

07-15-2025

>> Hello. If you guys can come over, the Mayor has arrived and we're going to start to kind of keep us on track. If you haven't yet had an opportunity, if you would like a refreshment, those are over there. It's the time of day where we are thirsty and hungry. Okay. Well, thank you all, again, for great questions and participation with our legislators and I know we are excited to talk to the Mayor. One thing I wanted to mention is that we heard about the sign-in sheets and there is actually a plan. I've asked Katy to talk to us a little bit about that.

>> Hi everyone. Thank you for being here today. Apologies for confusion. There are normally sign-up sheets. We have a mechanism to sign up for news letters and leave a comment via survey.

We would like to welcome Mayor Mueller. He's the chief executive of the city of South Bend. He's the city's 33rd Mayor and sworn in January 1st, 2020 and as Mayor he is responsible for the city workforce of over a thousand employees and annual budget of over 380 million. After attending St. Joseph High School, the University of Notre Dame and University of Delaware for his Ph.D., Mayor Mueller worked in public policy before returning home in 2015 to join the administration as Mayor for Pete Buttigieg's chief of staff. He promoted pragmatic public policy and afforded energy solutions at the George Washington Solar Institute in Washington DC. He served in the office of U.S. Maria Cantwell for 4 years nearly first as legislative fellow and as policy advisor on energy and national resources. His tenure of chief of staff included the establishment of the first diversity and inclusion office in Indiana as well as the creation of the departments of Innovation and Technology and Venues and Arts Department. He was responsible for attracting businesses to South Bend and investing in the neighborhoods initiative. As executive director of community investment, he established the engagement and economic empowerment to empower with economic opportunities and meaningful civil participates. Please help me welcome Mayor Mueller. We've asked the Mayor to provide comments and we will start asking questions, okay? Thank you.

>> Good evening. It's great to be here. Welcome to the Century Center. I look forward to lots of questions and I will try to answer as many as I can. I don't have all of the answers but I do have some sense of how we can

make progress together and how we can, you know, advocate to folks at higher levels of government that have different ideas than the city or the Mayor oftentimes. I appreciate the vote of confidence. They say if the Mayor only wanted this it would happen. Unfortunately, I don't have that magic wand to make the world exactly as I wished it were or wish it could be. But, you know, I've worked in public policy on a number of different levels. I worked with Senator Maria Cantwell for 4 or 5 years. I can't keep track exactly and worked for Mayor Pete Buttigieg for a number of years before becoming mayor.

I have a lot of close relationships with the state policy makers with the democrats and republicans and have a sense of the challenges we are facing and how to come up with solutions. I will do the best to answer the questions the best I can but know that there are a lot of different pieces that come together to make our community the way it is and certainly if there is something that I'm not able to answer or answer fully, we will look into it more and see that more can be done going forward. Thank you for joining us. I'm honored to being here and look forward to the questions.

>> Okay. Great. I'll kick us off and this I know you can answer. What are the biggest challenges facing South Bend in the next five years?

>> Well, I mean, you have to go back to a little bit of history of South Bend and, you know, a hundred years ago we were a vibrant manufacturing town growing. If you actually looked at the populations in the middle of the last century, we were the same population as the City of Grand Rapids, Michigan. I don't know if you have been there. They are a much larger city than we are back when we were a city fully we were the same size. The reason why I share that is because, you know, we have finally just in the past 15 years or so, finally turned the corner from a decline that started in the middle of last century and didn't end, unfortunately, until about five years ago and so there's a lot of legacy problems that exist in a city that went through that kind of decline. And the other things, it's not just that we went through a decline, we are a rapidly growing city and we were expanding our city footprint and infrastructure and expecting to be on the same scale of Grand Rapids. Today we built out the infrastructure and we declined and we had fewer taxpayers to support this infrastructure that was designed for 70,000 or 80,000 above where our peak

had been. That has introduced challenges with neighborhood streets and sidewalks and of course you saw -- you know, in the middle of our decline, leaders had to make choices about what to do. Our downtown didn't look the way it looks today. There are a lot of parking lots that used to have buildings. Somewhere in the middle of the decline, leaders had to make choices of whether to save the buildings but they didn't have the resources or tax base or have that hope for the future and so oftentimes those buildings came down and now we have a lot of parking lots in their place and so, you know, when folks come to our downtown or a lot of downtowns even, there is -- you know, you can see the physical scarring of the land use in the downtown and a lot of times people say why do we focus on downtown? It's the economic driver with jobs and values that were created. If you are a visitor going to a city, you have a sense by going to the core of the city and seeing how it looks and how it feels and what's going on there and so I think, you know, you see some progress and see some new things but of course, you know, when I look out at downtown, you know, even here there's a lot of work to do. Then you go into the neighborhoods where there has been decline in some neighborhoods of population and there's been a lack of investment for many decades and those are things that we're finally able to tackle, some of the challenges but we have a lot ahead of us now that we are growing. We have to build housing. We can't build enough housing fast enough to make sure it stays affordable and folks have the options that they need.

