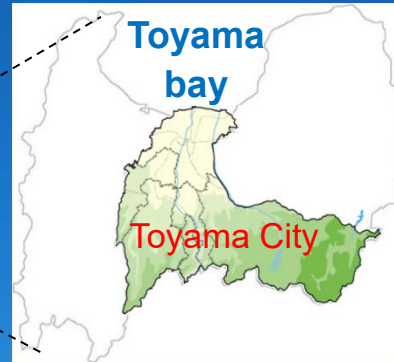


Outline of Toyama City



■ Map of Japan



■ Toyama Prefecture

- Population: 418,686 people(2015 census)
- Area: 1,241 hectares
- Diverse topography ranging from a sea level of -1000 m (Toyama Bay) to 2,986 m (Mt. Suishodake)
- General Account Budget: ¥156.8 billion (FY2018)
- Industries: pharmaceutical, high-tech, robotics, electronic parts, banking



Issues confronting Toyama City

(1) Dwindling population and a super-aging society

(5) Increase in carbon dioxide emissions

(2) Excessive dependence on automobiles and decline in public transportation

(6) Similar public facilities due to municipal mergers

(3) Loss of attractiveness of the central city district

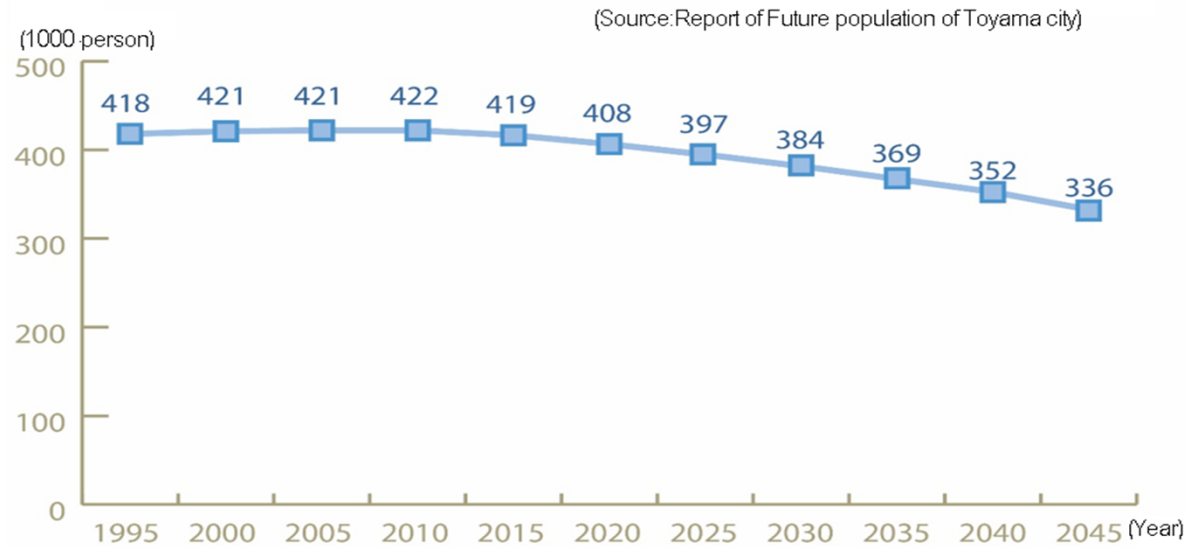
(7) Appropriate management of social infrastructure

(4) Higher administrative costs of city management

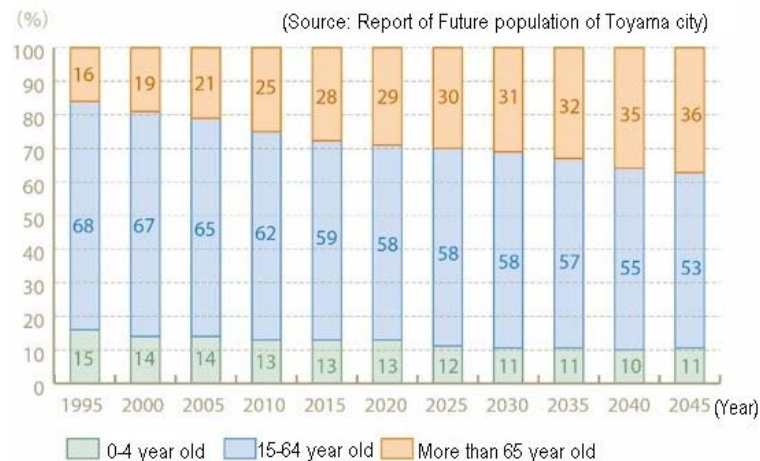
(8) Dissociation of life expectancy and healthy life expectancy

