

Climate Change: **With Tiny Transit, Austin Can Help the World Shift to a Low Carbon Emissions Future.**

Whatever is new and cool in the U.S. has a way of spreading across the world. Nowhere is this more evident than in transportation. Other countries have copied our roads, highways, and bridges. They've adopted our "geometry of transportation." In developing countries, owning a car is prestigious. The more prosperous these countries become, the more they double down on the U.S. model for ground transportation.

Yes, there are bicycle capitals like Copenhagen and [Amsterdam](#), with its microcars. What makes the European bicycle cultures possible is *infrastructure*—just as infrastructure makes Tiny Transit viable. But by and large, even as they experience the advantages of bicycles, pedicabs, and jitneys, developing countries continue to emulate U.S. car-centric transportation.

Why is U.S. leadership so important? Here's what is happening in the world right now. ***Every month, a new city surpasses the size of Manhattan.*** The rate of growth of these cities—thirty-six new "Manhattans" in just three years — is accelerating as people move from rural areas to cities in search of jobs and opportunities. Imagine the many challenges these burgeoning cities are facing.

We in the U.S. have a moral obligation to develop new, sustainable *micromobility alternatives* so cities around the world can cost less, pave less, and emit less carbon—and in so doing become more resilient, healthier, and livable for all. With this one action—developing a replicable Tiny Transit mobility alternative—Austin can add momentum to a budding movement that can help lead the *world's* "new Manhattans" toward a sustainable, prosperous, low carbon emission future.

A French disruptor has developed the Gazelle, a lightweight fiberglass conventional-size solar-powered electric car with a chassis so simple, it has ten parts. The car can be shipped in boxes and assembled like Lego bricks in developing countries with a mobile micro-factory made of shipping containers and costing \$300,000. Designer Gael Lavaud calls the approach "intentional simplicity," and we can learn from it.⁽⁸⁾

We believe there cannot be timely, dramatic improvements in cutting carbon emissions from ground transportation worldwide *without* the U.S. offering a low emission mobility alternative that conserves land, preserves natural habitats, and allows us to rethink land use.

There is a secondary global impact as well. Going LEAN will reduce the world's future demand for steel, cement and asphalt to build roadways. Making steel, cement and asphalt accounts for *10 percent* of the world's carbon emissions.

If now is not the time to act, with our world imperiled, then when?

This is an excerpt from Tiny Transit: The Tipping Point (Attachment D), 2023.