>> How does your office ensure that you hear from people with disabilities?

>> We try to go out in the communities and meet folks where they are, whether knocking on doors during campaign seasons but throughout the year as well knocking on doors to meet folks where they are. We also try to make sure that when we have community events there are accommodations and accessibility to folks and things. We do work with partners on transportation options.

>> Great. Okay. This was my part where I go around with the microphone I have some questions for you.

>> I'm assuming this is a public space, right? One of the things those of us in wheelchairs notice in programs, there is no way to wash your hands. You can't get to the soap. It's way too high for someone in a wheelchair here at the Century Center.

>> Yeah.

>> Yeah, we need a lot of modernization and upgrades. That's definitely something we look too.

>> Well, even bottles of soap. I mean, washing your hands is a pretty basic thing.

>> Yeah, absolutely.

>> Thank you.

>> I'm wondering who the City of South Bend's ADA coordinator is?

>> So the ADA is binding legal requirements not on the city but on others throughout the community. There is a person in our legal department to make sure we are maintaining compliance with ADA.

>> No, who is the city's ADA coordinator that receives federal dollars that is required for an ADA coordinator?

>>: That's what I'm saying. It's in the legal department.

>> Okay. Who? I'm sorry to repeat myself but who is the ADA coordinator?

>> For many years -- for many years -- she just left. You may remember Aladene.

>> I have consumers I work with who are from South Bend and that's why I'm asking who is the designated ADA coordinator.

>> The person that replaced is Jenna --

>> Is what?

>> Jen Throw.

>> T-H-R-O-W oh, thank you.

>> So I've spent a lot of time -- sorry, there you go.

>> Thank you for being here, Mayor. I you know you talked about land use and housing and the need to build housing. I was talking with a northeastern Indiana Regional Housing at work yesterday and they mentioned South Bend is actually a model that has -- I don't know if it's your development or redevelopment department that fast tracks if they pick one of five preapproved designs and because we are looking to replicate that in other parts of the state and increasing the availability of accessible and affordable housing options and so that is really appetizing to developers. The faster they get permits and approvals, the faster they can start to build and we know based off of FSSA data that when a person either transitions or is out in a nursing home, it saves the state \$125,000 a year but one critical piece, they have to have a place to transition to. When you talk about housing and housing development, I really think that South Bend could be looked at as a model of

design plans approved by the planning expedition to fast track the process and I wanted to bring it up from local municipalities but when looking at the impact of nursing home transitions, I wanted to bring that to everyone's attention. That is new information I learned that it's a unique model that South Bend is engaged in to increase and incentivize faster and more efficient home development.

>> Thank you for that. That is one of many pieces to the housing strategy we adopted all of the above housing strategies. We need it to be affordable to maintain stable housing all the way to market rates to senior housing so we need all the housing we can get at all of this. You see from time to time when we go to a neighborhood, some neighborhoods don't like this housing and we work with the neighbors to say we need the housing units in the city and we have to get a yes as opposed to a no and the final piece is preapproved plans is one part of many of the new plans and driving the costs down, this costs money and design fees for architects for the houses. Another part of the program is to reimburse for connecting legacy streets, built out to the sewer system. That is a big barrier to connect to sewer and water. We have tried to tackle that cost as well.

>> Great. Hang on.

>> Hi there. Are cities and counties in the state that are very proactive to increase the accessibility and inclusion of people with disabilities? For example, Hamilton County in central Indiana. One of the things they are doing is working with tourism and development bureaus. They are watching out to increase everything from visitability a concept in housing, what is South Bend doing proactively.

>> You know, we go through different planning processes and we do try to make sure that all users when we're doing a neighborhood plan, for example, or contemplating new infrastructure, we want to make sure we are adopting the best standards to make this a usable, fewer user types, whether that is, you know, the mode of transportation or abilities or all the rest that is where a lot of this work happens, but of course, like I said, I don't have all the answers. If there are communities that are doing it better, we would love to look at what they are doing and see how to bring that here.