Population declining and aging

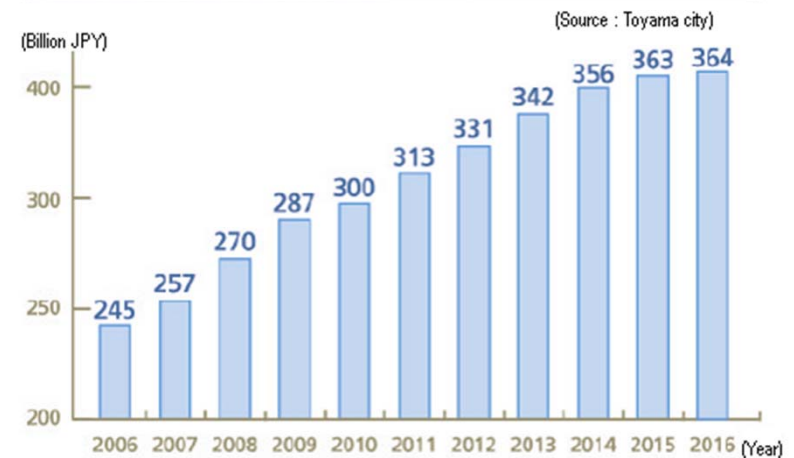
Pridiction of total population



Future Population by 3 aging group



Trend of Benefit cost of Care in Toyama City



Excessive dependence on automobiles and decline of public transportation

Rank No.2 in JP for number of Car owners

世帯あたりの乗用車保有台数

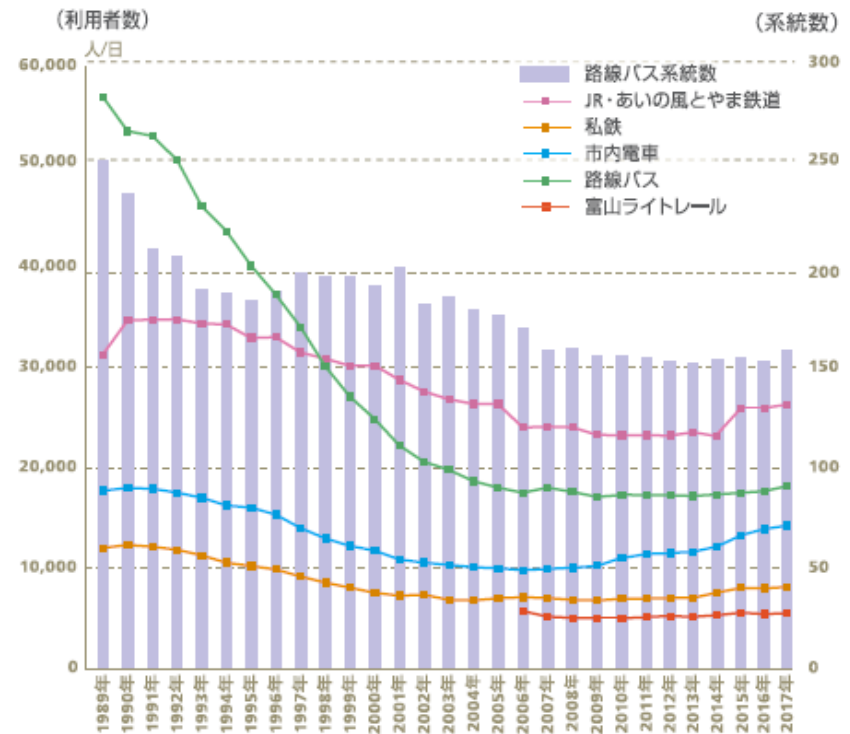
(出典: (財)自動車検査登録情報協会平成30年3月現在)

ランク	県	保有台数	ランク	県	保有台数
1.	福井県	1,746台	13.	石川県	1,491台
2.	富山県	1,694台	⋮		
3.	山形県	1,677台	38.	長崎県	1,096台
4.	群馬県	1,634台	39.	福岡県	1,077台
5.	栃木県	1,611台	40.	北海道	1,008台
6.	茨城県	1,594台	41.	千葉県	0,982台
7.	岐阜県	1,588台	42.	埼玉県	0,980台
8.	長野県	1,583台	43.	兵庫県	0,915台
9.	福島県	1,563台	44.	京都府	0,825台
10.	新潟県	1,551台	45.	神奈川県	0,714台
11.	山梨県	1,546台	46.	大阪府	0,648台
12.	佐賀県	1,521台	47.	東京都	0,439台
全国平均		1,058台			

Decline of Public Transportation

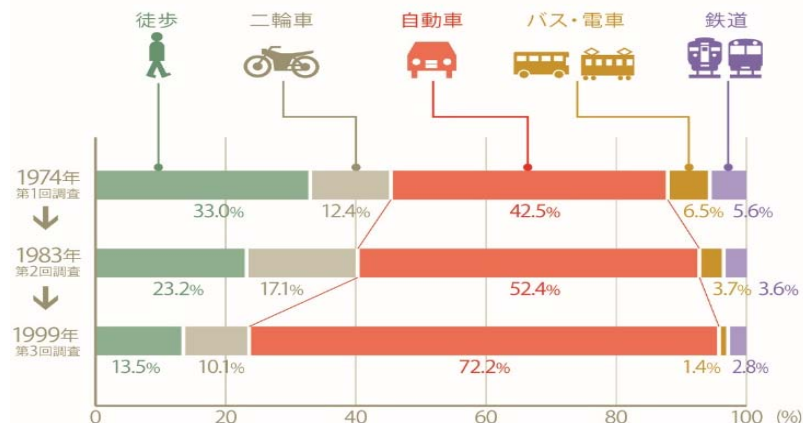
公共交通の利用者数

(出典: 富山市統計書)



