

**CITY OF FALCON HEIGHTS**  
City Council Workshop  
City Hall  
2077 West Larpenteur Avenue

**AGENDA**  
June 1, 2022  
6:30 P.M.

- A. CALL TO ORDER:
- B. ROLL CALL: ANDREWS \_\_\_ GUSTAFSON \_\_\_ LEEHY \_\_\_  
MEYER \_\_\_ WEHYEE \_\_\_  
  
STAFF PRESENT: LINEHAN \_\_\_
- C. PRESENTATIONS:
- D. POLICY ITEMS:
  - 1. 2023 Pavement Management Project (PMP) Discussion
  - 2. American Rescue Plan Act (ARPA) Funds Discussion
- E. INFORMATION/ ANNOUNCEMENTS:
- F. ADJOURNMENT:

*DISCLAIMER: City Council Workshops are held monthly as an opportunity for Council Members to discuss policy topics in greater detail prior to a formal meeting where a public hearing may be held and/or action may be taken. Members of the public that would like to make a comment or ask questions about an item on the agenda for an upcoming workshop should send them to [mail@falconheights.org](mailto:mail@falconheights.org) prior to the meeting. Alternatively, time is regularly allotted for public comment during Regular City Council Meetings (typically 2nd and 4th Wednesdays) during the Community Forum.*

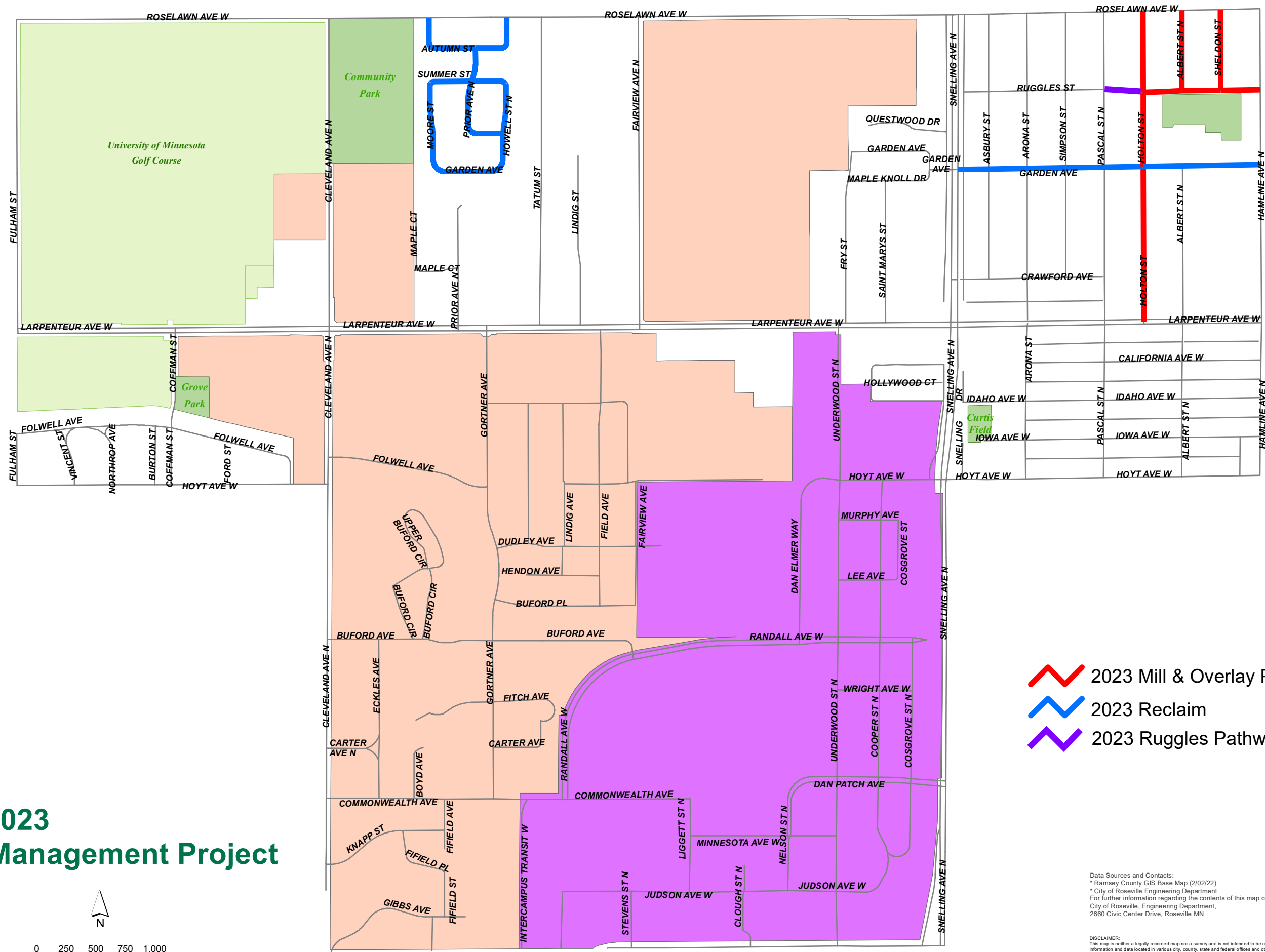





## REQUEST FOR COUNCIL ACTION

<b>Meeting Date</b>	June 1, 2022
<b>Agenda Item</b>	Policy D1
<b>Attachment</b>	Project Location Map, Presentation
<b>Submitted By</b>	Jesse Freihammer, City Engineer

