

NOTICE OF SPECIAL MEETING

**Mayor and Board of Commissioners of the City of Enid, Oklahoma, and
the Trustees of the Enid Public Transportation Authority, a Public Trust**

Notice is hereby given that the Mayor and Board of Commissioners of the City of Enid, Oklahoma, and the Trustees of the Enid Public Transportation Authority, a Public Trust, will meet in special session at 5:00 p.m. on the 11th day of May, 2016, in the Council Chambers of the City Administration Building, located at 401 W. Owen K. Garriott Road in said city, and the agenda for said meeting is as follows:

- AGENDA -

MAYOR AND BOARD OF COMMISSIONERS SPECIAL MEETING

1. CALL TO ORDER/ROLL CALL.
2. DISCUSS AND TAKE NECESSARY ACTION ON THE FISCAL YEAR 2016-2017 CITY OF ENID BUDGET.
3. RECESS TO CONVENE AS THE ENID PUBLIC TRANSPORTATION AUTHORITY.
4. TRUSTEES OF THE ENID PUBLIC TRANSPORTATION AUTHORITY SPECIAL MEETING.
5. ENID PUBLIC TRANSPORTATION AUTHORITY SPECIAL MEETING.
6. DISCUSS AND TAKE NECESSARY ACTION ON THE FISCAL YEAR 2016-2017 ENID PUBLIC TRANSPORTATION AUTHORITY FINANCIAL PLAN.
7. ADJOURN TO RECONVENE AS THE MAYOR AND BOARD OF COMMISSIONERS.
8. DISCUSS AND TAKE NECESSARY ACTION ON THE FISCAL YEAR 2016-2017 CITY OF ENID BUDGET.
9. ADJOURN.

CERTIFICATE AS TO POSTING

I, the undersigned Assistant City Clerk of the City of Enid, Oklahoma, do hereby certify that prior to 5:00 P.M. on the 10th day of May 2016, a true copy of the above Notice of Meeting was posted at the entrance to the Administration Building of the City of Enid, located at 401 W. Owen K. Garriott Road, Enid, Oklahoma 73701. I further certify that I received at least forty-eight (48) hours advance notice of said meeting as required by State Statutes.

DATED at Enid, Oklahoma this 10th day of May 2016.

Assistant City Clerk

(SEAL)

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**MINUTES OF SPECIAL MEETING OF THE
MAYOR AND BOARD OF COMMISSIONERS OF THE CITY OF ENID, OKLAHOMA, AND THE
TRUSTEES OF THE ENID PUBLIC TRANSPORTATION AUTHORITY, A PUBLIC TRUST
HELD ON THE 11TH DAY OF MAY 2016**

The Mayor and Board of Commissioners of the City of Enid, County of Garfield, State of Oklahoma, and the Trustees of the Enid Public Transportation Authority, a Public Trust, met in special session at 5:00 P.M. on the 11th day of May 2016, in the Council Chambers of the Administration Building of the City of Enid, located at 401 West Owen K. Garriott Road in said city, pursuant to notice given forty-eight (48) hours in advance to the Clerk of the City of Enid, and pursuant to notice thereof displayed at the entrance to the Administration Building of said city, in prominent view and which notice was posted prior to 5:00 P.M. on the 10th day of May 2016.

-MAYOR AND BOARD OF COMMISSIONERS-

Mayor Shewey called the meeting to order with the following members present and absent:

PRESENT: Commissioners Janzen, Brownlee, Ezzell, Timm, Vanhooser and Mayor Shewey.

ABSENT: Commissioner Wilson.

Staff present were City Manager Jerald Gilbert, City Attorney Andrea Chism, City Clerk Linda Parks, Director of Engineering Services Christopher Gdanski, Chief Financial Officer Erin Crawford, Public Utilities Director Louis Mintz, Planning Administrator Chris Bauer, Airport Director Dan Ohnesorge, and Director of Marketing and Public Relations Steve Kime.

It was noted that Commissioner Wilson arrived at 5:01 P.M. and sat in for the remainder of the proceedings.

Discussion was held on the Fiscal Year 2016-2017 City of Enid Budget.

