AGENDA

1. General Outline

2. Overview of Colombia TOD NAMA

3. Selection Criteria

4. Catalytic Transit Neighborhoods in Colombia

5. Needs and key messages
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¿WHAT TYPE OF CITIES DO WE WANT?

SYMPTOMS AND IMPACTS IN OUR CITIES:

- Inequality, unsatisfied basic needs
- Accelerated urbanization
- Inefficient public transport
- Fast increase of private vehicle ownership – particularly motorcycles
- Increasing travel time (congestion)
- Increasing use of informal transportation modes (paratransit) in two-wheels vehicles (mototaxismo)
- Road traffic accidents
TOD focuses public and private development around transit stations to create neighborhoods where people can safely walk, live, work, shop and play.

- **TOD** can be defined as high density mixed-use development within walking distance (400 - 800m) of public transit stations.

- **TOD** sites have the following physical characteristics:
  - **Density**: focused density to support high quality public transport (frequency & capacity).
  - **Mixed Land Uses**: residential, commercial, employment, services, recreation.
  - **Pedestrian accessibility**: safe and convenient pedestrian facilities (sidewalks, paths, street crossings) and design that enables efficient access to the mixed land uses.
  - **Regional accessibility**: quick transit access to regional jobs, housing, shopping, services.

- **TOD** has been proven to reduce driving and GHGs.

- Benefits of **TOD** include increased return on investment, cost savings and quality of life improvements for individuals, businesses and governments.
TOD BENEFITS FOR COLOMBIA

- Alternative Transport
- Safety
- Social Inclusion
- Accessibility
- Sustainability
- Green Spaces
- Preserve Transit & Walk Mode Shares
- Transit System Financial Sustainability
- Efficient & Sustainable Land-Use and Transport
- Better Quality of Life and Competitiveness
COLOMBIAN OPPORTUNITY

FINDETER: Sustainable Cities.

New PPP Law.
• Colombia has invested about US$ 10 billion in public transit, social housing and GHG mitigation over the past decade.

• The TOD NAMA will multiply the GHG benefits of these investments and leverage planned investments in:
  • **Public transportation**
    • US$ 7 billion funding over the past decade (National, IBRD, IDB, CAF)
    • US$ 2 billion planned in the next years
    • US$ 2.5 billion projected for the Bogota Metro
  • **Social Housing**
    • US$ 2.3 billion over the past few years
    • US$ 2.5 billion planned for the next few years
  • **Sustainable Cities**
    • US$ 500 million (IDB through Findeter)

• €15 million in NAMA support could leverage €150 million in direct financial support.

• CIUDAT will work to maximize the leverage of NAMA funds including local government matches and financial instruments structured by Findeter, KfW and others.

• The French Global Environment Fund, is pursuing a €1.5 million grant to support TOD NAMA implementation in Cali’s Green Corridor, as well as for developing national policies for replication and launching M&E efforts.
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Colombia TOD NAMA: Partners

Centro para Intervenciones Urbanas de Desarrollo Avanzado hacia el Transporte
• Selected by NAMA Facility for €14.7 million (Now finalizing appraisal process.)
• Annual savings of 3.6 to 5.4 MMTCO₂ by 2040.
• Through the NAMA, cities will overcome technical, policy and market barriers to TOD by:
  ✓ Implementing catalytic local pilot projects.
  ✓ Developing national policies for replication.
  ✓ Undertaking comprehensive Measurement and Evaluation, by tracking:
    • Implementation progress, land development, investments, travel activity, GHGs, and social and environmental benefits.
CIUDAT

NAMA Facility

Full FC D.O.
KfW
Financially accountable D.O.
GIZ
TC D.O.
TC Implementing Agency
CIUDAT Board
(MoT, MADS, MinViv, DNP, Findeter, CCAP)
Advisory Committee
(technical staff of Board organizations + CIUDAT Director)

Director of CIUDAT

Consultants & Contractors

Expert Consultants

Finance Department
Sustainability Department

FINDETER
FC Implementing Agency

European Commission

CIUDAT

NAMA Trust Fund
Technical Assistance

Intervention Types:
- Pre-construction
  - Engineering
  - Architecture
- Infrastructure finance (grants, concessional loans, etc) for
  - Transit stations
  - Public spaces
  - Pedestrian Facilities
- Value capture
- Finance packaging
- Measurement & evaluation
- Policy design

Intervention Types:
- Pre-investment studies
  - Market analysis
  - Planning
  - Design
- Infrastructure finance (grants, concessional loans, etc) for
  - Transit stations
  - Public spaces
  - Pedestrian Facilities
- Land purchases (parcel assembly)

CITY 1 TOD

Public Funding for Public Transit & Social Housing
Private Sector Development

Facilitation/coordination
Managing Reporting

FC Staff (Findeter employees)
TC Staff (CCAP employees)

Consultants & Contractors

Experts & Contractors
Colombia TOD Nama aims for transformation

-Short Term-
  - Catalytic Transit Neighborhoods

-Medium Term-
  - Innovative Policies to Foster Replication
  - Transformation of Urban Development Patterns and Urban Design

-Long Term-
  - Replication and Scalability

-Continuous-
  - Private Sector and Community Engagement

-Key Areas of Technical Assistance-
- TOD high-quality design
- Private-sector partnership
- Project finance - value capture
- Evaluation & replication plan
- Policy analysis and guidance
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Pre-selection criteria

- GHG Reductions
- Private Investment
- Financial Leverage
- Replicability and Transformation Potential
Pre-Selection Criteria

• **Potential to reduce GHG emissions (45%)**
  – Project design that maximizes GHG reductions (mix of land uses, pedestrian prioritization, near high capacity public transit, public space..) (25%)
  – Potential for replication (20%)

• **Implementation context (30%)**
  – Supportive, coordinated local policies
  – Public investments supportive of TOD in the target neighborhood
  – Clear demonstration of positive social, environmental and economic impacts
  – Market potential
  – Private sector partners
  – Community support

• **Financial structure (25%)**
  – Leverage of private and international financing
  – Use of value capture mechanisms
  – Assessment of financial risks and planned activities to mitigate them
  – A positive social rate of return
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Potential locations:

**Cali:** Transformation of the old industrial center of Cali into a transit- and pedestrian-oriented Green Corridor.
Potential locations:

**Medellín:** Construction of a new Metro station between two existing stations to trigger station-area development in the under-utilized river valley which is targeted for redevelopment.
**Potential locations:**

**Manizales**: Pedestrian-oriented redevelopment of the historic town center.
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NEEDS: REMOVING BARRIERS TO TOD

- Technical, market, regulatory, policy, institutional…
- Local investment gaps
- Imperfect public-private collaboration
- Inadequate policy integration
- Limited value capture and finance mechanisms
People are already demanding more sustainable solutions. A climate change approach could be useful for seeking real transformational projects and engage civil society into mitigation actions.
TOD NAMA presents a huge opportunity for giving cities to the citizens
“Transport oriented to new generations. Low carbon culture should be promoted from childhood”  Ministerio de Transporte de Colombia, COP19, 2013
Thank you!

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