

TC ABSTRACT

I. BASIC PROJECT DATA

▪ Region:	Regional
▪ TC Name:	Support for the Sustainable Urban Mobility Strategic Area 2015 - 2018
▪ TC Number:	RG-T2632
▪ Team Leader/Members:	Alejandro Taddia (INE/TSP), Team Leader; Ramiro Alberto Ríos, Seung-Jun Lee, Giovanna Mahfouz (INE/TSP); Karisa Ribeiro (TSP/CBR); Javier Jimenez and Liza Lutz (LEG/SGO)
▪ Taxonomy	Research and dissemination
▪ Reference to Request:	Request idbdocs 39218630
▪ Date of TC Abstract:	April 13 th , 2015
▪ Beneficiary:	Regional
▪ Executing Agency:	Inter-American Development Bank (IDB) through its Transport Division (INE/TSP)
▪ IDB Funding Requested:	US\$500,000
▪ Local counterpart funding:	N/A
▪ Disbursement period:	36 months
▪ Required start date:	May 30 th , 2015
▪ Types of consultants:	Individual and consulting firms
▪ Prepared by Unit:	INE/TSP
▪ Unit of Disbursement Responsibility:	INE/TSP
▪ Included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	No
▪ GCI-9 Sector Priority:	Protection of the environment and response to climate change and food security

II. Objective and Justification

- 2.1 This Technical Cooperation (TC) aims to continue the knowledge creation and dissemination work on sustainable urban mobility through support to the Regional Environmentally Sustainable Transport Action Plan (REST AP) supported initially with two TCs: RG-T1852 financed by the Infrastructure Project Preparation Fund and RG-T1848 funded by the Korean Fund for Technology and Innovation. The activities financed by RG-T1852 included knowledge products and studies to support urban transport from an economic, social, and environmental sustainability perspective. The overarching objective of RG-T1848 was to support the creation of the REST AP 2010-2012 and to support countries in the Region to develop effective strategies to strengthen the environmental sustainability of road transport.

- 2.2 The TCs RG-T1848 and RG-T1852 specifically supported the development of urban transport guides and knowledge documents related to implementation of sustainable transport projects. Some of these include guidebooks [on reducing greenhouse gases in the transport sector](#), and [travel demand management and parking policies](#). Also, other knowledge products were developed including a research report on using [cellphone data as a tool for generating Origin-Destination \(OD\) data](#) used in OD surveys. Such tool helps bring down the costs of such surveys. Additionally, a research report was developed to better understand [user comfort in Bus Rapid Transit \(BRT\) systems](#), to help decision-makers and transport technicians understand the comfort requirements for motorists in order to switch modes. Furthermore, the REST strategic area also developed a document to collect and document the [experiences of public transport operators: their organization, type of enterprises and regulations faced](#). Such collection of experiences helps in identifying and understanding the variables that allow a successful organization of public transport operators and the consolidation of public transport corridors.
- 2.3 There are important lessons learned during the implementation of these TCs and the elaboration of the studies aforementioned. The most important lessons learned in the development of these tools and guidelines are: in order to provide Latin American governments and other stakeholders related to providing transport services and infrastructure, it is important to have a clear understanding of the relationship between the service provider and the regulator. During the implementation of the TCs mentioned above, the Sustainable Transport Strategic Area (REST) has developed products that should be continued and expanded. Scaling up in number of countries analyzed and in terms of knowledge on relevant issues such as financial models, technology improvements and operation are important to improve institutional capacity of service providers and regulators.
- 2.4 Although the REST strategic area has developed knowledge products related to sustainable transport, there is still an important challenge that it faces: using this knowledge and apply it to Bank's projects in order to mainstream the relevant sustainable mobility issues in transport operations to reap the benefits of knowledge exchange between countries in the region and around the world. There are several activities to be done in order to tackle such challenge: development of guidelines, tools and case studies, drawing experiences and best practices from successful programs and projects.
- 2.5 The general objective of this TC is to develop sustainable urban mobility studies and guidelines that can inform policy makers in terms of socioeconomic and environmental sustainability in the Latin American and the Caribbean (LAC) region based on the Korean experience in urban transport project design, development, implantation and operation. The specific objectives of this TC are to: (i) analyze best practices in the design, development, implementation and operation of public transport and other urban mobility improvements in Korea and around the world; and (ii) develop urban mobility case studies based on identified best practices in the region. The value added of this technical cooperation is the continued support for the implementation of the REST AP (2015-2018) and the operationalization of

sustainable urban transport projects while developing capacity for decision makers in the transport sector.

- 2.6 The TC is aligned with the Bank's GCI-9 sector priorities for responding to climate change challenges and supporting environmental sustainability. Furthermore, this TC is aligned with the objectives of the Bank's sustainable infrastructure for competitiveness strategy (GN-2710-5) through sharing and disseminating experiences in the region to maximize financial and non-financial impacts. This TC is also aligned with dimensions 1 and 3 of the Transport Division Sector Framework Document (SFD) and the REST strategic area within the Transport Division.
- 2.7 Furthermore, this TC is aligned with the Public Capacity Building Korea Fund for Development (KPC) by providing tools and guidelines for improving public sector capacity to develop and implement sustainable urban mobility policies and projects. These funds will help governments to improve, evaluate and guide the direction of regional development through sustainable urban transport and mobility.