Opening comments were made by Chief Financial Officer Erin Crawford. She stated that budget discussion would begin with the Airport Budget, followed by the Community Development Block Grant and Golf Course budgets, and Enid Public Transportation Authority Financial Plan.

Airport Director Dan Ohnesorge presented the Airport Fund Budget for FY2016-2017. He stated that the budget was a balanced budget, with revenues basically from hangar rentals, land rentals or personally owned hangars, and fuel sales. He reported a slight decrease in revenue for FY2017, due in part to decreased fuel sales, but offset by an anticipated grant from the Federal Aviation Administration to construct a new apron near the Airport's joint use hangar. That grant, combined with funding from the Oklahoma Strategic Military Planning Commission, would construct the project at no anticipated cost to the City. He also noted a decrease in expenditures of 28% from the prior year, due to the runway expansion project at the Airport being completed, and due to the low cost of fuel.

Ms. Crawford spoke regarding the Community Development Block Grant (CDBG) Fund Budget. She recaptured the allocation of FY2017 funds approved at the April 19, 2016 Commission meeting, noting that \$158,343.00 had been allocated for the HUD 108 Loan, \$70,000.00 for Administration, \$50,000.00 for Housing and Emergency Repair Programs, and the remaining \$109,123.00 allocated for Government Springs South Park Improvements.

Commissioner Brownlee stated that he was very much in favor of allocating dollars for improvements at Government Springs South. However, commissioners had also discussed keeping that more vague in the event they wanted to make improvements at other parks.

City Manager Jerald Gilbert stated that staff was in the process of completing the plan document to be submitted to the Department of Housing and Urban Development, and it was being broadly written with respect to Government Springs Park. Other projects could certainly be included. However, if the City deviated from what was originally approved, it could deviate up to a certain percentage without any issues. If it deviated by more than that percentage, the City would have to go through the process of additional public hearings and approve a new plan. Staff had tried to avoid that issue by broadly writing the plan.

Ms. Crawford spoke regarding the proposed Golf Course Budget for FY2017. She noted that Golf revenue for FY2016 was currently trending at approximately \$30,000.00 under. As a result, staff had felt it prudent to lower membership revenue for FY2017. There was still a slight increase in where the fund was coming in for FY2016, but overall, a decrease from the current year's budget.

Commissioner Janzen asked if there was an explanation as to why memberships were down.

Ms. Crawford responded, stating that based on history, there had been a continual down trend since FY2009-2010.

Golf Professional Cody Lack spoke regarding the decline in membership revenue. He stated that he felt the economy was the biggest factor in the decline. The Golf Course had lost a lot of corporate memberships due to the oil field.

Commissioner Vanhooser asked if the trend for rounds of golf played at the Golf Course were up or down, or the same.

Mr. Lack stated that currently the Golf Course was about 500 rounds down from where it was at the same point last year. If May and June were good months, they would make that up.

Commissioner Brownlee asked who was catching the gap between the rounds that had been lost, and those who used to be members.

Mr. Lack stated that he was projecting memberships to come in low because renewals took place in May and June, within the current year. Steady core members were still there. The ones who played Monday through Friday. Where the Golf Course hurt as a municipality, a public course, were the golfers who played ten or twelve time a year, or because of a job loss, might not play at all. It didn't seem like much, but over a year it added up. He went on to say that he was pleased with the number of rounds. The reason why revenues were close was because fees had increased last year. That had helped in regard to rounds and revenues. May and June were crucial months for the Golf Course, and hopefully, would be busy months for them.

Commissioner Brownlee stated that last year, commissioners were promised that they would have better statistics from the Golf Course's POS system. He asked if that data was available, adding that he would not vote in favor of anything regarding the Golf Course until he had a chance to look at the full picture.

Mr. Gilbert stated that staff would forward the data to commissioners for their review.

Commissioner Timm stated that he felt everyone was getting wrapped up around memberships. Memberships weren't that big of a deal. Sometimes they hurt you. If you had a member who played every day, that hurt your revenues. He went on to say that there was no reason the Golf Course shouldn't break even. If wages were the problem, staff needed to look at that. The Golf Course had seven full-time employees, which was quite a few.

