

TC Document

I. Basic Information for TC

▪ Country/Region:	COLOMBIA
▪ TC Name:	Implementation of Sustainable Mobility in Colombian Cities
▪ TC Number:	CO-T1566
▪ Team Leader/Members:	Camos Daurella, Gibet (INE/TSP) Team Leader; Lefevre, Benoit Jean Marie (CSD/CCS) Alternate Team Leader; Alonso Martin, Tania (INE/TSP); Beaujon Marin, Amanda (INE/INE); Bertossi, Fanny (INE/TSP); Cabrera Botero, Maria Margarita (CSD/CCS); Cruz Moreno, Paula (INE/TSP); Jimenez Mosquera, Javier I. (LEG/SGO); Montes Calero, Laureen Elieth (INE/TSP); Riobo Patino, Jairo Alexander (INE/TSP); Rojas, Francisca Maria Magdalena (CSD/HUD)
▪ Taxonomy:	Client Support
▪ Operation Supported by the TC:	N/A
▪ Date of TC Abstract authorization:	18 Mar 2020
▪ Beneficiary:	Mobility, Planning or Environment Departments of municipal governments of Colombian cities
▪ Executing Agency and contact name:	Inter-American Development Bank
▪ Donors providing funding:	NDC Pipeline Accelerator Multidonor Trust Fund(ACL); OC Strategic Development Program for Infrastructure(INF)
▪ IDB Funding Requested:	NDC Pipeline Accelerator Multidonor Trust Fund (ACL): US\$200,000.00 OC Strategic Development Program for Infrastructure (INF): US\$350,000.00 Total: US\$550,000.00
▪ Local counterpart funding, if any:	US\$0
▪ Disbursement period (which includes Execution period):	36 months
▪ Required start date:	30 June 2020
▪ Types of consultants:	Firms and individuals
▪ Prepared by Unit:	INE/TSP-Transport
▪ Unit of Disbursement Responsibility:	CAN/CCO-Country Office Colombia
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	No
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Social inclusion and equality; Productivity and innovation; Institutional capacity and rule of law; Environmental sustainability; Gender equality

II. Objectives and Justification of the TC

- 2.1 The objective of this Technical Cooperation (TC) is to improve urban transport and mobility by aiding in a shift toward more sustainable modes of transportation, such as public transport systems and non-motorized transport (NMT). This can be accomplished by strengthening the technical knowledge and knowledge management systems of Governments of Colombian cities. The specific objectives of the TC are: (i) reduce institutional, financial and technical barriers to deploy clean urban transport solutions; and (ii) reduce greenhouse gas emissions, local pollution and noise levels.
- 2.2 **General context.** The transport sector accounts for 12% of total greenhouse gas emissions in Colombia – the third largest emitter after the agricultural and energy

sectors. With some cities in permanent expansion (there are currently 27 medium-sized cities with more than 250,000 inhabitants and this figure is expected to grow to 69 by 2050), it has become increasingly urgent to implement environmentally-friendly and community-oriented public transportation and non-motorized transportation systems that ensure improved air quality, reduced traffic, and improved accessibility.

- 2.3 The Colombian government has understood the urgency of this issue since the beginning of the new millennium, promoting and co-financing strategic public transport systems to render transportation more efficient and integrated. The Ministry of Transport has been implementing the National Urban Transportation Policy (PNTU) since 2002, with investments amounting to US\$5.6 billion in 15 cities across the nation. However, after 15 years of implementation, private use of motor vehicles has continued to grow, making cities less accessible, more congested, unsafe and polluted. The situation is exacerbated where population growth rates are high.
- 2.4 For this reason, urban transport systems in Colombian cities are identifying and implementing integrated measures that improve the quality, accessibility and sustainability of mobility services to attract and retain users in sustainable modes of transportation. Among these measures, the most important ones include the identification of transport-oriented development projects (TOD)¹ with potential for capturing value and mixing land uses (for example: Bogotá Metro), in particular with the Program Colombia TOD – NAMA, financed by the NAMA Facility for US\$14.7 millions, which will as a first step, contribute to structure TOD projects on a total of 361 hectares of urban territory in three cities (Cali, Manizales and Pasto) with the principal goal of reducing GHG emissions. Colombia also works on the integration of low emission buses in public transport, with national objectives of achieving by 2030 the incorporation of 600,000 (public and private) electric vehicles in Colombia, and by 2035 that 100% of new vehicle acquired in BRT systems will be electric or zero emission buses, as stated by the National Strategy for Electric Mobility of 2019 and the Electric Mobility Law (Law 1964 of 2019). The development of last-mile connections in cities, such as use of shared bikes or electric scooters and the design and development of integrated infrastructure for the promotion of non-motorized transport (walking and bicycles), are other initiatives developed by cities (Bogotá has established rules to use scooters in public space, Palmira has implemented a public bike system with bikes produced locally, etc.). Finally, projects of urban green corridors to promote sustainable transport are implemented, such as the *Corredor Verde* La Picacha in Medellín Metropolitan Area, support by the IDB, which promotes biodiversity, public space and NMT and will positively impact the quality of life of 170,000 inhabitants.
- 2.5 In this context, the IDB, through the proposed TC, is providing increased technical support to local governments to improve urban transport and mobility, implementing innovative and coordinated transport, land use strategies, and best practices based on lessons learned in the region and internationally. The IDB will work with cities that included objectives and projects related to the specific subcomponents of the TC in their Municipal Development Plan, through coordination meetings with their Departments of Mobility and, when relevant, Urban Planning, Women equality, IT and Environment. Confidentiality agreements, Memorandum of Understanding or other

