the Old Terminal of the Airport.

ITEM O. 37: AIRPORT RENTAL CAR DECK DESIGN SERVICES CHANGE ORDER

Approve change order 2, in the amount of \$484,340, to LS3P Associated, LTD for professional design services for pedestrian tunnels connecting the hourly parking deck to the future terminal expansion.

ITEM NO. 38: AIRPORT ARCHITECTURAL SERVICES CONTRACT

Approve a contract in the amount up to \$485,000 with Roy W. Johnson, Architect, to provide planning and architectural services at the Airport for a term of two years.

ITEM NO. 39: FY2014 SMALL WATER AND SEWER SERVICE CONNECTIONS

(A) Award a low-bid contract of \$1,232,045.75 with B.R.S. Inc for installation of drinking water and sanitary sewer service connections throughout Mecklenburg County, and (B) Authorize the

City Manager to approve up to two renewals with possible price adjustments as authorized by the contract.

SUMMARY OF BIDS

B.R.S., Incorporated	\$1,232,045.75
State Utility Contractors, Incorporated	\$1,472,096.00
R.H. Price, Incorporated	\$1,623,420.50
Dallas 1 Construction, Incorporated	\$1,982,640.00

ITEM NO. 40: UTILITIES FIELD OPERATIONS HAULING SERVICES

Approve a services contract with McGirt Trucking Co. to provide hauling services of topsoil and spoils for a term of one year.

ITEM NO. 41: IRWIN CREEK WASTEWATER TREATMENT PLANT DESIGN AND CONSTRUCTION ADMINISTRATION SERVICES

Approve an engineering services contract, in the amount of \$4,132,979, with Hazen and Sawyer for final design and construction administration services for the Irwin Creek Wastewater Treatment Plan Reliability Upgrades Project, Phase 2.

ITEM NO. 42: BROADBAND TECHNOLOGIES OPPORTUNITY PROGRAM GRANT

Accept an agreement to restructure the City's Broadband Technology Opportunities Program Grant in the amount of \$8,831,568 to improve the public safety communications technology and infrastructure.

ITEM NO. 43: COMMERCIAL FITNESS EQUIPMENT

(A) Approve a unit price, low-bid contract with Wellness Solutions, Inc. for the purchase of commercial fitness equipment for the term of three years, and (B) Authorize the City Manager to extend the contract for up to two additional, one-year terms with possible price adjustments as authorized by the contract.

SUMMARY OF BIDS

Advantage Sport & Fitness Inc. d/b/a Carolina Sport & Fitness	\$ 91,272.70
Wellness Solutions, Inc.	\$152,431.35
Dunn Manufacturing Corporation	\$239,656.00

ITEM NO. 44: TASERS AND RELATED PRODUCTS

(A) Approve a unit price, low-bid contract with TASER International, Inc. for the purchase of tasers and related products for the term of five years, and (B) Authorize the City Manager to extend the contract for up to two additional, one-year terms with possible price adjustments as authorized by the contract

SUMMARY OF BIDS

TASER International, Inc.	\$626,410.48
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ITEM NO. 45: FIRE APPARATUS COLLISION REPAIR

(A) Approve a contract with Anchor-Richey EVS for fire apparatus collision repair for an initial term of three years, and (B) Authorize the City Manager to approve up to two, one-year renewals with possible price adjustments as authorized by the contract, and contingent upon the company's satisfactory performance.

ITEM NO. 46: TELECOMMUNICATIONS SERVICES AGREEMENT

(A) Approve citywide spending with TW Telecom of North Carolina LP for telecommunications services provided from May 2013 through December 2013, and (B) Approve an extension of existing unit price contracts through December 2014 with TW Telecom of North Carolina LP for the continued provision of telecommunications services at City facilities.

ITEM NO. 47: ART IN THE PUBLIC RIGHT-OF-WAY AGREEMENT

Adopt a resolution support the City's application for art in the public right-of-way on behalf of the ARK Group at the underpass of the NC Music Factory Boulevard and Interstate 277.