>> One of the things you mentioned earlier was downtown

revitalizing courses, how those efforts will impact and/or include people with disabilities.

>> Sure. If you look at some of the infrastructure improvement we made downtown over the past 10 years, a lot of that has been about accessibility. Making sure that, you know, our paths are wide enough and making sure people feel safe when they are downtown. Not from a security standpoint but how does it feel to be, you know, someone on our sidewalks or moving through downtown and one of the things was slowing traffic down and getting safer crossings across the streets. Those are two big pieces but, you know, the other pieces, you know, we have historic buildings that may have predated ADA as modernization happens and investments come in. Once you hit a certain threshold then are you required to make the modernization and make accessibility investments so all folks can access it? As investment comes, you will see more of those investments coming.

>> One more question. What are you doing proactively for voter accessibility?

[Laughter]

>>: Well, for better or worse, the city doesn't have any jurisdiction over voters that is county or government system gets confusing fast but the county's administrator election and -- what are they doing? I'm not sure I have a full answer on what they are working on in that front.

>> How about -- obviously, you have done a lot of work in environmental issues and we are seeing more natural disasters and emergency and I'm curious about emergency preparedness and how you involve people with disabilities in the planning for that locally.

>> Sure, but our emergency management administration is at the county level. We have a seat at the table. Our fire, police and public work department are involved in the county planning process. We can go down the list of different types of emergencies. I know they do look at how do they reach individuals, everyone, whether you're in the city, whether you're in a rural area, whether you have a cell phone or whether you have other modes in which you prefer to communicate. I know that's a big piece if an emergency occurs, how do you get information out to folks to be able to take safety but some of the other disasters are floods or other types of things and of course that's, again, a big infrastructure question, not necessarily the most exciting thing in the world to talk about. Taxpayers are the most excited to pay into

this but we have to invest more and more in the stormwater management in the city so when it does rain and it's coming down often faster now because of climate change, for example, and the flooding risks are higher and that can eliminate accessibility in different areas. If you don't manage the stormwater things like that, go into long-term infrastructure planning. But in terms of making sure we get the critical information out to folks in a timely manner, I know that is something the county EMA does work on. They don't have it down perfectly but they are committed to make sure folks have the information to be safe.

>> Great. I spent a lot of time talking with our state representatives and senators about how people with disabilities can become policymakers and interact with policymakers. Can you share with us some thoughts you have about that on a local level?

>> Sure. I mean, it's at local level and is probably the easiest local elected officials and policymakers that live in the community. They are serving state legislators. They are here and part of the team and at the federal level they have to go there. They spend time in Washington or somewhere else at the local level. It's very straightforward from the city standpoint, accessibility. We have different ways depending on what the issue. If it's an issue you need addressed, we have a 311 system and online and lots of different ways. We're moving into a new city hall across the way. There are services in one place. That is the one piece from policymaking and, you know, a change making kind of approach. You know, there are a lot of different ways but, you know, first and foremost, engaging like from the city level engaging the relevant departments. For example, the first step is to work with people working on the issue that you want to see a change in and try to figure out how there could be a change and that could be implemented. If that doesn't work, you can keep going up and come or go to your council member. For example, in South Bend, you have four members. There are six districts. There are three at large council members and you can come to the mayor's office. We have got two members, director of community outreach, Shay Davis and we have the project manager. There are folks in my office that can help and elected officials too wanting to solve problems. I know senator and representative Maureen Bauer go to community events and try to meet people where they are and want to hear from them about

ways to make improvements to state policy. I'm sure you heard on their panel that they don't oftentimes agree with the majority in the statehouse on a whole host of things but they try to find ways to make progress on issues. You can find agreements on state level is trickier as you move up in levels of government it's harder to figure out how do you have influence and make sure your voice is heard. I think that is where a lot of frustration comes from residents is it's not clear on does your voice get heard at those levels. You know, I'll say even at the state level, you know, often maybe not as much as before but they try to go out into the community when they are here to meet and talk with folks. Definitely, if you see those opportunities, don't pass those up. But things like this, town halls are ways to amplify an issue or series of issues is definitely a good way to do so as well. What is happening today is a great example of how to highlight an issue or series of issues with your local and state officials.

>> Thanks.

>> Sorry I'm a little nervous.

