



**MINUTES**  
**REGIONAL TRANSPORTATION AUTHORITY**  
**MARCH 18, 2015**

- I. **CALL TO ORDER:** The regular meeting of the Regional Transportation Authority Board of Directors was held in the meeting room at Music City Central, 400 Charlotte Avenue, Nashville, TN on Wednesday, March 18, 2015. A quorum was established and the meeting was called to order at 10:22 a.m. by Chair Kim McMillan, City of Clarksville Mayor.
- II. **APPROVAL OF MINUTES:** Chair McMillan entertained a motion to approve the minutes of the January 21, 2015 meeting. Proper motion was made and seconded. The vote of approval was unanimous and the minutes were adopted as presented.
- III. **PUBLIC COMMENTS:** Margo Chambers of Nashville stated she wanted to alert this Board to a potential passage by the Nashville Metropolitan Planning Commission of a land use change that could negatively affect the federal dollars available for the region and essentially eliminate a transportation hub for the area. This land use change is for about 13 acres at the corner of White Bridge Road and Harding Pike in the Belle Meade area of Nashville. Ms. Chambers also reminded the Board that the RTA, MTA, and DTO put out a request for proposal for new banking services without any public input and that this was done about the same time that they presented a request for a loan.

Tommy Bragg, former Murfreesboro Mayor and current Chair of the Transit Alliance of Middle Tennessee, introduced himself to the Board and reported that the Transit Alliance of Middle Tennessee has just hired Jo Ann Graves, former Mayor of Gallatin, to be their interim Executive Director. The Transit Alliance continues to work on multi-modal transit opportunities as they also work throughout our region to build community leadership and interest in transit opportunities.

Steve Reiter from Nashville stated that he appreciates that Parsons Brinkerhoff will be doing the media outreach plan for the Northwest Corridor. He hopes to see a lot of public input on this plan as well as any other transportation plan for Nashville and Davidson County.

- IV. **MARKETING REPORT:** Communications and Marketing Director Patricia Harris-Morehead thanked Gerald Herman, City of White House Alternate, for agreeing to chair the Marketing Committee this year. Ms. Morehead reported that the communications and marketing team has been promoting the new express bus service that runs to and from Dickson which began on January 5<sup>th</sup>. The route is continuing to do well with January ridership totals near 1,400. Continuing, Ms. Morehead noted her appreciation to La Vergne Mayor Waldron and the Board of

Alderman who approved the use of Veteran's Memorial Park for the new location of the La Vergne Park-and-Ride for the #86 La Vergne/Smyrna Express, effective February 2<sup>nd</sup>.

For the first time ever, Ms. Morehead reported that we are working on a joint promotion with Wilson County government and St. Jude's Children's Hospital to provide transportation on the Music City Star for participants in the Music City Marathon and to those spectators who are traveling to the event. This item was brought to the committee last year and the Board asked staff to continue to work with Mayor Hutto on this event and see if they could locate a corporate sponsor. With the help of Mayor Hutto, a corporate sponsor was located. Premiere Orthopedics will underwrite the costs of the Music City Star for this event. In order to ensure that we will have an accurate count of the people who plan to ride the Star to this event, we are selling tickets for the train online as we have done in the past for other special events. The marathon is scheduled for the April 25<sup>th</sup>.

In conclusion, Ms. Morehead noted that we are moving forward with the RTA's Northwest Corridor transit study. The first meeting of that advisory committee is scheduled for March 31<sup>st</sup>.

- V. **OPERATIONS REPORT:** Operations Supervisor Gabriel Burgess reviewed the Route Performance Indicator Report. Numbers are steady when compared to last year, noting that the same period last year had one more work day. The ridership on the Music City Star continues to steadily increase compared to the same time last year. Overall the commuter rail and regional bus service is up 2.8%. Mr. Burgess reported that in reviewing the local bus services for the region, the fiscal year comparisons reflect an overall increase of 3.2% and these numbers do not include the ridership for special events.
- VI. **FINANCE & AUDIT REPORT:** Controller Shelly McElhaney reviewed the financial statements and noted that we continue to have a favorable variance and things are tracking as had been expected. In reviewing the balance sheet, Ms. McElhaney stated that the note payable is at \$720,000 and they are expecting the grant funds that are related to those expenses to be available by mid April and those will bring the balance back down to zero. Ms. McElhaney then presented the following action item to the Board:
- a. **Revolving Line of Credit Renewal (A-15-002):** RTA has been doing business with SunTrust Bank since April 2010 for banking services. In conjunction with this relationship, RTA also obtained a line of credit facility with SunTrust to cash flow our expenses for the Music City Star when there was a gap between our Federal Formula 5307 grant funding and our eligible expenses. Because it was time for us to go out to bid for our banking services, a Request for Proposal (RFP) process was initiated in May 2014 for a five-year contract and it had the explicit understanding that the selected bank would also provide a \$1.5 million line of credit facility that would begin at the expiration of our current contract with SunTrust in April 2015. Six responses were received to the RFP and the evaluation committee reviewed all of the bids, with Fifth Third Bank and Wells Fargo receiving the highest scores. Both banks were brought in for interviews