<b>Item</b>	2023 Pavement Management Project Discussion
<b>Description</b>	<p>The 2023 Pavement Management Project currently includes Garden Avenue, the Iowa/Idaho Alleyway Improvement, Falcon Woods, and Holton/ Albert/Sheldon/Ruggles.</p> <p><b><u>Garden Avenue</u></b>          The Garden Avenue project was originally planned for 2015 construction but was delayed at that time due to discussion of street layout and possibly adding a sidewalk. The project has been a delayed additional time since to make a good discussion of the project layout can take place.</p> <p>Since 2015 the municipal state aid rules have been modified so there are more design options for different roadway cross sections available that could address problems identified in 2015. Staff will go through the presentation to discuss possible layout options as well as funding options for sidewalks if this is a consideration. Staff will also go over a proposed project schedule with public involvement since there are multiple options to consider that include sidewalk or no sidewalk.</p> <p><b><u>Falcon Woods</u></b>          Falcon Woods is scheduled for a full bituminous reconstruction in 2023 for an estimated project cost of \$1.06 million.</p> <p><b><u>Alleyway Improvements</u></b>          In 2021, the City solicited petition forms for the 2022 Alley Improvement Project. The City's Assessment Manual states that property owners are responsible for 90% of the cost for alleyway improvements, with the City funding the remaining 10%. The City required at least 30% of adjacent properties to sign the petitions. Only the Idaho/Iowa alley between Pascal St. and Arona St. received enough petitions for the project. This project is suggested to be completed in 2023 as part of the 2023 PMP. Firsthand accounts indicate that the alleys may have further deteriorated over the winter, so upon the Council's direction, staff could solicit additional petitions for other alleys to be completed in 2023.</p>

	<p><b><u>Mill and Overlay</u></b>  The 2023 PMP includes \$535 thousand for a mill and overlay of Holton, Albert, Sheldon and Ruggles streets in the vicinity of Falcon Heights Elementary.</p>
<b>Budget Impact</b>	See attached cost estimates for the 2023 Pavement Management Project
<b>Attachment(s)</b>	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• 2023 PMP Initial Cost Estimates</li> <li>• Garden Avenue Traffic Counts</li> <li>• Complete Streets Policy</li> </ul>
<b>Action(s) Requested</b>	Receive Presentation for the 2023 Pavement Management Project and provide feedback on the next steps for project development and public engagement.



-  2023 Mill & Overlay Project
-  2023 Reclaim
-  2023 Ruggles Pathway

Data Sources and Contacts:  
 \* Ramsey County GIS Base Map (2/02/22)  
 \* City of Roseville Engineering Department  
 For further information regarding the contents of this map contact:  
 City of Roseville, Engineering Department,  
 2660 Civic Center Drive, Roseville MN

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 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

# Proposed 2023 Pavement Management Project



Prepared by:  
 City of Roseville Engineering Department  
 March 8, 2022



mapdoc: 2023PMP.mxd  
 map: 2023PMP.pdf

## Falcon Heights Street Improvement CIP - Updated April 13, 2022

Year	Project #	Project	Location	Assessment	MISC	MSA	City- Streets	City- Storm	Total Cost	Notes
2022	20-01	Cleveland Avenue Project	Cleveland, Como - Larpentuer	\$ -		\$ 15,000	\$ -	\$ -	\$ 15,000	ADA Ramps at the Larpentuer
2023	21-03	2022 Alleyway Improvement	Iowa/Idaho Alleyway (Pascal St. to Arona St.)	\$ 39,000		\$ -	\$ 4,000	\$ 27,000	\$ 70,000	Mill and Overlay with Storm Improvements at Pascal Street
2023			Falcon Woods...	\$ 290,000		\$ 338,000	\$ 338,000	\$ 100,000	\$ 1,066,000	Falcon Woods Bituminous Reconstruct
2023			Holton, Albert, Sheldon, Ruggles	\$ 145,000		\$ 170,000	\$ 170,000	\$ 50,000	\$ 535,000	
2023			Garden Avenue	\$ 135,000		\$ 157,500	\$ 157,500	\$ 22,000	\$ 472,000	
2023			Additional Sidewalk		\$ 313,000				\$ 313,000	
2024									\$ -	
2025		2025 PMP	Roselawn, California, Idaho, Iowa	\$ 140,000		\$ 163,000	\$ 163,000	\$ 47,000	\$ 513,000	Mill and Overlays, Roselawn in RV CIP in 2023
2026										
2027		2027 PMP	Fulham (Lauderdale), Hoyt (St Paul)	\$ 22,000		\$ 25,000	\$ 25,000	\$ 8,000	\$ 80,000	Coop Project with LD & StPI
<b>10 Yr Totals</b>				<b>\$ 771,000</b>		<b>\$ 868,500</b>	<b>\$ 857,500</b>	<b>\$ 254,000</b>	<b>\$ 3,064,000</b>	
<b>Average Year</b>				<b>\$ 77,100</b>		<b>\$ 86,850</b>	<b>\$ 85,750</b>	<b>\$ 25,400</b>	<b>\$ 306,400</b>	
<b>2023 Total</b>				<b>\$ 609,000</b>	<b>\$ 313,000</b>	<b>\$ 665,500</b>	<b>\$ 669,500</b>	<b>\$ 199,000</b>	<b>\$ 2,456,000</b>	