The resolution is recorded in full in Resolution Book 45 at pages 8-10.

ITEM NO. 48: REFUND OF PROPERTY AND BUSINESS PRIVILEGE LICENSE TAXES

(A) Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessor error in the amount of \$50,236.45, and (B) Adopt a resolution authorizing the refund of business privilege license payments made in the amount of \$11,100.32.

The resolutions are recorded in full in Resolution Book 45 at pages 11-13 and 14-15, respectively.

ITEM NO. 49: RESOLUTION OF INTENT TO ABANDON AN UNOPENED ALLEYWAY OFF OF SOUTH TORRENCE STREET

(A) Adopt the Resolution of Intent to abandon an unopened alleyway off of South Torrence Street, and (B) Set a Public Hearing for February 10, 2014.

The resolution is recorded in full in Resolution Book 45 at pages 16-19.

ITEM NO. 50: MEETING MINUTES

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of:

November 25, 2013	Citizens Forum / Business Meeting
December 2, 2013	Swearing-In Ceremony
December 9, 2013	Business Meeting
December 16, 2013	Zoning Meeting

ITEM NO. 51: IN REM REMEDY

(A) 656 Bradford Drive

Adopt Ordinance No. 5275-X authorizing the use of In Rem Remedy to demolish and remove the structure at 656 Bradford Drive (Neighborhood Profile Area 385).

The ordinance is recorded in full in Ordinance Book No. 58 age page 589.

(B) 4531 Sampson Street

Adopt Ordinance No. 5276-X authorizing the use of In Rem Remedy to demolish and remove the structure at 4531 Sampson Street (Neighborhood Profile Area 385).

The ordinance is recorded in full in Ordinance Book No. 58 at page 590.

(C) 2201 Catalina Avenue

Adopt Ordinance No. 5277-X authorizing the use of In Rem Remedy to demolish and remove the structure at 2201 Catalina Avenue (Neighborhood Profile Area 369).

The ordinance is recorded in full in Ordinance Book No. 58 at page 591.

(D) 1212 Eastway Drive

Adopt Ordinance No. 5278-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1212 Eastway Drive (Neighborhood Profile Area 10).

The ordinance is recorded in full in Ordinance Book No. 58 at page 592.

(E) 10029 Garrison Road

Adopt Ordinance No. 5279-X authorizing the use of In Rem Remedy to demolish and remove the structure at 10029 Garrison Road (Neighborhood Profile Area 84)

The ordinance is recorded in full in Ordinance Book No. 58 at page 593.

(F) 2217 LaSalle Street

Adopt Ordinance No. 5280-X authorizing the use of In Rem Remedy to demolish and remove the structure at 2217 LaSalle Street (Neighborhood Profile Area 374).

The ordinance is recorded in full in Ordinance Book No. 58 at page 594.

(G) 9210 Legranger Road

Adopt Ordinance No. 5281-X authorizing the use of In Rem Remedy to demolish and remove the structure at 9210 Legranger Road (Neighborhood Profile Area 254).

The ordinance is recorded in full in Ordinance Book No. 58 at page 595.

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ITEM NO. 52: PROPERTY TRANSACTIONS

ITEM NO. 52: LYNX BLUE LINE EXTENSION PROJECT PROPERTY TRANSACTION

(A) Adopt a resolution authorizing the transfer of a portion of Tax Parcel 089-172-42 located at 6515 North Tryon Street consisting of .25 acres in fee simple, valued at 72,525 to Amanat Fashions Corporation pursuant to Section 8.22 of the City Charter, (B) Authorize the payment of \$64,500 to Amanat Fashions Corporation to construct a replacement parking lot on the above-referenced property, and (C) Authorize the City Manager to negotiate and execute all documents necessary to complete the transactions.

The resolution is recorded in full in Resolution Book No. 45 at pages 20-21.

