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

TOWARDS LOW CARBON CITIES
Mexico has a steady growth of urban population

1980: 54%
2010: 72%
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.
National Government encourage low density housing projects

3D
Distant
Disperse
Disconnected

Tlajomulco de Zuñiga, Jalisco
This outdated paradigm has caused low quality urban commuting

High stress & physical inactivity

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 16.2% GHG emissions

SEMARNAT-INE, 2010
Urban Mobility has turned into a serious public health problem

Atmospheric pollution: 14,000 deaths each year

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

ONU-Habitat, 2012

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

High density of population and employment
Key Concepts of TOD

Diversity of land uses, housing types and income
Key Concepts of TOD

Design for pedestrians and cyclists
Accessibility to regional activity centers
Key Concepts of TOD

Nearby high quality transit service
Implementing TOD, Mexico could reduce 9 million of tons of CO₂ in 2030

Despacio & ITDP, 2015
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

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<th>General Law on Climate Change</th>
<th>Special Climate Change Program</th>
<th>INDC (Transport sector)</th>
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| • To reduce emissions by 30% compared to baseline in 2020 (conditional goal) | • Designing a policy of sustainable mobility in cities (SEDATU)  
• Develop Nationally Appropriate Mitigation Actions (NAMA) to promote sustainable urban mobility | • It proposes a reduction of emissions of 21% over baseline in 2030  
• Links programs of urban planning and mass transit infrastructure |
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.
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: 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

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<td>Federally Funded and Federally Programs</td>
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<td>NAMA DOT: Institutional and financial consolidation</td>
<td>• Densification and sustainable mobility</td>
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<td>Working with the Real Estate Sector</td>
<td>National Development Bank</td>
<td>Concessional loans</td>
<td>Implementation in cities &gt; 500 thousand habitants</td>
<td>• INDC: reducing emissions in the urban transport sector</td>
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### Climate Change Component

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<th>Baseline</th>
<th>Mitigation scenarios</th>
<th>Monitoring, reporting and verifying scheme</th>
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**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