

Dear [Transit Now],

I have a different plan that what has been offered by others. This plan actually makes sense and handles transit and mobility now . . . not 5 years from now.

This is called Congestion Pricing (CP) and it works like this. At first, I would ease Nashville into the program creating an outlined Congestion Zone. This would be the area surrounding downtown, charging vehicles a fee to enter this zone during a designated time. This plan is presently in operation in London, and has reduced traffic tremendously!

- For the first year, only implement CP from 6-9 AM. We can expand the hours later. We need to ease Nashville into it.
- Provide exemptions for all disabled folks and maybe everyone with a less than 25k household income
- Provide a discount to those who live within the CP border; I think London gives a 90% discount for reference
- Provide a discount for those who drive electric/high-mpg vehicles
- Reduce the bus fare to a solid \$1 and make the bus free for public school students and seniors. This would help out low-income folks as well as encourage greater bus ridership.

These are realistic transit goals/investments. With money raised from CP, we can hire more people, increase bus frequencies, invest in more electric buses, and possibly extend the Music City Star commuter rail to hard-to-reach neighborhoods like Clarksville and Murfreesboro. For the long term: Replace portions of Nashville's massive parking lots with affordable housing. The better we are at curbing car culture, the faster we can use car spaces for more important things. Here's the biggest issue; it will provide revenue without borrowing money we don't have . . . now.

I anticipate CP to be wildly unpopular on its own, but if you focus on the positives that CP can bring (I've barely touched the tip of the iceberg), I think we can win over the general public!

Please visit berniecox.com for further details.

Thanks [Transit Now]!

Bernie Cox