ITEM NO. 53: PROPERTY TRANSACTIONS

Acquisitions

Item No. 53-A: 9215 Snow Ridge Lane

Acquisition of .87 acres at 9215 Snow Ridge Lane from Patrick Reed and Julia Reed for \$166,000 for Airport Master Plan Land Acquisition.

Item No. 53-B: 8024 Steele Creek Road

Acquisition of .56 acres at 8024 Steele Creek Road from Clarence and Winifred Stevens for \$185,000 for Airport Master Plan Land Acquisition.

Item No. 53-C: 9331 Snow Ridge Lane

Acquisition of .57 acres at 9331 Snow Ridge Lane from Clifton Perry and Karen Perry for \$176,000 for Airport Master Plan Land Acquisition

Item No. 53-D: 9240 Dorcas Lane

Acquisition of 3.32 acres at 9240 Dorcas Lane from Edward Chapman and Janice Chapman for \$200,000 for Airport Master Plan Land Acquisition.

Item No. 53-E: 9440 Snow Ridge Lane

Acquisition of .92 acres at 9440 Snow Ridge Lane from Patrick Kipper and Penny Ann Kipper for \$36,000 for Airport Master Plan Land Acquisition.

Item No. 53-F: 9443 Snow Ridge Lane

Acquisition of .56 acres at 9443 Snow Ridge Lane from James A. Adams and Jennifer Adams for \$170,000 for Airport Master Plan Land Acquisition.

Item No. 53-G: 9311 Markswood Road

Acquisition of 1.05 acres at 9311 Markswood Road from Ann Hawley for \$214,500 for Airport Master Plan Land Acquisition.

Item No. 53-H: 9227 Snow Ridge Lane

Acquisition of .60 acres at 9227 Snow Ridge Lane from Jeffrey S. Blair for \$148,000 for Airport Master Plan Land Acquisition.

Item No. 53-I: 9000 Markswood Road

Acquisition of .94 acres at 9000 Markswood Road from Robert L. Miller for \$160,000 for Airport Master Plan Land Acquisition.

Item No. 53-J: 9221 Dorcas Lane

Acquisition of .45 acres at 9221 Dorcas Lane from Karl M. Windsor and Leann Johnson Windsor for \$163,000 for Airport Master Plan Land Acquisition.

Item No. 53-K: 9446 Snow Ridge Lane

Acquisition of 1.47 acres at 9446 Snow Ridge Lane from Joseph Kilminster and Renee Kilminster for \$150,000 for Airport Master Plan Land Acquisition.

Item No. 53-L: 234 North Sharon Amity Road

Acquisition of 117,482 sq. ft. (2.70 ac.) at 234 North Sharon Amity Road from Unitarian Universalist Church of Charlotte for \$30,000 for Gaynor Storm Drainage Improvement Project, Parcel #67.

Item No. 53-M: Johnston-Oehler Road

Acquisition of 24,269 sq. ft. (.557 ac.) in Fee Simple, plus 11,710 sq. ft. (.269 ac.) in Fee Simple within existing right-of-way plus 1,992 sq. ft. (.046 ac.) in Storm Drainage Easement, plus 14,408 sq. ft. (.331 ac.) in Temporary Construction Easement, plus 8,780 sq. ft. (.202 ac.) in Utility Easement, plus 1,992 sq. ft. (.046 ac.) in Sidewalk Utility Easement and Storm Drainage Easement at Johnston-Oehler from Harvey W. Johnston, Trustee of the Johnston Revocable Trust dated September 25, 1991 and Amended and Restated March 10, 2005 for \$30,500 for Johnston Oehler Farm to Market, Parcel #7 and #20.