and a demonstration of all their on-line banking services. After presentations, the evaluation committee selected Fifth Third Bank.

Staff is requesting that the Board authorize the CEO to enter into a five-year contract for general banking services and a one-year revolving credit agreement for \$1.5 million with Fifth Third Bank to begin on April 20, 2015. Proper motion was made, there was no discussion, and the motion was seconded. The vote of approval was unanimous.

**VII. CEO'S REPORT:** CEO Steve Bland reported on the following projects:

- The Northwest Corridor Study will kick off with the initial meeting of the study advisory committee on March 31<sup>st</sup> at 1:00 p.m. in Pleasant View. He added that there will be quite a few public outreach activities to follow this initial event.
- Construction on the Greensboro North Park-and-Ride continues to progress smoothly in Gallatin and we are anticipating an early May opening.
- Hamilton Springs Station is in the design phase. We are anticipating that the designers will have initial cost estimates in the next couple of months and that will be followed by a round of value engineering to see where we can make that even more cost efficient. If all goes well in terms of design, cost estimates, and the necessary approvals, we would hope to be out for bid for construction this fall.

Continuing, Mr. Bland reported that we have had some recurring issues over the past two months with Gray Line in terms of service quality in some of the corridors. He and staff have met with Gray Line and have asked for an action plan and they are definitely of the opinion that Gray Line is committed to resolving the issues in both the short- and long-term. Gray Line has been asked to come to the Operations Committee meeting in April and present their action plan.

Concerning the upcoming elimination of the Brentwood and Thompson Station routes, Mr. Bland stated that it has been an historical position of the Board that while this is a locally funded system, members have to pay for the services they are receiving. Neither Brentwood nor Thompson Station has been able to contribute to their transit services and that is the municipality's choice. Thus, we went out for public comment to eliminate serving those Park-and-Ride locations.

Thanks to Mayor Graham and the City of Spring Hill, the alternate location in Spring Hill is pretty close to Thompson Station. There have not been a lot of comments received from the former Thompson Station users; but we have heard from the former Brentwood users, as I am sure Mayors Moore and Anderson have. Our response has been that while we certainly regret the inconvenience to customers, and we are letting them know of alternate locations in Franklin, in fairness to the municipalities that are contributing to the system, we must uphold the policy. He has spoken to Brentwood city officials and they do understand the changes that must take place; however, they have not changed their position on funding the service.

**VIII. CHAIR'S REPORT:** Chair McMillan reported that everyone was aware that over the last several months the RTA FY 2015 budget is presenting challenges due to the change in the Congestion Mitigation and Air Quality Improvement Program

(CMAQ) funding. She noted that the majority of the mayors that are here and have been here for a while have realized that the day was coming when we would see this change due to the length of the CMAQ grant funding. This was understood from the beginning when many of the express bus services were started. Referring to the chart contained within the board book (inserted at the end of these minutes), she stated that this is what we believe to be a representation of what may occur if this Board sees fit to do so with respect to actually funding all of the routes from local government sources. Chair McMillan called upon CEO Steve Bland to make some comments. She added that following his comments she will open the floor to a discussion between all of the mayors if they have any comments about what they think is the appropriate thing to do for their particular jurisdiction or thoughts they may have about what the RTA should do. At the conclusion of the mayor's comments, she is going to ask that the entire matter be referred to the Finance Committee so that they can take it into further discussion to make some formal decisions for purposes of preparing the budget.

Steve Bland, CEO:

All of the initial bus services were initiated using CMAQ funds. Historically CMAQ funding has had a three-year limit on those types of services. It is intended as seed funding to get a service up and off the ground which would then be sustained in an agency's overall operation. This scenario presented today is to put into context what it would look like as the CMAQ funding expires for all the municipalities. This is a conservative approach, a worst case scenario approach, for what could happen.

