

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**September 3, 2024
6:00 p.m. – Huntersville Town Hall
101 Huntersville-Concord Road**

PRE-MEETING

None

**REGULAR MEETING
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall, 101 Huntersville-Concord Road, at 6:00 p.m. on September 3, 2024.

GOVERNING BODY MEMBERS PRESENT: Mayor Christy Clark; Commissioners Alisia Bergsman, Amanda Dumas, Jennifer Hunt, Edwin Quarles, LaToya Rivers and Nick Walsh.

Mayor Clark called for a moment of silence in remembrance of 9/11.

Mayor Clark led the Pledge of Allegiance.

ANNOUNCEMENTS

Huntersville Police Department Updates

- Citizen's Police Academy begins September 17.
- National Night Out is October 1.
- Johnathon Tolley was promoted to Sergeant.
- HPD's newest officers are Dylan Hartness and Chandler Cochrane.

Holbrook Park Treey Survey Update

- As part of proposed Holbrook Park parking lot expansion, the Town is conducting a tree survey of the site.
- Any proposed parking lot expansion will not impact the playground and no trees will be removed near the playground.
- Park patrons will see many large trees in the park with pink ribbons around them. Those ribbons are to identify certain size trees and do not mean those trees will be removed.
- Since this project is in the early stages, there is not yet a firm number for how many trees will be removed. The Town will continue to plant trees each fall in park areas where many large trees are coming to the end of their life cycle, including in Holbrook Park.

Ways to connect with us – website, social media pages, newsletter, Town of Huntersville app.

PUBLIC COMMENTS, REQUESTS OR PRESENTATIONS

Erin Katzner, President and CEO, provided update on the Carolina Raptor Center. *Refer to PowerPoint attached hereto as Exhibit No. 1.*

Commissioner Walsh said you mentioned when you release the birds. Where do you release them?

Ms. Katzner said we release them all over the place and it really depends. If a bird comes in and whoever found that bird has an interest in releasing it, then we will work with them to release it back at the location where we found the bird, but if there's somebody who wants to do a special event or wants to do a special release, then we will work with you to do that, too. If there's ever an opportunity that Huntersville wants to do a bird release as part of an event that you guys are doing, we would be happy to bring a bird for that. It's a great celebration.

Commissioner Hunt said what if someone finds an injured raptor, what can they do?

Ms. Katzner said if you find an injured raptor, you can call us. Our number is on our website on the front page and we can either walk you through how to capture it and put it in a box and bring it to us or we also have a team of volunteers who we call our transport volunteers and they go out all over the region and will scoop up the bird, put it in a box and bring it to us so that you don't have to worry about the talons and the beaks.

Commissioner Hunt said you have a digital way to keep track of the bird, too, right?

Ms. Katzner said we have a program that was founded at the Raptor Hospital by our former veterinarian, Dr. David Scott, called Raptor Med and he founded this program so that we could track all the health and care for all of our birds. When you find a raptor in the wild, we give you a number. That number you can go in and enter it into our website and you can see all the care that your bird has been provided throughout the time that it's with us at Raptor Hospital, which is great because you can see what it's fed every day, you can see the x-rays, you can see literally everything about that bird and kind of track its prognosis over time and my favorite part of it is there's a donate button so it tells you how much the bird's care has cost us.

Commissioner Bergsman said the only time in my life I've ever dealt with an injured raptor, I was luckily living here in Huntersville when one came to our backyard, so we've been through that experience in the past of catching it and being able to see on the website, you could see the x-rays and all of the information and to be able to release it back where it was found, so I love all the work that you do. You mentioned that you have 16,000 volunteers.

Ms. Katzner said 16,000 hours volunteered.

Commissioner Bergsman said with it being the start of the school year and a lot of students needing community service hours, can you just talk briefly about if anyone's listening that wants to volunteer and they are a minor, kind of what opportunities there are.

Ms. Katzner said since we do work with talons and beaks, we do require that minors have an adult partner that they volunteer with just so that we can make sure that everybody is staying nice and safe,

but we do accept volunteers that are under 18 if they are paired up with a parent or grandparent or somebody else who is an adult that has approval to work with them.

Commissioner Dumas said Commissioner Hunt asked about if you find a raptor and what the process for that is. But how do I know if it's a raptor?

Ms. Katzner said in general the raptors that we have in this area are hawks, eagles, owls, falcons, vultures and ospreys. Ospreys are kind of odd balls that are like in their own little thing, but we love them and we have tons of them around here thanks in large part to the conservation organizations that have worked so hard to clean up the lakes and rivers in our area. Those are the raptors that you are going to find in this area, but if you find any injured wildlife at all you can always call us and we will point you in the right direction. If it's not a raptor, we'll help you figure out what it is and get it to the right type of rehab center.