Item No. 53-N: 3716 Johnston Oehler Road

Acquisition of 94,270 sq. ft. (2.164 ac.) in Fee Simple plus 18,620 sq. ft. (.427 ac.) in Temporary Construction Easement, plus 1,518 sq. ft. (.035 ac.) in Utility Easement at 3716 Johnston Oehler Road from Orville Oehler Thompson Jr., Teddie Clinton Thompson and Richard Kirk Thompson for \$215,000 for Johnson Oehler Farm to Market, Parcel #21 and #23.

Item No. 53-O: 4010 Melchor Avenue

Acquisition of 2,234 sq. ft. (.051 ac.) in Storm Drainage Easement, plus 638 sq. ft. (.015 ac.) in Temporary Construction Easement at 4010 Melchor Avenue from Linda M. Miller, as Trustee of the Ernest C. Morris Revocable Trust dated July 10, 1995 for \$15,300 for McAlway/Churchill Storm Drainage Improvement Project, Parcel #56.

Item No. 53-P: 928 Baxter Street

Acquisition of 710 sq. ft. (.016 ac.) in Storm Drainage Easement, plus 1,544 sq. ft. (.035 ac.) in Temporary Construction Easement, plus 9,803 sq. ft. (.225 ac.) in Existing Drainage Easement to be accepted at 928 Baxter Street from Morehead Properties, Inc. for \$26,765 for Myrtle/Morehead Storm Drainage Improvement, Parcel #1.

Item No. 53-Q: 900 Baxter Street

Acquisition of 4,846 sq. ft. (.111 ac.) in Storm Drainage Easement, plus 7,590 sq. ft. (.174 ac.) in Temporary Construction Easement, plus 9608 sq. ft. (.221 ac.) in Existing Drainage Easement to be accepted at 900 Baxter Street from Baxter Street Associates, LLC for \$246,341 for Myrtle/Morehead Storm Drainage Improvement, Parcel #2.

Item No. 53-R: 4320 Peter Brown Road

Acquisition of 2,206 sq. ft. (.051 ac.) in Fee Simple plus 1,497 sq. ft. (.034 ac.) in Storm Drainage Easement, plus 2,408 sq. ft. (.055 ac.) in Temporary Construction Easement, plus 3,830 sq. ft. (.088 ac.) in Utility Easement at 4320 Peter Brown Road from Mazz Welding & Fabrication, Inc. for \$14,675 for Pete Brown Road Extension, Parcel #1.

Item No. 53-S: 5533 Prosperity Church Road

Acquisition of 11,532 sq. ft. (.265 ac.) in Fee Simple plus 351 sq. ft. (.008 ac.) in Storm Drainage Easement, plus 904 sq. ft. (.021 ac.) in sidewalk and utility easement, plus 11,985 sq. ft. (.275 ac.) in Temporary Construction Easement at 5533 Prosperity Church Road from Prosperity

Church, Incorporated and any other parties of interest for \$10,000 for Prosperity Village Northwest Arc A, Parcel #2.

Condemnations

Item No. 53-T: Celia Avenue

Resolution to condemn 544 sq. ft. (.012 ac.) in Storm Drainage Easement, plus 1,388 sq. ft. (.032 ac.) in Temporary Construction Easement at Celia Avenue from T&M Investments/General Contracting, Inc. and any other parties of interest for an amount to be determined for Celia Avenue Storm Drainage Improvement Project Easement Acquisition, Parcel #9.

The resolution is recorded in full in Resolution Book 45 at page 22.

Item No. 53-U: Celia Avenue

Resolution to condemn 745 sq. ft. (.017 ac.) in Fee Simple at Celia Avenue from T&M Investments/General Contracting, Inc. and any other parties of interest for an amount to be determined for Celia Avenue Storm Drainage Improvement Project Easement Acquisition, Parcel #11.

The resolution is recorded in full in Resolution Book 45 at page 23.

