Funding for Urban Transport Projects

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Typical Urban Transport Projects

Large-scale Projects (> $100 million)
- Rail-based Transit (MRT, LRT)
- Bus Rapid Transit (BRT)

Medium-scale projects (1-50 million)
- Pedestrian and access improvement
- Integrated ticketing system
- Bicycle Sharing system
- Cycle lanes
- Smart parking system

Small-scale projects (< 1 million)
- Traffic calming
- Intersection re-design
- Safe to school routes
- Bicycle distribution

*Based on funding requirement*
What can you build with $1 billion?

- Koridor BRT 426 km
- 40 Km LRT
- 14 Km Elevated Metro
- 7 Km Underground Subway
Factors to select modes to fund

• Sustainability (operational, financial, environment)

• Impacts to the city (inclusive economic growth, coverage)

• Bring wider benefits (new opportunities, improve city’s livability)

• Improvement to existing business

• Implementation timeline
Metro

- Symbol for modern city
- Expensive
- High capacity, but small coverage
- Take very long time to plan, finance and build
Bus Rapid Transit

- Shows equality on the road
- Affordable
- Wide coverage
- Integration with existing buses
- Relatively quick to implement
3% of Jakarta residents live within 1 kilometer from Jakarta MRT Stations
44% of Jakarta residents live within 1 kilometer from Jakarta BRT Stations.
World MRT Cities

Cities with MRT
Components in Urban Transport Project

- BRT Fleet
- Parking Management
- Urban Development
- BRT Infrastructure
- Traffic Management
- Cycling Infrastructure
- Pedestrian Access
- Traffic Calming
- Bicycle Sharing
Funding for Urban Transport Project

- Private Investment
- National Funding
- City Funding
Sources of Mass Rapid Transit Funding

- Other Government
- Private
- GOE
- City/Metro Govt
- State Government
- National Govt

With the exception of China and France, city do not usually take major proportion of urban mass transit funding

2015 data
Not many cities in Indonesia can fund mass transit projects, whereas Brazil has cities invested in BRT systems.

2015 data
BRT projects are less dependent from national funding as opposed to the urban rail project.

2015 data
The role of external organisations: Leverage

$3.5 million
ADB & ITDP technical assistance

A DB $1.9 million
Others $1.6 million

$1.9 billion
sustainable transport financing

Additional projects are in pipeline

$1.04 billion
Others

$832 million
ADB

Further replication

Figure includes only ITDP contracts; ADB in-kind contributions are additional.
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<thead>
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<th>Project</th>
<th>Financing</th>
<th>ITDP Technical Assistance</th>
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<tr>
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Summary

• Whole package of sustainable urban transport improvement

• City is the champion, utilize their funding

• Integrated public transport network (not ’piece meal’)

• Leverage through international institution