Mayor Clark proclaimed September 11, 2024 as Patriot Day.

A PROCLAMATION FOR PATRIOT DAY

WHEREAS, this 11th of September marks 23 years since the unconscionable attacks of September 11, 2001 claimed nearly 3,000 lives and irrevocably changed our world; and

WHEREAS, every year since, we have observed this somber anniversary as Patriot Day to remember those we lost and honor the courageous first responders and men and women from all walks of life who took action to protect their fellow Americans; and

WHEREAS, as we reflect on the past 23 years, we also commemorate the service members who answered our nation's call in the aftermath of the attacks. We will never forget their sacrifices to protect our cherished freedoms and way of life; and

WHEREAS, on this day of remembrance, let us pay tribute to the American heroes we've lost and recommit to the values of equality, opportunity and freedom our nation stands for.

NOW, THEREFORE, I, Christy Clark, Mayor of Huntersville, do hereby proclaim September 11 as "**PATRIOT DAY**" in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 3rd day of September, 2024.

Mayor Clark proclaimed September 8-14, 2024 as Suicide Prevention Week.

A PROCLAMATION FOR SUICIDE PREVENTION WEEK

WHEREAS, with September being recognized as "Suicide Awareness Month," the National Suicide Prevention & Action Month Proclamation was created to raise the visibility of mental health and proactive suicide prevention resources in our community; and

WHEREAS, according to the American Foundation for Suicide Prevention (A.F.S.P.), more than 49,000 people die by suicide annually in the United States; and

WHEREAS, according to Hope for the Day (H.F.T.D.), with an average of 132 suicides completed daily and each one directly impacting 100 additional people, including friends, service members, family, social media connections, and neighbors, we can safely assume everyone has been impacted by suicide; and

WHEREAS, the Town of Huntersville publicly places its full support behind those who work in the field of mental health, education, and law enforcement; and

WHEREAS, We encourage all residents to take time to understand mental health through education and recognize that we need to take care of our mental health while we take care of each other.

NOW, THEREFORE, I, Christy Clark, Mayor of Huntersville, do hereby proclaim September 8 through 14 as "**SUICIDE PREVENTION WEEK**" in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 3rd day of September, 2024.

Daphne VanMeter said I'm going to be talking about deforestation. It really bothers me because whenever they cut down trees, they give us less oxygen to breathe and one day there's going to be no trees, which means no oxygen, just because of people who wanted to expand parking lots, build more churches and more banks and plus the animals won't have anywhere to live or hide from animals like predators and predators won't be able to hide from their own predators. We also won't be able to have any food such as fruit, vegetables and other plants that we can eat. It just really bothers me that they cut down trees. I also like the smell of some trees like pine trees and I also like blossom trees and sometimes even if they deserve to be cut down, like if they are in the way of something, don't cut them down because what if a beehive was living there and you just cut down a bee's home, now they need to find somewhere else to rebuild all their hard work.

Stacey Ash said I've been living in the Huntersville area for 20 years. I love the area and really, honestly, what has been done here recently with all the parks, I mean exceptional job and it makes me so proud to be a part of Huntersville.

I have been blessed in my travels that I was able to go ahead and this year and 2023 hike the Appalachian Trail from Georgia to Maine, so I got to see some amazing places and everyone was like hey, what state did you love most and North Carolina, of course, and I especially love North Carolina and I am living in Huntersville. The Police Department, the parks, the greenways, I mean I just can't speak enough about it.

I can also tell you that I am an educator and I have been working with children and families for 20 plus years and I have an organization that I founded in 2020 called the Children's Nature Community and basically what that is, is that I felt like children needed the opportunity to be outside more. I studied the Reggio Emilia philosophy in Italy, I've been to Germany and observed forest schools and to me children need to be outside.

With the Village Nature Community, I started it. It's a very organic group. I don't get any return for it. It's just that I'm passionate about children, I'm passionate about nature. I started the group in 2020. Today I have over 4,000 families. The group was growing so fast I have 11 administrators for the page. We orchestrate meeting up every day to support families and children in the area.

Holbrook Park, my son he's in grad school right now, and we went to that park and so now looking at that park, the changes that have been done are outstanding, but the thought of any trees, I just think that there's.....I know that there's a natural progression and we do need to go ahead, but mature trees and children, I mean the whole business park is pretty much gone and that was a place that we would typically go. We'd ride our bikes and it's not a place that we go anymore. I know that we are concerned about we need to have the parking and we've been going around to the brewery parking and walking on. I just think that we need to rethink how that we can be intentional about saving some of the trees and the pavilion because I mean, to me, and coming fresh off the trail and you know like children need this opportunity so that they can go ahead and be in nature.

