



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Finance & Administration Council Committee

Tuesday, May 27, 2025

4:00 PM

Municipal Center, 300 S. Church

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

Present 6 - Charles Coleman; Ann Williams; John Street; David McClain; Brian Emison and Anthony Coleman

Absent 1 - Joe Hafner

3. APPROVAL OF MINUTES

[MIN-25:038](#)

Minutes for the Finance Committee meeting on Tuesday, April 29, 2025

Attachments: [Minutes](#)

A motion was made by John Street, seconded by Anthony Coleman, that this matter be Passed . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

4. NEW BUSINESS

RESOLUTIONS TO BE INTRODUCED

[RES-25:048](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH MIRACLE KIDS UNLIMITED FOR SPONSORSHIP OF ONE ATHLETIC FIELD AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Miracle Kids Unlimited - Signed Contract.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:049](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH ALL SCAPES IRRIGATION AND LAWCARE, LLC FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [All Scapes - Door Sponsorship Contract and Resolution.pdf](#)

A motion was made by John Street, seconded by Charles Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:050](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH CLINE ENVIRONMENTAL, INC. FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Cline Environmental - Door Sponsorship Contract and Resolution.pdf](#)

Councilmember Dr. Anthony Coleman said, I do have a question. So, I was looking over these, and I forgot to ask this in the first one. But who comes up with the sponsorship amounts? Is this something that we've always done? Because I see them each year, but have we ever revisited them. As far as if we could consider increasing or if this is too much or what? What's the latest on that? Parks Department Director Danny Kapales approached the podium and said, yes, the amounts actually are something that we do visit periodically. A lot of them are still just current standing amounts. And we look at other facilities, other cities, and what they do, and we try to keep them very similar to those. The ones that we're looking at right now, especially when we're talking about, are actually new. Those are basically doors going into our different concession stands, and it's something we really didn't have anything to compare it to. So, what we utilized was what the cost of the wrap was and then what that term would be each year if we had to replace that wrap, and that's where we kind of came up with our cost at that point. That way the cost was covered and then we would be able to increase our sponsorship from there. The other piece of that gave us a way to beautify the park, because if you go out to Southside you'll notice each one of the doors are just brown doors, and this is going to have actually a logo in the middle of the sponsor but the rest of the door is actually artwork that's going to help beautify the park itself. So, I think it's really more about increasing the looks of the park as opposed to just a sponsorship. I know that doesn't completely answer your question as far as this one, but the rest of them we do evaluate what other park systems are doing around the state and have a comparable price with them. Councilmember Dr. Anthony Coleman said, sure. Follow up question, so are you sending letters or anything like this for sponsorships themselves, or are you calling or are they actually inquiring? I mean, how does that work? Danny Kapales said, it's a mix. It really is a mixed bag. So, a lot of these are continued, outside of these doors, these doors are new, the ones that we're currently dealing with, the majority are sponsorships that are coming back up, people that were already there. The next step to fill those open gaps are ones that have reached out to us, and then beyond that that's when we start contacting... a lot of times our contacts go out to the companies that are already providing services and help to the city itself. Maybe somebody that's providing supplies and things of that sort that are working with the city that has done

things for the community. And so that's going to be one of our first steps. And then from there, we have it out there for anybody that wants to be a sponsor that's willing to invest in the park itself. Councilmember Dr. Anthony Coleman said, I asked because I know, and this is not on this particular agenda, but I know we've talked about sponsorships before. I didn't know if there was an actual... what the plans... if administration had come up with a person or a committee or whatever, to come up with sponsorship packets. Whether it's for Parks or JETS or whatever, and I just... Danny Kapales said, so currently within my department, I've kind of put the sponsorship responsibility on my media coordinator as part of her responsibility. Now, it doesn't mean that office administrator's not writing up the contracts or I'm not working on the contracts or something like these doors. I give full credit of these doors to our superintendent out at Southside. Steve Clifton. He actually came up with this idea and sold these sponsorships. And so, it really is throughout the department. We're doing a lot of it, but right now, Christina, our media coordinator, is the one heading up the sponsorship and keeping track of who's going to be sponsoring. She's making those first contacts to the ones that were our past sponsors.

