

**MINUTES**  
**EXECUTIVE BOARD**  
**of the**  
**Nashville Area Metropolitan Planning Organization**  
**March 18, 2015**

Attendees: Mayor Rogers Anderson, Mr. Andy Barlow (for Mayor Ed Hagerty), Mr. Steve Bland, Mayor Howard Bradley, Mayor Paige Brown, Mayor Ernest Burgess, Mayor Patti Carroll, Mr. Corbin Davis, Mayor Bonnette Dawson, Mayor Karl Dean, Mr. Tim Ellis (for Mayor John Coombs), Mayor Scott Foster, Mr. Harry Gill (for Mayor Mary Esther Reed), Mayor Rick Graham, Mr. Gerald Herman (for Mayor Michael Arnold), Executive Anthony Holt, Mayor Randall Hutto, Mr. Larry McGoogin, Mr. Ken McLawhon (for Mayor Jimmy Alexander), Ms. Caryn Miller (for Mayor Timothy Lassiter), Mayor Ken Moore, Mayor Charlie Norman, Mr. Paul Nutting (for Mayor Billy Paul Carneal), Mr. Toks Omishakin (for Gov. Bill Haslam), Mr. Dana Richardson (for Mayor Shane McFarland), Mr. Tim Roach, Mayor Ken Wilber

**Approve January 21, 2015 meeting minutes**

Mayor Ken Wilber, Chair, opened the meeting at 9:00 a.m. Mayor Howard Bradley moved to approve the January 15, 2015 meeting minutes with Mayor Randall Hutto seconding. The motion passed unanimously.

**Public Comment**

Ms. Margo Chambers, Nashville, said that the MPO's sponsor agency should be listed as the Metropolitan Nashville-Davidson County Council, not the Metropolitan Planning Commission due to the funding approval issues. She also said that the Metropolitan Planning Commission is considering approving a land use issue at St. Thomas Hospital on Harding Road It is Application 2013SP 018-001. This will trigger an automatic cancellation of the Harding Town Center UDO that will negatively affect the MPO's CMAQ and transit federal funds. She also stated that she agreed with the Weighted Vote as described in the MPO Bylaws and Prospectus.

**MPO Chair's Report**

Mayor Wilber said that he had represented this MPO at U.S. Secretary of Transportation Foxx's Mayor's Challenge for Safer People, Safer Streets in Washington, D.C. last week. He said that this initiative is focused on promoting complete streets and encouraged other mayors to participate.

More information at <http://www.dot.gov/mayors-challenge>

## Proposed Amendments to the FYs 2014-2017 TIP

Mr. Michael Skipper, MPO Director, said that the following proposed amendments to the *Transportation Improvement Program* (TIP) have been out for the required 21-day public comment period. There has been no comments received to-date.

Mayor Wilber opened the public hearing. Ms. Margo Chambers said that she supports the non-Weighted Vote provision in the MPO Bylaws. With no other comments, Mayor Wilber closed the public hearing.

Mayor Karl Dean moved to adopt Resolution 2015-001 amending the FYs 2014-2017 TIP. Mayor Ken Moore seconded and the motion passed unanimously.

More information is available at [NashvilleMPO.org/plans\\_programs/tip/](http://NashvilleMPO.org/plans_programs/tip/).

### **PROPOSED AMENDMENTS:**

<b>Amend#</b>	<b>TIP #</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Action</b>
2015-020	2014-75-021	Hamilton Springs Station Construction	RTA	Commit Construction Reserve Funds
2015-021	2015-65-075	Vehicle Replacements for Vanpool	Williamson County/TMA Group	Add Project to TIP
2015-022	2014-85-015	Vanpool Vehicle Replacements	MPO	Shift Funds
2015-023	2014-85-014	Regional Park & Ride	Williamson County/TMA Group	Shift Funds
2015-024	2015-69-076	I-40 Truck Climbing Lane	TDOT	Add Project to TIP
2015-025	2015-87-077	Signage of US Bike Route 23	TDOT	Add Project to TIP
2015-026	2014-86-6666	MPO Active Transportation Program	MPO	Shift Funds
2015-027	2008-71-038	Beckwith Road/Eastern Connector	Mt. Juliet	Edit Project Scope

### **SCHEDULE:**

- 2/4 – TCC Endorsement
- 2/18 – XB Endorsement
- 2/20-3/18 – Public Review and Comment Period
- 3/4 – First Public Hearing (TCC)
- 3/18 – Second Public Hearing / Adoption (XB)

### **MPO Prospectus and Organization Bylaws**

Mr. Skipper presented the update to the Prospectus and Organizational Bylaws. He said that the update reflects 1) changes in the MPO area, 2) changes of federal regulations in MAP-21, and 3) clearer explanation of the MPO process. He said that the requirement to change this document is to present it to the Board at one meeting and to put it to a vote at the next meeting.

Mr. Skipper asked that when the members for their review and comment prior to the next meeting. Mr. Skipper said that he would do an Executive Summary of the changes and also include a preface of

Frequently Asked Questions. Mr. Larry McGoogin asked how often this document is updated. Mr. Skipper said that there is no set schedule, but that it should be updated periodically to reflect the current state of planning and MPO requirements.

Mayor Ernest Burgess asked about the Prospectus and its relationship to the status of the proposed legislation (HB1275) that seeks to alter the MPO's voting structure.

