

To: Mayor of Twotown
From: City of Twotown
CC: Citizens of Twotown
Date: February 29 2020
Subject: Policy Proposal - Transitioning Twotown into the First Choice it can be



Transitioning from No One's First Choice into Second to None - A Vision of a Sustainable, Inclusive and Happy Twotown

Background

Our city of Twotown - the city that has for long been 'No One's First Choice' faces many challenges. We believe these challenges can be addressed through the introduction of effective, quality and sustainable transport. Prior to our action, significant disparities existed across the various districts - Moses Gulch, Jacobs Hill, Howard Gardens, Corbusville and Downtown.

Our policy aimed at tackling the social injustices arising from climate change, at the local level. This was done by introducing the necessary infrastructure to ensure full transport - bus, train and commuter coverage across all areas. This will not only support the transition to a low-carbon urban economy, but also work to reduce disparities by ensuring access to jobs, housing and environment for all. Because good infrastructure has an effect on people's health.

Our Approach - Demand & Supply Side Policies

Through our policies, we aim to transition to sustainable and inclusive transport through the use of both demand and supply side policies. Financially, this meant first financing the necessary infrastructure - which we believe is a key to create equity, equality and inclusion.

We believe that provision is the essential start to this, which is why we focused on supply side policies aimed at the provision of the necessary infrastructure across districts. We focused on ensuring the provision of the necessary infrastructure developments, such as alternative modes of transportation. This meant increasing transport routes, bus and rail units as well as cycling infrastructure. This also allowed us to focus on improving employment opportunities for citizens across the various districts.

Key Examples of our policies include the following

- Bike highways from each district leading to to Downtown -- extensive bike sharing in downtown -- pricey parking
- Developing electric car infrastructure -- subsidizing electric cars via grants -- A successful outcome of this was an EV penetration rate of 23.91% across the vehicle fleet.
- Bus coverage was also successfully achieved to a rate of 100% in each district.

We have a real research puzzle in terms of bicycle usage, and we deem it as perhaps the most important task of future administrators of Twotown to figure out why the populace is so reluctant to utilize the generous bike highway and bike sharing system we have developed. On the other hand we were quite successful in increasing walking and train usage, and we are very proud of the 100% bus coverage we were able to achieve, subsidizing the already low ticket prices in districts where it was most needed.

Ensuring a Safe and Healthy City

From a public health perspective, focus was on reducing the amount of particulate matter across our districts. Our policies saw the following positive health outcomes:

- Reduction of CO2 emission across the city,
- Reduction of PM 2.5 from 25.21 to 14.91
- City deaths per 100,000 significantly reduced as seen in the following graph
- The public health burden significantly reduced to \$1,277,552.00 and the hospitalisation level from PM was reduced to negative

We targeted this by introducing green spaces, taxing personal car usage and promoting low carbon transport. We also introduced green areas, safe pedestrian infrastructure and planted trees in order to improve citizen well-being.

Social Policy

We found increasing the gas tax to be a true silver bullet in reducing emissions and improving air quality, however, it is not a progressive policy, affecting the poor disproportionately, thus we aimed to subsidize or even make bus transport free in certain districts, we introduced generous social housing schemes. We saw population moving to the nicer parts of town and thus house occupancy maxing out in 3 districts while decreasing in 2 others. With green infrastructure initiatives, to not push out the poor, we introduced inclusionary zoning, capped price rent control and yearly increase rent control

Financing

In order to do this we are further collecting revenues by taxing car users in order to reduce the negative externalities of consumption associated with personal car use. Successful policy interventions in regards to this included the taxation of gas, increasing parking fees, congestion charges, and peak load pricing. By doing this, we also aim to nudge citizens towards using the sustainable transport options that we have introduced into our city. We implemented the taxes incrementally, making sure the burden would not disproportionately rest on the fiscally challenged. We also always made sure alternative transport options were available before taxes were introduced.

Inclusive Policy Making

A key goal of ours was to ensure transparency, inclusion and participation throughout the policy process. To produce a sustainable policy we made sure to inform, consult, involve and collaborate with our citizens in all stages of the decision making. We recommend future policy making to remain inclusive, and open to the voices of the youth, fiscally challenged, elderly and handicapped. These populations, historically underrepresented in decision making, will be disproportionately affected by climate change. Fu

Policy Recommendations & Further Action

In order to most effectively further incentivise citizens of Twotown sustainable transit options, we recommend to further engage with the citizens in order to understand their attitudes to transit. Our current policies have aimed at ensuring the procurement of the relevant infrastructure. We therefore believe that we have achieved significant access goals, however we now need to further apply demand side policies in order to increase usage and demand of the public transport systems.