注: JRに関しては、平成27年3月14日以降のあいの風とやま鉄道利用者数を含む

High dependence rate in automobile



Developing a Compact Community

To develop a compact community by utilizing sites along public transportation through vitalization of railway and other public transportation. The community to have its own urban functions, such as residential, retail, business, and cultural facilities.

<Conceptual diagram>

Toyama's "BBQ-Stick" urban structure

Sticks: Public transportation with a certain level of service

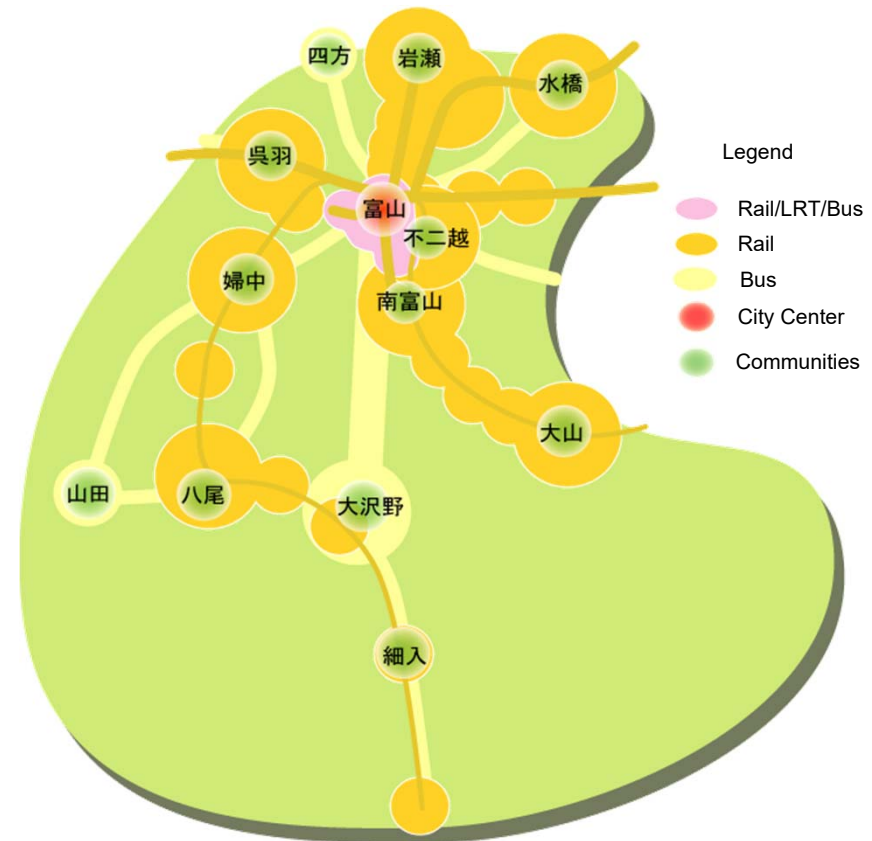
Circles(Food): Walking zones connected by the sticks

<Three pillars for realization>

1. Revitalization of public transportation

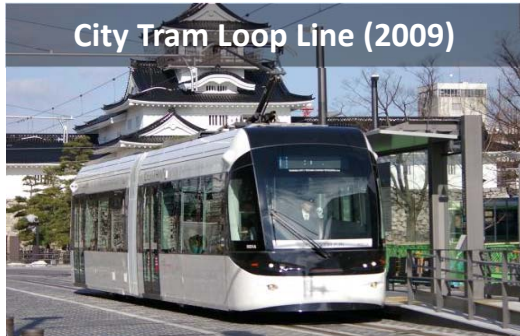
2. Encouraging people to live in the areas along side public transport infrastructure

3. Revitalization of central urban area



Revitalizing Public Transport “Formation of LRT Network”

People-friendly and eco-friendly LRT network fosters "connections"



Maintenance/Operation method for city tram

Two-Tier System (First in Japan)

