



USAID
DEL PUEBLO DE LOS ESTADOS
UNIDOS DE AMÉRICA



TRANSIT ORIENTED DEVELOPMENT IN THE CONTEXT OF THE COP 21 PARIS, FRANCE.

TOWARDS LOW CARBON CITIES

SEDATU
SECRETARÍA DE
DESARROLLO AGRARIO,
TERRITORIAL Y URBANO



SEMARNAT
SECRETARÍA DE
MEDIO AMBIENTE
Y RECURSOS NATURALES



Mexico Urbanisation Trend



Mexico has a steady growth of urban population

Cities are vibrant and innovative human settlement



Cities are the center of **economic** and **cultural** activities

Mexico Urbanisation Trend

The urban development model during the late 20th century considered that distances didn't matter anymore

**Road space is
a scarce
public resource**

Ciudad de México, México

National Government encourage low density housing projects

3D

Distant
Disperse
Disconnected

Tlajomulco de Zuñiga, Jalisco

This outdated paradigm has caused low quality urban commuting



&



Good quality of life has been compromised

The economic loss related is holding Mexico's development potential

**4% of GDP
loss**

ITDP México, 2012


Transport generates great amount of emissions

**Private motor vehicles
account for
GHG
emissions**

16.2%

SEMARNAT-INE, 2010

Urban Mobility has turned into a serious public health problem



**Atmospheric
pollution:
14,000 deaths
each year**

ONU-Habitat, 2012



**Road traffic
accidents:
15,000 deaths
142,000 injured
each year**

CONAPRA, 2013

Paradigm shift needed

Increasing road capacity has failed



Increasing transit capacity isn't enough

Paradigm shift needed

From traffic solutions



To accessibility solutions

Accessibility paradigm

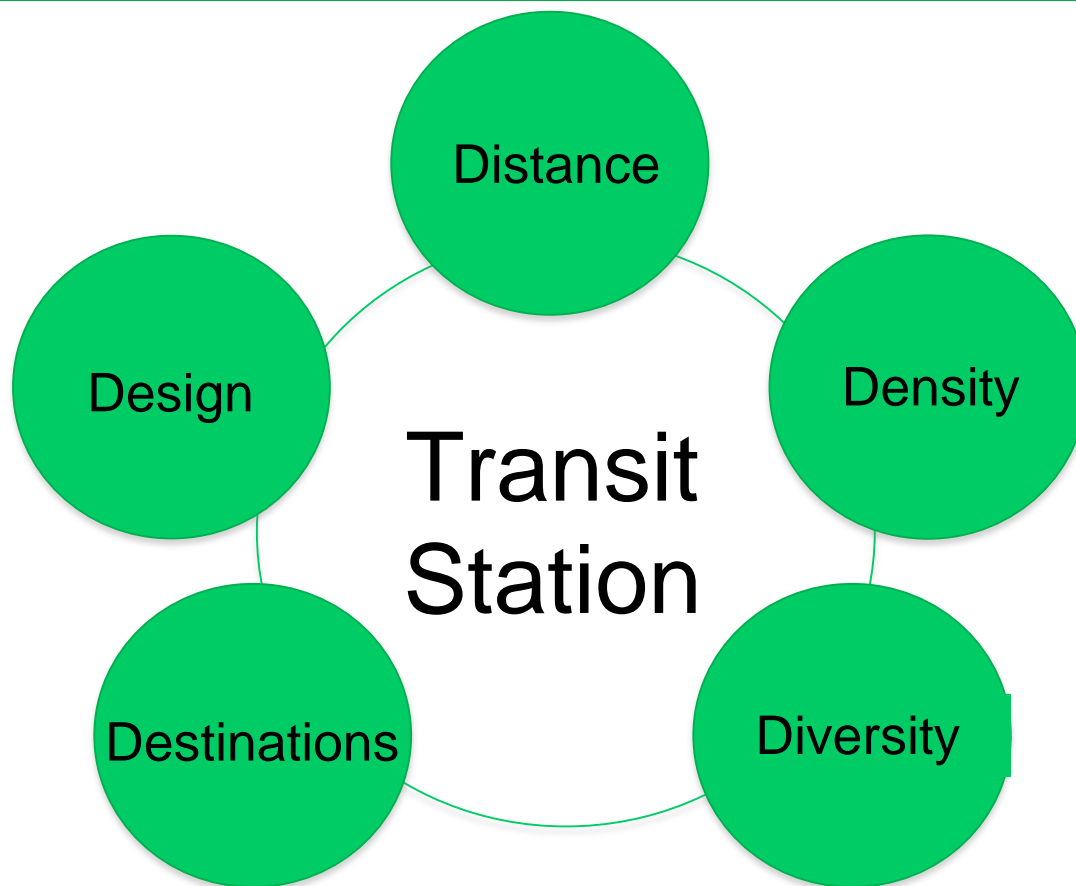
Proximity of different land uses



Transit integrated with non motorized solutions

What is Transit Oriented Development (TOD)?