[Laughter]

So my name is Zack. I'm the employment first manager for Adec which is a nonprofit agency around northern Indiana, and one of my job opportunities that I get to explore is meeting employers and breaking down the barriers when it comes to disabilities. What are some ways we can introduce many employers like the basic understanding of what disability inclusion means and the gap is widening with or scaled back entirely. Just this week alone I met with three providers that said they don't want to work with disabled individuals because they're a liability. So what are some of the tending initiatives we can do locally to help break down the barriers?

>> I think a lot is education and getting folks understanding what the issues are and what the opportunities are. I think if -- it sounds like there has been a reflux against DEI in particular and that's partly I think -- I don't want to -- you know, we -- in my bio you heard when I was chief of staff for Mayor Pete Buttigieg, we formed the state's city diversity and inclusion office. We are committed to make sure there is opportunity for everyone in the city and I believe that is part of the American dream. I think that's part of our consistent, you know, arc of our history. I think we're going to get back there. But what we're facing



today is a bit of a backlash in different -- you know, I think in some ways part of it may be we've lost focus in terms of what these DEI policy and initiatives were meant to do. What it's meant to do from my perspective is make sure that all folks have access to opportunities. That nobody is left behind. That doesn't mean that everybody -- you know, this isn't a scary communist or socialist agenda where we say everybody gets the same. Nobody is saying that. We are saying people have access to opportunity. It's a very American idea and used to be a bipartisan idea. In the meantime, it's become a divisive issue and so whenever it's a divisive issue, people tend to go to their corners and it becomes a team sport. There is ableism that sets in and so once that sets in, we have to find other ways to reach people to bring them back to the table and so I do think educating folks on the opportunities, and in a way that is just like we want to go out to speak to residents on their terms. We have to figure out how to speak to individuals on their terms and show them the opportunities in terms of the mechanics of how to do that. Again, we still have a diversity and inclusion office. I think we have to set up a conversation to figure out how to move that forward here in South Bend.

>> Appreciate it. I got one more question.

Transportation is like one of the biggest barriers to employment for people with disabilities. We have a wonderful access system here in Saint Joe County in South Bend. Unfortunately, it doesn't serve the needs of individuals when the area doesn't serve 75% of the individuals that we serve on a day-to-day basis, employment services don't have access to that, access to transportation because they live outside of the boundary line. What are ways to improve that to get people to where they need to be?

>> Yeah, public transit is something that we need to figure out how to invest more straightforward reasons. I mean, the core of this issue is they can't expand their boundaries until they solidify their ridership and their business model in the sense of it's already not penciling out with the current footprint they have and so we do need to one, as a city, support our public transit and that means those that may not need public transit to figure -- actuality lies within the challenges that are steep because even if, you know, I could say okay, I'm going to ride the bus today, right? To do this, I don't need a car or to do this I will ride

the bus today. The current times, it's kind of this spiral down as the service gets worse for people they want to use it and then there is less revenue and now the service is worse, so that's where we've gotten to the question is how do you reverse that and strengthen the transit system and how do you make sure that the ridership is growing and revenue. That means the service level can grow and that's a piece. Obviously, there is -- in public transit, there is always a public subsidy, whether that comes from the state, federal or local side, we need to make sure there are those investments. We need to make sure it's a strong system. Transportation is working on a plan and we're trying to partner with them on that as well. You know, there is a lot of moving pieces but we value a new strengthened transportation model and we hope to make progress, but it's hard to expand the map if you can't cover the map you got already.

>> Yeah, absolutely. Thank you.

>> I have a question about government incentives. How can that like tax credits for hiring disabled workers be improved or better enforced? Do you do that at the local level? I don't know.

>> We don't have the same tax credits. We have our tax credits. I mean, we don't really have them. We have tax abatements on property tax, so this is a little bit different from the state level to local level. A lot of income at the local level is property tax based and we have tax abatements on. If a company invests in equipment or invest in real property and so those abatements are not a credit. They phase in the new. They don't forgive any tax liability of the existing facility or property. When they build or invest in something new, the property tax jumps up because now they have new vestment, so the abatement is phased. It only abates the new tax. The state has a lot of regulations about what you can and can't have. There is some flexibility. I would have to look at South Bend ordinance. There are a host of points in which someone seeking an abasement has to go through and discover. There may be something there. If not, we can look at including it there.

>> Okay.

>> Sorry, I'm trying to look through my questions, here. So what other, like, incentive programs do you know exist for employers?