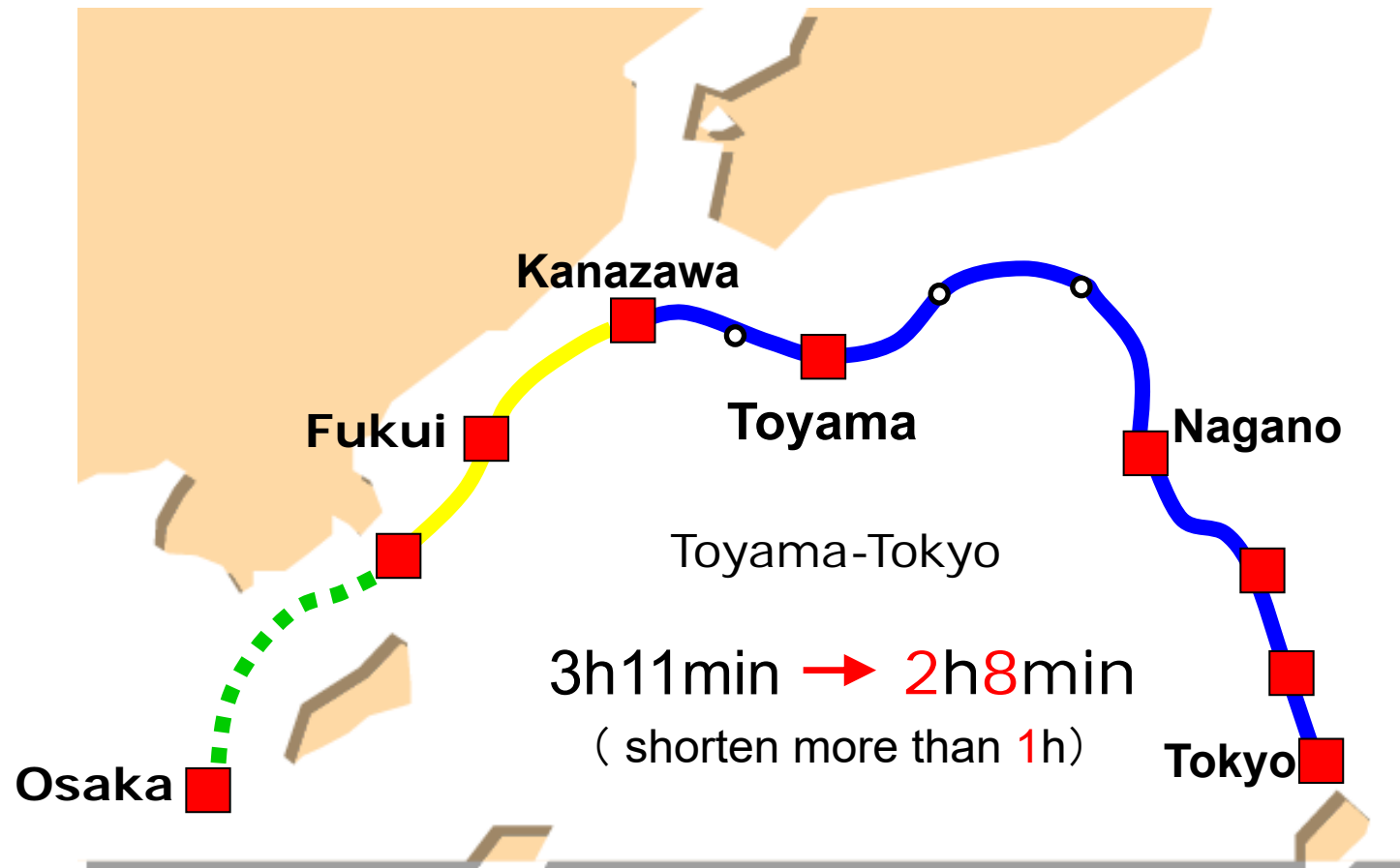
Operation by Private Sector



Funded by Toyama City
Trams and railroad tracks

Hokuriku Shinkansen Construction Project

■ Overview of section from Nagano to Kanazawa



Development of Area around Toyama

Free north-south passageway (seen from the Shinkansen ticket gate side)