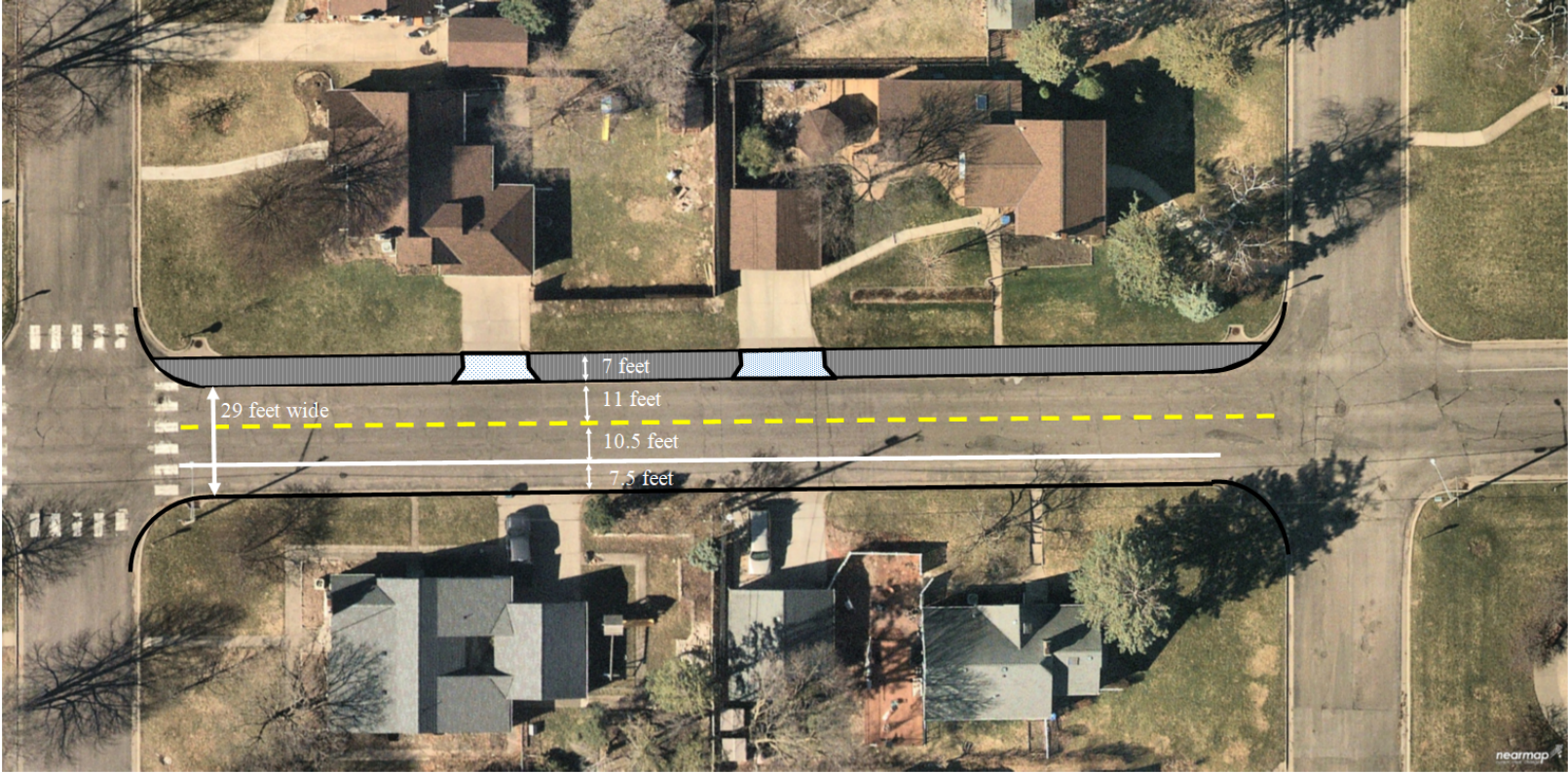
### Future MSA Spending

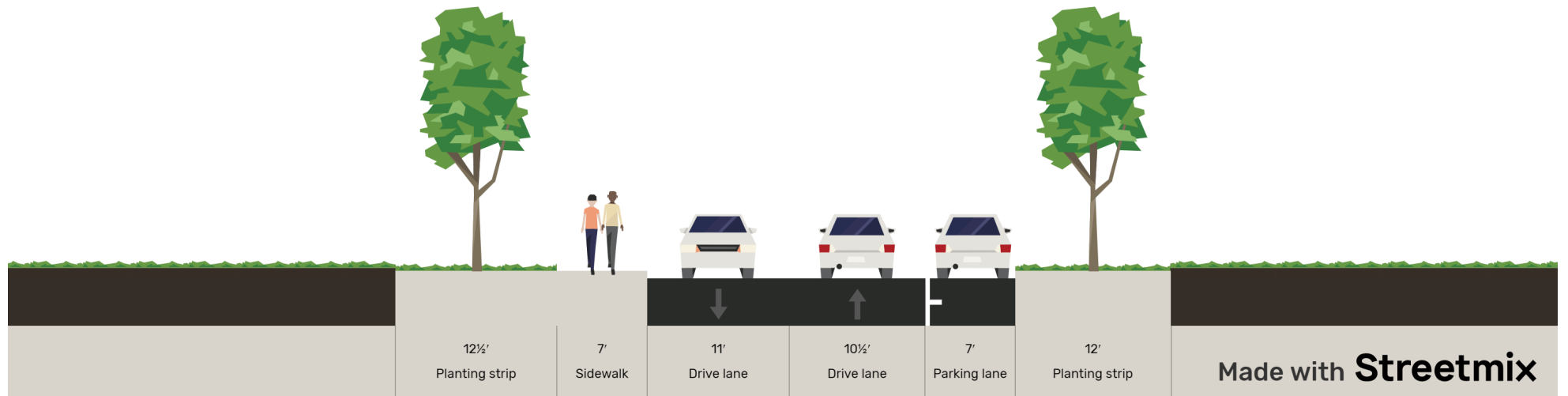
#### Construction Allocation Only - Current Distribution

	Beg. Balance	Allocation	Expense	End Balance
2022	\$ 440,269.79	\$ 147,515.00	\$ -	\$ 587,784.79
2023	\$ 587,784.79	\$ 147,515.00	\$ 665,500.00	\$ 69,799.79
2024	\$ 69,799.79	\$ 147,515.00	\$ -	\$ 217,314.79
2025	\$ 217,314.79	\$ 147,515.00	\$ 163,000.00	\$ 201,829.79
2026	\$ 201,829.79	\$ 147,515.00	\$ -	\$ 349,344.79
2027	\$ 349,344.79	\$ 147,515.00	\$ 25,000.00	\$ 471,859.79