III. DESCRIPTION OF ACTIVITIES/COMPONENTS AND BUDGET

- 3.1 **Component 1. Design of guidebook on complete and safe streets (US\$90.000).** This component will finance: (i) the design of a *complete and safe street* implementation guidebook; and (ii) the development of 2 case studies to draw lessons learned and best practices on the implementation of operations. This component will also finance the dissemination and strategies for communication of the guidebook.
- 3.2 **Component 2. Institutional support for public transport (US\$90.000).** This component will finance studies and guidelines to understand the relationship between the public transport service provider and the regulator, and drawing from best practices in how to improve public transport service provision. The studies financed with this component will document best practices in the implementation of public transport systems in Korea, LAC, and around the world. The studies financed with this component are: (i) a diagnosis on regulatory and institutional frameworks for public transport service provision in LAC drawing on the best practices on financial models for different public transport operators (bus based and rail based systems) necessary for improving public transport in the region. This component will also finance; and (ii) a study on the application of economic and non-economic incentives for public transport contracts and other result-based incentives for improving public transport services.
- 3.3 **Component 3. Technical and operational support for public transport (US\$185.000).** This component will finance studies and guidelines that will support the improvement of public transport services with a specific focus on technical and operational aspects. This component will generate and disseminate knowledge related to Intelligent Transportation Systems (ITS) technology for improving vehicle operation and system management, requirements for data collection and processing for public transport operations and traffic control centers and data

operation centers. This study will rely on best practices from Korean public transport systems. The products to be financed by this component include: (i) a review of best practices in management and administration of public transport in Korea, other cities around the world and their potential of application in the LAC context; and (ii) a study on technology options for improving public transport service operations and management in LAC.

3.4 **Component 4. Guidelines for parking management and the creation of Integral Mobility Urban Plans (US\$90,000).** This component will finance: (i) the development of guidelines on the implementation of regulatory frameworks and pricing of on street parking; and (ii) the development of a guidebook on the preparation of Integral Urban Mobility Plans. This guidebook has the objective of providing transport specialists and decision makers with the tools and guidelines to incorporate urban transport projects with an integral mobility vision and prioritizing people’s access and mobility.

3.5 **Component 5. Monitoring and evaluation (US\$45,000).** This component will finance activities in support of monitoring the TC outputs and evaluating its impact in the LAC region.

IV. BUDGET

4.1 The following table shows the indicative budgeted.

Indicative Budget

Activity	Unit	Amount (US\$)	Total (US\$)
Component 1 - Design of guidebook on Complete and Safe Streets			
Design of "Complete Streets" guidebook	1	50,000	50,000
Development of case studies	1	40,000	40,000
Component 2. Institutional Support for public transport			
Diagnostic of regulatory and institutional frameworks for public transport service provision	1	50,000	50,000
Study in the application of economic, non-economic and result based incentives for improving public transport service provision	1	40,000	40,000
Component 3 - Technical & operational support for public transport agencies			
Review of best practices in management and administration of public transport, and potential of application in LAC	1	90,000	90,000
Study on technological solution for improving public transport services, operation and management in LAC	1	95,000	95,000
Component 4 - Guidelines for parking management and the creation of Integral Mobility Urban Plans			
Guidelines on the implementation of regulatory frameworks and pricing of on street parking	1	45,000	45,000
Guidebook for promoting the implementation of Integral Urban Mobility Plans	1	45,000	45,000
Component 5 – Monitoring and Evaluation			
Monitoring	1	25,000	25,000
Evaluation	1	20,000	20,000
TOTAL			500,000

V. EXECUTING AGENCY AND EXECUTION STRUCTURE

- 5.1 This TC will be executed by the Inter-American Development Bank (IDB) through its INE/TSP in conformity with the Guidelines for Technical Cooperation Products (GN-2629-1, Appendix 10) which mentions that the Bank is eligible to be the executing agency for a research and dissemination technical cooperation.
- 5.2 The procurement of consulting services will be carried out by the IDB in accordance with the Policies for the Selection and Contracting of Consultants Financed by IDB (GN-2350-9).

VI. PROJECT RISKS AND ISSUES

- 6.1 The risks identified for this TC although they are minor and do not represent an important deterrent for the development of this project. One of the risks associated with this TC involve the scarcity of data availability on urban mobility and public transport that could result in delays of some of the deliverables for the TC. There are also risks involved in the institutional realm, where countries may not adopt recommendations or may not use the tools and guidelines produced by this TC.
- 6.2 These risks are mitigated given that the REST Strategic Area has already been working in urban mobility issues with several countries in the region, and several countries have already expressed interest in the products planned for this TC. Additionally, the Sustainable and Emerging Cities Initiative (ICES) has also been active in more than 20 cities in the region developing mobility assessments and collecting transport indicators to improve data availability. Furthermore, there are communication activities planned in order to disseminate knowledge regarding the development, and implementation of the different products developed in this TC.

VII. ENVIRONMENTAL AND SOCIAL CLASSIFICATION

- 7.1 No negative environmental or social impacts are expected from the implementation of this TC given its classification as Research and Dissemination. In compliance with the Environment and Safeguards Policy (OP-703), it is proposed for this TC to be categorized as "C".

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