Mr. Gilbert stated that staff was definitely looking at that. He went on to say that the hard truth was that he didn't know if the Golf Course would ever break even. With whatever number of personnel, there would still be health benefits and pension benefits that would cost a certain amount of money.

Commissioner Vanhooser stated that the City was currently spending \$233,000.00 in taxpayer and non-golf playing taxpayers' money to support the Golf Course. They needed to find a way to make it break even. He asked about other options. He stated that he had heard, and had discussed issues about privatizing the Golf Course. Where was staff on other options?

Mr. Gilbert stated that he and Mr. Lack had looked at several options. The most attractive option was outsourcing, and they were looking at preliminary numbers on how they could do that. He went on to say that staff was presenting two options. Option 1 was to fully fund operations as presented in the draft budget; and Option 2 was to approve the budget and direct the City Manager to explore alternative options, and bring back those options to the Commission by a certain time, possibly within a couple of weeks to a month. Commissioners could then make a decision and direct staff to pursue the desired option.

Commissioner Vanhooser stated that the Golf Course shouldn't be funded until commissioners had seen those options. He wouldn't vote for the budget until they saw the alternatives and made a decision amongst them.

Commissioner Brownlee stated that commissioners knew the majority of the income for the Golf Course would occur in the summer. They could budget an appropriate amount to cover expenses that operations didn't cover. There should be a surplus of cash to get through the end of the year. He suggested giving the City Manager until December 31, 2016 to finalize a deal. In the event it didn't come together, commissioners could always come back and add more to the budget.

Commissioner Vanhooser stated that they would still have to budget funds through the end of the year. He wouldn't wait until December for a decision, because they would be back in May having the same discussion.

Commissioner Ezzell stated that it was worth exploring other options. But demanding that staff come up with something in a week seemed unreasonable. He asked commissioners to keep in mind that the Golf Course was the largest park in the city of Enid. It was a park, and all of the City's parks

cost money. The City spent a lot of money on park maintenance and upkeep. The Golf Course was heavily utilized, and the only park that made substantial revenue to start out with.

Commissioner Vanhooser stated that he wasn't against the Golf Course. He just wanted it to either break even or be run by someone else.

Mayor Shewey commented that the majority of cities Enid's size subsidized their golf courses by \$200,000.00 to \$250,000.00 every year. Enid was no different. The Golf Course was part of the mix. Of why Enid was so important to northwest Oklahoma. It took money to operate a golf course. There were golf courses in northern Oklahoma that were closing every day. They couldn't operate.

Commissioner Brownlee stated that he hadn't heard anyone say that the Golf Course was unimportant to the city of Enid. It was very important. However, it was still worth having the discussion to talk about efficiencies. He went on to say that he wasn't taking a stance of not funding it. It should be funded in some capacity. But it should be done in concert with finding better efficiencies. If that could be done by the end of the year, commissioners should fund it through the end of the year, and figure out a better mechanism by which it could be operated.

Commissioner Ezzell stated that he agreed. However, he didn't want to rush it. If commissioners were looking at exploring other options, it was certainly worth looking at. He didn't want to say that they wouldn't pass a budget until they had an answer. It seemed more complicated than that.

Commissioner Brownlee stated that the issue was complicated. However, he didn't want to pass a budget that allowed for more than was necessary for operations that would basically be cash funded through the end of the year, unless there was a reason to do so. They should at least get through the efficiencies and feasibility study of the different options available.

Mr. Lack stated that 70% of his budget was personnel. The biggest issue was the backside of the personnel. The benefits that all city governments had to provide its employees.

Commissioner Brownlee responded, stating that he agreed with what Mr. Lack was saying. He added that it would be much more efficient to privatize it, because the City didn't run its employees leanly. It paid 40% or better in benefits, and pension on top of that. It was expensive. Mr. Lack or an outsourcing company could do it a lot cheaper. Looking at the Golf Course from a different perspective made complete sense. Putting a timeline on it, and allowing the City Manager to do his job. They didn't have to say that it wouldn't be funded. They could say, however, that it would be funded up to a certain point, and then readdressed in a year.