A motion was made by John Street, seconded by Charles Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:051](#)

A RESOLUTION OF THE CITY OF JONESBORO, AR TO CONTRACT WITH XPT-EXTREME PERFORMANCE TRAINING FOR SPONSORSHIP OF ONE DOOR AT THE SOUTHSIDE SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [XPT - Door Sponsorship and Resolution.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:053](#)

RESOLUTION AUTHORIZING THE CITY OF JONESBORO TO ENTER INTO A JOINT AGREEMENT OF UNDERSTANDING WITH THE TRAINFO CORPORATION AND THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) FOR THE TRAINFO MOBILITY IMPLEMENTATION PROJECT (JOB 101237)

Sponsors: Engineering

Attachments: [TRAINFO AOU Execute_050925.pdf](#)

Councilmember David McClain said, Mr. Chairman, I had just one. Somebody explain exactly... I was reading through the actual AOU, and I was trying to get a understanding exactly how this will work and what all this entails. Chairman Brian Emison said, Craig, would you like to speak to that? Councilmember David McClain said, I know there's been some discussion with the industrial park and train. So, I was trying to understand exactly what was taking place here. I don't know if this is in the same area. Engineering Department Director Craig Light approached the podium and

said, this is actually the same agreement that City Council approved about six weeks ago. ArDOT decided they wanted to change some language in some of the paragraphs, so this is just a revisit. A agreement that's already been executed once by the city. They added, particularly, three items for the, whereas the City of Jonesboro shall paragraph, and one of them is to make sure the train info system works with the 9-1-1 system. Councilmember David McClain said, does it have anything to do with what I was just mentioning? Craig Light said, no, no, no. The locations are Dan and Gee. The crossings there. Industrial Drive, which is Nettleton, old Nettleton Industrial Drive. And then the Airport Road and Neil Circle, those two crossings are BNSF. Those are the crossings that are included in the train info system. But basically, what the system will do, it'll identify when trains are on the tracks, so it'll notify the motoring public by signage on the roadway. That'll either be digital message boards or just blinking lights that say hey the rail crossing is closed or will be closed in a certain amount of time. The key is though; it's going to be connected to the 9-1-1 system so when they dispatch emergency services, they'll know beforehand whether or not a crossing is opened or closed. So that's kind of the key point to it. But again, City Council and the committee has already approved this agreement once there was just some language ArDOT decided that they wanted to change in it. It's not anything major, but we felt it best to bring it back to council to get approved. Councilmember David McClain said, ok. Thank you.

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:054](#)

A RESOLUTION TO EXECUTE A TRAFFIC CONTROL DEVICE AGREEMENT TO MAINTAIN A CONTROL DEVICE AT THE INTERSECTION OF HIGHWAY 49 AND PARKER ROAD

Sponsors: Engineering

Attachments: [Traffic Control Device Agreement - 100879.pdf](#)

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:055](#)

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS, TO PLACE A MUNICIPAL LIEN ON PROPERTY LOCATED AT 1411 CURTIS RD, PARCEL 01-143363-03200, OWNED BY WINFORD VAIL IN THE AMOUNT OF \$3146.60

Sponsors: Code Enforcement and Finance

Attachments: [01. 1411 Curtis Rd Notice of Violation.pdf](#)
[02. 1411 Curtis Billing Request.docx](#)
[03. 1411 Curtis Rd Invoice Notice.pdf](#)
[04. 1411 Curtis Rd Council Notice.pdf](#)

Councilmember David McClain said, is there any reason... typically, these come to Public Safety. Is there any reason this one in particular came? Is it the size? City

Clerk April Leggett said, it's a municipal lien so it's finance related. Councilmember David McClain said, ok. So that's the main difference. Ok. Thank you.