Item No. 53-AC: 5425 Prosperity Church Road

Resolution to condemn 204 sq. ft. (.005 ac.) in Storm Drainage Easement, plus 88 sq. ft. (.002 ac.) in sidewalk and utility easement, plus 1,238 sq. ft. (.028 ac.) in Temporary Construction Easement at 5425 Prosperity Church Road from Prosperity Medical I, LLC and any other parties of interest for an amount to be determined for Prosperity Church Road Intersection Improvements, Parcel #1.

The resolution is recorded in full in Resolution Book 45 at page 24.

Item No. 53-AD: 5411 Prosperity Church Road

Resolution to condemn 363 sq. ft. (.008 ac.) in Fee Simple within Existing Right-of-Way, plus 33,143 sq. ft. (761 ac.) in right-of-way to be donated plus 536 sq. ft. (.012 ac.) in Storm Drainage Easement, plus 2,443 sq. ft. (.056 ac.) in temporary construction easement at 5411 Prosperity Church Road from Southern Holdings IV, LLC and any other parties of interest for an amount to be determined for Prosperity Church Road Intersection Improvements, Parcel #2.

The resolution is recorded in full in Resolution Book 45 at page 25.

Item No. 53-AE: Prosperity Crossing Drive

Resolution to condemn 2,580 sq. ft. (.059 ac.) in Temporary Construction Easement at Prosperity Crossing Drive from Southern Holdings IV, LLC and any other parties of interest for an amount to be determined for Prosperity Church Road Intersection Improvements, Parcel #3.

The resolution is recorded in full in Resolution Book 45 at page 26.

Item No. 53-AF: Eastfield Road

Resolution to condemn 31,930 sq. ft. (.733 ac.) in Fee Simple plus 2,386 sq. ft. (.055 ac.) in Storm Drainage Easement, plus 5,025 sq. ft. (.115 ac.) in Sidewalk and Utility Easement, plus 13,225 sq. ft. (.304 ac.) in Slope Easement, plus 13,472 sq. ft. (.309 ac.) in Temporary Construction Easement at Eastfield Road from Wagener Properties Charlotte, LLC and any other parties of interest for an amount to be determined for Prosperity Village Northwest Arc A, Parcel #3.

The resolution is recorded in full in Resolution Book 45 at page 27.

Item No. 53-AG: 5715 Prosperity Church Road

Resolution to condemn 41,135 sq. ft. (.944 ac.) in Fee Simple plus 2,693 sq. ft. (.062 ac.) in Sidewalk and Utility Easement, plus 16,579 sq. ft. (.381 ac.) in Temporary Construction Easement, plus 84 sq. ft. (.002 ac.) in Utility Easement at 5715 Prosperity Church Road from

Jimmie R. Reitzel and Barbara H. Reitzel and any other parties of interest for an amount to be determined for Prosperity Village Northwest Arc A, Parcel #4 and #5.

The resolution is recorded in full in Resolution Book 45 at page 28.

Item No. 53-AJ: 17001 New Birth Drive

Resolution to condemn 1,579 sq. ft. (.036 ac.) in Sanitary Sewer Easement, plus 17,800 sq. ft. (.409 ac.) in Temporary Construction Easement at New Birth Drive from New Birth Church Holdings, Inc. and any other parties of interest for an amount to be determined for Ramah Creek Sewer Interceptor, Parcel #35.

The resolution is recorded in full in Resolution Book 45 at page 29.

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ITEM NO. 14: CONCLUSION OF CONSENT AGENDA

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PUBLIC HEARING

ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF ANDRILL TERRACE

Motion made by Councilmember Barnes seconded by Councilmember Austin and carried unanimously to (A) conduct and close the public hearing to close a portion of Andrill Terrace, and (B) Adopt a Resolution to close.

The resolution is recorded in full in Resolution Book 45 at pages 1-4.

ITEM NO. 11: PUBLIC HEARING ON A RESOLUTION TO CLOSE A RESIDUAL PORTION OF OLD STEELE CREEK ROAD EXTENSION

Motion made by Councilmember Barnes seconded by Councilmember Kinsey and carried unanimously to (A) conduct and close the public hearing to close a residual portion of Old Steele Creek Road , and (B) Adopt a Resolution to close

The resolution is recorded in full in Resolution Book 45 at pages 5-7a.