AGENDA CHANGES

Commissioner Bergsman made a motion to adopt the agenda.

Commissioner Dumas seconded the motion.

Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes – August 6, 2024. Commissioner Rivers made a motion to approve the minutes of the August 6, 2024, Regular Town Board Meeting. Commissioner Bergsman seconded the motion. Motion carried unanimously.

Approval of Minutes – August 20, 2024. Commissioner Rivers made a motion to approve the minutes of the August 20, 2024, Regular Town Board Meeting. Commissioner Bergsman seconded the motion. Motion carried unanimously.

Highway 21 Electric Feeder Project Contract. Staff solicited formal bids for construction services for the Highway 21 Electric Feeder Project. Lamberts Cable Splicing, LLC was the lowest responsible bidder.

Commissioner Rivers made a motion to approve contract for Highway 21 Electric Feeder Project. Commissioner Bergsman seconded the motion. Motion carried unanimously.

Contract attached hereto as Exhibit No. 2.

Budget Amendment – Dellwood Center. Commissioner Rivers made a motion to approve budget amendment appropriating General Fund balance in the amount of \$200,000 for Dellwood Center building renovations. Commissioner Bergsman seconded the motion. Motion carried unanimously.

Call for Public Hearing – Petition #TA24-14. Commissioner Rivers made a motion to call a public hearing for Tuesday, October 1, 2024, at 6:00 p.m. at Huntersville Town Hall, 101 Huntersville-Concord Road, Huntersville, NC 28078 on Petition #TA24-14, a request by the Town of Huntersville Planning Department to amend Article 153, Sections 2, 3, 4, 10, 11, and 13 of the Code of Ordinances to ensure compliance with state statute.

PUBLIC HEARINGS

None

OTHER BUSINESS

Budget Amendment – Purchase of 14703 N. Old Statesville Road. Anthony Roberts, Town Manager, said first I'll explain a little bit about the grant and then a little bit about Cashion's.

The grant we received came out of House Bill 259 back in 2023. Representative Bradford at the time was able to secure some funds for Huntersville - \$3,000,000 was associated with capital and equipment, and then \$200,000 was associated with the Fire Department. Typically with grants, there's a deadline that you have to use those funds. We received the actual funds in January 2024. The deadline to use those funds is October 2025.

A little bit further on the grant funds, at the second meeting in February of this year we used a portion of the \$3,000,000 that was for capital and equipment for the roundabout improvements. I think it was \$500,000 that we used that went towards those roundabout improvements. That's going to start in the

fall, so very soon you'll see plantings, some rock walls, etc., within the northern and southern roundabout. We used a portion of those funds, so that left \$2,500,000. The \$200,000 we've already used for bringing over the Fire Department in-house.

Now jump into obviously this budget amendment here, you could use the \$2,500,000, that's what we are proposing to use it for, you could say I don't want to use those for that, we'll use it for some other project between now and October and you could take that out of General Fund balance if you so choose. But staff has chatted and said that deadline is approaching, and this seems like a good project to use it for.

The Cashion's property, which is across the street, we have been working with the Cashion family representative Gordon Cashion. I don't know how many times I've talked to him, probably 20 over this period, so we've been working with the family. We haven't forced them to sell the property, we haven't condemned the property, we haven't done any of that. As you know through this process with the new town hall, one of the things the TIA came out as something that we have to look at is potentially putting in a turn-lane which goes in front of that store. That's a decision we still have to come back at some point in time and make a decision on. So far the process, if we continue to move forward with purchase of Cashion's property, is looking at a turn-lane which will get quite a bit of distance over into that property, so I just want to set that out.

Where have we gone so far. Obviously, we have come before the Board for a contract. The Board approved moving forward with the contract. We are doing our due diligence. Obviously, I can't take it any further. We have to have funds to be able to purchase the property. The action before you tonight is to be able to ask the Board to consider moving forward with a budget amendment to allow us to move forward with that purchase.

We're still doing due diligence. We've done a Phase 1, a Phase 2, like you would do on any piece of property. We did a Phase 1 and a Phase 2 actually on the property beside Cashion's when we purchased it. There used to be a house on there where the greenway entrance comes out on 115. Same thing, a Phase 1/Phase 2 there. I actually did a Phase 1/Phase 2 on the property right here where town hall is going. Anytime you are near a gas station, that's just good business to do that. I think we actually did a Phase 1/Phase 2 on the grass strip which is across the street. I know we did some core sample drills there. I'm not sure if it was a Phase 2, but definitely a Phase 1. I'm pretty sure it was a Phase 2.