A motion was made by John Street, seconded by Ann Williams, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

[RES-25:056](#)

A RESOLUTION TO APPROVE A CONTRACT WITH TRIPSPARK TECHNOLOGIES FOR JONESBORO ECONOMIC TRANSIT SYSTEM ROUTING SOFTWARE AND SERVICES

Sponsors: JETS

Attachments: [Jonesboro Transit System Supply and Support Agreement Streets 22 05 25.r](#)

TripSpark Technologies is present on Zoom. In attendance, Industry Solutions Consultant Tyler Gislason, Account Executive Paul Harrison, Account Executive Melody Floyd and Vice President of Professional Services Thomas Coogan.

Councilmember Dr. Anthony Coleman said, yes sir. I could not pull up the actual contract. I couldn't, was anyone else able to? Chairman Brian Emison said, I was able to, but I usually download the full packet on there. But I've got a copy of it here Dr. Coleman. Councilmember Dr. Anthony Coleman said, I was wondering what the cost and is this the same one that y'all were talking about as it relates to updating or something to that. Chairman Brian Emison said, right. Lee, would you like to come up and brief us on that? JETS Department Director Lee Wells approached the podium and said, let me see if I can pull it up as well real quick so I can give you an exact number. We do also have some individuals from TripSpark, if you would like, while I try to pull this total up, they were going to give a little bit of information on what this program is going to entail and how it's going to impact the public in our service. That'll give me just a second to look this up as well.

Councilmember Dr. Charles Coleman said, is that the same program that I asked you about for the GPS Software? Lee Wells said, yes sir.

Lee Wells said, Mr. Coogan can you hear me? Vice President of Professional Services Thomas Coogan said, oh yeah. Would you like me to start? Lee Wells said, yeah. If you want to go ahead and then I can let you do that while I look this up. Thomas Coogan said, yeah, that'd be great. Tom Coogan. Preside out of Denver Colorado. As Vice President of Professional Services, I oversee our deployment team for TripSpark Technologies. What I wanted to focus in on, of course it's a full fixed route ITS system that allows us to track all the vehicles, drivers log in, drivers logging out, so we have full visibility to provide full visibility to operations through their dispatch operation center. But what I wanted to do today was really to talk a little about the benefits and the impact this will have to your community at large. And what Lee's put forward and we're supporting him as a core technology system is what we call out rider engagement tool, rider facing tools, which will include a mobile app for Android and Apple. It'll be branded to represent JET and City of Jonesboro. It does provide real-time information to your traveling public. Bus location, trip planning. It's fully integrated with the JET website to communicate fares, provide hours of operations, and service alerts. It really becomes a seamless interactive tool for your riders. On the screen, I've shown you, this is what the rider will see in terms of where the buses are at. Real life GPS in terms of where the bus is at in relationship to them. Always nice if it's heavily raining outside that they don't need to go stand on the street