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POLICY

ITEM NO. 12: CITY MANAGER'S REPORT

Mayor Cannon said Mr. Manager, do we have a report from you this evening.

Ron Carlee, City Manager said no sir.

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BUSINESS

ITEM NO. 13: LAND ACQUISITION FOR THE AMATUER SPORTS DEVELOPMENT FOR BOJANGLES' COLISEUM/OVENS AUDITORIUM SITE.

Mayor Cannon said there are several actions here. We have staff resources Ron Kimble and Brad Richardson. Is there any report from staff on this? Hearing none; just to let you know the action in this (A) Approve the purchase of approximately 6.84 acres for the Amateur Sports

Development at the Bojangles' Coliseum/Ovens Auditorium Site; (B) Approve a License Agreement between BVB Properties, Inc. and the City of Charlotte; (C) Adopt a budget ordinance appropriating \$3.6 million for this acquisition as well as amounts for demolition costs and to authorize the City Manager to execute all documents associated with the transactions between BVB Properties Inc.

Motion made by Councilmember Kinsey and seconded by Councilmember Autry to (A) Approve the purchase of approximately 6.84 acres for \$3,050,000 for the Amateur Sports Development at the Bojangles' Coliseum/Ovens Auditorium Site, PID 159-027-02 located at 3014 and 3016 East Independence Boulevard; (B) Approve a License Agreement between BVB Properties, Inc. (Licensee) and the City of Charlotte (Licensor); (C) Adopt Budget Ordinance No. 5272-X appropriating \$3.6 million for acquisition (\$3,050,000) and demolition costs (\$550,000); and, (D) Authorize the City Manager to execute all documents associated with the transactions between BVB Properties Inc. (Seller) and The City of Charlotte (Buyer).

The vote was taken and recorded as follows:

YEAHS: Councilmembers Austin, Autry, Barnes, Driggs, Fallon, Howard, Kinsey, Lyles, Mayfield and Phipps

NAYS: Councilmember Smith

The ordinance is recorded in full in Ordinance Book 58 at page 586.

ITEM NO. 15: NOMINATIONS TO BOARDS AND COMMISSION

Mayor Cannon said this now takes us to our nominations to boards. The action is to nominate citizens to serve as specified. Incumbents may be reappointed at this meeting of course.

(A) FIREMAN'S RELIEF BOARD

Emily Kunze, Deputy City Clerk said there was one nomination and that was for Harley Cook. He received 10 nominations.

Motion made by Councilmember Barnes, seconded by Councilmember Kinsey and carried unanimously to reappoint Harley Cook to the Fireman's Relief Board by acclamation.

(B) PRIVATIZATION/COMPETITION ADVISORY COMMITTEE

Ms. Kunze said there were five nominations: Michael Messinger received two; John Murphy received three; Katherine Payerle received 11; Kurt Robinson received four and Julian Wright received 10.

(C1) TRANSIT SERVICES ADVISORY COMMITTEE

Ms. Kunze said there were three nominations: three for Andrew Bowen; two nominations for Michael Messinger and three nominations for Miron Taylor.

(C2) TRANSIT SERVICES ADVISORY COMMITTEE

Mayor Pro Tem said there were a couple of different categories for C—George Schaffer?

Ms. Kunze said the second category, Transit Services Advisory Board, George Schaeffer received nine nominations.

Motion made by Councilmember Barnes, seconded by Councilmember Kinsey and carried unanimously to reappoint George Schaeffer to the Transit Services Advisory Committee by acclamation.

Ms. Kunze said for zoning there were four nominations: David Hoffman received 10, John Lambert received two, Bob Rapp received one nomination and Kurt Robinson received three nominations.