Image of development of north exit plaza



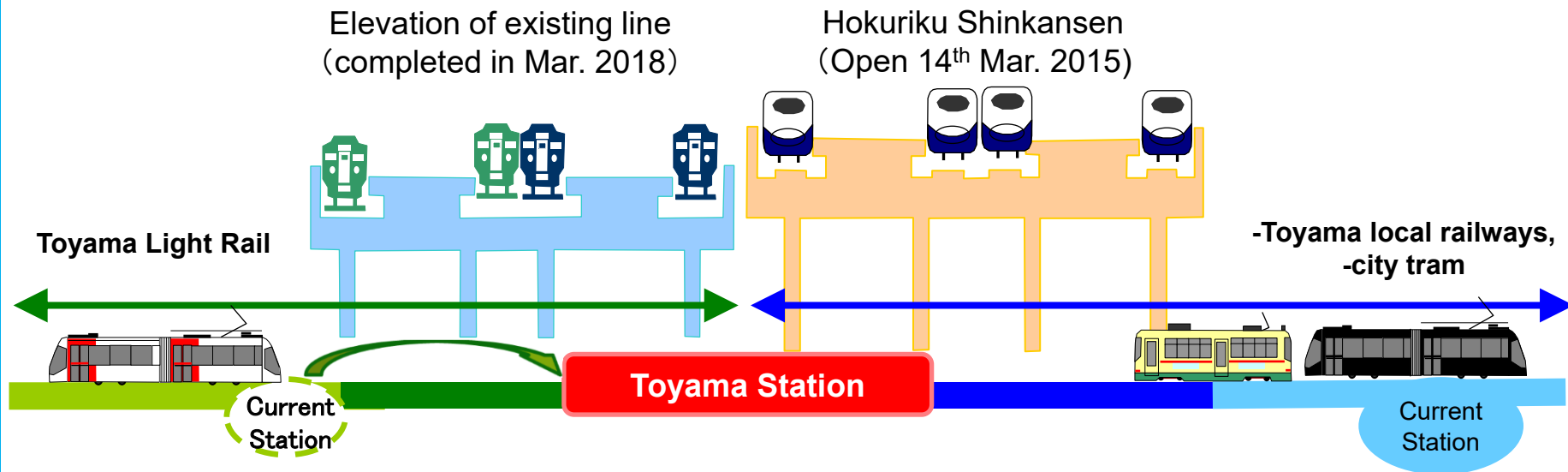
LRT space under elevated Shinkansen tracks



Plaza in front of Toyama Station south exit

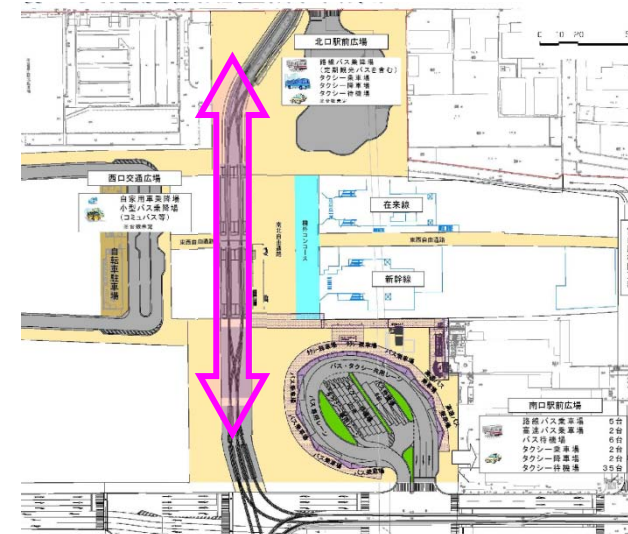


Project to Connect the North and South Tram Lines



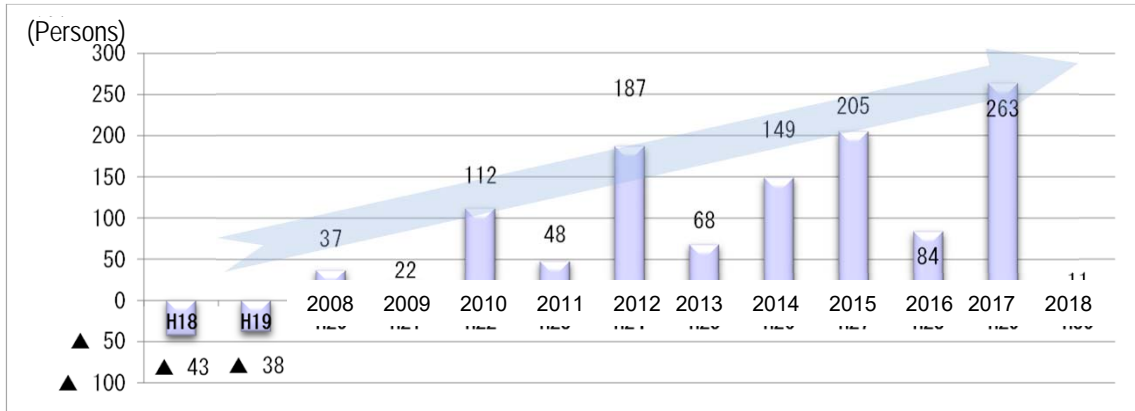
Significance of Connecting North and South of Toyama Station

1. Creating Connected LRT network
2. Strengthening Hub-function
3. Convenient access from both north and south area through city center