# Garden Ave — Option A west of Holton

## Narrow road to 29' with 7' SW adjacent to curb



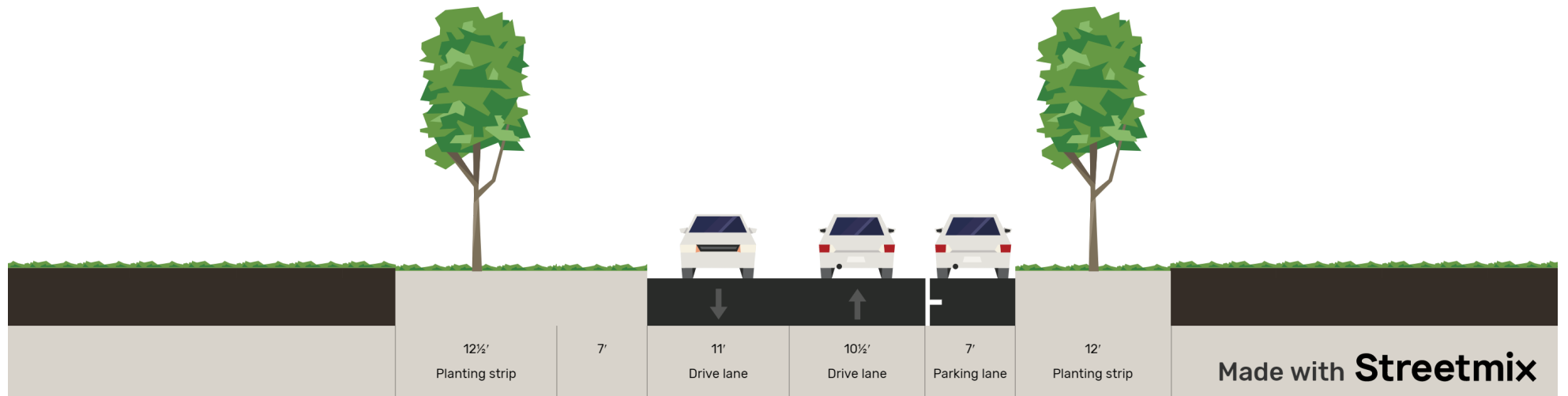


# Garden Ave — Option B west of Holton

## Narrow road to 29'



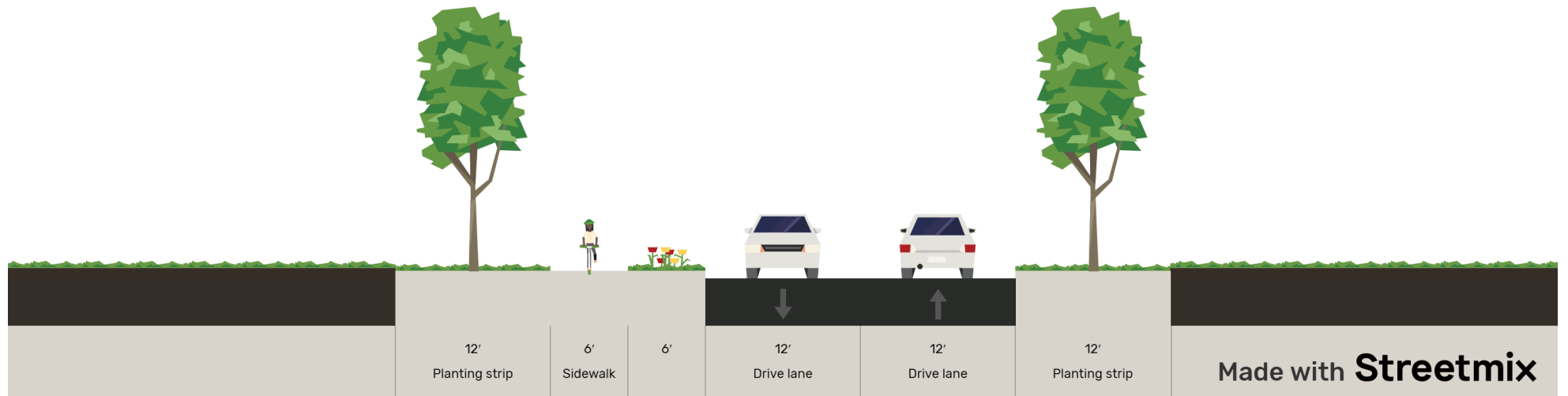




# Garden Ave — Option C west of Holton

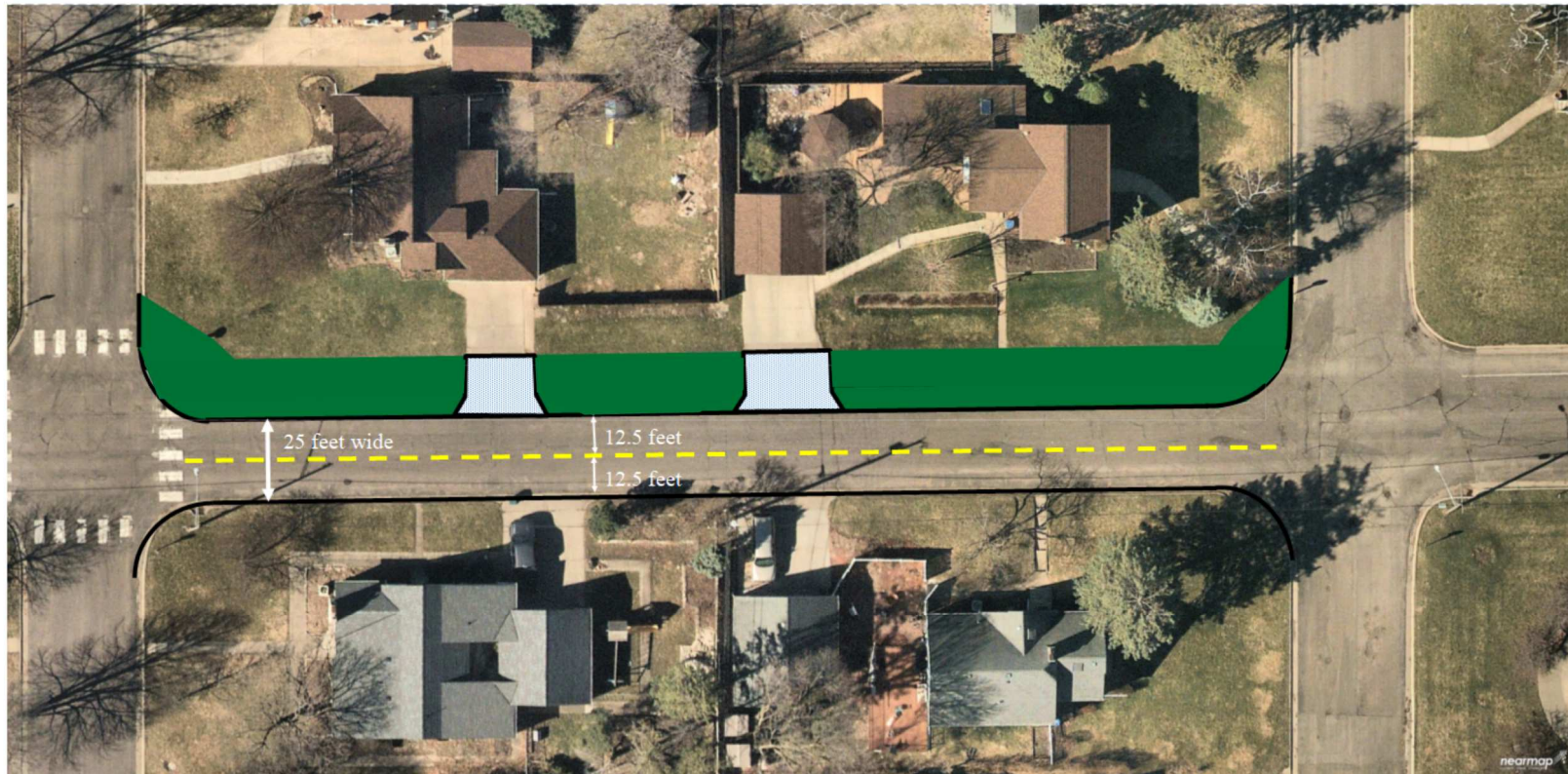
## Narrow road to 25' with 6' SW and 6' turf boulevard