corner when it's, you know, 12 blocks down the road. They can kind of time it, they know what time their bus is scheduled to arrive and what time it will be arriving. It's a bad thing to leave a stop early and so the rider can prepare to know that the bus is on time or perhaps running a little bit late. In real-time. To further that, I think if you notice here on this second slide where it says temporary stop, what we're able to do, for example, if there were a flood or construction or anything that came about. Whether that be planned or unplanned in the course of the day, dispatch can simply go in and create the detour and publish a set of routes on the next block or two blocks over depending on the route of travel and the desires of the city. And that information is immediately published to the ridership so that they know that these bus stops are now closed and these buses are available to board as a continuation. So again, keeping your ridership informed in real-time as to what's going on in the community with respect to their required need of transportation. On top of that, we brought both operations and the traveling public, you know what the bus stops are, where they're located and what amenities might be provided. I know that it's part of this package you guys are embarking on a really awesome program in terms of creating shelters, implementing communication for your ridership in terms of service alerts, safety, amber alerts, whatever you tend to put out through those signs, and this can all be configured and then you can track ridership patterns and practices. You know, then you might detect whether or not riders are walking three blocks because they prefer a shelter that might have a roof and covered glass in inclement weather. And so, the system provides that and puts that at the fingertips of your operation staff. Secondly, it comes with a fully interactive, much like you would if you're planning a trip to Little Rock in terms of using Google navigation, we allow the rider interface to plan your trip. Put in your location and your destination, much like this in this example, in terms of being able to know where you're going and what's coming up. Create your favorite location and in doing so, allow and provide the rider with step by step or turn by turn, if you will, route planning plans providing multiple options by time of day, day of week. We know that your weekend service or holiday service may not compare in terms of hours of operations to that of a weekday, and so we provide multiple options in terms of what the expectation is. And so, the example here with moving from one tour site, Pythian Castle in Springfield, Missouri, to the Bass Pro Shop, it does provide a number of options both by time of day, day of week as you put in your information to do that. And that will draw upon the real life not only scheduled if you're looking to book and plan your trip for tomorrow but also in real time as the events unfold because you may have other route options that may take into account, should you be experiencing some service delays. What's exciting about this is that you've recently onboarded a paratransit program and seamlessly over time this will be able to fully integrate so that it's one app for the City of Jonesboro allowing both your ridership on the paratransit side as well as your fixed route riders to interact with the tools to be able to book, not only a paratransit ride but also track and ride and board and work within the fixed route system. And so, it really becomes kind of a one-stop mobility solution for the City of Jonesboro and the riders that they serve. I know that's where we wanted to focus on the rider engagement tools. Certainly, happy to answer any questions that you may have with respect to the entire solution.

Councilmember Dr. Charles Coleman said, I guess the only question I have, with this software, will each one of the clients, when I say clients, riders, be able to have... it seems like I saw a mobile app. Will they be able to put a mobile app on their phones or what? Thomas Coogan said, yeah so, if I understand your question correctly. Yes, we put equipment inside all the buses, so all the buses have real-time information in terms of where the bus is. We typically pull every 10 seconds and provide that real-time visibility. The rider, while using their standard iPhone or Android phone, will download the mobile app. This is also available by clicking, ultimately, a link on your website to have it on their desktop, right. So, we were able to encompass those that

have phones and those who do not. And they'll download based on their, they'll go to the Apple Store download the app, and they're off to the races in terms of being able to do that. Should they want to create an account to store their favorites and travel patterns; they can set up an account, but in large no account is necessary. You can simply... a tourist comes into town and can pull up the app and navigate their way through the city.

Councilmember Ann Williams said, I have a question. Does this in any way help or assist in us streamlining the purchase of passes? Bus passes, or how will this interact with that? Because I had been interested in making it easier for potential riders to obtain passes. JETS Department Director Lee Wells said, so, that's something we are currently looking into the process of our fare collections. We are currently sourcing out and looking at options for a digital form of fare collection where they would be able to pay by using an app or a debit or a credit card. And one of the things we have done, is we have partnered with TripSpark to try to find various entities that have a compatibility with them of some sort, and we are trying to work towards that. But, we're still attempting to source that project out still. Councilmember Ann Williams said, currently if someone wants to purchase a monthly pass they have to come to City Hall, right? Lee Wells said, correct. Councilmember Ann Williams said, and that doesn't seem convenient at all for people. Lee Wells said, we are aware and we're looking into that as an additional project, and we're trying to ensure that whatever we do work towards has a way to integrate seamlessly into the system that we're working towards. Councilmember Ann Williams said, I was thinking even if we could go to having more than one location to purchase passes, it would be an improvement over what the system is currently. Lee Wells said, yes. Councilmember Ann Williams said, for example the library and ASU. Lee Wells said, yeah that's something that we are looking for with some of the entities that are out there. They have the option to be able to go to a retail point of sale to be able add funds, purchase funds, those are all things that we're looking at. We're wanting to try to find something that will integrate seamlessly into our system, however it is a completely separate entity as far as fare collections, is really a completely different piece of the business. But we are hoping to find something that can work well with the systems that we're putting in place. Councilmember Ann Williams said, that would be great because that would increase ridership too. Lee Wells said, yes.