Councilmember Barnes said Mr. Mayor move to approve David Hoffmann by acclamation and also back to Privatization, we should approve Julian Wright by acclamation and Katherine Payerle who are both incumbents and received nine or 10 nominations.

Mayor Cannon said so there is a motion by acclamation of three different individuals and we will just do that in one motion understanding that two were in the Privatization Competition and one is in Zoning Board of Adjustments.

Motion made by Councilmember Barnes, seconded by Councilmember Kinsey and carried unanimously to (1) reappoint Jullian Wright and Katherine Payerle to the Privatization / Competition Advisory Board by acclamation and (2) reappoint David Hoffmann to the Zoning Board of Adjustments by acclamation.

(E) PLANNING COMMISSION

Ms. Kunze said for the Planning Commission, there were six nominees. Laurissa Hunt received one nomination; Deborah Lee received one nomination; Bob Rapp received one nomination; Cozzie Watkins received four nominations; Alberio Loaiza received three nominations and Nancy Wiggins received one nomination.

Mayor Cannon said we'll take that up next time.

Councilmember Kinsey said I believe I had a different nominee. Maybe I'm wrong, but I'll check with you later because I believe I had someone else that I nominated.

Mayor Cannon said was her name not mentioned?

Councilmember Kinsey said it was not mentioned I don't believe. Now I may have missed it, but let me check with you later on.

Mayor Cannon said this will remain open so we'll have time.

ITEM NO. 16: APPOINTMENTS TO BOARDS AND COMMISSIONS

(A) BUSINESS ADVISORY COMMITTEE

Ms. Kunze said the Business Advisory; there were five candidates that received votes. Renee Barfield received one vote; Mary Boyd received one vote; Erin Brighton received three votes; Edward Peugh received four votes and there was a write-in for Robert Cox. He received one vote so the top two will be Erin Brighton and Edward Peugh.

Run off:

Erin Brighton – 3 votes (Barnes, Howard, and Phipps)

Peugh – 6 votes (Austin, Autry, Driggs, Kinsey, Lyles, and Smith)

Edward Peugh was appointed to the Business Advisory Committee

(B) CHARLOTTE INTERNATIONAL CABINET

Ms. Kunze said there were four candidates that received votes. Joseph Glasgow received four votes; Soumia Ichoua received four votes; Deborah Walker received two votes and Ahmed Kamel received two votes. So the top two vote getters would be Joseph Glassgow and Soumia Ichoua.

Run Off:

Soumia Ichoua – 8 votes (Austin, Autry, Barnes, Howard, Kinsey, Lyles, Mayfield, and Phipps)

Soumia Ichoua received a majority of votes, no vote taken on Joseph Glasgow

Soumia Ichoua was appointed to the Charlotte International Cabinet.

(C) DOMESTIC VIOLENCE ADVISORY BOARD

Ms. Kunze said there were five candidates. Renee Barfield was not nominated at the December 9th meeting but her application was included in the attachments and she received three votes; Anton Shaw received two votes; Eddie Sanders received three votes; Dominique Dunn received one vote and Takiyah Nur Amin received one vote. The top two would be Eddie Sanders and Renee Barfield.

Run-off

Eddie Sanders – 6 votes (Austin, Barnes, Howard, Kinsey, Mayfield, Smith)

Eddie Sanders was appointed to the Domestic Violence Advisory Board.

(D) KEEP CHARLOTTE BEAUTIFUL

Ms. Kunze said there were votes for three candidates but only one received six votes and that would be Michael Zytkow. Joshua Arnold received two and Jennifer Moley received two.

Michael Zytkow – 8 votes (Austin, Autry, Driggs, Fallon, Howard, Lyles, Mayfield, Phipps)

Michael Zytkow was elected to Keep Charlotte Beautiful.

(E) PRIVATIZATION/COMPETITION ADVISORY COMMITTEE

Ms. Kunze said all four candidates received votes. D. Franklin Freeman received one vote; Frederick Hammerman received two votes; Tia Lee received two votes and Morris McAdoo received four votes.