There is not going to be a solution for long-term funding between now and July 1<sup>st</sup>. We are looking at alternatives; we have talked with Senator Alexander's office, the Tennessee Department of Transportation (TDOT), and the Metropolitan Planning Organization (MPO). Beyond the eligibility of CMAQ funds, we also have to deal with the availability of CMAQ funds, which could be an issue. We had hoped to have discussed this last month, but the weather threw us off. We still have a little bit of time to put next year's budget together. We thought this would be a good time, with this sheet in front of you, and some of the base line assumptions attached, to have an open ended conversation. It's going to be tough for a lot of the cities and counties on this list to make these kinds of jumps (in costs).

Ed Cole, Davidson County Governor Appointee:

Are these projections based on ridership projections?

Steve Bland, CEO:

The way this sheet is put together works from the top down. When we are working with Gray Line or with the railroad, they provide us with a specific cost of service for each route. That is what is enumerated in the top quarter under Expenses. We take off of that specifically generated revenues for each service – for example, fares we expect to generate for Music City Star are taken off the cost of the Music City Star; fares we expect to generate from Gallatin Express are taken off the cost of the Gallatin Express service, etc. The member dues are reflected in there as well. From that, we take the non-local shares. Whatever CMAQ funding we have available, TDOT ongoing support, any unusual governmental funding sources, and if sources are available on a service-by-service basis, it would be taken off that particular

service. That leaves you with a net deficit per service and then essentially if you have four paying entities, let's say two cities and two counties, then that remaining cost is spread equally among those.

Paula Mansfield, Rutherford County Governor Appointee:

Is this assumption based on current routes today – not any expansion of any route through 2017?

Steve Bland, CEO:

Correct, this assumes the current including the Dickson service that was just initiated.

Rogers Anderson, Williamson County Mayor:

When does the service stop and start in terms of contract?

Steve Bland, CEO:

Our contracts with Gray Line are annual contracts with termination clauses.

Rogers Anderson, Williamson County Mayor:

With Brentwood's reluctance to get into the pay channel, I understand your position, rotating those down to Franklin, for us and the rest of the county. It just means we are picking up extra cost, so from what I see here, I will be getting out of the program.

Anthony Holt, Sumner County Executive:

Looking at the schedule of cost shares, what is this based on? Is it based on the amount of service, or how much fare is collected on the service?

Steve Bland, CEO:

When we go out to bid for the services on which Gray Line was successful, they have a cost-per-hour rate that they quote that is applied to services they directly operate. Based on the service design, based on that schedule, hours would be allocated to a route. For example, if a particular route has three round-trips and that is 5 hours a day, that is 15 hours multiplied by that hourly rate. That is what generates the total cost-per-service number and then directly attributed revenue, whatever a passenger pays. If it is a state employee, then that is through the state program, and that income comes off that specific service.

Anthony Holt, Sumner County Executive:

That is why there is a wide disparity between the costs associated with different entities? In some areas there is more consistent service, additional service, and increased times?

Steve Bland, CEO:

Right. For instance, the service from Clarksville to Nashville is a much longer run than Franklin to Nashville, so even if the trips are consistent, you would see longer time, and the basis for charges is time.

Philip Craighead, Mayor City of Lebanon:

If Thompson Station and Williamson County don't participate, will all of our other numbers remain the same? And does that affect the numbers on the Music City Star or is this just for the buses?

Steve Bland, CEO:

For the most part, the operating costs go corridor by corridor. So the Brentwood issue, the Thompson Station issue, really affects only the Franklin, Williamson County, and Spring Hill corridor. It really doesn't affect other corridors.

Where we will see impact will be the allocation of insurance and administration costs that would get spread over fewer paying members. That is where we point to this whole issue as a domino effect. It becomes a model that is very, very difficult to sustain long term. Even beyond who is paying and who is not, it is rather than trying to spend efforts in looking at how we can address the true mobility needs of the region. As a staff and as a Board, we are spending most of our efforts as bill collectors. Can we get this money from that and can we get this money from here?