¹ TOD reduces GHG emissions through short-term travel behavioral change and long-term lifestyle change.

types of agreements will be signed if required, depending of the specific needs of each project (i.e., use of confidential data).

- 2.6 This TC is complementary to the TC Sustainable Urban Transport in Colombian cities (CO-T1558) aimed at developing electromobility projects in large and intermediate cities. Together, they provide a strong support to the strategies promoted by cities and the national government to improve the quality, accessibility and sustainability of urban mobility services (§2.4).
- 2.7 Support to innovation projects will allow to find agile and smart solutions to complex and long-lasting problems of sustainable urban mobility, based on lessons learned from previous projects supported by the Bank. For example, the IBD, through IDB Lab, supported the project Propulcity, an Innovation Lab in Mexico which impulses and accelerates high impact projects for sustainable urban development, through innovation contests, call for projects, piloting programs, and impact studies. In 2019, Propulcity supported four startups to solve problems of traffic congestion, perception of security and quality of public transport in Mexico. Likewise, innovative solutions are being implemented to solve long-lasting problems of accessibility to public transportation and public space for women. For example, with the support of the IDB, a methodology to determine the quality of public space and rate of walkability for women was developed in Curitiba, in order to identify high-impact infrastructure interventions.
- 2.8 The project is aligned with Colombia's international engagements. [Colombia's NDC](#) envisions, by year 2030, a 20% reduction of economy-wide Greenhouse Gas (GHG) emissions, as compared to the projected Business as Usual (BaU) scenario. One of the goals spelled out in Colombian's NAMA is the [promotion of transit-oriented development](#), while the [climate change mitigation actions](#) identified in Colombia's 3rd national communication on climate change, include the goals of reducing emissions in public transport and of promoting electric vehicles. Likewise, it is aligned with the Sustainable Development Goal (SDG) 11 for sustainable cities and communities and will also support the achievement of the SDG 13 on Climate actions and SDG 5 on Gender equality. The TC is also aligned with important national policies: the National Development Plan 2018-2022, the National Policy for Urban and Regional Mobility (CONPES 3991), the Law for the promotion of bicycles (1811/2016) which promote sustainable and accessible modes of transportation in urban agglomeration and especially integrated public transportation and NMT.
- 2.9 Finally, this cooperation is aligned with the objective of Colombian cities to rethink and develop sustainable mobility projects in the post-covid context. Indeed, Colombian cities have implemented many solutions during phases I and II of the Covid-19 crisis, such as the implementation of 80 km of semi-permanent cycle lanes in Bogotá as mirrors of TransMilenio corridors, the limitation of circulation for private vehicles during the confinement for non-authorized people, the implementation of a mobile app to inform users about the level of occupation of buses, the implementation of sanitation measures, etc. For phase III of the Covid-19 crisis, cities are promoting measures to stimulate sustainable modes of transportation and avoid an important modal shift towards private modes, which would increase congestion, commuting-times, contamination and eventually vulnerability of cities during future public health crisis. For example, cities such as Bogotá, Medellín and Cali are rethinking transport demand-management measures to find more effective alternatives to the "Pico y Placa" measure in the post-covid context. Cities are also promoting the use of bikes

and other NMT and micromobility solutions, such as Bogotá, which aims to make the new cycle-lanes permanent and develop green corridors.

