

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	REGIONAL/IDB
▪ TC Name:	Support to the Public Policy Laboratory in the Transport Sector
▪ TC Number:	RG-T3854
▪ Team Leader/Members:	MONTES CALERO, LAUREEN ELIETH (INE/TSP) Team Leader; CORTES FORERO, RENE ALEJANDRO (INE/TSP) Alternate Team Leader; RENDON RODRIGUEZ, JOSE RODRIGO (INE/TSP) Alternate Team Leader; CRUZ MORENO, PAULA (INE/TSP); CAPRISTAN MIRANDA, RAFAEL (INE/TSP); ABAD, JULIETA (INE/TSP); GALARZA MOLINA, DIANA CAROLINA (INE/TSP); VILA SAINT-ETIENNE, SARA (LEG/SGO); TADDIA, ALEJANDRO PABLO (INE/TSP); CAMOS DAURELLA, GIBET (INE/TSP); BERTOSSI, FANNY (INE/TSP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	01 Mar 2021
▪ Beneficiary:	Argentina, Colombia
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$400,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	INE/TSP - Transport
▪ TC included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	No
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Social inclusion and equality ; Gender equality

II. Objective and Justification

- 2.1 1.1. Urban public transport systems play a fundamental role in cities as articulators of economic and social interactions. Traditionally, the literature has traditionally focused on evaluating the benefits derived from gains in travel time or reduced travel costs. Similarly, extensive literature highlights the relevance of complementarity and substitution with other modes of transport, and how, as a whole, an integral system is established where transport offers and demands determine travel costs and times.
- 2.2 1.2. However, there is still little evidence on the impacts of the operation of public transport in economic and social dimensions that transcend time gains. These impacts can be derived from different interventions, such as: fare integration, targeted subsidies for public transport trips, security programs and citizen culture in the use of public transport systems, dynamic management of transport demand, new offer of trips by new lines and / or routes of the public transport, renewal of the rolling stock and renewal of the system, among others. Given these interventions, some studies have suggested the relationship of public transport with less direct benefits that may include: increases in labor participation, better performance in school attendance, greater consultations related to home care, greater number of trips generated by minority

groups or by women in public transport, among others. Additionally, the impacts may vary due to the different profiles of demographic and socioeconomic groups (older adults, children attending primary education, female heads of household, migrant community, LGTBI population, among others).

- 2.3 1.3. In this scenario, evidence of effectiveness is essential for the planning and operation of public transportation systems in the region. The study of these impacts, together with the lessons learned, constitute a highly valuable guide for all cities in the region whose task is to improve urban mobility systems through mass public transport.
- 2.4 1.4. Given this context, the initiative of the Public Policy Laboratory in Public Transport (The Laboratory), aims to provide evidence for the design of interventions and maximize the social and economic impacts of the development and operation of public transport systems. For now, two countries have been identified where activities will begin, Argentina and Colombia. However, this TC will be available to any country in LAC. To access the resources of this TC, the transport agency in charge of the public transportation system must have a database that allows them to have a baseline of indicators that can be crossed with indicators from other sectors such as the health sector, education, among others. The Laboratory originates from previous regional initiatives and is considered an evolution in regional articulated work after projects such as Transport GenderLab, and actions to increase the evidence of public policy to increase the safety of women through public transport systems .
- 2.5 This TC will help promote through the analysis and generation of valuable information, both for internal and external clients of projects, infrastructure for competitiveness and social welfare. Likewise, it will contribute to the protection of the environment, responses to climate change, promote renewable energy and food security, through a greater understanding of the impact of investments in sustainable transport. Given the potential impacts of the transport sector on productivity, employment, education, health, and gender, among others, the generation of knowledge that is achieved thanks to this TC will contribute to social policy for equality and productivity. On the other hand, through the effects that transport reforms have on citizen security, it will help to improve institutions for growth and social welfare. Finally, in the context of transportation projects focused on improving connectivity, it will contribute to competitive international regional and global integration. An essential element of the TC will be to carry out a broad evaluation agenda, which considers the impacts of the transport sector in multiple dimensions (social, economic and environmental). This objective is aligned with the Bank's vision for the infrastructure sector, recognizing the need to take into account all the possible impacts of the transportation sector and to adopt a multisectoral agenda that recognizes the synergies that exist between sectors. Furthermore, generating knowledge and providing information on the impact of different projects in multiple countries will support the design and implementation of infrastructure policies that take into account the heterogeneities of the region.

III. Description of Activities and Outputs

- 3.1 **Component I: Availability and exploration of databases and evaluation of interventions or programs already carried out or in progress.** Determine the availability of data that exist in the cities to be studied and to explore the different sources of information. This will make it possible to establish the data that are available and the need to cross with other bases. Once we have the inventory of the sources of information, the possible new interventions in infrastructure and the programs carried out. It will be determined which of these interventions are capable of evaluating their impact.
- 3.2 **Component II: Experimental design..** One proposal consists of the creation of an optimal differential rate design to promote social inclusion and financial sustainability

of the transportation system. For this, two stages are proposed. In the first, it seeks to carry out a conceptual exercise to model a rate that guarantees the financial characteristics of the system and that clearly includes the social gains of allowing access to vulnerable populations. Then, a pilot is sought in areas with high vulnerability to social exclusion.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Availability and exploration of databases and evaluation of interventions or programs already carried out or in progress	US\$150,000.00	US\$0.00	US\$150,000.00
Experimental design.	US\$250,000.00	US\$0.00	US\$250,000.00
Total	US\$400,000.00	US\$0.00	US\$400,000.00

V. Executing Agency and Execution Structure

- 5.1 Given the strategic objectives of this TC and in accordance with Appendix 10 of the Operational Guidelines for Technical Cooperation Products, Revised Version (GN-2629-1), this TC will be executed by the IDB through its Transportation Division (INE / TSP).
- 5.2 Due to the regional nature of the activities to be financed, this technical cooperation will be executed by the Bank. The foregoing will consist of: advancing all the procurement processes and designing the different terms of reference required; ii) Coordinate the dissemination of the information generated and iii) design the experiments of component 2. The selection of consultants and firms financed with IDB resources will be carried out in accordance with the "Policies for the Selection and Hiring of Consultants"

VI. Project Risks and Issues

- 6.1 Due to the nature and activities proposed in this TC, the project team has not identified significant risks associated with its execution. However, given the COVID-19 situation that is affecting the region, some studies may take some additional time to complete.

VII. Environmental and Social Classification

- 7.1 The ESG classification for this operation is "C".