Rogers Anderson, Williamson County Mayor:

For me it is a matter of cost balancing – schools and all the other issues we have. When we have to raise significant dollars for this next year \$60,000, which is a pretty good size of the total cost, and then at two years almost double that again. I just can't take this back to my board and sell that concept. Maybe we go back to TDOT and Vanderbilt and see if they can ante up more and then they don't want to pay any more than you do or I do. I appreciate the federal money, but there is a time that you have to step back and say "no". It's the cost for me.

Anthony Holt, Sumner County Executive:

There are so many variables right now, and it all comes down to money. If this starts falling apart, do you think in the long-range overview of everything that this is going to hurt our ability to make the transition into some kind of transit system for the region? That is the broader view we need to be considering – how do we salvage what we have? At some point and time, the state and federal governments are going to probably understand that we have to actively fund infrastructure – not just here, but across the country. If not, it is going to start suffering, falling apart, crumbling – and what is this going to do in the long run if we start because, as Rogers says, we do have a lot of obligations already?

Steve Bland, CEO:

A couple of things: Since the North West Corridor study is going on now, I will use that as an example. Let's assume the North West Corridor study comes up with a relatively capital intensive solution akin to what the Music City Star is. We would go to the Federal government or TDOT for that matter, and say we want to go into the Small Starts Program which would pay a significant portion of that capital expense. We meet all that criteria, there is high demand for the service, and it meets all the requirements. One of the fundamental questions they are going to ask is five years after we have finished the project, how are we going to maintain service? Essentially, if we are not able as an agency to document that we have a plan for the long-term sustainability of service, not just to build the project but to keep running service, we are not going to be able to compete for those funds. Most of the people we will be competing against have that – whether it is a dedicated funding source or a rational funding source. It will be a challenge to tie in the other partners whether it is TDOT or the U.S. Department of Transportation.

Anthony Holt, Sumner County Executive:

Do we have the opportunity to raise rates enough to recapture some of this cost or is it just unrealistic to think that our ridership can pay that kind of increase?

Steve Bland, CEO:

There are two issues. One of the things we will present to the Finance Committee is here are a number of scenarios, some based on the conversation and feedback we are getting here today. For instance, what happens if we make the assumption that Williamson County drops out? One of the scenarios would be at varying levels of fare increase, what does this look like? I would doubt that we could do a fare increase scenario that would cover whatever that loss is. Also, there is a trickle down to that. For instance, TDOT picks up the tab for State employees and they are paying on a fare reimbursement basis. If we double the fare to cover that loss, then that essentially means that TDOT's cost is doubling and they may say they can't do that. Yes, there would be some benefit, but I don't think it would flat line municipal contributions.

Anthony Holt, Sumner County Executive:

I agree with that, but I would like to see some of those scenarios. When we consider that TDOT and Vanderbilt are paying \$15 thousand per parking space to build structured parking, it may make sense to look at some fare increases to offset the municipal load.

Ken Moore, Mayor City of Franklin:

I look forward to the Finance Committee discussion. We are in somewhat of a crisis mode. We have been trying to build momentum all along and we have gained some momentum and we have reached a point where we knew the CMAQ funding would run out. What many of us have been saying all along is we know what the answer is, we have to have dedicated funding, but we don't have the plans to sell dedicated funding.

It all goes back to continuing to implement plans in each corridor and we have no corridor study in the southern corridor, nothing that we can really start to sell to our constituents about a dedicated funding source. That is one of our challenges. We have to get more refinement in our planning process if we are going to be successful in getting transit. I know there are a lot of plans like the 2040 Plan, the RTA Master Plan, and we are also working on a transportation plan according to land use. It is a sad day for all of us. I know you have to build a program slowly, step-by-step, and this has fallen into one of those deep pot holes.

Steve Bland, CEO:

We have met with TDOT and they are fully engaged in the process. Mayor Moore, you are 100% correct. We are not going to get much momentum around a major long-term initiative until all these pieces fall into place. Again, worst case scenario is what we are talking about with TDOT and some of the other partners. I would expect some of the local pieces to come down but not to where they are today. This level of regional cooperation is pretty much unheard of around the country and certainly where I have been. I hope we keep people at the table because the problem is not going away.

Ken Moore, Mayor City of Franklin:

We have to be at the table, because our economic vitality depends on transit solutions.

Ernest Burgess, Mayor Rutherford County:

I agree with much of what has been said, especially with what Mayor Moore has just said. We have a lot of time and energy invested here and we have a bit of momentum and a consensus of unity with it. I hope all of us will seriously think about this before we say we are not going to do this.