>> Well, so, you know, employers, there are a number of

state incentives. For example, one is that they have been doing pilots. If they offer childcare onsite. That changes more dynamically over time. It's what's the pressing issue from the governor or legislators and what are they trying to get at? They have redevelopment credits. The state has incentives for the business and it is business focused from the state. I'm trying to think what else we have seen here locally. You know, there is always this conversation in Indianapolis about all of the things that are going to Indianapolis and the surrounding suburbs and what is happening to the state and so there may be more things happening, you know, in the central part of the state that I am not aware of, but I can't think of anything that is happening here or near here in the northern region and we spent a lot of time earlier talking about Medicaid and it was brought up that obviously, several hospitals are probably on the chopping block, going to be closed. One was mentioned here.

>> Well, I don't know. I haven't heard of a hospital in South Bend that is closing. Which hospital?

>> Maybe I got it wrong. It was St. Joe County. Did anybody hear that?

>> I could have gotten that wrong.

>> Our hospital system is building a new patient tower in downtown. That is the only hospital we have, St. Joe Hospital. I heard rumors they are in -- I would be surprised if they closed when there was a list of potential closures. A lot are in rural areas. That is the concern of what is happening in the rural areas for sure and, you know, for better or worse, a lot of this policy from the federal level, there is a state level but the federal level doesn't go into effect for a few years.

>> Right.

>> Some won't be immediate but you could see these closures, especially across rural areas.

>> So in some cases, depending on what the community barrier is for people with disabilities, I think incentives are appropriate but in some cases I think a lot of it is education and knowledge sharing and exposure and being made more aware and I know you mentioned earlier and a question was brought up about what is the city doing regarding emergency preparedness and I know you mentioned how the vast majority is handled with the county. But I can speak from some other areas in the state that have actually developed an

accessibility task force within emergency preparedness. I'll give an example. What do fire department and ambulances personnel do when a wheelchair user either is a passenger or driver is involved in a car accident? How do they manually release them out of the vehicle? Not only in the most efficient and effective way but that way they don't have to have a vehicle and take equipment they rely on to get around? It's not like you can replace it or use a spare and everything is back to normal. So there is accessibility in the task force and other areas of the state that partner with accessibility vehicle manufactures and distributors and do demonstrations with fire department and police department and partner with deaf and hard of hearing organizations. How do you interact with personnel in emergency situations? And I think a lot of this awareness and barrier and solution solving also comes down to educating and collaborations. So I want to encourage your administration and the City of South Bend to look at what other cities and municipalities are doing to not only be a model for other municipalities in the state but also the region and therefore the nation.

>> Sure. That's a great point, and I'm -- I can't say it for both fire and police manuals. They are very -- they can -- there may be something in there. Definitely something to look at in terms of policies in the books in their books as well as the trainings they go on associated with the policy.

>> I know this was answered earlier, and I don't -- I don't -- I'm not from South Bend, but I think there needs to be more, like, transportation options for people in wheelchairs that can't drive, because if we can't drive then we have to rely on other people to get around or go to the grocery store and sometimes our fridge is empty because our friends are busy, you know.

>> Yeah, I mean, transportation, especially public transit is a challenge. We talked about previously the other goal is to make sure our neighborhoods and our downtown have the amenities so that they are accessible within a reasonable distance. That's part of the regrowth and revitalization efforts is to make sure there is a reasonable distance to travel and reasonable infrastructure to get you there. To be able to meet your life needs. Whether that's your medical needs, whether that is food needs or whether that is social needs or all of that. The goal is and you heard this talked about in other cities, usually bigger cities they talk about a

15-minute city, where within 15 minutes you can access your life needs.

>> Yeah, and what ways do you feel like some of the ride share options that we have like Uber and Lyft, what kind of opportunities do you feel that afford people that need accessible accommodations?

>> I don't. I've of course taken Uber and Lyft. Not as much in South Bend but in other cities. I know the reliability is not as high just on a response and timing basis, not as reliable as other cities and I don't know what their policies are looking ahead of how they would ensure access and I'm assuming there is something they're doing or if they're not doing voluntarily but I'm not up to date on all of those.

>> Does anybody have a comment about that?

>> I mean, I'm not from South Bend. I'm not familiar with South Bend Uber and Lyft specifically but in general, what I have seen and experienced is that accessible vehicles in general through those ride-share services because it's a contracted position, wheelchair accessible vehicles don't exist on those services or they're insanely impossible to get to come to you. There just hasn't been a valid option for a lot of people.