Councilmember Dr. Charles Coleman said, this will definitely keep up with all the data right? Lee Wells said, yes. And Dr. Anthony Coleman, it's on your resolution, is that total. I apologize. Councilmember Dr. Anthony Coleman said, I see it. So my question is, this is \$1,300,000, and so my question is number one, I see this coming from FTA funds, and I'd like to know exactly, I know Steve is here, and what that is exactly. But also this is a pretty large investment, and I'd like to see... have we done surveys, have we done any ridership questionnaires, things like that, that they have requested? I mean, I haven't seen any of those numbers lately. I haven't seen what the ridership is. And long term I do see the need, but I just want to make certain that the investment now makes sense. Especially with other things that we're looking at as a city. Lee Wells said, yes sir. So, with the FTA funding that we have, this of course is utilizing the funds that were just recently approved for use through the grants application process. As far as the customer base, the ridership, this is something we're constantly hearing either on social media, through communications on the bus, even here in the Council Chambers from councilmembers, and other things, is what we need is a way to find out where the bus is and when that's going to be there for the customers. We did, unfortunately, lose that very small, limited access system that we had before that Arkansas State had built for us many, many years ago. It just could not keep up with the data that we had, and nobody owned it to be able to update anything. But what this is going to do is, it's going to give us a more robust system that will allow not only those, like Mr. Coogan said, that want to sign in,

that want to do the trip planning, but also those that are visiting. And also, with the GTFS real-time feed, that data is being sent out to the Google Maps, the Apple Maps and the things like that, and in order to be able to provide that information that anyone wants to find out when and where we're going to be at.

Councilmember Dr. Charles Coleman said, I have one question. Is there any emergency aspects to this that maybe tied to 9-1-1 and stuff like that? Lee Wells said, so, all of our vehicles do currently have GPS data as far as being able to access where they are. We do have our camera system as well, which we do utilize with JPD for access to those cameras. This is just one more step for being able to find out that real-time data on the location. But outside of just knowing where a vehicle is, I don't know that it's really something that would be relevant to emergency services in any way. Councilmember Dr. Anthony Coleman said, well, I really don't personally have a problem, because I've asked about this about four or five different times. So, I'm not saying it's the best as far as the money is concerned, but we do need something in our system to keep up with a lot better than what we've had with ASU. I mean it's like anything else, it wore out, so you've got to get something that's going to be able to keep up in order for us to keep getting funds as far as transportation, especially from the federal government. I don't have any problem. I think one of the things that I guess I'm kind of impressed with is that the information. The only issue that I might have is the mobile app. You know, some kind of data that's going to be sent out to the community, so that they would know how to download that app. That type of thing. Everybody thinks that everybody is iPhone savvy but they're not. Especially older people. And so, I'm hoping something is sent out to the community that says one do this, two do this in order to get that downloaded. Or some spot that they can come to so that they can get some help with downloading that mobile app. Lee Wells said, absolutely. So, with our Novus program, which was specifically for our paratransit, there was information that was shared out with those customers. Now, with the fixed route service, you don't have registered riders like what you do with the paratransit, so it is harder to do a blanket share like that. But we do have our marketing coordinator in place, our social media platform. We have communications on a daily basis with various groups, organizations, and individuals that we will... Councilmember Dr. Charles Coleman said, the web page that we have, the city web page, I mean you could put instructions on that. Lee Wells said, absolutely.