Commissioner Ezzell stated that that would certainly put a budget trigger on that, and insure that the issue would be discussed again.

Commissioner Janzen asked if there were plans to look at all of the City's other programs to determine if they could be privatized. Programs like the Enid Television Network, the Library, and the Event Center. If they were going to just pick on the Golf Course, they needed to look at those other programs as well.

Commissioner Wilson stated that they were spending twice as much on the PR/Marketing Department as they were the Golf Course. And personally, she thought they got a lot more out of the Golf Course than the half million dollars they spent on the PR Budget. Did the television station generate a lot

of revenue? Did it generate as much revenue as the Golf Course? Looking at it like that, the Golf Course generated a lot more money than something that cost twice as much. She agreed with Commissioner Janzen. Were they going to do that to every single thing? She agreed that the Golf Course needed to be more efficient, and they had worked really hard to get it better. However, the Golf Course wasn't the only budget that could be pared down.

Commissioner Vanhooser stated that he personally looked at every single budget, and he looked at every one just like he looked at Golf. Some departments could generate revenue. Some could not. To think that Golf was the only page that any of them opened and picked on was a complete misstatement.

Commissioner Brownlee stated that the differentiating factor was that there were golf courses that were self-sufficient. The City's parks weren't self-sufficient. And there were other things that the City did that weren't self-sufficient, so there was a comparison that could be made. Whether or not it was fair wasn't what he was saying. But it could be made. It was possible to run the Golf Course to actually make money or break even. He again stated that commissioners should look at the Golf Course from a different perspective. It made sense to buy some time, and to approve some amount of money to get them to a point to where they could really fully flush out the options.

Mr. Gilbert stated that staff would begin by getting commissioners the statistics they wanted to see.

Commissioner Vanhooser also asked that staff provide numbers for fiscal years 2013-2014 and 2014-2015. He stated that he could almost promise that there wouldn't be a 10% difference in the years, up or down. He stated that staff had indicated they had been making improvements at the Golf Course. He hadn't seen a thing done since he had been on the Commission. It was the same every year. The numbers were almost always the same. All they ever did was talk about it, and nothing ever changed.

Commissioner Timm stated that they were looking at privatizing more things, and he, like Commissioner Vanhooser, looked at each budget on its own. He went on to say that they needed to watch every dollar now. That was why they were scrutinizing every little thing they could. They were just trying to do their job.

Mr. Bob Adamson, 4408 Briar Ridge Road, addressed commissioners. He stated that there was one thing that hadn't been brought in discussion, and that was residual income to the city. The hotel/motel tax, the restaurant sales tax, and the sales tax from quick shops and gift shops in town. He stated that Meadowlake Golf Course had improved a lot. The course was in good shape, and a lot of tournaments hosted there brought in many people from out of state. That had to be considered during budget talks. The residual income was sitting out there. It did come in.

Commissioner Janzen asked if there had been recommendations from the Golf Course Advisory Board.

Mr. Adamson responded. He stated that he was a member of the Golf Course Advisory Board. The Board looked at the budget. They did at times question the budget, and their questions had always been answered, and issues had been resolved. They also made themselves available to hear complaints from the public, which were then forwarded to Mr. Lack for resolution.

Mayor Shewey reiterated that the Golf Course was important to the mix of the city, and commissioners needed to pursue the options. They had to find a way to make it work.

Commissioner Wilson asked if the \$2,500.00, budgeted for advertising, was correct.

Mr. Lack stated the amount was correct. That item had been cut in the budget.

Commissioner Wilson stated that that was a tiny advertising budget, and could be part of the problem. She stated the City had a television station, and suggested that maybe they needed to advertise the Golf Course on the television.

Commissioner Brownlee stated that Commissioner Wilson's point was well taken. That was something that the PR/Marketing Department should handle for the Golf Course. He asked if Mr. Lack was able to trade out advertisements for sponsorships or anything like that.

Mr. Lack stated that he had done some advertising at the Event Center. He had also done advertising on the radio for trade. Additionally, the Golf Course had its own Facebook page, and advertised on Instagram and Twitter.

Mr. Lack commented that there were good things the Golf Course was doing. He completely understood commissioners' concerns. But there were still a lot of things that were positive.