We have done a Phase 2 on Cashion's. We've done core samplings. We are doing a few more samples, if I'm standing on 115 looking at the building on the right side closest to the park, a few more little core samplings there. I think we got some of that data back today that just said it looks pretty good. We found a little bit of elevated benzene in a little small area on the right side of the property, so the reason we decided to do a couple more core drillings is just to hone in on that area and tighten it up so that if we need to do some remediation, we'll be able to do that.

In this dollar amount you see before you, the \$2,500,000, the purchase price for the property is \$2,300,000. The other \$200,000 is for closing costs and any type of mitigation and clean-up that is needed. If there's mitigation and clean-up needed, there's also access superfund dollars. We work with Hart & Hickman. Hart & Hickman is doing the soil testing there.

I know I've rambled a lot and tried to give you and the public as much information as possible, but we've been talking about Cashion's for some time. We talked about any project that you do in the downtown area, we do or a developer does, is going to affect this intersection unless it's maybe a hotdog stand, but

other than that if it's a building of any magnitude, same thing on the green strip over here in front of DPK and the parking deck, it will require a TIA if it's of any significant size that's going to affect that intersection. There will be ramifications on that intersection that will most likely require a turn-lane on the Cashion's property.

We've been in discussions with the Cashion family through Gordon Cashion. They're comfortable with the process that we're moving forward. We've been very open the whole way. They've been great to work with, so what I ask you tonight is to consider this budget amendment to move this process forward and assuming all goes well, we would look to close mid-September. We are working with the family on that date, possibly as early as September 16.....somewhere September 16th probably through the 18th is my guess right now, but we will continue to work with the family to make that happen.

Commissioner Dumas said we are doing all the soil testing. I think that's what I've heard most about is we want to make sure that the soil is something we can actually build on. It sounds like we're doing all that testing. If we approve today and we move forward and then we continue to do the testing and have those discussions and we find something after we approve today. What then?

Mr. Roberts said as part of our due diligence we will not close on it. If we come back and find out that we find some bad stuff and let's say it's \$500,000 or whatever, we would not close. We would stop that, come back have more discussion with the Board and the property owner and see where we'd go from there. But we will not close if we find more details that cause us to go above this \$2,500,000.

Commissioner Rivers said you stated that the expected closing date is mid-September. Is that what I'm understanding?

Mr. Roberts said yes ma'am. The last conversation I had with Gordon we were looking at somewhere between the 16th and 19th.

Commissioner Rivers said in doing the due diligence, how long does it take for the due diligence process. If you find something, how long does that take to come back?

Mr. Roberts said we already have the Phase 2 findings and the report, so we know what the Phase 2 findings said. They found some elevated benzene, so from there let's just say the benzene was in this paper, so our goal was to try to see how small of an area is the benzene in. The other core drillings that we just got, I think we got the information today, they looked good and hone that area into a smaller spot. I know that's simplistic, but that's the way I can explain it. I'm no soil scientist, but that's what we are doing, and we have just received an email on that that sounds good, but we will make sure we get the full report. We've already had conversations with Hart & Hickman and Gordon. We'll have more conversations with Hart & Hickman and Gordon and hone in on how big of an area and then if superfund dollars are.....we already have lined up if we need superfund dollars. There's forms you have to fill out. You have to close down tanks and we'll be pulling the tanks out of the ground. All of that is part of that cost to pull the tanks out, clean up whatever is there and kind of wipe out everything that's above ground and seed it back in grass, that's kind of the short version.

Commissioner Dumas said I've lost my train of thought. It had something to do with the process afterwards. We've talked from the dais about doing an RFP that we plan to do. Would it be possible that we sell this parcel to the person that we pick for the RFP. What does that \$2,500,000 end up looking like in the future?

Mr. Roberts said assuming we close on the property and clean-up the property, we are actually going through a similar process, not a clean-up process, but a similar process across the street. Bobby had submitted me a draft RFP to look at over the weekend. I just started looking at that today with a bunch of attachments of data of what we know about the land and all that, from studies if we had downtown studies and things like that, you attach it to let folks that are interested know of all the different things we've got going on associated with that property.

Very similar what would happen is we'd put some type of, and this is kind of what we did for 760 Craft Works.....folks who are not familiar, that building was owned by the Town. The Police used to be housed in it. Obviously, they outgrew that building and one of the things that we looked at which was a little bit different for the Town, how could we try to create some activity downtown and so we went through an RFP process and as a part of that RFP process we put some conditions on the property. We just didn't put it out there and say it's for sale and you do whatever is a use by right or rezone it, etc. We wanted to make sure that when we sold it that it was a use and a purpose that the board wanted downtown that kind of generated activity.