Compact,
dense and
mixed-use
development
around
transit
stations



Key Concepts of TOD



Key Concepts of TOD



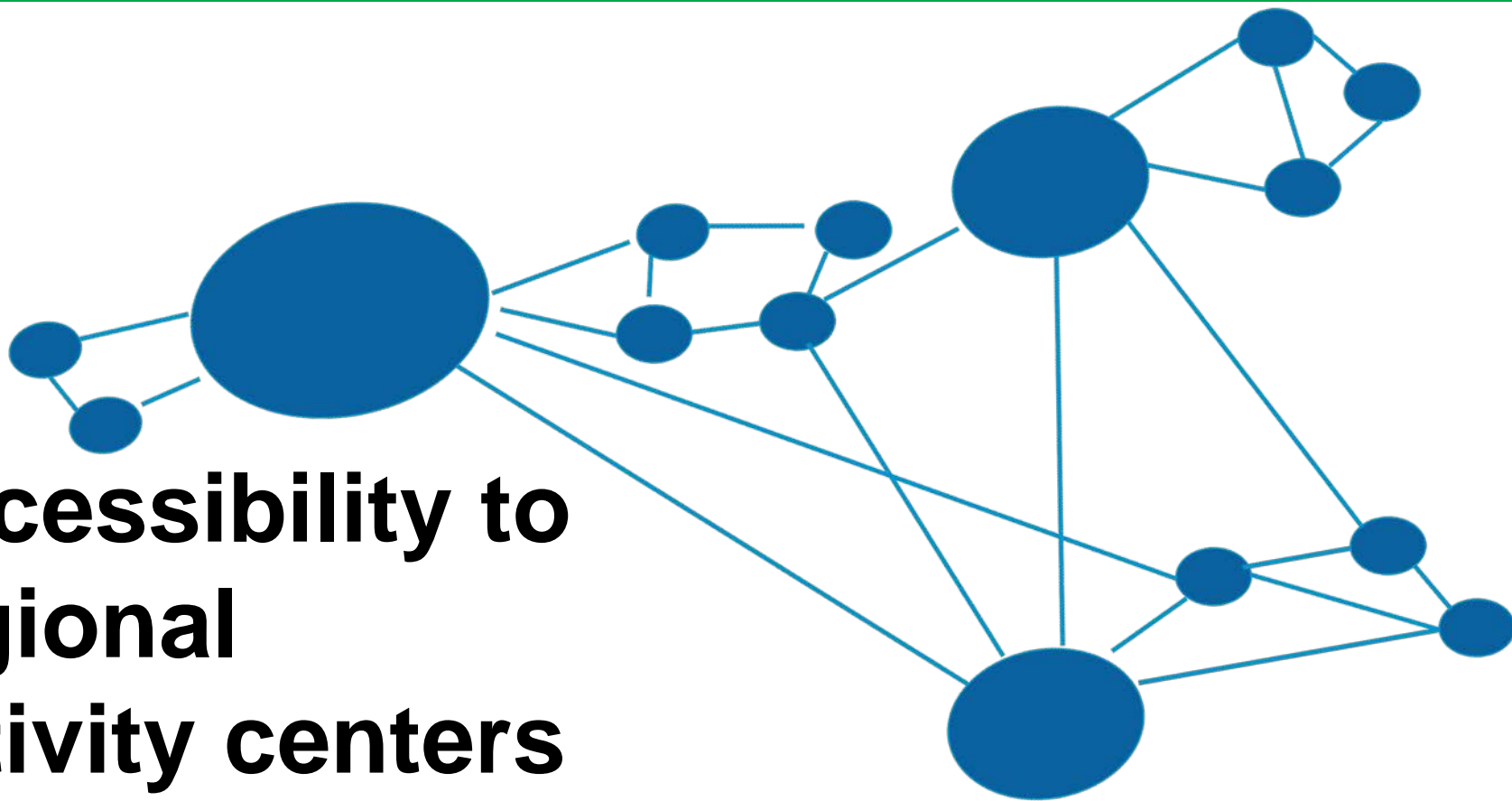
Key Concepts of TOD



Design for pedestrians and cyclists

Key Concepts of TOD

**Accessibility to
regional
activity centers**



Key Concepts of TOD



TOD contribute to combating Climate Change

**Implementing
TOD, Mexico
could reduce
9 million of
tons of CO₂ in
2030**



Despacio & ITDP, 2015

TOD contribute to combating Climate Change

**Key contribution
in the mitigation
commitment
established by
Mexico in its
INDC**



Mexico's commitments in the legal and regulatory framework

The current regulatory framework establishes the importance of integrating land management policies and urban mobility for Mexico's sustainable development

- General Law on Climate Change (latest revision: 05-2015)
- National Development Plan 2013-2018
- National Climate Change Strategy 10-20-40
- Special Climate Change Program 2014-2018
- National Urban Development Program 2014-2018

The National Government is committed in the mitigation of GHG emissions from the transport sector with emphasis on urban transport.

Mexico's Goals

General Law on Climate Change

- To reduce emissions by 30% compared to baseline in 2020 (conditional goal)
- To reduce emissions by 50% in 2050 compared to the year 2000 (unconditional goal)

Special Climate Change Program

- Designing a policy of sustainable mobility in cities (SEDATU)
- Develop Nationally Appropriate Mitigation Actions (NAMA) to promote sustainable urban mobility

INDC (Transport sector)

- It proposes a reduction of emissions of 21% over baseline in 2030
- Links programs of urban planning and mass transit infrastructure

TOD Promotion: Publishing tools and guidelines



The Mexico Low Emission Development Program (MLED) in coordination with the Ministry of Agrarian, Land and Urban Development (SEDATU) and the Ministry of Environment and Natural Resources (SEMARNAT) are promoting, among other low emissions development strategies, the implementation of Transit Oriented Development (TOD) projects as a urban management model that will help the Mexican government to achieve its emissions reductions targets

TOD Promotion: Publishing tools and guidelines

With the support of the Mexico Low Emission Development Program (MLED), funded by the United States Agency for International Development (USAID), CTS Embarq and the Institute for Transportation and Policy and Development (ITDP) we have published a TOD Guide, a toolkit for urban transport emissions estimation, among other documents.