>> One of the things I want to point out with Uber in general is the price difference between access and Uber. On average a two-mile drive on Uber will cost an individual \$2 one-way and for access it's \$2 a ride. Having that service is expanded in general. I'm advocating for the transportation for St. Joe County and how to expand that. One thing I want to point out, Elkhart works with MACOG and Transportation Access Service. On their website is a searchable map where clients can pinpoint if they're in the access route or not and South Bend doesn't have that at all. It's kind of iffy and now you're basically relying on them to approve or deny if that route would exist or not. Like, how can we improve that?

>> That seems like a very easy way. I know they have a map somewhere or at least they know the criteria and putting that visually on the website seems like an easy thing to do.

>> Any questions or any additional questions for Mayor Mueller? Okay.

>> I'm following up on the employment question. With your group or with the City with the DEI, your inclusion committee or whatever, how many people that work within the city government or that you have probability of

hearing, how many of those people have disabilities and do you stress hiring people with disabilities if they are equally qualified?

>> Yeah, we stress hiring a diverse team and making sure we are professional with the residents we serve. I would have to -- I didn't look at that number before I got here, but I think we can get that number back to you. Now, I think that's the whole point of the -- having the diversity and inclusion office we talked about, you know, trying to show why it's valuable and trying to talk to people who don't understand that we are talking -- this is about diversity and inclusion. That means whether there is access to city as employer that says to procure statements or access to city policy, when we go out into the community, how is the community accessible to everyone? That is the whole point. That is literally the whole point of the initiative and their work and what they do each and every day.

>> Diversity, inclusion and access groups are the people in that office and they are made up with people of disabilities.

>> It's a small office. There is a few pieces to this. There is a diversity and inclusion office which is currently two. There is three positions but there is two. One is vacant right now. Then there is a human rights commission. This is where we do enforce the fair housing act on housing issues and then employment. So employment and housing are the two budgets that the human rights commission have. Those are federal mandates they're enforcing locally. That is a team of about eight.

>> Any of the people with disabilities?

>> I do not obviously but, you know, I can't speak for sure that any of them don't have a disability.

>> That's where kind of it becomes important. I mean, it's you have people that don't have skin in the game.

>> Yeah.

>> You need to have people especially in those offices. You need people with disabilities that can speak through lived experiences. If you don't have that then you really don't have diversity, inclusion and equity or access.

>> Well, absolutely. We -- like I said, we need representation in the administration but I would suggest with an office of three we can't represent the entire population with and their mission has to make sure they include all folks. We're all from different areas. All

different, you know, backgrounds and all different abilities. So in an office of three, you will never have representation of the entire population. That is impossible. I understand that is important and we are committed to moving that forward.

>> I just want to point out you are talking about an office of three. The CDC acknowledges that one in four adults living in the United States lives with some form of disability, so you are one person away from being able to make certain that you have a person with a disability in that office.

>> Other questions for Mayor Mueller? Yes?

>> Sorry, I think I'll answer or ask all of them. But one of the numbers that I just ran for our employment services, we serve about 300 or 400 individuals a year for employment services alone and on average, the average paycheck for an individual with a disability is about \$13 an hour. So of course that's really not a livable wage for a lot of our individuals, especially who are getting by with Social Security payments which is capped at about \$942, if I'm correct. You can correct me if I'm wrong. Like what are some initiatives we can put forward to help the individuals afford housing in general?

>> Yeah, this is, I think, going back to your first question, which is how do you engage employers and how do you make sure they understand the opportunities and this is literally about connecting folks to these economic opportunities, employment opportunities and so you -- not just any employment but the higher value employment that receives higher wages, I think those are accommodations that are critical to match the consultation they need and two, how this can work together.

>> Okay. Mayor Mueller, thank you so much for coming out today and taking time out and spending time with us answering all of our questions. We really appreciate it.

>> Thank you for having me.

>> Okay. We will take a brief break before going into the roundtables and Katy can tell us about that.

>> I wanted to say, thank you, again, to Mayor Mueller for joining us. I want a round of applause for Katy. We appreciate you today. Thank you so much. And Katy was right. We are going into a 15-minute break and we're going to do roundtables. We will have the topics: Healthcare, transportation, employment, emergency disaster preparedness and guardianships. We have a

facilitator that is ready to take your comments and questions. If you want to stay, we encourage you to do that, okay, and we will start that at 6:15.  
[End]