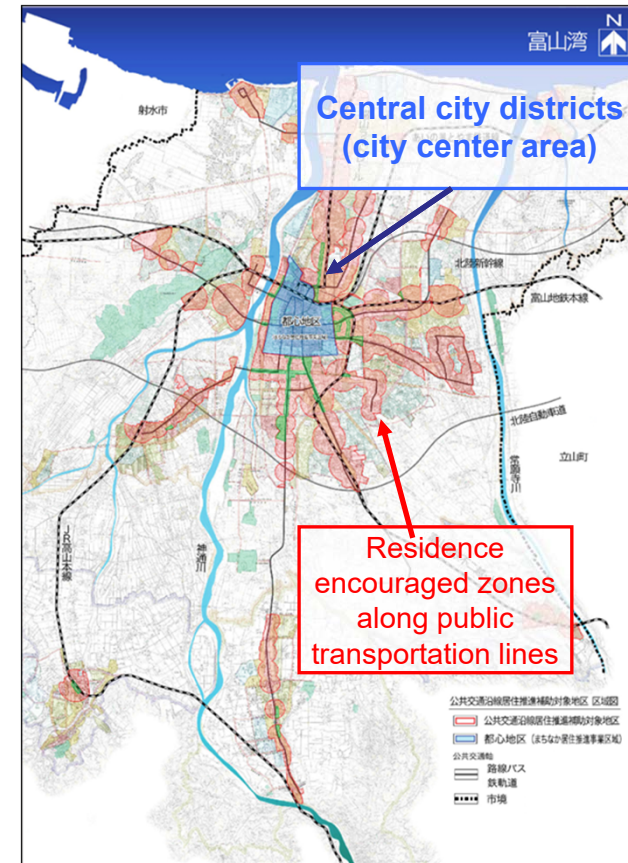


Results of Compact City Policy – Increasing incoming population

[Trends in Social Increase and Decrease in **Central City Districts (Urban Areas)** (Number of People Moving in Minus the Number Moving Out)]



[Trends in Social Increase and Decrease in **Residence Encouraged Zones along Public Transportation Lines** (Number of People Moving in Minus the Number Moving Out)]



※ Calculated from Basic Resident Register information as of June 30 of each year.

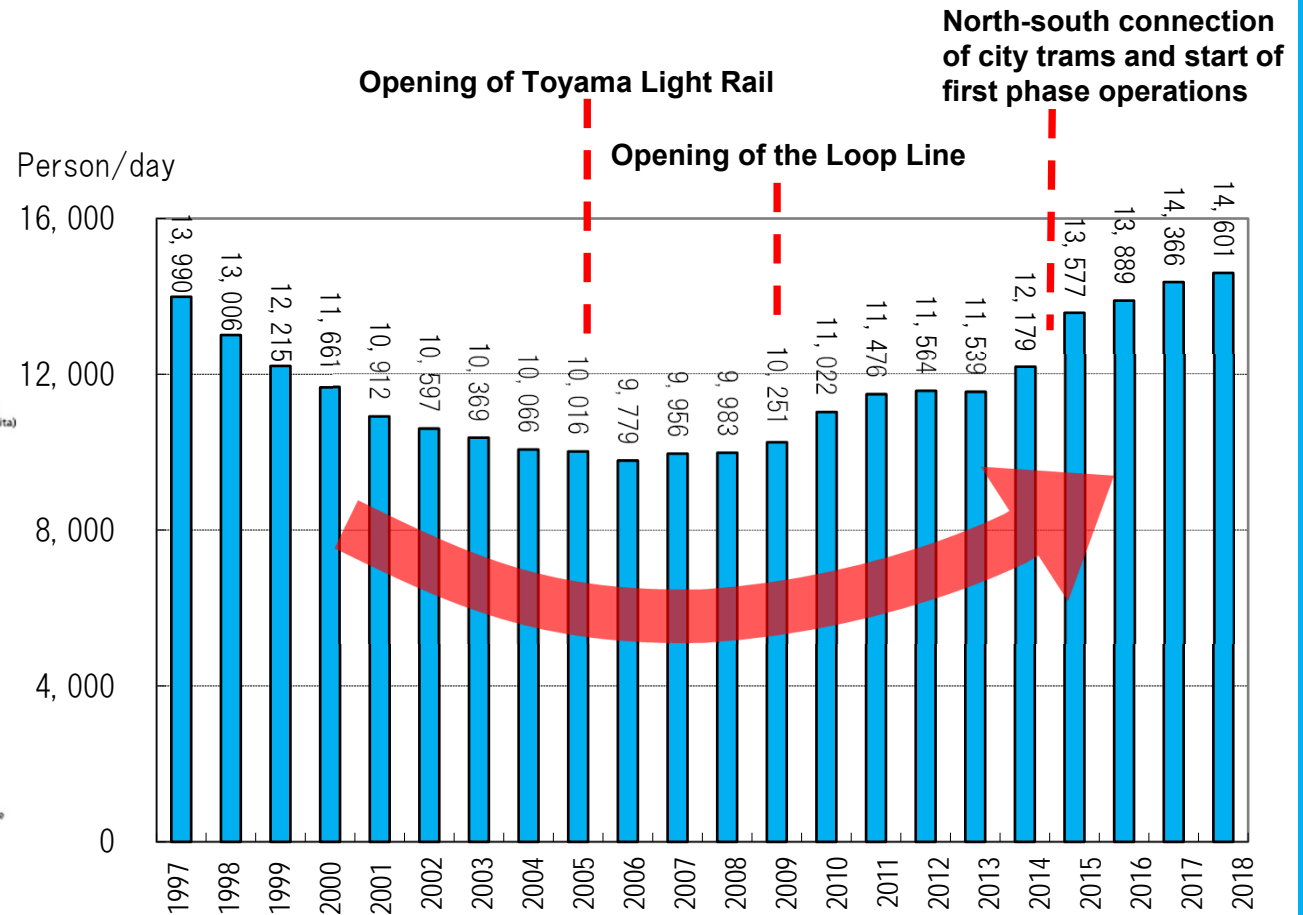
Results of Compact City Policy - City Tram Usage