Commissioner Brownlee stated that this was an unfortunate venue right now. Commissioners were talking about money. Mr. Lack was talking about things that were positive. It wasn't fair because he did a good job. The Golf Course was in great shape, and a tremendous asset to the City.

Commissioner Brownlee commented on a prior year's budget request to construct a new restroom at the Golf Course. He stated that if there was any way to build that project into the budget after looking at efficiencies and options for the Golf Course, it should be included in the Capital Improvement Budget.

There being no further comments, discussion on the Golf Course Budget concluded.

Commissioner Timm asked if staff had had the opportunity to look into the possibility of adding a convenience fee on credit card transactions taken by the City. It was noted that credit card fees had been budgeted in the Records and Receipts Department in the amount of \$87,000.00.

Mr. Gilbert stated that staff had looked into the legality of pursuing that option, and it was legal for municipalities to add a convenience fee on certain transactions. He went on to say that part of the fees budgeted were bank bill fees. The City worked with an exchange where payments came in, and it was hard to determine whether convenience fees could be added to those payments or not. This wasn't something that could be done overnight, and he didn't know what the timeframe would be. There were many factors involved with implementing the change. He went on to say that he was unsure of how much of the \$87,000.00 could be recaptured, but possibly a significant portion of it. He stated that commissioners could budget a lesser amount, or take the entire amount out. However, the City would still incur a certain amount of fees over time, and he didn't have the answer as to how much those fees would be.

Commissioner Brownlee stated that he hesitated at leaving that amount in the budget as an expense, with the expectation that it probably wouldn't occur in full, thereby overfunding the budget by \$40,000.00 or \$50,000.00.

Commissioner Janzen stated that commissioners needed to first make a decision to charge a fee or not. That decision had not been made.

Commissioner Ezzell stated that until commissioners made that decision, for the sake of budgeting, they should budget the worst case scenario, and if the policy changed, they could adjust the budget at that point.

Following further discussion, Mr. Gilbert stated that staff would bring back options for consideration as soon as possible.

There being no further discussion, Mayor Shewey recessed the meeting to convene as the Enid Public Transportation Authority.

- TRUSTEES OF THE ENID PUBLIC TRANSPORTATION AUTHORITY -

PRESENT: Trustees Janzen, Brownlee, Ezzell, Timm, Wilson, Vanhooser, Chairman Shewey, General Manager Jerald Gilbert, Trust Attorney Andrea Chism, and Secretary Line Parks.

ABSENT: None.

Discussion was held on the Fiscal Year 2016-2017 Enid Public Transportation Authority (EPTA) Financial Plan.

Ms. Crawford stated that since trustees had received the proposed EPTA budget, one revision had been made. That pertained to the Section 5339 Grant Application for buses approved by trustees on May 5, 2016, and would increase grant revenue, and expenses for EPTA's grant match. She then reviewed the budget, noting that Personnel Services had increased by \$48,000.00 due to the 27th payroll and the addition of one part-time driver position; Contractual Services had decreased due to lower liability insurance premiums; Maintenance & Operation had decreased by \$11,000.00 due to a decrease in fuel prices; and Capital Outlay had increased by \$112,000.00 for buses in connection with the Section 5339 Grant.

Discussion was held regarding hours of operation, and ridership and fares as they pertained to the Section 5311 Grant. It was noted that this grant provided funding for the EPTA's operational budget to assist with costs as a rural transit provider. It was also noted that rides the EPTA provided were reimbursed through the 5311 Grant, based on revenue mileage. Because the number of trips had gone down, the number of miles had also gone down, thus reducing the dollar amount reimbursed by the grant.

Trustee Vanhooser stated that this budget was much like that of the Golf Course. This was the third year they had discussed areas in the City budget where revenue was generated, and it was not unreasonable to make the expectation that this fund should at least break even. Like the Golf Course, the overwhelming expense in EPTA was personnel. Again, it begged the question that the City was probably, or any government was probably the least capable to run a business that could be run by the private sector. Again, there had been the discussion to privatize or do something else that might actually improve the service to the community by giving them longer hours, more availability,

and new buses. Why weren't they deciding that? Trustees were being asked to approve a budget that was exactly the same as it was last year, and the year before that. They talked about "Let's do better in these departments," and absolutely nothing happened.

