

TERMS OF REFERENCE

EL SALVADOR

CONSULTANCY FOR THE FORMULATION OF INSTITUTIONAL DESIGN AND SCHEME FOR A MASS TRANSIT SYSTEM AND STUDIES OF REGULATORY AND JURIDICAL ASPECTS FOR A MASS TRANSIT SYSTEM

(ES-T1314)

SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background

1.1. The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100.000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.

1.2. The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare

integration policies.

- 1.3. Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative (JQI)).
- 1.4. For the development of these activities, primarily advancing the rail-based transit line along the east-west corridor of the city, there is a need to upgrade the existing institutional and legal set-up, to advance the planning, contracting, oversight and operation capabilities of the government institutions. Currently, the regulation, management and planning of the transport sector are under the jurisdiction of the MOPT, the VMT and its attached units. The latter is primarily responsible for applying the Land Transportation, Traffic and Road Safety Law, as well as for executing programs and actions related to transportation (environmental pollution, signaling, among others). It has four attached General Directorates: Land Transportation, Transit, Transportation Planning and Policies and General Inspection. Improvement of the public transport system is one of the key points within the area of urban mobility in the AMSS. In this context, the MOPT and VMT focus on solutions with a potential positive impact in the short, medium and long term. The priority areas mentioned above are come with a need for information collection and analysis, studies of technical, operational and legal issues.

2. Objectives

- 2.1. The main objectives of this consultancy are (i) to identify the requirements for an institution to facilitate a rail-based mass transit system; (ii) analyze the current institutional set-up and identify organizational, technical and legal gaps; (iii) define a preferred institutional design including and the regulatory and legal modifications required.

3. Scope of Services

- 3.1. Formulating an institutional design and schemes of the transport authority and regulatory entities, which facilitate policies for the planning, implementation and operation of a mass transit system;
- 3.2. Studies of regulatory and legal aspects for the planning, implementation and operation of a mass transit system

4. Key Activities

4.1. Institutional Design

- 4.1.1. Identifying the core functions required for effectively perform all the planning, designing, constructing, managing and operating of roads, traffic, parking, walking and bicycling; public transport; and freight transport.
- 4.1.2. Mapping the current institutional set up defining the competences of different agencies and departments regarding the core functions detailed in 4.1.1., applied to the Metropolitan Area of San Salvador (AMSS). Find where functions are lacking or repeated.
- 4.1.3. Analysis of current institutional set-up, capacity and coordination mechanisms among national authorities and subnational levels, including a SWOT analysis considering the development of a new integrated mobility system with rail corridors as the backbone of the public transport supply.
- 4.1.4. Preparing a preliminary proposal of the institutional set-up, to develop the mobility system, with the capacity to plan, advance preparatory studies, prepare contracts for

advancing project components, award and supervise contracts, operate or delegate operation in the private sector, and integrate other modes with the rail system. Alternatives may include

- A single new agency with wide responsibilities under the authority of MOPT (Like a Public Transport and Freight Authority for AMSS)
 - Clarifying the competences of existing institutions (MOPT, VMT, CEPA) so lacking and repeated activities are assigned to a single department or institution
 - A mix of the above
- 4.1.5. Discussion of the preliminary proposal with relevant stakeholders and adjustment based on their input.
- 4.1.6. Definition of the new structure, organogram, staff profiles and functions manuals. This considering changes of the scope over time (short term advancing planning of components of the integrated system, mainly the rail corridor; medium-term construction of the rail corridor and implementation of other components); long term operation of the mass transit system, directly or supervision of private operators for different components.
- This definition should include aspects of diversity and gender equality.

4.2. Regulatory and legal analysis and proposal for modification

- 4.2.1. Compilation of laws and regulations regarding planning, implementation and operation roads, traffic, parking, walking and bicycling; public transport; and freight transport.
- 4.2.2. Proposal of required changes in laws and regulations when necessary to implement the proposed structure and regulatory framework. This includes draft legislation or regulation and supporting documents (justification).

4.3. Communication Activities

- 4.3.1. Establishment of communication activities to ensure the active participation of the stakeholders involved in the project.
- 4.3.2. Documentation of the work in an orderly manner to be accessible for future use by the Bank, counterparts, other firms and individuals.