Run-Off

Morris McAdoo - 3 votes –Autry, Lyles, Phipps

Tia Lee – 2 votes – Barnes, Kinsey

Fredrick Hammerman – 3 votes- Driggs, Fallon, Smith

Revote

Morris McAdoo – 6 votes (Austin, Autry, Barnes, Lyles, Mayfield, and Phipps)

Morris McAdoo was appointed to the Privatization/Competition Advisory Committee.

(F) WASTE MANAGEMENT ADVISORY BOARD

Ms. Kunze said both candidates received votes. Jamal Winfrey received two votes. Ann White received eight votes.

Ann White was appointed to the Waste Management Advisory Board.

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ITEM NO. 17 MAYOR AND COUNCIL TOPICS

Mayor Cannon said I'd like to acknowledge Councilman Phipps followed by Councilwoman Mayfield.

Councilmember Phipps said I would like the council to consider an expedited rezoning request for Petition No. 2014-26 Pioneer Springs Community School which is located in the Historic Croft Community of District Four. It's a recently approved Charter School. The zoning request needs to be expedited from the March meeting to the February Meeting in order to meet critical construction and up-fit requirements by the State of North Carolina. Such construction and up-fit needs to start in April of this year to meet a July completion date to receive the Certificate of

Occupancy. I respectfully request the council to approve the expedited rezoning petition to the zoning committee and ultimately to this full body for its consideration.

Mayor Cannon said Councilman Phipps is a hearing and decision needed in that same month or would it just be a hearing in February and then come back to the Council in March; the latter?

Councilmember Phipps said the latter. As long as we get it approved before April and they start construction then they can fulfill their obligations to be able to meet their project and construction timeline.

Mayor Cannon said is there any opposition to that? I hear none, very good. We'll see that on the agenda item in February.

Councilmember Mayfield said I want to make sure that the community as well as my colleagues are aware and know that you all invited to this year's MLK, Dr. Martin Luther King Jr's Memorial and Wreath Laying program that will be on Wednesday at 12:00 noon. We will be gathering at 11:55 at Marshall Park. Our speaker this year will be Brother Nimish Bhatt. So I'm excited that we are continuing to grow the MLK Memorial as well as reach out to our diverse community. So we want to make sure that the community is well aware to come out and support. Again, it will be at noon this Wednesday at Marshall Park. We will be around the Dr. Martin Luther King statue as well as make sure that everyone knows that this Saturday will be the Dr. Martin Luther King, Jr. Holiday Parade. The parade will be starting around 11:00. I believe we will start lining up at 10:00. So if anyone would like to come out and walk, participate, be a part of the parade, celebrate the life and the legacy of Dr. King as well as another event that will be happening and congratulations to Mrs. Dorothy Watty of the West Boulevard Corridor Neighborhood Association. She will be honored this coming Saturday at Johnson C. Smith University. So I want to make sure that those that may not be able to attend the MLK Celebration do know that there will be a celebration also at Grimes Lounge at Johnson C. Smith University and that will be starting around 11:45 a.m.

Mayor Cannon said anything else; Mr. Manager anything from you?

Mr. Carlee said no sir.

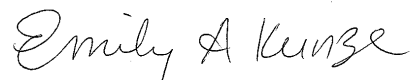
Mayor Cannon said Mr. Attorney, anything from you?

Mr. Hagemann said no sir.

Mayor Cannon said alright. I want to thank each and every one of you for tuning into this Charlotte City Council meeting and we look forward to seeing you next time.

Motion made by Councilmember Mayfield, seconded by Councilmember Barnes and carried unanimously to adjourn the meeting.

The meeting was adjourned at 7:48 p.m.



Emily Kunze, Deputy City Clerk

Length of Meeting: 2 Hours and 32 minutes
Minutes Completed: January 31, 2014