- 2.10 **Strategic alignment.** This TC is aligned with the following priorities of the Update to the Institutional Strategy of the Inter-American Development Bank Group 2020-2023 (AB-3190-2): (i) social and inequality, through the promotion of accessible public transport systems to all people; (ii) gender equality, by working with the Transport Gender Lab (TGL) to incorporate a gender perspective in the components, both from the perspective of women as users of transport services and women as part of the labor force of the sector; (iii) productivity and innovation, by promoting the implementation of lightweight and low-cost technology developed locally to improve the operating conditions of public transport systems; (iv) environmental sustainability, by supporting the incursion of zero-emission or low emission buses to transport systems and the development of transport-oriented development projects; and (v) institutional capacity and rule of law, as it will finance actions to strengthen the capacity of national and local actors in urban transport management. It also aligns with the Bank's Strategy (EBP) with Colombia 2019-2022 (GP-3561-1), in the strategic area of increasing the productivity of the economy, by increasing the use of urban transport and the quality of infrastructure and urban development and reducing transaction cost in the economy.
- 2.11 In addition, this TC is aligned with the objectives of the *Ordinary Capital Strategic Development Program for Infrastructure* (OC-SDP), through the strengthening of institutions to improve planning and execution capacities, develop sound regulatory frameworks and depoliticize investment decisions; and with the NDC Pipeline Accelerator Multi-Donor Trust Fund (GN-2890), in supporting LAC countries to plan and design investments in infrastructure aligned with sustainable development objectives, as it incorporates climate and sustainability considerations in urban mobility projects and will support “Strengthening institutional capacity of relevant authorities”, “piloting approaches” and the “identification and feasibility design for climate resilient upgrades and retrofits” of mobility infrastructures². It will also contribute to “guarantee a sustainable and high-quality access to [transport infrastructure] services”³.
- 2.12 Likewise, the TC is aligned with the Transportation Sectoral Framework Document (SFD) (GN-2740-7) and its focus on “sustainable urban transportation” and the “institutional development in the transportation sector”, and with the Climate Change SFD (GN-2835-8), as it will contribute to “make climate change considerations more central to sector actions”. It is also aligned with the Sustainable Infrastructure for Competitiveness and Inclusive Growth IDB Infrastructure Strategy (GN-2710-5), by supporting the development of an environmentally sustainable infrastructure.

III. Description of activities/components and budget

- 3.1 To achieve the proposed objectives, this non-refundable technical cooperation will finance two components:
- 3.2 **Component 1: Studies and technical assistance.** This component will finance the preparation of studies and technical assistance activities to support the planning and implementation of innovative and environmentally sustainable urban transport solutions in Colombian cities, in articulation with national and local entities to ensure

² Priorities of the NDC Pipeline Accelerator Multi-Donor Trust Fund.

³ Second main objective of the IDB InfraFund.

the complementarity and synergies of the different initiatives undertaken with other programs oriented towards sustainable mobility, through: (i) studies on urban innovation initiatives for sustainable mobility (i.e. mobility labs, innovation contests, mobility of care, smart technologies, etc.); (ii) supporting studies for the design and development of integrated infrastructure, public systems and strategies to increase the use of alternative modes of transportation (non-motorized transport (walking and bicycles), micromobility, public transportation, etc.), considering the different uses and needs of women and men of transport systems; (iii) studies on urban green corridors to promote sustainable transport and gender equality; and (iv) strategic plans and supporting studies to improve air quality related to transport emissions (i.e. transport-demand management, technological improvement, Low Emission Zones, etc.).

- 3.3 The expected result of this component will be to increase the use of sustainable modes of urban transport in Colombian cities by providing a service with better conditions for the user and for the environment.
- 3.4 **Component 2: Institutional strengthening and knowledge management.** This component will finance the lines of action corresponding to the strengthening of the capacities of the relevant actors in urban transport policy, both at national and local level. The main activities of this component consist of training workshops for local and national governments (i.e. gender related trainings, green corridors workshops) as well as knowledge products for the dissemination of information, so it contributes to a participatory collaboration between cities.
- 3.5 The expected result of this component will be the development of solid and consolidated institutional capacities to promote the use of sustainable modes of urban and public transport.
- 3.6 The indicative budget of this TC is US\$550,000. It will be financed by the IDB Infrastructure Fund (InfraFund) and the NDC Pipeline Accelerator Multi-Donor Trust Fund (ACL). The next table presents more details:

Indicative Budget

Activity/Component	Description	InfraFund Funding (US\$)	ACL Funding (US\$)	Total Funding (US\$)
Component 1	Studies and technical assistance	210,000	200,000	410,000
	Studies on urban innovation initiatives for sustainable mobility		100,000	100,000
	Support studies for the design and development of integrated infrastructure, public systems and strategies to increase the use of alternative modes of transportation (NMT, micromobility, public transportation, etc.)	100,000		100,000
	Studies of urban green corridors to promote sustainable transport		100,000	100,000