5. Expected Outcome and Deliverables

- 5.1.** Inception Report and Workshop 1: Detailed work plan on how the consultant will carry out the key activities as well as the identification of core functions (Activity 4.1.1.), including a kick-off workshop with the participation of relevant stakeholders
- 5.2.** Interim Report 1: Diagnosis of the current institutional set-up and existing legal framework (Activities 4.1.2; 4.1.3 and 4.2.1)
- 5.3.** Interim Report 2 and Workshop 2: Preliminary proposal of the institutional set-up (Activity 4.1.4) including a workshop (or a set of workshops) with relevant stakeholders.
- 5.4.** Interim Report 3 and workshop 3: Draft proposal of the institutional setup (Activity 4.1.6) and legal and regulatory changes (Activity 4.2.2.), and detailed presentation to relevant stakeholders.

5.5. Final Report: Based on feedback received within the next two weeks form the presentation of the draft proposal, presentation of a final institutional setup and legal and regulatory changes.

6. Project Schedule and Milestones. The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.

6.1. Inception Report and Workshop 1: Four weeks after contract signing

6.2. Interim Report 1: End of month three.

6.3. Interim Report 2 and Workshop 2: End of month six.

6.4. Interim Report 3 and workshop 3: End of month eight.

6.5. Final Report: End of month twelve.

7. Reporting Requirements

7.1. All the reports and workshops will be conducted in Spanish (if translation services are necessary, they will be provided as part of the consultancy).

7.2. The inception report in week one will define the precise dates to deliver reports, conduct workshops, receive feedback from IDB and the government institutions. It will also include the review schedule (see section 8.)

7.3. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)

7.4. All the reports will be presented as documents in electronic format (PDF); workshops will also include a presentation (PPT) summarizing the main points of the corresponding reports. Workshops will be planned at least two working days after the submission of the corresponding reports.

7.5. Relevant stakeholders from government institutions will be designated by MOPT-VMT, and they are expected to remain during the consultancy and to participate in workshops 1, 2 and 3.

8. Acceptance Criteria

8.1. The approval of the consulting products will be conditional upon the technical approval by the Bank.

8.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted report (version 2) will be submitted along with the review memorandum. Inception report and reports 1 and 2 version 2 will be presented within 6 working days of the reception of the observations. Interim report 3 will be presented 10 working days after the reception of the observations. The final report will be reviewed within 6 working days after the reception of the observations.

8.3. Version 2 of the reports will be either accepted or rejected within ten working days. Rejection may only be based on how the initial observations were addressed. No new observations will be required. The consultant will expand the review memorandum and present a new version if deemed necessary. If the new submission is not considered satisfactory the consultant may resubmit with new changes until accepted or use the controversy clauses of the contract.

9. Other Requirements

- 9.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by the IDB.
- 9.2. Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 9.3. Communication material, including, but not limited to banners, public presentations and publications must include a reference to the origin of the funds (a sample standard phrase will be provided).

10. Supervision and Reporting

- 10.1. The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).
- 10.2. Meetings include workshops 1, 2 and 3 and additional meetings as required by supervisors or the consultancy director, with no more than a weekly meeting to the extent possible. These meetings will be used to discuss administrative or technical issues and may include supervisors, project director and other people participating in the project as deemed necessary. Workshops are expected to be face-to-face to the extent possible. Meetings can be either virtual or face-to-face.

11. Schedule of Payments

- 11.1. Payment will be based on the delivery and approval of reports and completion of workshops

Payment Schedule		
Deliverable	Description	Submission Term/ Payment (%)
1. Inception Report and Workshop 1	See 5.1	End of month one/ 6.25%
2. Interim Report 1	See 5.2	End of month three/ 12.50%
3. Interim Report 2 and Workshop 2	See 5.3	End of month six/ 25.00%
4. Interim Report 3 and Workshop 3	See 5.4	End of month eight/ 31.25%
5. Final Report	See 5.5	End of month twelve/ 25.00%
TOTAL		100%

TERMS OF REFERENCE

CONSULTANCY FOR THE STUDIES SUPPORTING THE TECHNICAL, FINANCIAL AND LEGAL STUDIES FOR THE RAIL-BASED TRANSIT LINE

EL SALVADOR

(ES-T1314)

SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

- 1.1. The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100,000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.
- 1.2. The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT), Vice Ministry of Transport (VMT) and Salvadorian Fund for Pre-investment Studies (FOSEP) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieve long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare integration policies.
- 1.3. Based on a request by the Government of El Salvador, the Bank has designed this

Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative (JQI)).