[Changes in the Number of Passengers per Day]

[City Tram Route Map]



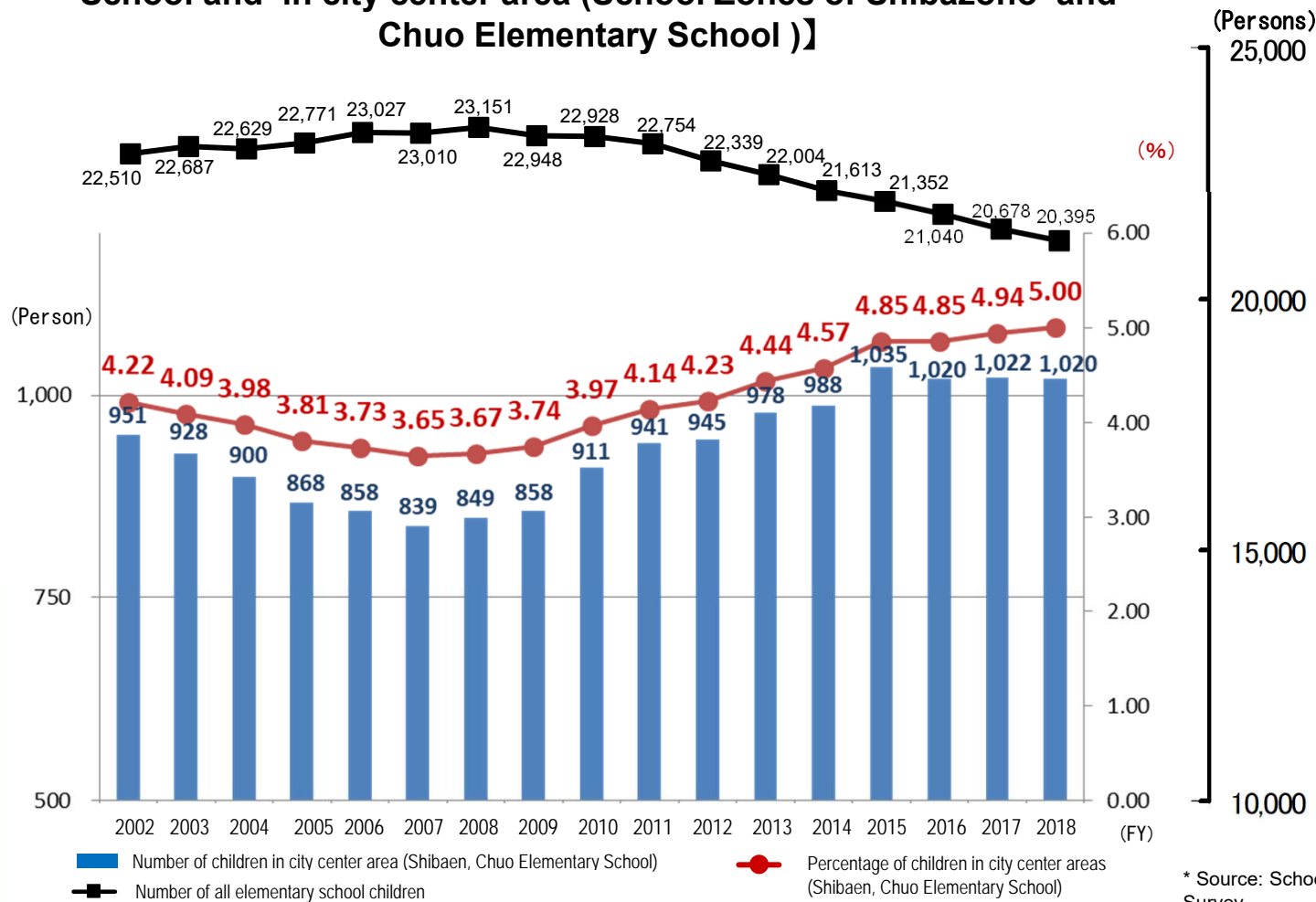
※1系統・2系統南富山駅前行きは中町(西町北)には停車致しません。



(Source: Toyama Regional Railways)

Results of Compact City Policy -Number of Elementary Schoolchildren in the City Center Area

[Change of Number of Schoolchildren in Toyama city Elementary School and in city center area (School Zones of Shibazono and Chuo Elementary School)]



[Shibazono Elementary and Junior High School]

