

## TC ABSTRACT

### I. Basic Project Data

▪ Country/Region:	BRAZIL/CSC - Southern Cone
▪ TC Name:	Integrated Urban Development Strategies and Sustainable Mobility in Brazilian Cities
▪ TC Number:	BR-T1503
▪ Team Leader/Members:	Arcia, Diego Andres (CSD/HUD) Team Leader; Alves, Dalve Alexandre Soria (CSD/HUD) Alternate Team Leader; Silva Herreros, Jorge Alejandro (CSD/HUD) Alternate Team Leader; Brakarz, Barbara (CSD/CCS); Navacerrada Busquets, Pablo (INE/ENE); Maia Ribeiro, Karisa (INE/TSP); Villota Coral, Maria Alejandra (CSD/HUD); Avila, Francy Dianela (CSD/HUD); Pérez, Silvia (CSD/HUD); Verissimo Da Silva, Carolina (LEG/SGO); Garcia, Ana Cristina (CSD/HUD); Tapia Alba, Mauricio (VPS/ESG)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	26 Jan 2022
▪ Beneficiary:	Brazilian municipalities
▪ Executing Agency:	Inter-American Development Bank
▪ IDB funding requested:	US\$1,100,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	24 months
▪ Types of consultants:	Individuals; Firms
▪ Prepared by Unit:	CSD/HUD - Housing & Urban Development
▪ Unit of Disbursement Responsibility:	CSC/CBR - Country Office Brazil
▪ TC included in Country Strategy (y/n):	No
▪ TC included in CPD (y/n):	Yes
▪ Alignment to the Second Update to the Institutional Strategy 2020-2023 (AB-3190-2):	Institutional capacity and rule of law; Environmental sustainability

### II. Objective and Justification

- 2.1 The Technical Cooperation (TC) objective is to promote urban development with land-use planning strategies aligned to sustainable mobility in Brazilian cities. Specifically, this TC seeks to deliver sustainable urban plans focusing on sustainable mobility for Brazilian municipalities based on a comprehensive sector diagnosis. These plans will identify integrated urban strategies and the investment needs for sustainable and low carbon urban infrastructure and mobility in cities.
- 2.2 There are clear benefits to sustainable mobility interventions. They help increase productive capacity and lift economic growth rates by reducing travel times and increasing productivity while mitigating greenhouse gas emissions. Given this context, the mobilization of resources for developing land-use planning aligned to sustainable mobility plans and identified interventions represents a significant push for resource-strapped municipalities looking to improve urban development practices while improving mobility patterns.
- 2.3 **Strategic Alignment.** This operation is consistent with the Second Update to the Institutional Strategy 2020-2023 (AB-3190-2) under the development challenge of institutional capacity and the rule of law by supporting the government in planning and developing projects. This TC is also aligned with Climate Change and Environmental

Sustainability's cross-cutting issue by reducing greenhouse gas emissions (GHG) generated in cities through improved integrated land-use and mobility planning.

### III. Description of Activities and Outputs

- 3.1 **Component I: Development of Sustainable Urban Strategic Plans for Brazilian cities.** This component will finance the preparation of sustainable and low carbon urban plans in selected Brazilian cities, focusing on sustainable mobility. These plans will consider sector constraints and development possibilities, identifying the main investment needs in sustainable urban mobility infrastructure for urban areas for the next 20 years.
- 3.2 **Component II: Development of Sustainable Urban Interventions.** This component will finance the development of technical, economic, environmental, and social feasibility assessments and pre-investment studies for interventions identified in urban strategic plans funded under Component 1. This component will also include the design of financing instruments for intervention strategies and the structuring of pilot interventions. Finally, the financial and economic structuring of projects will consist of options for the participation of the private sector.
- 3.3 **Component III: Capacity Building on Sustainable Mobility.** It will focus on capacity development for subnational government officials working on urban development and land-use planning for sustainable mobility. This will be achieved by financing the development of training workshops for subnational government officials that prioritize women participation, as well as the development of guidelines, tools, and training materials focusing on incorporating sustainable mobility in urban and land-use planning processes.

### IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Total Funding
Component I. Development of Sustainable Urban Strategic Plans for Brazilian cities	US\$450,000.00	US\$450,000.00
Component II. Development of Sustainable Urban Interventions	US\$550,000.00	US\$550,000.00
Component III. Capacity Building on Sustainable Mobility	US\$100,000.00	US\$100,000.00
<b>Total</b>	<b>US\$1,100,000.00</b>	<b>US\$1,100,000.00</b>

### V. Executing Agency and Execution Structure

- 5.1 The Bank will be the Executing Agency and will be led by the CSC/CBR team with support from CSD/HUD.
- 5.2 At the request of the beneficiaries and in accordance with Appendix 10 of the Operational Guidelines for Technical Cooperation Products (GN-2629-1), the Bank will be the Executing Agency due to its experience in the preparation and development of the operational and technical instruments proposed for this type of operation and its knowledge of the scope of work. The activities financed with the TC will be executed in coordination with the beneficiary and the public entities designated by the beneficiary. The Housing and Urban Development Division in Brazil (HUD/CBR) will act as the Disbursement Responsibility Unit (UDR) and be in charge of the procurement processes.

### VI. Project Risks and Issues

- 6.1 The risks of the project are medium. One of them is related to the upcoming elections in 2022 and potential changes to government priorities regarding sustainable mobility in urban development. Also, there may be other risks related to implementing innovative

financing mechanisms in weak institutional settings. These risks will be mitigated through the Bank's close engagement with high-level government officials and monitoring activities by the HUD specialists.

## **VII. Environmental and Social Classification**

7.1 The ESG classification for this operation is "undefined".