- 1.4. For the development of these activities, primarily advancing the rail-based transit line along the east-west corridor of the city, the national authorities in El Salvador have advanced a concept level assessment, with route and technology alternatives for the rail-based transit line, as well as draft terms of reference for the feasibility and preliminary engineering studies. The authorities are expected to contract these studies during 2020 and need support in supervising and assuring their quality. Authorities also need to ensure the studies support all the requirements for project approval by the national government and the Salvador Congress (if required) and by multilateral banks (particularly IDB). Key reviews include compliance with environmental and social safeguards, as well as robustness of socio-economic cost-benefit analysis.

2. Objectives

- 2.1. Provide support to the beneficiary institutions in the preparation of the rail-based transit line in the Metropolitan Area of San Salvador (AMSS).
- 2.2. Review of quality, robustness and completeness of feasibility and other studies contracted by the El Salvador authorities to advance the rail-based transit line.

3. Scope of Services

- 3.1. Review and provide input to terms of reference for contracting feasibility and preliminary engineering design to ensure they comply with the El Salvador regulations (environmental, social, other) and include the requirements and safeguards to make the project eligible for multilateral lending (particularly IDB requirements)
- 3.2. Review and provide comments to the reports from the feasibility and preliminary engineering studies
- 3.3. Participate in meetings and presentations of the feasibility and preliminary engineering studies, supporting the national authorities.

4. Key Activities

- 4.1. Review and provide input to the terms of reference for contracting feasibility and preliminary engineering design to ensure they include the requirements and safeguards to make the project eligible for multilateral lending (particularly IDB requirements).
 - 4.1.1. Provide input to the terms of reference
- 4.2. Review and provide comments to the reports from the feasibility and preliminary engineering studies (the reports follow, can change according to the final terms of reference)
 - 4.2.1. Initial report: Definitive timetable; capacity building program; and workplan for resettlement plan, environmental study and social impact (to be adjusted according to final terms of reference)
 - 4.2.2. Special report social impact study: methodology
 - 4.2.3. Special report on the resettlement plan: identification of affected population and mitigation strategies
 - 4.2.4. Progress report environmental studies: existing regulations, characterization of the existing environmental conditions in the corridor

- 4.2.5. Progress report feasibility study: Mobility Diagnosis; Demand Studies; Traffic Studies; Analysis and Selection of the Rail Technology; Study of Alignment and Project Alternatives; Functional Operations Study; Cartographic and Topographic Studies; Geologic and Geotechnical Studies; Hydrology and Hydraulic Studies; and Seismic Studies; progress report on Social and Environmental Studies and Final Resettlement Studies (inclusive of Resettlement Plan)
 - 4.2.6. Final Report Environmental Study, including environmental mitigation plan
 - 4.2.7. Final Reports feasibility study and social impact study
 - 4.2.8. Environmental Report for the Basic Engineering Project Component 1 (to be submitted to the Ministry of Environment, based on the selected alternative)
 - 4.2.9. Environmental Report for the Basic Engineering Project Component 2 (to be submitted to the Ministry of Environment, based on the selected alternative)
 - 4.2.10. Basic Engineering Report Component 1, including design, specifications, bidding documents, as well as a revised final social impact study, and revised resettlements program.
 - 4.2.11. Basic Engineering Report Component 2, including design, specifications, bidding documents, as well as a revised final social impact study, and revised resettlements program.
- 4.3. Communication Activities**
- 4.3.1. Establishment of communication activities to ensure the active participation of the stakeholders involved in the project.
 - 4.3.2. Documentation of the work in an orderly manner to be accessible for future use by the Bank, counterparts, other firms and individuals.