That's how we did that process for 760 Craft Works, and of course they took the building and gutted it for the most part and created what you see there now. Then we created some cross-parking easements. Just to let everyone know, the parking at 760 is public parking also, so he could not go and just put up signs and say this is only for the brewery. There are cross-parking easements on that so that we can use that entire parking lot except for I think it's 6, 7, 8 parking spaces right behind the building, like right up against the building. Those are for private use, but all the other can be used for public space, so as we grow downtown, we need to get creative on how we add parking spaces and that's just been finalized probably we'll just say in the last month. We had some originally on the original portion of that building and then we created more.

The same process as 760 is similar to the same process we'll do on the grass strip that will probably come to you first and then we'll probably move over here to Cashion's and do a similar process. If for whatever reason you don't like that process and we didn't want to just sell it outright with restrictions, there's all sorts of different ways you could do that, and we would get our attorneys involved. You literally could own the property and build a project on it and lease it, but there's many different ways you can do it. That's the process that we have done at least once and may look at doing twice, but a future board would have to make that decision on what process, but it would be an RFP most likely, not just an outright sell because we want to make sure we get something that is beneficial to downtown.

Commissioner Bergsman said while we are talking about RFP's, is one of the things that you can restrict in that RFP something like residential, if you didn't want any residential on a property.

Mr. Roberts said absolutely. You can restrict it to whatever you want. You own the property. At the end of the day when you put out that RFP if we said we just want multi-family, you could do that. If we want commercial, no residential, or we want a mixed-use, all of the above, so while you own the property you can put whatever restriction you want on it.

Commissioner Bergsman said you mentioned a few times talking about the mitigation, the possibility of superfund dollars. Can you explain what that means?

Mr. Roberts said for clean-up, we'll just use gas stations.....so a gas station if they have some contamination of soil, there are superfund dollars that are out there through state and/or federal government that you can use to help clean-up sites. They monitor these sites. They're typically on

websites to show where these sites are, where gas stations are, etc. or contaminated sites. There are dollars out there to help with what they call clean-up and you have access to those and we've been talking to Hart & Hickman about that, so there are forms that you fill out when you shut down a gas station and we've been working with Gordon on that. You have to close the tanks. Obviously, he's drained the tanks, pumped all the gas out of the tanks. To be able to remove the tanks, there's a process, a time period for closing, all those type of things you have to work through, so we've been working with Gordon on that. He's been filling out whatever necessary forms that he needs to do that and so superfund dollars are clean-up dollars.

Commissioner Quarles made a motion that we approve budget amendment appropriating NC Office of Budget Management Grant 11982 in the amount of \$2,500,000 to various expense accounts for the purchase, mitigation and related closing costs for 0.350 acres located at 14703 N. Old Statesville Road, Huntersville, NC 28078.

Commissioner Hunt seconded the motion.

Mayor Clark said I just want to thank our Town Manager, Anthony Roberts, for working so hard on this project and bringing it hopefully closer to its conclusion.

Mayor Clark called for the vote.

Motion carried unanimously

Resolution – Support Legislation Authorizing Referendum on Additional Sales Tax. Anthony Roberts, Town Manager, said I'm sure there's going to be a lot of history on this and information, so I'm probably going to be long-winded because this took a long time to get here. I'm going to do my best not to go through every detail in the legislation, but the action before you tonight is to consider a Resolution of support for the legislation to be able to move forward. I'm going to give sort of a highlight of what's in the legislation from a Huntersville standpoint. We can get into the weeds, but I'll try to tackle like obviously the Red Line and transportation dollars and things like that.

I'm going to start there and then maybe give you a little bit of how the process could potentially move forward because I'm sure folks will be interested in that and then ask any questions you would like. I do have an attorney in the back of the room, Larry Shaheen, who has worked with the business community, the legislators, in helping craft this legislation, he and a team of other attorneys, so if you get too far in the weeds or too legal on me, I'll probably have to pull him up here to help me out.

In this legislation there are a couple of things what I would say kind of how it affects Huntersville and the priorities. In your package you have a Request for Board Action that was submitted. You have the legislation, and you also have an explanation of sort of the key points in the legislation that's also attached as part of it. Hopefully citizens can look at all that information and be able to grasp whatever information they need out of that. What I would say is in this document citizens will have the right to vote on the referendum on the sales tax that will determine the road network and our transportation future. Also in this legislation, there's a section in the legislation that is key, that allows transportation funds to come back to the town. In this legislation when working with Raleigh.....the folks in Raleigh have to pass the legislation if it moves forward, and one of the things that came out of Raleigh when we were working on this legislation was there needs to be transportation dollars. We want funds to go towards roads, not just rail, not just bus, so you'll see a section in the legislation that talks about 40 percent rail, 20 bus, 40 roads. I'm being simplistic.