Councilmember David McClain said, to Dr. Charles Coleman's point, so what about the riders who don't have... maybe I don't have a phone or I don't have a way to download the app. What's the solution there? Lee Wells said, so one of the items that is in this, if you, that \$1,300,000 is a total of all those items that are on that contract and some of those items are on there is actually the technology piece that's being integrated into our shelter grant program. So, what that's going to allow with these, in those shelters that we're making those improvements to, they will have that notification knowing when will the bus come at the next stop. This will also be putting things in the bus as well. So, inside the bus you will have that same notification system. Not only making you aware of where the next stop is but when to expect that stop. So, if for example, you see it on the movies a lot or in the big cities, but as you're coming close to your next Walmart destination you'll hear a little voice come over that says next stop Walmart, you know. This is part of what this is. It's integrating 100% into the system for both passengers with the technology and without the technology, in shelters, in the buses, and then also in your hand or on a personal computer at home before you start your trip.

Councilmember Dr. Anthony Coleman, ok, Lee, you opened the door. So, you mentioned shelters, all right. I know this is one question that I have been asking before. Where are we on that? Because to me, I do think this is important and I'm not negating the importance of this information and this technology, but also the shelter

of our people. Because there's several stops that are not there, and so I'm just asking the questions to make certain that we are fiduciarily responsible with our funds with considering these other opportunities. Whether it's shelters and/ or technology. So where are we on that? Lee Wells said, yes. So, we are currently working on our shelter project as far as the grant process. Craig and I have been working extensively on trying to figure out how to get that out to bid as quickly as possible, what the different aspects that will be needed in order to have a contractor be able to get those items installed and in place to interact with this hardware and software that we're doing. So, one of the benefits financially with this grant opportunity that we approved for the older funds that we had that come through, we are getting that technology piece in this grant which frees us up a little bit on that shelter grant project, which has not changed. But now instead of having to spend all of that money on the technology piece, we were able to get that technology with this grant opportunity. So now we're going to have that focus solely on placing shelters that the public can use in the places that they're needed. If I'm not mistaken, Craig, was it 50 stops, 50 shelters all together that we had? 47. 47 shelters altogether that we have that we are either adding or upgrading to be able to enhance with this. Some of those, I believe, are some double shelters. One we already had a double and another we're looking to adding a double too. Councilmember Dr. Anthony Coleman said, when you say enhance it with this, are you talking about the technology piece? Lee Wells said, the technology piece in there, also lighting for the public, and then just having a better overall shelter design for them to be more protected from, what we can, with the weather and things like that. Councilmember Dr. Anthony Coleman said, so it doesn't matter how many shelters we add, or stops or routes we add, this technology will be able to handle all of it? Lee Wells said, absolutely. Councilmember Dr. Anthony Coleman said, ok. And then, what's the year agreement with this because I didn't see that on here. Is it three? And so, I guess within those three years they're responsible for all the upgrades and all of the above? Lee Wells said, so they have a rollout program. Mr. Coogan or someone, did y'all want to speak on that milestone rollout program? Vice President of Professional Services Thomas Coogan said, yeah. Briefly what we will do is we will formally kick the project off. We will go through a detail of what we call discovery. Create an operational review and design both on the vehicle level, but also the routes system level. Coordinating with Lee and his team as to where those shelters will be located, where the stops are located. We can and will utilize that data. We'll publish that data as we reference out to Google, but it's very easy to change, add, delete, as simple as being able to create a detour, being able to create a route. If you have a special event where you're adding specialized service for any particular event in your community, those routes are easy to assemble. It's very dynamic. Very easy to use. We also provide 24/365 customer support. In the event the dispatch team had some questions or ran into some challenges with respect to creating the event or modifying the route we're there for them on the process. But in terms of working collaboratively with the other shelter partners, we've had some discussions in terms of what those shelters look like, what information just to touch on a point in terms of being able to notify the community with respect to emergencies. A rider can subscribe through the mobile app, whether they have it or not, through the web portal, via email or text message, and just simply receive the alerts as the route and that information. So, if there was a tornado warning, for example, that information could be immediately broadcast out and to anybody who's actively subscribed to your community and the web portal would receive that. And that information would also be broadcasted out to those shelters where those signs are located, to seek shelter and to take precautions and whatever fashion they needed. And so, it is very interactive on that front. The deployment, we would anticipate, from beginning to end, excluding the deployment of the shelters, probably about six months. So, if we were to start this summer, we would anticipate towards the end of fall, Halloween time frame, is when we'd have the full system fully operational.