Mr. Skipper said that the original language in HB 1275 is expected to be amended to allow the current voting structure to remain intact, but require that it include a representative from area county highway departments. The bill would also prohibit the use of weighed voting. As drafted, the bill would apply only to MPOs operating wholly within Tennessee. The MPOs in Memphis, Chattanooga, Clarksville, and Bristol would not be affected.

In all 4 out of the 11 MPOs in Tennessee have a weighted vote provision in their bylaws. These are typically in place to ensure that a board is representative of the population for MPOs whose board composition is not. Under normal conditions, each individual member of the Nashville Area MPO board has an equally weighted vote – one vote per member. However, the bylaws allow any member to enact the weighted vote provision which would effectively apply a population-proportionate weight to each member's vote. The weighted vote can only be used on matters pertaining to the Regional Transportation Plan, the Transportation Improvement Program – which are both responsible for allocated dollars intended for the urbanized area within the MPO region. Any action that is subject to a weighted vote must pass with 2/3 (66%) majority of the board. Metro Nashville's weighed vote is less than 42%.

The weighted vote can also be used on amendments to the bylaws. This allowance is intended to be consistent with federal law which requires that any substantive changes to the MPOs governance structure be approved with the concurrence of elected officials representing at least 75% of the MPO's total population AND the largest incorporated city.

Mr. Skipper described the the MPO geography which includes rural and urban areas. He said that there are two urbanized areas (UZAs) which received an annual allocation of funding for which the board is responsible for programming. He said that while this Board has demonstrated its willingness to program those UZA funds to members outside the UZA, the weighed vote ensures that funds ultimately go to those intended locations by allowing the communities with more population to have a greater say in their distribution. He said that the State has other pots of money for the areas outside the UZAs.

Mayor Rick Graham asked what the difference is between urban clusters and urbanized area. Mr. Skipper said that each is a particular type of urban area as defined by the Census Bureau. Urban clusters are areas with less than 50,000 in population and urbanized areas have more than 50,000 in population.

Executive Holt asked if the weighted vote only applies to Davidson County or to the entire UZA. Mr. Skipper said that the weighted vote applies to everyone. In a weighed vote situation, each jurisdictions vote is based on its share of the region's population. He said that the reason it is there is to make sure that the board is representative of the region's population [instead of the number and distribution of

government entities] and that partners inside the UZA have more say in how UZA funds are spent within the region.

Mayor Dean asked if the weighted vote only applies to the UZA. Mr. Skipper said no, it applies to the entire area, but can only be used on matters pertaining to the RTP, TIP, or bylaws. Mr. Skipper said that the MPO has discretion on how this UZA funding is spent even outside the UZAs. Areas outside of the UZA have access to other funding sources.

Mayor Scott Foster asked what problem the Legislature is trying to solve by this Bill. Mr. Skipper said that there hasn't been any clear indication of what problem the sponsor or constituents is trying to solve that is related specifically to the board's voting structure, but that constituents have testified that they were displeased with the Amp project.

Mr. Toks Omishakin said that Federal law supersedes the Bill. Mayor Ernest Burgess said that it seemed absurd for anyone to think that Davidson County has more power than the rest of the Board combined.

Mr. Skipper said that letters will go out shortly showing the estimated dues for budgeting purposes. These will be due before December 31, 2015.

Mayor Dean asked what the County Highway Association is. Mr. Skipper said it represents all of the county highway departments within the State. He said that the county highway departments are public entities and the Bill would allow the Association to determine who would be on our Board.

Mayor Anderson said that there needs to be a county highway representative on the Board to share what is going on. Mr. Omishakin said that the representative should be from a highway department not from the Association. Mr. Skipper said that this could be done without legislation. Mayor Wilber suggested that issue be discussed at the next meeting but that members should continue to voice their opposition to the legislation which seems unnecessary.

### **Transportation and Public Health Outcomes**

Dr. Geoffrey Whitfield, The Centers for Disease Control and Prevention, presented the findings from his analysis using the MPO's Integrated Transportation and Health Impact model (ITHIM). He said that ITHIM is a brand new tool that estimates the benefits to public health resulting from changes in regional travel behaviors (e.g., increased walking, bicycling, transit use). Initially developed in the United Kingdom, this is the first deployment of the model in the United States outside of a few locations in California. MPO staff has been working with the CDC and California counterparts to advance the state of the practice.

He said that having complete streets can lead to lower vehicular trips and more active transportation which in turn reduces air pollution which causes respiratory disease. Increased physical activity can lead to a reduction in many chronic diseases. However, more active transportation (walking, biking) increases vulnerability in traffic.

Mr. Whitfield said that Tennessee ranks 4<sup>th</sup> highest in the nation in obesity. He said that 62% of Tennesseans do not meet aerobic physical activity guidelines with Nashville ranking 57%. He said that by increasing the activity level can reduce disease and can save \$300,000.00 in healthcare a year.


For more information go to [www.cdc.gov/healthyplaces](http://www.cdc.gov/healthyplaces) or email Mr. Whitfield at [XDH5@cdc.gov](mailto:XDH5@cdc.gov)

With no further business, the meeting was adjourned at 10:10 a.m.

Date: 4/15/10



The Honorable Kenneth Wilber  
Chairman, MPO Executive Board



Michael Skopper, AICP  
Executive Director and Secretary