Trustee Ezzell stated that EPTA wasn't like the Golf Course. It provided a service. At the end of the day, it provided a service to a population of Enid who had no other option for transportation. The other part that wasn't captured was the revenue generated by these trips. It generated a lot of business for the city of Enid. But more importantly, public transportation was not something that communities made a lot of money on. No one broke even with public transportation. It was a service that was provided as the cost of doing business. It was a necessity.

Trustee Vanhooser responded, stating that he wasn't arguing about the necessity or the viability of having public transportation. What he had said was that city governments were the absolute worst place to run anything efficiently or at a cost. He stated that there were other people who could do that service more efficiently, and that was what he wanted to see happen. The City couldn't do it. That was partially due to the overhead of personnel and benefits costs. There were other organizations that he felt could take it over and not cost nearly the funding that trustees were putting in the budget.

Trustee Ezzell stated that his argument was that no one made money on public transportation. It wasn't that someone else could do it better, but that the City was the only entity that could run a public transportation authority. By its nature, municipalities ran public transportation authorities everywhere, because no one else could.

Trustee Timm stated that there were already two organizations in Enid that were doing it now. They took EPTA's overload. They were getting grants from the Oklahoma Department of Transportation (ODOT) just like EPTA was. But they were able to make money because they went outside the city limits. EPTA was limited. It couldn't make money because it just stayed in the city.

Trustee Brownlee stated that on top of that, there were three different entities that were competing for the same grant money. They all had separate expenses. There were economies to scale that could be reached if you didn't increase expenses, but had access to greater grant money.

Trustee Ezzell stated that if that was the case, the reason those other entities functioned was because they went after the low-hanging fruit. They went after the easy miles, the easy money, the easy grants. What the City was providing was not the low-hanging fruit. The City was providing the difficult, inconvenient, challenging service that the other entities wouldn't go after because there was no way that those folks who made money on the long-distance trips could step into the City's shoes and provide a functional system without losing money even worse than the City was.

Trustee Janzen asked if anyone had offered to provide this service.

Mr. Gilbert stated that staff was in initial discussions with the Cherokee Strip Transit Company, Cimarron from Ponca City, and MAGB, to determine whether this was something they could do, or would do. He didn't have the answers now, but they were working on it and would provide the information to trustees as soon as possible. He went on to say that this would be much like the Golf Course, in that there would need to be a budget of some amount, possibly along the lines of the Federal fiscal year because the grants were based on the Federal fiscal year starting in October.

Trustee Janzen stated that he didn't want the City to give up the service. He felt the City needed to provide the service, but if anyone could do it cheaper, that possibility should be explored.

Trustee Timm stated that many citizens needed earlier or later hours. The City couldn't service what they needed now.

Trustee Wilson asked why the City couldn't expand its services to evenings and weekends, similar to a taxi service, in an effort to create more revenue.

Trust Attorney Andrea Chism stated that she wasn't sure of what the answer was. She did know however, that when the City ran a fixed route system, there were numerous issues with being able to do that. There were more restrictions in deviating from a fixed route to do something special, especially when you received grants.

EPTA General Manager Mary Beth Williams stated that she did find a route in the system, set by ODOT, that specified they could run from 6:00A.M. to 7:00 P.M. That route could be utilized in the ODOT count.

Trustee Ezzell said to forget the ODOT money. He asked if they could use EPTA's excess vehicles, or those vehicles that were out of service to do whatever they wanted, using their staff.

Ms. Chism explained that it wouldn't matter if they used off-duty vehicles or off-duty staff because it all ran under EPTA. If they used EPTA in any way that went outside the bounds of what they were allowed to do, it would be a violation.

Trustee Wilson asked if a separate entity could be created that wasn't through the Public Transportation Authority, but would still be a public entity run by the City.

Ms. Chism stated that it could be done. However, that entity couldn't use EPTA vehicles.