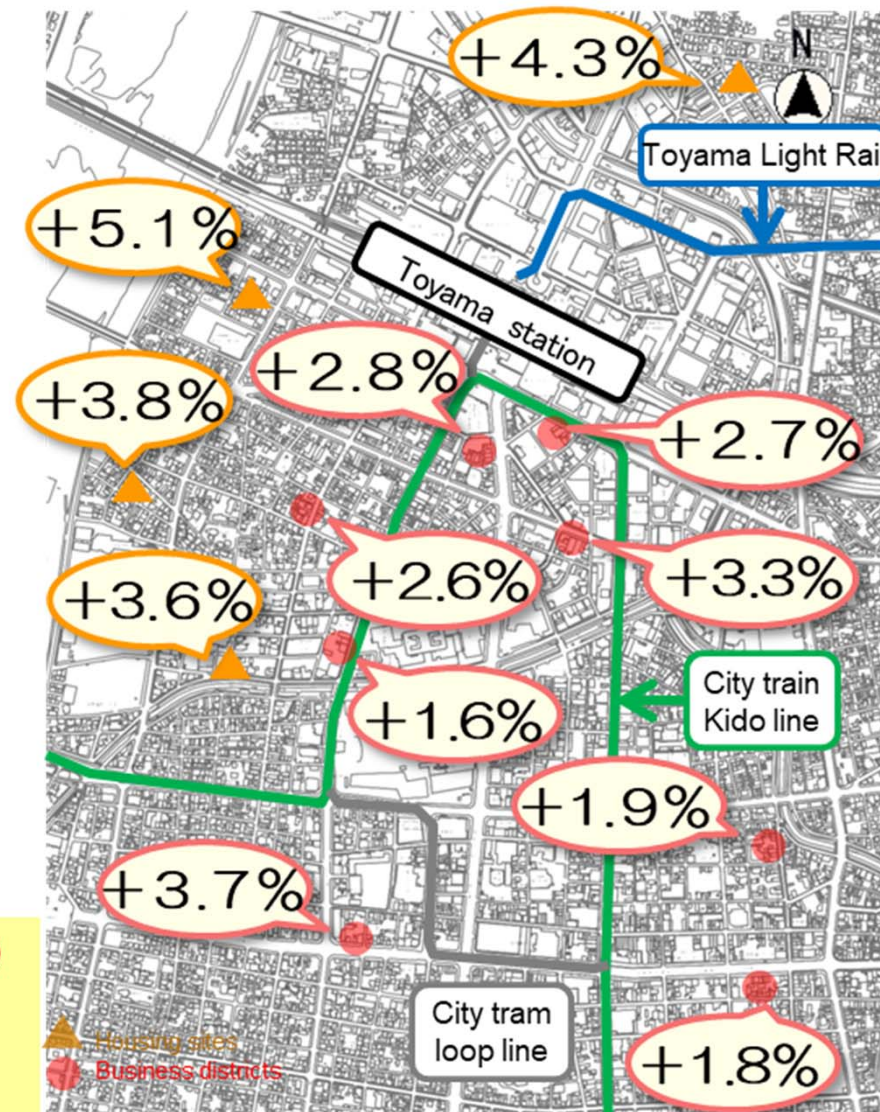


* Source: School Basic Survey

Results of Compact City Policy - Land prices



[Reference] The land price survey (July 1, 2018) by Toyama Prefecture shows the benchmark land price for all purposes increased for 5 consecutive years. (Only Toyama City among Hokushinetsu cities)



[Spots where land prices rose significantly]

Results of Compact City Policy -Change in fixed asset tax & city planning tax

City Center

(Unit: ¥1,000)

	Fixed asset tax	City planning tax	Total
2012	4,782,978	920,163	5,703,141
2013	4,817,768	926,070	5,743,838
2014	4,839,661	929,845	5,769,506
2015	4,774,427	918,832	5,693,259
2016	4,873,546	1,123,964	5,997,510
2017	4,949,822	1,140,571	6,090,393
Deduct (2017-2012)	166,844	220,408	387,252
Rate (%) (2017/2012)	103.5%	124.0%	106.8%

Toyama City

(Unit: ¥1,000)

	Fixed asset tax (incl. depreciable assets)	City planning tax	Total
2012	28,728,653	3,165,910	31,894,563
2013	29,003,963	3,198,231	32,202,194
2014	29,317,127	3,244,354	32,561,481
2015	29,069,634	3,206,402	32,276,036
2016	30,048,113	3,913,818	33,961,431
2017	31,012,591	3,981,281	34,993,872
Deduct (2017-2012)	2,283,938	815,371	3,099,309
Rate (%) (2017/2012)	108.0%	125.8%	109.7%

The figure calculated by multiplying the tax base at the beginning of April by the tax rate (incl. below the tax exemption limit and exemption from taxes)

Summary

What is “Sustainable Transport”?

**Compact City
Planning**

LRT Network?

Two-Tier System?

**Government-
Friendly**

Elderly-Friendly

People-Friendly

**Environmentally-
Friendly**