Activity/Component	Description	InfraFund Funding (US\$)	ACL Funding (US\$)	Total Funding (US\$)
	Strategic plan, support and supervision studies to improve air quality related to transport emissions	110,000		110,000
Component 2	Institutional strengthening and knowledge management	140,000		140,000
	Training workshops and knowledge products	140,000		140,000
	Total	350,000	200,000	550,000

IV. Executing agency and execution structure

- 4.1 In accordance with Point D of Annex 10 of GN-2629-1 and Point D of Annex 10 of OP-1155-2, the TC will be executed by the IDB in coordination with the beneficiary entities (municipalities), and in coordination with national sectorial entities, in particular the DNP, to ensure coherence and synergies between projects nationally. The IDB will execute this TC to (i) facilitate the execution of the projects as the TC will be conducted with several autonomous and independent local governments and (ii) facilitate the coordination between the different public-sector entities, as, by conducting regular follow-up meetings with city beneficiaries, the IDB will ensure synergies between projects elaborated in different cities (i.e., workshop with several cities on transport-demand management) and with regional and international projects (i.e., transfer knowledge from other projects, participation of international experts), as well as ensure the coherence with other programs and projects nationally through regular follow-up meetings with the DNP.
- 4.2 The Bank will contract individual consultants, consulting firms, and non-consulting services in accordance with the Bank's current procurement policies and procedures: (i) the individual consultants will be hired in accordance with the guidelines set out in the AM-650; (ii) the procurement process for consulting firms will follow the Bank Policy for the Selection and Contracting of Consulting Firms for Bank-executed Operational Work (GN-2765-4) and the related Operational Guidelines (OP-1155-4), and (iii) the procurement of non-consultant services will follow the Bank Corporate Procurement Policy (GN-2303-28).
- 4.3 The Bank plans to contract the firm Gehl Architects by means of a single source selection to implement a diagnostic and build scenarios of a green corridor in Bogotá, as the amount of the study will not be superior to US\$ 100.000 and because the firm is recognized worldwide as the global leader in people centered urbanism with their own concept of "Human Scale" and their numerous successful projects on green corridors and public space transformations (i.e., Time Square, Green Corridor in Cali, Denver-s 16th Street, George Street in Sydney, Corredor Figueroa in Los Angeles). The Bank also plans to contract UC Berkeley by means of a single source selection to develop a model for private demand-management, as the amount of the consultancy will not be superior to US\$ 100.000 and the Institute of Transportation Studies has

been a global leader in the mobility sector for more than 50 years, with solutions developed that have become of common use globally, with an expertise built through researches conducted on behaviors of transport users and impact of transport-demand management in the past three decades.

- 4.4 In compliance with the Operational Guidelines for Technical Cooperation Products-Revised version (GN-2629-1), this TC is classified as Client Support. The Transport Division (TSP/INE) and Housing and Urban Development Division (CSD/HUD) staff at IDB Country Office in Colombia (CAN/CCO) and the Climate Change Division (CSD/CCS) staff in Head Quarters will be responsible for its execution. The focal points responsible for executing this TC will be the Senior Climate Change Specialist in Headquarters and the Senior Transport Specialist of the IDB based in Bogota, Colombia.
- 4.5 The execution period and the disbursement period will be 36 months.

V. Major issues

- 5.1 No major risks are anticipated for the development of the TC. A couple of modest risks have been anticipated, including eventual delays in the development of the studies due to potential difficulties in coordinating the different counterparts involved: DNP, Transport Ministry and local governments. This risk can be mitigated by involving the counterparts from the beginning of the execution of the TC. The execution from INE/TSP and CSD/CCS, with the support of specialized consultants, will help to mitigate these potential risks. The draft of Terms of Reference (ToR) of the key studies to be financed under the TC are under preparation by the Government Counterparts and will be ready before funds become available.

VI. Exceptions to Bank policy

- 6.1 There are no exceptions to Bank policy.

VII. Environmental and Social Strategy

- 7.1 Given the nature of this TC, negative environmental and social impacts are not foreseen. Given its focus, it is rather expected to have a positive impact on sustainable and low-carbon development as well as on social inclusion and be classified as Climate. Consequently, it is expected that this TC will be classified as Category "C" according to the Environment and Safeguards Compliance Policy (OP-703).

Required Annexes:

[Request from the Client_17095.pdf](#)

[Results Matrix_56933.pdf](#)

[Terms of Reference_82801.pdf](#)

[Procurement Plan_1816.pdf](#)