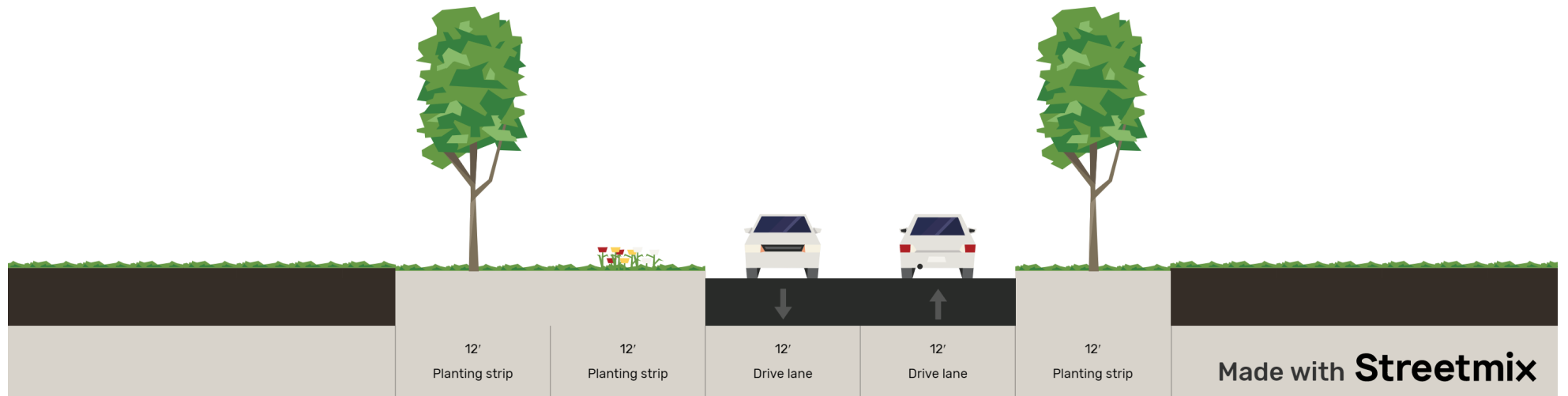




# Garden Ave — Option D west of Holton

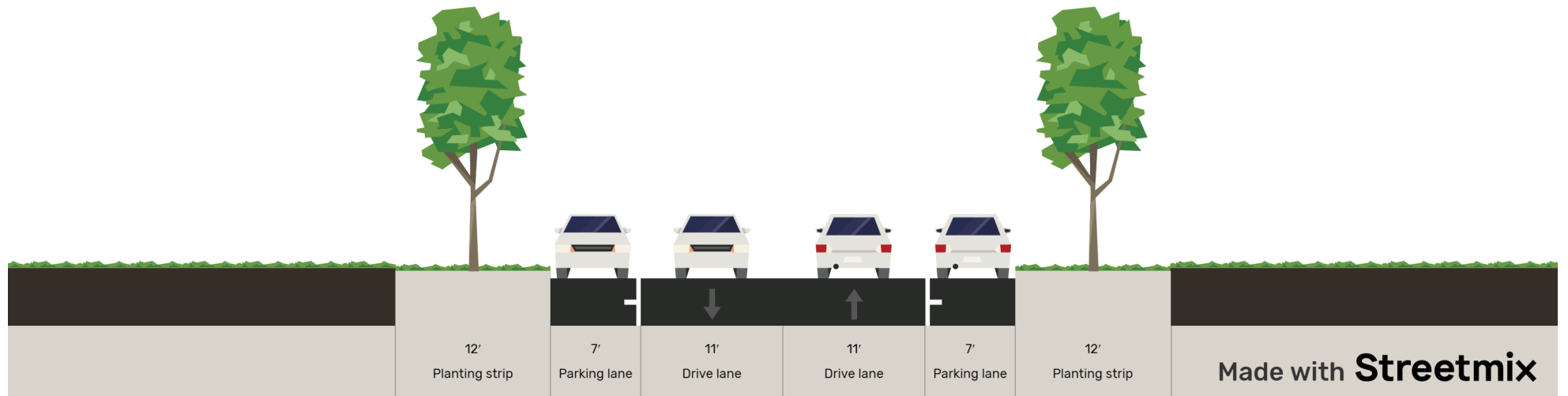
## Narrow road to 25'