There's also another section in the legislation outside of just the 40 percent road funds that would come back to Huntersville. There's a piece in there that also addresses where the towns get a portion of Charlotte's dollars also, so it's more like 50 percent of the dollars come back to Huntersville, so ultimately what is that impact. That impact I'd say the least is roughly \$10,000,000 on an annual basis that will come back for road transportation purposes. High side of that on an annual basis probably \$12,000,000. There's a formula in the legislation that calculates how that is for all the towns and how you calculate that. So that language is in here. I think the other key point in here that anybody that has followed the Red Line.....actually I've been on the MTC I think since 2001 and the Red Line was talked about way back then and never got close. One of the key factors there is Norfolk Southern owned the railroad right-of-way. As you probably have seen in the news, Charlotte is actually voting tonight to move forward with that purchase. In that purchase, they would purchase from Gateway Downtown to the Mecklenburg County line and there would be an option for the portion in Iredell County, but they would be purchasing from Downtown Gateway all the way out to Mecklenburg County line there in Davidson and then a potential option on the other.

Regardless of this legislation, Charlotte is moving forward with the purchase. The City of Charlotte is moving forward with that purchase tonight if they vote on that, so that is moving forward. This legislation is not going to be adopted tonight because there are many towns that have to adopt resolutions and it has to go to Raleigh. Key Point No. 1 is Charlotte buying the right-of-way. We've never had that opportunity, so the Red Line was dead in the water from the get go if you didn't have the right-of-way. They never had that agreement. That is Key Point No. 1, regardless of this legislation, is having that allows you to move forward with the Red Line.

Another thing in the legislation, Section 4.9 sort of gets into and says the Authority shall complete at least 50% of the Red Line before any other rail project is completed absent the existence of any event beyond the control of the Authority that delays the completion or makes completion impossible. Once the event that caused the delay no longer exists, the Authority must resume work on the Red Line. The northern towns, as we were working through this legislation, wanted to make sure we didn't want to be back in 2001. Red Line is No. 1. First thing is purchase the line, and that's what Charlotte is moving forward with tonight. That was Key No. 1. No. 2 is how do we continue to impress why Red Line is No. 1. We put language that the attorneys helped draft in the legislation that helps sort of move that along. And then there are other bullet points in here about with the Authority that basically they must solicit input from the northern towns as they continue to work through the process on the Red Line and details on the Red Line and then also the Authority or if the legislation doesn't pass, Charlotte buys the line tonight then ultimately it's the City of Charlotte would get reimbursed for that either through the current MTC structure and/or through an Authority if the legislation moves forward. There are a lot of factors in this legislation. Also, if it goes through in its current wording, the MTC would basically transfer over all those assets etc. to a Metropolitan Public Transportation Authority, so it would become an Authority with a different voting structure etc.

I could go on and on in details and I'm sure Larry could, too. You don't want to go through changes of definitions and things like that within the legislation, but those are the key points in the legislation. What I would say if you adopt a resolution tonight, like I say I think Pineville.....the only town that has adopted it that I'm aware of so far is Cornelius. Charlotte is looking at it tonight, and then there are other towns Davidson and Pineville etc. Matthews is not going to adopt a resolution in support. I think you all are aware of that. You've seen it in the news. I've told you they will not support this.

If the Board moves forward with this Resolution, then ultimately what Larry and his team will do after we sort of get all those resolutions, they will go meet with the legislators. Obviously, you know they're not meeting every day now. There are certain days that they'll be meeting and their team and the business community will try to move this legislation forward. I don't know, I would not bet a dollar tonight that this legislation is going to move forward right now and be approved and it's that simple. I wouldn't bet a dollar on that yet because time is of the essence, you know legislation is not going to stay there forever and Mayor Christy could tell us all about it because she was in Raleigh, and so she could tell you that.

I'm not going to sit here and tell you that the wording that you see in this legislation is going to be the exact a, an, and the that gets adopted and it can go to Raleigh and you know it can turn into maybe some pieces of sausage, I don't know. But if it goes to Raleigh and it's adopted, what comes out of that is ultimately Mecklenburg County after the legislation is adopted would consider putting a sales tax on a referendum or a ballot for the citizens to vote on. Probably the earliest that could happen is November of 2025. If the citizens approve that, what I would say the earliest that Huntersville would probably see those transportation dollars is 2026.

When is the earliest we could possibly see something working on the Red Line, an actual I'll just say a train, I don't know it's probably some of the questions is it diesel, is it electric, is it etc. They haven't determined that yet. I know back in the early 2000's they kept saying diesel, but as they move through the planning process in figuring this out, they will determine what type of train moves up and the intervals, how fast, all those kinds of things, where the stations are, they are doing those planning efforts now. What I would say is the earliest, and this is the earliest that something could be moving on that track besides me walking up and down it, is 7 to 10 years at best. That's just my guess. Obviously, that's not worth a dollar, but they have to go through that process.

