WHAT ARE OUR CHOICES?

LOCAL & EXPRESS FIXED-ROUTE BUS ----------

A system of buses operating on designated routes in mixed traffic for local circulation or longer distance commuting. An important component of any mass transit system, and critical to the success of rapid bus or rail transit.

BUS RAPID TRANSIT ----------

BRT offers uniquely-branded buses customized to provide a service comparable to LRT – typically traveling in dedicated lanes and hosting premium amenities at stations. Usually easier and cheaper to implement than LRT, but limited capacity.

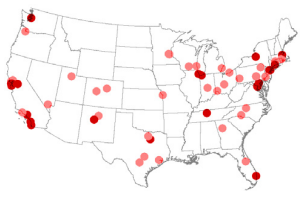
LIGHT RAIL TRANSIT (existing●) (proposed●)----------

LRT is a high-frequency train (or streetcar-style) service operating in mixed-traffic and/or in dedicated lanes, powered by over-head electrification. Typically provides more capacity and can be cheaper to operate than BRT in the long-run.

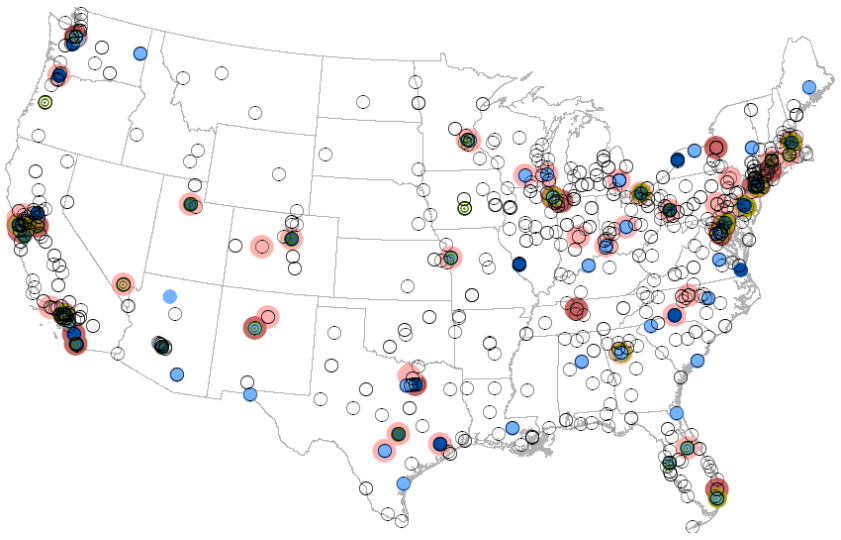
HEAVY RAIL ----------

A premium intra-regional train service that operates in exclusive right-of-way, allowing it to offer superior travel times. Powered by over-head or third-rail electrification. Usually the most expensive transit mode to build.

COMMUTER RAIL (existing●) (proposed●)----------



A suburban-oriented service operating during peak travel times to and from a central city -- often sharing right-of-way with freight movements requiring a heavy vehicle for safe operation. Usually powered by diesel-electric locomotive.



Simply put, mass transit is no longer just a Northeast or West Coast solution to moving people. In urban areas around the United States, including America's heartland, transit is being seen as a viable and sensible investment that can help communities reach their goals for mobility, environmental sustainability, and economic prosperity.

"The time is now for action. We must take steps now to ensure the continued economic success of our region." – Mayor Karl Dean, Metro Nashville-Davidson County

"We cannot continue along the same path we are on now and expect traffic to get any better. Our citizens deserve more choices." – Mayor Jo Ann Graves, City of Gallatin

"If we are serious about transit, and I believe we are, we must begin the process of identifying a stable and reliable source of funding for our vision." – Mayor Rogers Anderson, Williamson County

"The business community has made this one of its top priorities." – Ralph Schulz, President, Nashville Area Chamber of Commerce

THE POWER OF TEN

Annual Convening the Region Summit: Regional Transit System Development

Tennessee Performing Arts Center | War Memorial Auditorium | May 27, 2009

www.10power.org

MASS TRANSIT CHOICES FOR A GROWING CUMBERLAND REGION

HELP SHAPE THE FUTURE OF TRANSPORTATION

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Convening the Region Summit
2009 Key Issue: Regional Transit System Development