# Garden Ave — Existing west of Holton — 36' wide



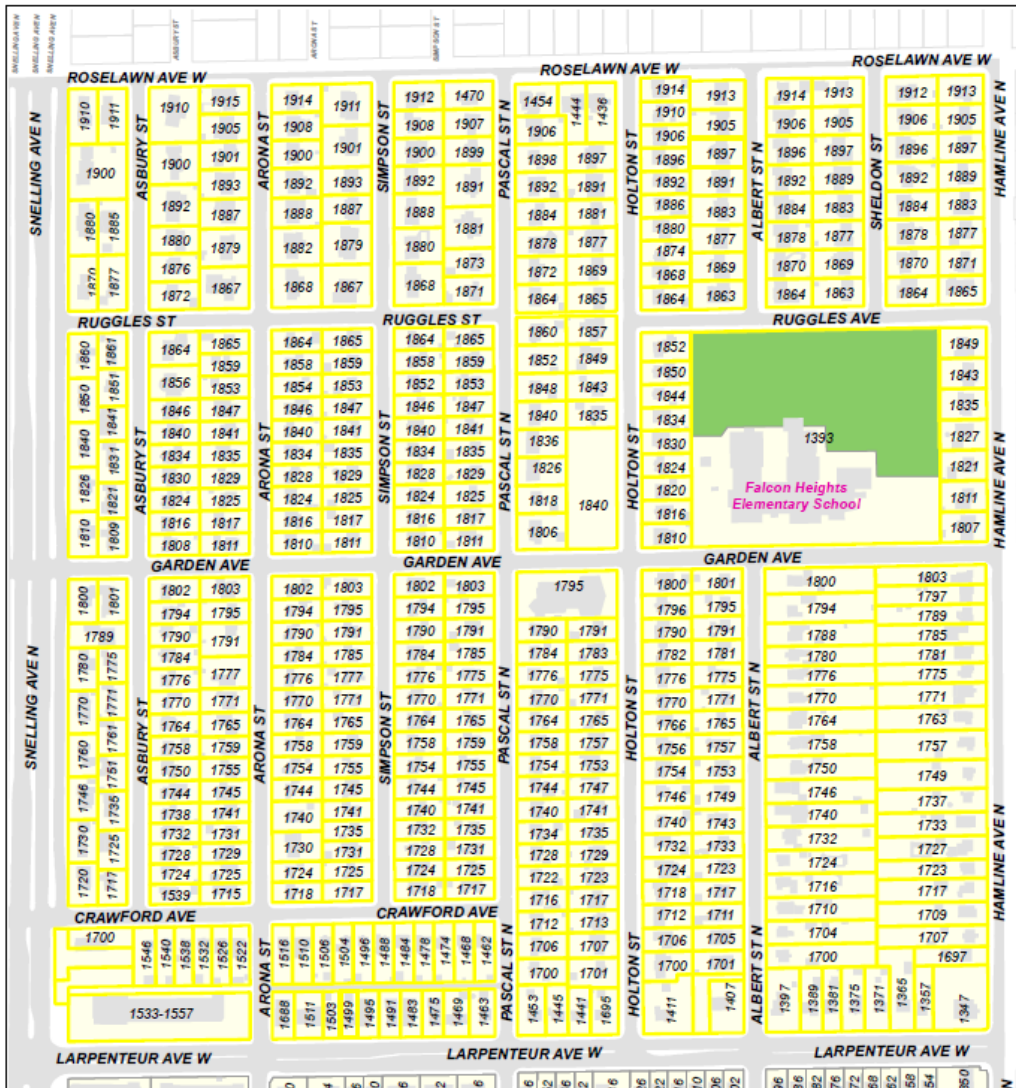


# Garden Avenue – Sidewalk Assessment District Option

- **435.44 SIDEWALK IMPROVEMENT DISTRICTS; COSTS SPLIT BY BENEFIT.**
- **Subdivision 1. Authorized.**
- Any municipality may, by ordinance, establish sidewalk improvement districts within a municipality, and have authority to defray all or part of the total costs of sidewalk construction and repair by district benefits and apportioning the district's cost to all of the parcels located in the district on a direct or indirect benefit basis.
- **Subd. 2. For safety.**
- The governing body of any municipality may establish sidewalk districts on the basis that all areas within each district have safe pedestrian walkways to and from schools and school bus stops, public transportation facilities, and other services to the neighborhood and community.
- **Subd. 3. Uniformity; wide sidewalks; indirect benefit.**
- The total costs of sidewalk district improvements may be apportioned and assessed to all parcels or tracts of land located in the established assessment district on a uniform basis as to each classification of real estate. Where sidewalk widths are wider than the standard width of the district, the additional costs may be assessed as a direct benefit to the abutting property. An indirect district benefit assessment may involve all parcels or tracts of land located in the assessment district without regard to location of sidewalks, as it is deemed that all parcels or tracts of land within the assessment district benefit equally.
- **Subd. 4. Up to five years.**
- The governing body may assess the costs on all district sidewalk improvements up to a maximum of five years on equal annual installments, plus interest on the unpaid balance.



# Garden Avenue – Sidewalk Assessment District Option



- Would need to establish a City Ordinance
- Define improvement area
- Define type of improvements



## [Garden Avenue 2023 PMP – Frequently Asked Questions](#)

Below is a list of frequently asked questions from residents related to the Garden Avenue Project. Do not hesitate to ask project staff if your question is not answered below:

- When is the Garden Avenue pavement management project going to take place?
  - The project is proposed for the summer of 2023.
- What will the project include?
  - The project will include replacing the existing pavement on Garden Avenue as it has reached the end of its life. In addition to new asphalt, curb and gutter repairs along with minor utility improvements will be included.
  - There are several layouts under discussion for reconstructing Garden Avenue. Other items that could be added include sidewalk and additional greenspace boulevard. The final design has not yet been determined. It may be one of the layouts, or a combination of elements from two or three.
- How much will this project cost?
  - Cost estimates have not been completed at this time.
- How much will my assessment be?
  - Assessments are expected to be calculated per the City's Assessment Policy. The final amount will reflect the options chosen. No estimates are available at this time.
- When will cost and assessment estimates be available?
  - This information will be available and communicated to affected residents in the summer of 2022.
- Will the project narrow the street?
  - No decision has been made to narrow the street at this time.
  - This is an option that is being evaluated as part of Falcon Heights' Complete Streets Policy. Narrowing the street may include benefits such as traffic calming and increased pedestrian safety by narrowing crossing lengths, which must be weighed against negatives such as decreased parking.
- Will an off-street sidewalk be added?
  - No decision has been made to add a sidewalk at this time.
  - This is an option that is being evaluated as part of Falcon Heights' Complete Streets Policy. All options with a proposed sidewalk start at the end of the existing resident driveways in combination with narrowing the street. It may include benefits such as increased pedestrian safety which must be weighed against negatives such as decreased parking, cost and maintenance concerns.