Hopefully I hit all the highlights for you. I tried to kind of hit all over the questions I think that you may ask. I will be quiet and let you ask questions.

Commissioner Dumas said by your own words you were long winded, so I just want to point out to one important area, well it's all important, but one specific area about what's preventing what happened with the last tax increase that didn't really benefit our area, but we paid into it. What's preventing that from happening again? You spoke about a part that's in the legislation.

Mr. Roberts said the two things that advances the Red Line is purchasing the Red Line, purchasing the right-of-way. That allows it to advance. That's a key. If that didn't happen, I wouldn't have any faith. Two, the legislation has some of the parameters of 50 percent that I mentioned earlier, so those help. I cannot sit here and say it is 100 percent guaranteed that the Red Line is going to happen. I can't guarantee you that. Going through this process could things happen, yes, so I can't 100 percent guarantee it, but I can tell you that we're closer than ever before and the key is buying the right-of-way. It's a show-stopper. If you do not have that, and that is moving forward regardless assuming Charlotte moves forward tonight, and they have all intentions of doing that based on the many meetings we've been in. I don't know how long we've been talking about this, but a long time.

Commissioner Dumas said let's say the Red Line doesn't happen. In the legislation we'd still have that part that you mentioned now a couple of times that talks specifically about how we will still get invested in our roads in Huntersville and a significant amount which frees up some of our money to be able to do other valuable things for our town or to catch up with the traffic issues and the road issues.

Mr. Roberts said absolutely. Just to give you an idea and to piggyback on it, just from a paving standpoint just to give you an idea, 6 to 8 miles of resurfacing throughout neighborhoods, we'll just go with a \$1,500,000 dollars. That changes obviously with oil prices, etc. That kind of gives you an idea of what \$10 million annually would do or \$12 million annually and that most likely will grow based on what has happened previously. There are some times that it's sort of flat but for the most part in Huntersville, because it's a popular place to, shop, eat, etc. and people move here, that number tends to go up so that just kind of gives you a magnitude of that number in relation to it. I'm not going to sit here and guarantee you 100 percent that yes the Red Line is a done deal, it's happening. If they purchase it, that is key.

Commissioner Bergsman said while the Red Line, if all of this proceeds as we think it may, is still quite a while out. We would start receiving kind of revenue that approximate \$10 to 12 million long before that, right?

Mr. Roberts said that is correct.

Commissioner Bergsman said if it was on the ballot in November 2025, would that be 2026/2027.

Mr. Roberts said 2026 is what we are looking at to start receiving some of those funds.

Commissioner Bergsman said for the portion for roads that we're talking about here. It sounds like that also includes things like resurfacing, maintenance. Does it include that or only new projects?

Mr. Roberts it has some language in here that we can use it for road associated projects, so it's not new paving, it's not just resurfacing, so there's some stipulations around that, but yes we can use it for any type of road projects, sidewalks etc.

Mr. Roberts said I would just ask Larry – Larry, anything I've said wrong or you want to correct me.

Larry Shaheen said on behalf of the Charlotte Regional Business Alliance, which is who I work with as their attorney at the McIntosh Law Firm, we just want to thank Anthony. I cannot tell you how often I was so grateful to have him and his experience in the room with the other seven managers. We had a lot of different opportunities to talk through all this. There's been a lot of compromise that took place. There's been a lot of discussion among everyone that could possibly weigh in on this, but tonight it looks like if our vote count is correct, which I'm actually going to leave here as soon as you all vote and go right to Charlotte, if our vote count is right, we're buying the Red Line tonight. And for those of you that have been in this community as long as I have, I've been here since I was a half year old in 1984. This community made a promise to itself in 1997 to build the Red Line. It hasn't happened yet. And every single member of North Mecklenburg has paid taxes on that up to this point. When the northern communities came together to say you're going to buy the Red Line and you're going to build it or you're not going to get anything to the rest of this county, that was a strong position that the managers made and they were all adamant about that because if they hadn't, I don't think this community would have this opportunity to invest in itself. For those of you that know about Pennies for Progress, York County was the only other county around here regionally that has ever done anything this ambitious and you can see what that's done for them. There's nothing that Anthony said that's incorrect. I just wanted to come up here and brag on him. You and I have been friends and known each other since you were at Cornelius and I started out as a young child lawyer running around working on stuff. It's been fun to get the opportunity to work on this with you and I wanted to give you the opportunity to be bragged on in front of your Board for everything you've done. I'm grateful to him and of course to you

all for this opportunity. He's completely right, this is far from over. This is a Step 5 in Step 40.....40 steps of how this will happen, but I know that the businesses of your community couldn't be more grateful for your support and for helping to realize a dream that many of them have had for almost 30 years.