Just look at these numbers, this is just really a wakeup call. We have not been spending anything locally, nothing, compared to the scheme of the total dollars that are on this table. We have almost had a free ride so far. I understand all of us have got major difficulties in every budget, including Rutherford County in spite of all the great things everyone thinks is happening there. RTA expenses this year for Rutherford County is \$20,000, that is not any real money. I have twice that much in a discretionary fund. In any event, I think a big amount of input is going to have to come from Davidson County. They are contributing already more than 50% of the regional money. If they were to say we are out, we all might just as well shut down. I don't know what their commitment is, but they have stepped up in a major way over the last many years.

I would just like all of us to be objective about this. I hate for us not to just step back into a pot hole, but into a cavern that we can never get out of again if we just arbitrarily here say that we are not going to move forward. We know, all of us, if we ever have a successful regional system it is going to take more regional support than this proposal right here. So are we in or not? Are we in for improving transportation or not? That is the question. It is going to take local support and we might as well step up or just say we have been making discussion here for all this time with no real serious commitment.

Rogers Anderson, Williamson County Mayor:

Something has got to give. I have been saying that for two years, so I will give you my something I have got and that's no more. I cannot handle that. I agree with Ken (Moore), and I will re-evaluate. Ken is correct, dedicated funding is the answer. There is no movement in the legislatures to do that. This is not picking up Brentwood's part, it is just leveling out what we have got to do and if I look down the road and no solution, it doubles again. I look at my counterpart on the right, Wilson County, to go from \$10,000 to \$151,000. You can't do that; your constituent base won't allow that with the limited number of people riding in that corridor. Maybe we turn to our locals and say go get us a van and run that same route. We have a dead head run coming out of Davidson County that picks up no one. We pay 100% just to leave from Williamson County back into Davidson County.

Kim McMillan, Mayor City of Clarksville:

I agree that the Finance Committee has some real issues to consider. I think that each of us needs to examine in our own jurisdiction the level at which these particular programs have been successful. I think we say sometimes that the constituents won't let us pay for something that we weren't paying for before, but I

think that I can speak for Mayor Durrett in Clarksville Montgomery County, that our program has been so successful, that if we said we are cutting it out and not going to fund it any more, there might be a mutiny on the doorstep of both of our offices because there are so many people who do ride it in Clarksville Montgomery County.

I think every mayor is going to have to consider the effect on their jurisdiction of what is going to happen. I do agree that the overall discussion of dedicated funding for all of the mass transit in the Middle Tennessee area is something that we may have to speed up a little bit and in that vein, I see someone in the back of the room, that I did not ask in advance, but I would appreciate it if Mr. Michael Skipper, (Executive Director Nashville Area MPO), might come up and give us some words of wisdom.

Michael Skipper, Executive Director Nashville Area MPO:

Where we left the conversation about dedicated local funding last when the mayors got together to talk about that, is that we recognized we couldn't go to the voters or our local legislative bodies asking for dedicated funding without letting them know precisely what we were going to give them in exchange. I think right now the team leadership on the RTA strategic planning process is key to figuring out what we are going to give people for dedicated funding. We saw no way of moving forward with dedicated funding without being able to answer those questions. If there is going to be a sense of urgency with dedicated funding it needs to be squarely placed on that strategic planning process. In the meantime, though, we can't drop the ball on state and federal participation – state gas tax issues, federal gas tax issues. We need to continue to apply pressure on those legislative entities so that we can make sure in the future that it is not all local funding in the future that is paying for transit.

Gerald Herman, Alternate City of White House:

If this was to fold and everybody bailed out – what is the impact it is going to have on traffic on our highways now? How much more traffic, how much more air pollution, how much more parking spaces will there be needed in the Nashville area for all the TDOT and Vanderbilt employees? We do know that it works if employers were to pay for employees to come in. We have done some studies in marketing and we know that will bring people here and it works. We need to market more to these employers downtown who have thousands of employees coming into the area from the suburbs. If they would just provide for their employees, they could help pick up some of that cost instead of asking just TDOT and Vanderbilt. Let's ask them to encourage their employees, and then we might be able to get funding.