May 27, 2009
Nashville, TN

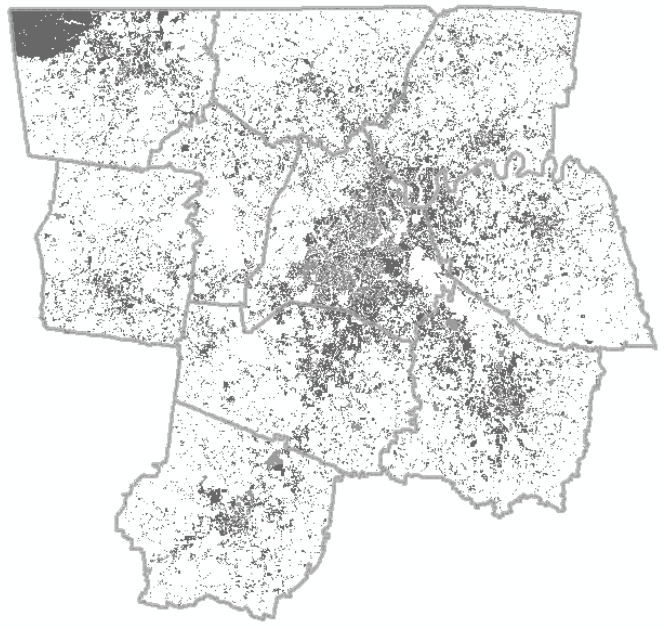
THE POWER OF TEN

Cheatham Davidson Dickson Maury Montgomery Robertson Rutherford Sumner Williamson Wilson

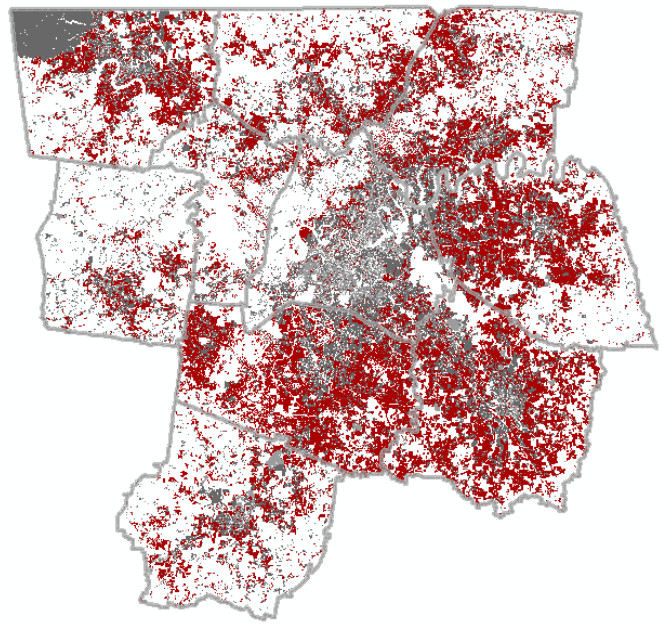
A GROWING REGION ★ A CHANGING LANDSCAPE ★ EMERGING CHALLENGES

Approx. 1965 Development Pattern
(750,000 People)

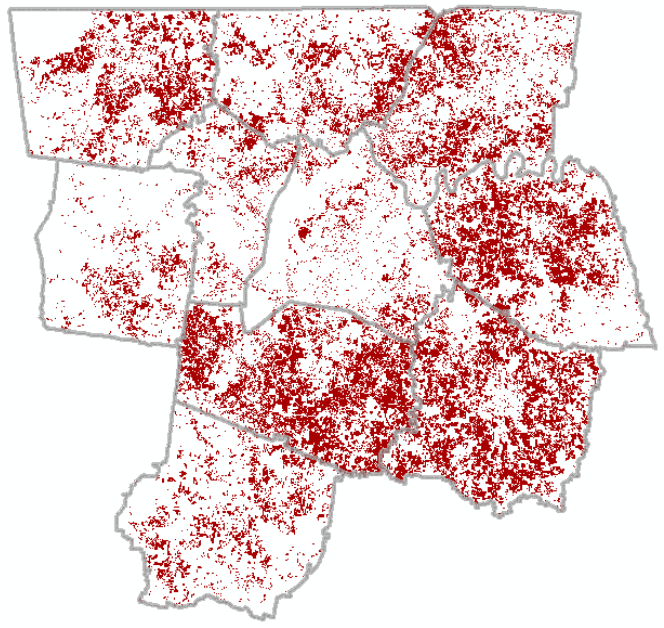
Today's Development Pattern
(1,700,000 People)



2035 Development Pattern?
(2,600,000 People)



New Growth – Now to 2035?
(+900,000 People)



Our **region** is expected to grow by another **one million people** over the next two and a half decades. Where will they **live**? Where will they **work**? How well will our **transportation system hold up to the demand?** How will we sustain our **economy**, our **environment**, and our **quality of life** on our current path?

Our **future** is shaped by the decisions we make **today**.

Will it provide new **choices**, or business-as-usual?