Trustee Ezzell stated that if there was a way to bring additional money in by using the same people, the same software, and the same scheduling apparatus under a different entity, they should at least determine if it was feasible.

Trustee Wilson stated that there were so many options that people wanted, and so many things that Enid needed. They had the capability to meet the need, but they needed to determine how to do it.

Trustee Ezzell stated that this was not State Statutes. It was ODOT internal rule-making. It was ODOT promulgation with administrative law that could be changed. Enid wasn't the only community facing these issues. It might be worth the City saying, "Hey, we're having this problem ODOT. We want to provide this service. You really want us to provide this service. Help us make this service better." Maybe they could use that to effectuate some kind of internal rule/procedure changes that would allow a little more flexibility.

Trustee Brownlee stated that this discussion had been good. This was something that needed to be flushed out. Similar to what staff had come up with for Golf. This was a service that should be provided. If they could figure out a more efficient way of doing that, they needed to figure that out. Right now, they were looking at close to \$650,000.00 in expenses in two departments that could be operated differently and continue to provide a good service. They needed to figure that out.

Chairman Shewey asked Ms. Crawford to speak more on the \$404,000.00 figure.

Ms. Crawford stated that basically, EPTA was at the point where they no longer had fund reserves. In the past, that department had been budgeted at a deficit, and they didn't have the luxury of doing that any more. The only way to continue that operation was to fully fund what they needed. That would be the difference between what was projected in revenue and grant revenue, versus the expenses that would have to be paid out. That was why there was a significant increase in the transfer from General Fund to help fund that operation. Even if it was fully funded, there would still be a deficit of \$228,899.00 at the end of FY2017.

Mr. Matt Lohman, 1701 Calico Lane, addressed trustees. He stated that as CEO of Hope Outreach Ministries, they had been dealing with transportation issues as a barrier to success for a number of their employees and a lot of their clients. A majority of their employees were coming out of incarceration, addiction, abusive situations, or homelessness, so most of them had no funds to have a vehicle. A high number of them had no license, or had fines against them to where they couldn't get their license. They continually saw transportation as a huge barrier. When situations where many of them had to live were factored in, and where the jobs were located, it was very difficult for them to get to those jobs. With the transportation issue, many of them also had to walk or bike to and from their jobs, going through environments that were very difficult for them. This was also a situation that they saw quite frequently with the clients they serviced in their various ministries, many of whom had difficulties because of transportation issues. He didn't have a recommendation on how to solve the problem, or an opinion on how it should be budgeted. He was only there to give them his observation of what he had seen.

There being no further discussion, Chairman Shewey adjourned the meeting to reconvene as the Mayor and Board of Commissioners.

-MAYOR AND BOARD OF COMMISSIONERS-

Ms. Crawford stated that this was an opportunity for staff to address questions or areas of concern that commissioners would like to revisit. She stated that every budget had been discussed, with the exception of the Enid Event Center and Convention Hall Budget, which would be discussed at the May 12, 2016 special meeting. Staff would then bring back revised changes that had been made since the original draft budget for consideration at the May 17, 2016 Commission meeting.

Commissioner Ezzell stated that there was a bill making its way through the legislature that would impose a sales tax on internet sales. He was curious to know the impact that tax would have on the City's budget if the bill was approved.

Ms. Crawford stated that she didn't know the answer, but if it was approved, and taxes started coming in, staff he would bring that item back for discussion, with an amendment to the budget.

There being no further business to come before the Board at this time, motion was made by Commissioner Brownlee and seconded by Commissioner Ezzell that the meeting adjourn, and the vote was as follows:

AYE: Commissioners Janzen, Brownlee, Ezzell, Timm, Wilson, Vanhooser and Mayor Shewey.

NAY: None.

The meeting adjourned at 6:45 P.M.

CITY OF ENID, OKLAHOMA

BY: _____
WILLIAM E. SHEWEY, MAYOR

(SEAL)

ATTEST:

LINDA S. PARKS, CITY CLERK

ENID PUBLIC TRANSPORTATION AUTHORITY

BY: _____
WILLIAM E. SHEWEY, CHAIRMAN

SEAL)

ATTEST:

LINDA S. PARKS, SECRETARY

***** / *****