Commissioner Walsh said I've lived here for 32 years and I think we all know that we're not going to be able to pave our way out of the current congestion. You simply can't keep adding lanes to I-77 or any of our other roads, so the Red Line is going to be a game changer up here, so obviously I'll be supporting it. It's another mass transit opportunity and obviously we'll continue to look at non-motorized opportunities and then the \$10 million coming each year to Huntersville is going to be great.

Commissioner Rivers said I understand that this has been talked about for many years and I know that it's coming. I just want to ensure that as the Red Line proceeds and the process progresses, I want to make sure that the Town of Huntersville itself creates an anti-displacement agreement to ensure that those that are directly affected are protected. I'm not sure of the exact design, but I know that besides the double tracks which could cause displacement, I know there are other factors, so I would like to encourage the Town of Huntersville to create an anti-displacement agreement just like the City of Charlotte has created one. Theirs was created back in June 2023, so I just want to be mindful of that.

Commissioner Quarles said I want to say that I'm excited about this. I'm very excited about the economic impact it's going to do to our town. As we look at revitalizing our downtown, this is going to bring many people to the great city of Huntersville and then also the environmental reasons....getting vehicles off the road. I travel up and down 77 and I take advantage of the express lane, but to see how the congestion, the bottleneck is, so again this right here is going to make a huge difference and I'm looking forward and excited to make this vote.

Commissioner Bergsman said in earlier discussions we were understandably cautious – weary of false promises, similar to what occurred in the past 25 years. I know when I moved here back in 2011, that was a topic of discussion then and it's been going on ever since of not having a Red Line and not having it supported by Charlotte. I want to commend Anthony and the other North Meck town managers for their diligent work in securing the protections in this legislation that our community deserves. You've shown us what effective leadership looks like. This legislation addresses one of our community's top concerns, our roads, and does so in a way that can help alleviate the burden on our property tax base while also accelerating much needed improvements that benefit everyone. It also helps guarantee delivery of the Red Line project with firm guidelines and protections in place, a mark contrast to the last time. Most importantly, I absolutely support this Resolution because it puts the power in the hands of our citizens to voice their opinion through a ballot referendum ensuring your voices are heard on issues that matter most to them and I just want to reinforce that last point that we are having this discussion and voting on a Resolution, we are not voting tonight on a sales tax increase. We're voting to put that decision in the hands of the people, and I hope people will get out and vote whenever it's on the ballot if it makes it there.

Commissioner Hunt said I just wanted to echo my support for this as well. We've had a number of emails in support of this. People are hoping that we take this step today. It is important for us to try to ease the traffic congestion, which we all know is problematic. It helps to protect the environment by getting cars off the road, creates a lot of economic opportunity here in Huntersville, and then it also helps to improve transportation opportunities for individuals who don't have cars, so to me it sounds like a really important step here that we need to take.

Mayor Clark said before we make our motion for this, I also want to add one thing which is an important part of the legislation, something near and dear to my heart, which is the creation of a Transportation Authority which brings a little more power and say for the small towns surrounding Charlotte. As we consider transportation projects, it will give us a little bit louder voice. It won't give as much of a voice as I really wish we had, but it will help us get closer to having a bigger voice on transportation projects and not being overrun by the City of Charlotte, and so I appreciate that has been added to the legislation.

Commissioner Dumas said right before I make my motion, I'm just going to read a couple of the notes that we got from emails this week because this was one, as Commissioner Hunt said, that we received a lot of emails on and I promise you I read my emails but you're not hearing from me this week again, I'm sorry. I heard that it would be an abdication of duty because this opportunity won't come up again and we heard it from our own Manager, time is of the essence. The legislation won't be there forever. And then that this would help lower inequities by improving access to jobs, grocery stores, medical appointments and more; help address the climate crisis by removing cars from the road, reduce traffic fatalities and serious injuries by building streets that are safe for all; provide equitable and affordable transportation choices so more people can walk, bike and ride public transit to their daily destinations; reduce time spent sitting in traffic by providing more efficient ways of getting around and improve our health by reducing air pollution. I thought that email did a great job of summing it all up.

Commissioner Dumas made a motion to adopt the Resolution in support of legislation authorizing referendum on additional sales tax for further investment in roadway and public transportation systems.

Commissioner Walsh seconded the motion.

Mayor Clark called for the vote.

Motion carried unanimously.

CLOSING COMMENTS

None

There being no further business, Commissioner Walsh made a motion to adjourn. Commissioner Rivers seconded the motion. Motion carried unanimously.

Approved this the 17th day of September 2024.