We are talking about a very short time period. We are already into our budgets for FY 2016 and I am thinking when Williamson County pulls out and Sumner County, and all these other ones start pulling out, this is going to happen really fast. We are going to be talking about dedicated funding for the next five years and we have already been talking about it for three years since I have been coming to this meeting. I can't imagine getting something done in a year so that these budgets can get planned. These executives, including myself, are not paying into this right now. The ones that are, they are going to have to be making these decisions in the next six months to a year whether they are going to be continuing. There is no time to get

dedicated funding in place within that time period. This is going to happen really rapidly and that is how it is going to roll out – so just plan for it.

Ken Moore, Mayor City of Franklin:

We are talking about probably one of the more expensive methods to transport people and there are a lot cheaper ways. The vanpools have been very successful and they come close to paying for themselves, and also, if we could just increase carpooling, that would help some with our traffic. This doesn't solve the long-term problem as far as what are we going to do to build this mass transit for the future, but it might give us a little relief in the short while.

Ernest Burgess, Mayor Rutherford County:

We have good ridership numbers and we have good cost associated with every one of these routes. I would like to see, before we have this Finance Committee meeting, data that would show us what the unit cost per route is. I would like to see what kind of ridership we have and what the cost is. We need to be able to review and evaluate our specific routes in our specific region to see how we are doing.

Kim McMillan, Mayor City of Clarksville:

That is important. We do have to look at this in terms of individual routes. Sometimes when we are talking about the individual cities and counties having to fund it, we need to see what is happening on our routes also.

Ed Cole, Davidson County Governor Appointee:

Mayor Burgess's point underscores the messaging that we need to be a part of. If we are not careful, this will become the system that has failed and that will then become transit has failed. When in fact, what we know is the financing is what we are attending to and the unit cost will help deliver a message that we are doing our job very, very well in terms of delivering the service. The issue we are facing as leaders is how we develop a dedicated funding source. That messaging is going to be critical because it can quickly become another area of government that has simply failed us.

Kim McMillan, Mayor City of Clarksville:

I agree, we may have to be thinking, and that is something I know we will have further discussions about, but we all know that the dedicated funding is something that is not going to be solved in the next month or two or three months to solve this problem. So we may have to look at what can we do until we get to that point. If we all pull out, it will be perceived as a failure of the transit system or transit experiment in Middle Tennessee and we don't want to see that happen.

Ken Wilber, Mayor City of Portland:

This is an act that is coming very quickly. We may want to look at some special called meetings. July 1 is not much time for these kinds of decisions. This is going to be more than one meeting.

Kim McMillan, Mayor City of Clarksville:

I agree. There are so many mayors in this room that are having to make budgetary decisions as we speak, this is something that is going to have to be done very quickly so everyone can start making decisions as they plan out their budgets.

Philip Craighead, Mayor City of Lebanon:

Cities and counties need to know the value. We need to put a realistic dollar value on it. There are a lot of municipalities represented here that aren't realistic. Those, like Brentwood or Thompson Station, decided they don't want to play. It is hard for us to say we are going to give them that service and I know that puts it on the county. Everyone needs to look at what they are paying for that value. If we are underpaying, we need to step up.

Liza Joffrion, TDOT Alternate:

On the dedicated funding package, we think the ideal situation would be if we had a grand scheme in the proposal for what the whole system is going to be. Taking that out to the voters in one way or another, either through referendum or legislative action, that would be ideal. But, given the current situation, has consideration been given to doing an effort to secure dedicated funding for a status quo – current level of service? Concerning the situation where we are asking all the mayors to do something very, very hard and with no particular end in sight, would a concrete plan to go forward for dedicated funding enable them to “bite the bullet” through this little interim period?

Rogers Anderson, Williamson County Mayor:

Let me emphasize to you that it is not hard for me at all, not whatsoever. I don't want to do it, but there are many times in government when you have to start prioritizing and I am looking at the ridership here for the two areas and it is about 6,000 people. I have 200,000 people within my jurisdiction. If you put it into a referendum, I can tell you how the vote is going to go. You can't take these things to referendum. The big picture is how to we find a solution for this. I am out. That is not what I want, but we are no closer than we were two years ago and in two years we will be sitting here and our bills will be even larger. We can't do that, not when our name appears on the ballot.

Kim McMillan, Mayor City of Clarksville:

Hate to end this meeting on such a downer note, but we have a motion to adjourn.

**IX. OTHER BUSINESS:** There was no other business.

**X. ADJOURNMENT:** The meeting was adjourned at 11:24 a.m.

Respectfully,

*Paula Mansfield*

Governor's Appointee  
RTA Secretary