TOD Promotion: Pilot Project

Implementation
model to
enhance TOD
projects in
Guadalajara
Metropolitan
Area

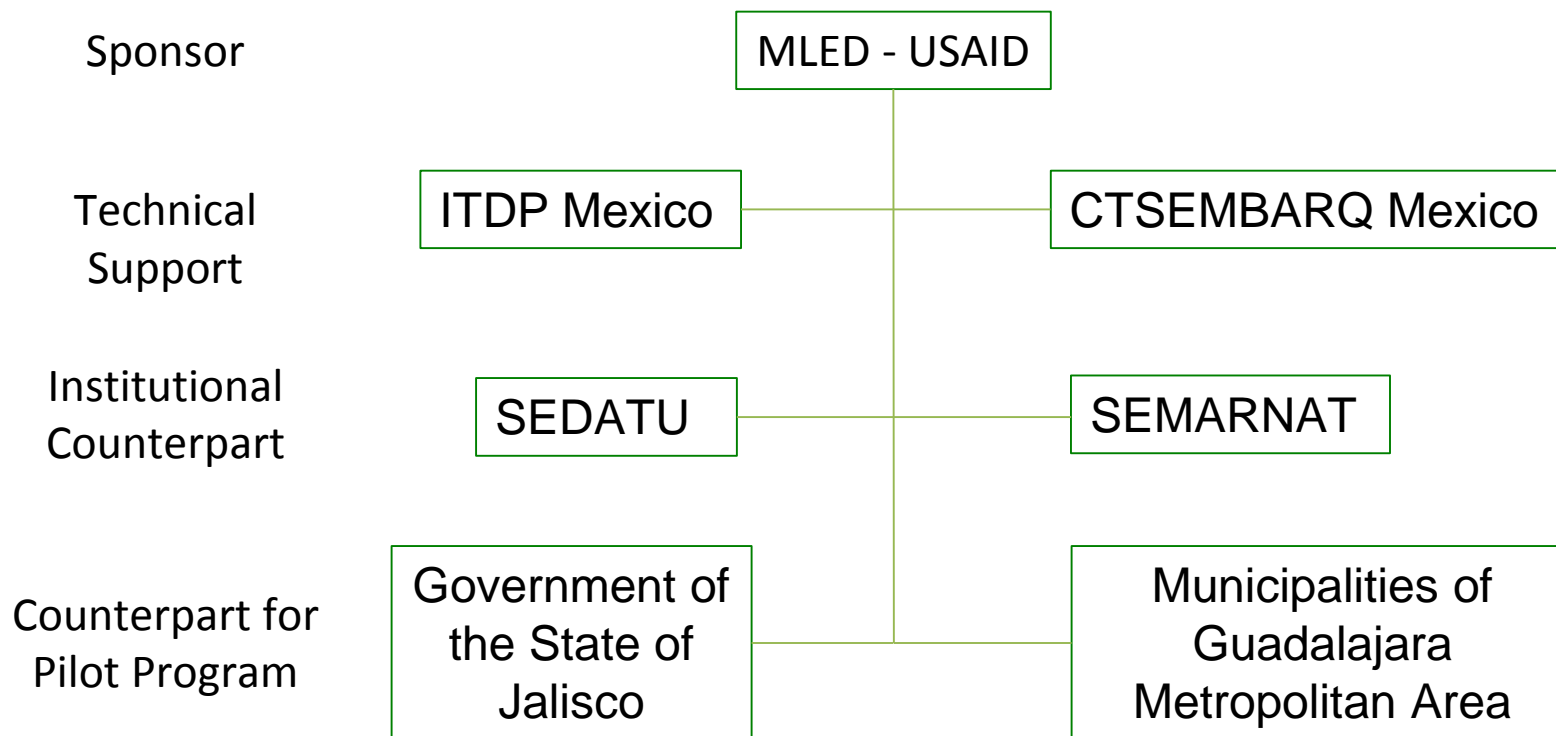


Shared
approach among
real estate
developers,
financial
institutions and
government



Mechanisms for
measuring,
monitoring and
verifying
mitigations to
guarantee
reaching
commitments of
Mexico's INDC

TOD Promotion: Pilot Project



TOD Promotion: medium-term process

Design of an institutional framework with financial incentives for local governments and real estate developers, **to implement TOD projects** with social housing projects around mass transit and central areas of Mexican cities.

Pilot Project in Guadalajara

Implementation Component

- Implementation Plan
- Working with the Real Estate Sector
- Financial model

Government Funding

- Federally Funded and Federally Programs
- National Development Bank
- Public-private partnerships

Climate Change Component

- Baseline
- Mitigation scenarios
- Monitoring, reporting and verifying scheme

Complementary International Financing

- Technical cooperation
- Concessional loans
- Climate funds donations

Replicability

National Policy

- NAMA DOT: Institutional and financial consolidation
- Implementation in cities > 500 thousand habitants

Compliance National Mitigation Targets

- Densification and sustainable mobility
- INDC: reducing emissions in the urban transport sector

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