- How would a sidewalk affect my assessment? Will I have to pay more?
  - The City is reviewing multiple funding options related to the sidewalk such as State Aid funding, American Rescue Plan Act (ARPA) funding, area assessment for the Northeast Quadrant and assessments on Garden Avenue. The option chosen, or a combination of funding options, will affect the assessment amount and which properties would be assessed.
  - No estimates are available at this time. Assessment estimates will be available and communicated with affected residents in the summer of 2022.
- How can I give input and participate in the public process for this project?
  - Please contact project staff to give feedback on the layouts and other thoughts, concerns or questions about the project:
    - Stephanie Smith
    - Assistant City Engineer
    - 651-792-7048
    - [stephanie.smith@cityofroseville.com](mailto:stephanie.smith@cityofroseville.com)
  - City staff will host a second neighborhood meeting in July 2022.
  - City Council meeting dates and times will be posted on the project website and mailed notices will be sent to affected properties prior to a meeting where the improvements are ordered and prior to an assessment hearing.

## City of Falcon Heights Complete Streets Policy

The City of Falcon Heights is committed to developing and maintaining a safe, efficient, balanced and environmentally sound transportation system and supports integrating physical activity into daily routines through actions such as biking, walking, or taking transit.

Falcon Heights will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of complete streets. This policy applies to all corridors under the City of Falcon Heights jurisdiction. The city will work with other transportation agencies to incorporate a complete streets philosophy and encourages the State of Minnesota, neighboring cities, Ramsey County and regional organizations to adopt similar policies.

Given the limited number of new streets constructed in Falcon Heights, flexibility in accommodating different modes of travel on existing streets is essential to balancing the needs of all corridor users. The city will implement complete streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, complete streets will not look the same in all settings, and will not necessarily include exclusive elements for all modes.

As part of any transportation project, incorporation of complete street elements will be considered. These elements include, but are not limited to:

- Sidewalks and trails
- Speed limits
- Stormwater drainage
- Trees and other landscaping options
- Lane widths
- Lighting
- Public transit and bicycle facilities
- On-street parking

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in street corridor. The planning, design, and implementation processes for all transitway and roadway corridors will:

- Involve the local community and stakeholders
- Consider the function of the road
- Integrate innovative and non-traditional design options

- Consider transitway corridor alignment and station areas
- Assess the current and future needs of corridor users
- Include documentation of efforts to accommodate all modes and all users
- Incorporate a review of existing system plans to identify complete streets opportunities.

The City of Falcon Heights will implement complete streets unless one or more of the following conditions are documented:

- The cost of establishing complete street elements is excessive in relation to total project cost.
- The street jurisdiction (Ramsey County or the State of Minnesota for non-city streets) refuses suggested plans.
- There is a documented lack of community support as determined by the city council
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic, or natural resource constraints.

For the purposes of this policy, “Complete Streets” are defined as:

“A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.”

\*Approved by the Falcon Heights City Council on October 12, 2011

**Garden-East of Simpson - 1810 Simpson**

	Total Vehicles	Mean	Median	85th	90th	95th	% over limit
Tuesday 5/24	726	21.6	21.9	25.1	26.8	28.5	71.1%
Wednesday 5/25	761	21.2	21.5	25.2	26.9	28.6	64.7%

**Garden-West of Hamline-1807 Hamline**

	Total Vehicles	Mean	Median	85th	90th	95th	% over limit
Tuesday 5/24	786	19.9	20.9	24.9	26.6	28.6	57.4%
Wednesday 5/25	711	19.5	20.3	24.6	25.8	28.1	52.5%
		19.7	20.6	24.75	26.2	28.35	54.9%

**Averages**

		Mean	Median	85th	90th	95th	% over limit
Garden-East of Simpson	743.5	21.4	21.7	25.15	26.85	28.55	67.9%
Garden-West of Hamline	748.5	19.7	20.6	24.75	26.2	28.35	54.9%
<b>Total</b>	<b>746</b>	<b>20.55</b>	<b>21.15</b>	<b>24.95</b>	<b>26.525</b>	<b>28.45</b>	<b>61%</b>



# Alleyway Pavement Condition

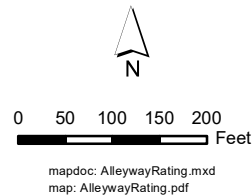
-  Poor Condition
-  Fair Condition
-  Good Condition

Data Sources and Contacts:  
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Prepared by:  
 City of Roseville Engineering Department  
 July 1, 2021



mapdoc: AlleywayRating.mxd  
 map: AlleywayRating.pdf

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## REQUEST FOR COUNCIL ACTION (RCA)

<b>Meeting Date</b>	June 1, 2022
<b>Agenda Item</b>	Policy D2
<b>Attachment</b>	
<b>Submitted By</b>	Jack Linehan, City Administrator Roland Olson, Finance Director

<b>Item</b>	ARPA Funds Discussion
<b>Description</b>	<p>Under the American Rescue Plan Act (ARPA), federal funds were allocated to municipalities and counties to help aid the recovery of the nation at the local level. The City of Falcon Heights received \$302,056.11 in the fall of 2021 as the first allocation of funds, and will receive a similar sum in 2022 for a total of \$604,112.20.</p> <p>Funds are intended to cover eligible costs incurred in the time period that begins on March 3, 2021 and ends on December 31, 2024, as long as the obligations for funds are incurred by the end date are expended by December 31, 2026.</p> <p>In Resolution 2022-8, the City Council authorized staff to report that the City would be taking the Standard Allowance Election of Revenue Loss as defined in the Compliance and Reporting Guidance – State and Local Fiscal Recovery Funds (SLFR) version 3.0. This allows municipalities to estimate revenue losses up to \$10 million rather than calculate their losses. This was intended to help communities under 50,000 population, such as Falcon Heights.</p> <p>Under the final rule, municipalities can spend their ARPA allocations on a broad range of uses under the “general government provisions” category. For example, a City could allocate their funds towards a specific project or towards personnel salaries. The only expenses that cannot be qualified are items such as pension obligations, debt payments, legal settlements or any action that undermines the Federal government’s response to COVID-19.</p> <p>In considering the uses of ARPA, it will be important to consider the small staff the City of Falcon Heights has to administer programs. If the City were to provide the funds to a third-party non-profit or individuals in need, there are significant reporting requirements under the Act for subawards, grants and transfers that would be extremely difficult for the City to manage internally.</p> <p>Staff will highlight the potential uses of the ARPA funds the City received, and solicit direction from the City Council on how to proceed in the current</p>