Councilmember Dr. Anthony Coleman said, so Lee, do we own that data and we're not giving that out to TripSpark? Thomas Coogan said, no. Yeah, no the data, and that's referenced in the contract as well, it is your data. It is what you intend to use with that data. Certainly, if there are marketing events, different things, rider statistics, we will help you guys produce that data. But that data is not our data nor do we intend to utilize that data. Councilmember Dr. Anthony Coleman said, thank you.

Lee Wells said, and just as a reminder as well, with this grant, that is a 20% matching grant on that total that we're talking about.

Chairman Brian Emison said, thank you Lee and thank you Mr. Coogan and your team for joining us today. We do appreciate you.

A motion was made by John Street, seconded by Anthony Coleman, that this matter be Recommended to Council . The motion PASSED with the following vote.

Aye: 5 - Charles Coleman;Ann Williams;John Street;David McClain and Anthony Coleman

Absent: 1 - Joe Hafner

5. PENDING ITEMS

6. OTHER BUSINESS

Councilmember David McClain said, Mr. Chairman, I have one question. Pertaining to our bond ordinance. Main question, one, and I'd love to hear from somebody from administration maybe, on why that ordinance is not back in front of us? That ordinance failed twice through this committee. So, my main question is why we're not seeing that ordinance here first instead of directly is going straight to Council.

Chairman Brian Emison said, Brian would you care to speak to that? Chief Administrative Officer Brian Richardson approached the podium and said, I mean, we're just following bond counsel's advice. On these, typically, once they've been obviously, the authorizing resolution was presented to Finance and then presented to Council and typically these types of items, the revenue bonds, are just presented directly to City Council for their approval and we plan to do that on June 17th.

Councilmember David McClain said, I was asking, so our bond counsel said hey we don't need to go back before Finance with the actual ordinance we just need to go straight to Council? Brian Richardson said, that was an advisement on bond counsel and discussion with legal counsel on as far as what the proper process for that is.

And we've also talked to Chairman Hafner about it as well. I think it's been in front of Finance, obviously it's been multiple discussions here and really nothing was said about potentially bringing it back to Finance at the public meeting last week whenever bond counsel was here and they probably could have explained it a little clearer. But the timeline plan is to present it to Council on June 17th. Councilmember David McClain said, I look for us to get some type of communication maybe that says why, because in my opinion we're going around Finance, going straight to Council. The ordinance is going to be a different ordinance from the resolution authorizing them to go ahead and get the paperwork together. And correct me if I'm wrong, but in my opinion that's what it's doing. It's going around us and giving it straight to Council in order to vote on it one time. I think there's some more questions that need to be asked. I would love for that opportunity to come before this committee. Brian Richardson said, we can certainly get an opinion from bond counsel about the timeline and the reasonings for that presentation. You know, there's a lot that goes into the

preparation for the sale and the marketing of the bonds and that probably has something to do with it. Councilmember David McClain said, ok. I'd love to see something. Brian Richardson said, ok we can get that for you.

Chairman Brian Emison said, Brian, you're going to email that, is that correct? Brian Richardson said, sure, like I said, I'll coordinate with Steve and with bond counsel on, I guess, maybe any kind of statute or any type of supporting information about the typical route that this is taking. But again, this timeline was discussed last week, and we feel like it's been pretty transparent, and we just want to keep the public informed about what these projects are. And as always, if you have any questions about the individual projects please feel free to send them and I'll get you as much information as possible.

7. PUBLIC COMMENTS

8. ADJOURNMENT

A motion was made by Anthony Coleman, seconded by Charles Coleman, that this meeting be Adjourned. The motion PASSED with the following vote.

Aye: 5 - Charles Coleman; Ann Williams; John Street; David McClain and Anthony Coleman

Absent: 1 - Joe Hafner