	calendar year budget as well as guidance on how to begin drafting the 2023 budget with ARPA funds in mind.
<b>Budget Impact</b>	ARPA Funds will impact the 2022 Budget by creating an additional \$302,056.11 in unbudgeted revenue, if the revenue is recognized in 2022.
<b>Attachment(s)</b>	<ul style="list-style-type: none"><li>• Powerpoint Presentation</li></ul>
<b>Action(s) Requested</b>	Staff recommends a discussion to further consider how the City Council would like staff to propose using the funds.

# City of Falcon Heights American Rescue Plan Act (ARPA)

Date: June 1, 2022



# Standard Allowance Election

- By resolution, on April 27, 2022, the Falcon Heights elected to use the Standard Allowance available under the provision of ARPA for the revenue loss general provision of government services.
- Falcon Heights already received \$302,056.11 in the fall of 2021 and expects to receive a similar sum in 2022 for a total of \$604,112.20.
- Funds intended to cover eligible costs incurred in the time period that begins on March 3, 2021 and ends on December 31 2024 as long as the obligations for the funds incurred by December 31, 2024 are expended by December 31, 2026.



# Eligible Uses

- As a recipient of an SLFRF award, our organization has substantial discretion to use the award funds in the ways that best suit the needs of our constituents – as long as such use fits into one of the following four statutory categories:
  - 1. To respond to the COVID-19 public health emergency or its negative economic impacts;
  - 2. To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers of the recipient that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;
  - 3. *For the provision of government services, to the extent of the reduction in revenue of such recipient due to the COVID-19 public health emergency, relative to revenues collected in the most recent full fiscal year of the recipient prior to the emergency; or*
  - 4. To make necessary investments in water, sewer, or broadband infrastructure.



# Ineligible Uses

- No deposits into pension funds.
- No debt service or replenishing financial reserves.
- No satisfaction of settlements and judgments
- Additional general restrictions: conflicts with purpose of ARPA, conflict of interest, and use that undermines the COVID-19 mitigation practices in line with CDC guidance and recommendations.



# Awarding of ARPA Funds to Third-Parties

- **Subawards, Contracts, Grants, Loans, Transfers, and Direct Payments:** Each recipient shall also provide detailed obligation and expenditure information for any contracts and grants awarded, loans issued, transfers made to other government entities, and direct payments made by the recipient that are greater than \$50,000.
- In general, recipients will be asked to provide the following information for each Contract, Grant, Loan, Transfer, or Direct Payment greater than \$50,000:
  - Subrecipient identifying and demographic information (e.g., DUNS/UEI/TIN number and location)
  - Award number (e.g., Award number, Contract number, Loan number)
  - Award date, type, amount, and description
  - Award payment method (reimbursable or lump sum payment(s))
  - For loans, expiration date (date when loan expected to be paid in full)
  - Primary place of performance
  - Related project name(s)
  - Related project identification number(s) (created by the recipient)
  - Period of performance start date
  - Period of performance end date
  - Quarterly obligation amount
  - Quarterly expenditure amount
  - Project(s)
  - Additional programmatic performance indicators for select Expenditure Categories (see below)
- Aggregate reporting is required for contracts, grants, transfers made to other government entities, loans, direct payments that are below \$50,000. This information will be accounted for by Expenditure Category at the project level. Note that all obligations and expenditures made directly to individuals, regardless of dollar amount, should be included in aggregate reporting.



# Using ARPA Funds

- **Is there a strategic way to expend CSLFRF (ARPA) funds (i.e., how do we make the best use of funds and trigger the fewest compliance requirements)?**
  - *A local government may choose to allocate CSLFRF funds to those projects and expenditures that will trigger the fewest Uniform Guidance compliance requirements, thereby limiting the administrative burden. For example, instead of purchasing new police vehicles, which would trigger UG procurement and property management standards, a local government may opt to fund personnel salaries. In doing so, the unit will have freed up general fund revenue that would have otherwise been used to pay for salaries. This additional general fund revenue could then be expended on the purchase new police vehicles, which would only trigger state law procurement and property disposal requirements.*
- **May Revenue Replacement CSLFRF funds be expended on capital improvement projects?**
  - *Yes, CSLFRF may be spent on capital improvement projects under the Revenue Replacement category, and no preapproval from Treasury is necessary to engage in a capital improvement project. Additionally, unlike capital expenditures within the Address COVID Public Health & Negative Economic Impact category, there is no requirement to provide written justification for capital improvement projects costing more than \$1 million.*
- **Source:** <https://arpa.sog.unc.edu/replace-lost-revenue/>





# Next Steps

- The City has already experienced revenue losses, particularly in the sanitary sewer operations, due to coronavirus. With the coronavirus continuing, the City chooses to use its ARPA funds for general governmental services in the sanitary sewer operation, storm sewer maintenance and improvements, city operations, and infrastructure street and equipment maintenance and improvements.
- Under the Council's direction, staff can work on a plan for 2022 and/or 2023 to allocate the ARPA funds, which will recognize the funds as a new, unbudgeted revenue.
  - Staff could either:
    - A) Use ARPA funds towards current budgeted expenses, such as personnel or a public safety contract, for 2022 in the form of a budget amendment. Any surplus after 2022 could be transferred to capital or to reserves.
    - B) Use ARPA Funds directly towards a specific capital expenditure in 2022 and/or 2023/2024.
    - C) Other use or need as identified by the Council.



# Important Note

- ANY proposal for use of ARPA funds brought before the City Council for a vote will be run by both our Auditors and our attorneys!



# Discussion / Questions?