5. Expected Outcome and Deliverables

5.1. Review Terms of Reference

- 5.1.1. Report on changes suggested to the terms of reference of the feasibility and basic engineering studies

5.2. Review of the feasibility and basic engineering studies (reports can be adjusted depending on the final terms of reference)

- 5.2.1. Review of Initial report
- 5.2.2. Review of the special report social impact study: methodology
- 5.2.3. Review of the special report on the resettlement plan: identification of affected population and mitigation strategies
- 5.2.4. Review of the progress report environmental studies: existing regulations, characterization of the existing environmental conditions in the corridor
- 5.2.5. Review of the progress report feasibility study
- 5.2.6. Review of the Final Report Environmental Study
- 5.2.7. Review of the Final Reports feasibility study and social impact study
- 5.2.8. Review of the Environmental Report for the Basic Engineering Project Component

1

5.2.9. Review of the Environmental Report for the Basic Engineering Project Component 2

5.2.10. Review of the Basic Engineering Report Component 1

5.2.11. Review of the Basic Engineering Report Component 2

6. Project Schedule and Milestones

The project will be concurrent with the preparation and development of the feasibility and basic engineering studies

6.1. Review Terms of Reference

6.1.1. Report on changes suggested to the terms of reference of the feasibility and basic engineering studies – 5 calendar days after receiving the terms of reference

6.2. Review of the feasibility and basic engineering studies (reports can be adjusted depending on the final terms of reference)

6.2.1. Review of Initial report – 3 calendar days after reception

6.2.2. Review of the special report social impact study: methodology – 3 calendar days after reception

6.2.3. Review of the special report on the resettlement plan: identification of affected population and mitigation strategies – 5 calendar days after reception

6.2.4. Review of the progress report environmental studies: existing regulations, characterization of the existing environmental conditions in the corridor – 5 calendar days after reception

6.2.5. Review of the progress report feasibility study – 10 calendar days after reception

6.2.6. Review of the Final Report Environmental Study – 10 calendar days after reception

6.2.7. Review of the Final Reports feasibility study and social impact study – 10 calendar days after reception

6.2.8. Review of the Environmental Report for the Basic Engineering Project Component 1 – 10 calendar days after reception

6.2.9. Review of the Environmental Report for the Basic Engineering Project Component 2 – 10 calendar days after reception

6.2.10. Review of the Basic Engineering Report Component 1 - 15 calendar days after reception

6.2.11. Review of the Basic Engineering Report Component 2 – 15 calendar days after reception

7. Reporting Requirements

7.1. All the reports and meetings will be conducted in Spanish (if translation services are necessary, they will be provided as part of the consultancy).

7.2. The initial report from the feasibility and basic engineering studies will define the precise dates to deliver reports, conduct workshops, and the review schedule

7.3. Reviews will be submitted before midnight in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of IDB)

7.4. All the reports will be presented as documents in electronic format (PDF)

8. Acceptance Criteria

- 8.1. Supervision staff from IDB will submit comments to the reviews within 2 working days after reception
- 8.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reviews the adapted review (version 2) will be submitted along the review memorandum within 2 working days after reception.
- 8.3. Version 2 of the reviews will be either accepted or rejected within 2 working days by supervision staff. Rejection may only be based on how the initial observations were addressed. No new observations will be presented or required. The consultant will expand the review memorandum and present a new version if deemed necessary. If the new submission is not considered satisfactory the consultant may resubmit with new changes until accepted or use the controversy clauses of the contract.

9. Other Requirements

- 9.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. Staff of the consultant is not allowed to give public statements, unless directed to do so by IDB.
- 9.2. Electronic copies of the reviews, including all its versions and the review memorandum will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 9.3. Communication material, including, but not limited to banners, public presentations and publications must include a reference to the origin of the funds (a sample standard phrase will be provided).

10. Supervision and Reporting

- 10.1. IDB will designate a supervisor who will consolidate the observations of other participants and submit a single message to the consultant. In case of changes, they will be communicated to the consultant ahead of workshops.
- 10.2. Meetings may be required by supervisors or the consultant, programed at least 3 working days in advance with no more than a weekly meeting to the extent possible. These meetings will be used to discuss administrative or technical issues. Meetings can be either virtual or face-to-face.

11. Schedule of Payments

- 11.1. Payment will be based on the delivery and approval of the reviews (schedule of payments will be adjusted according to the final terms of reference and the final workplan of the feasibility and basic engineering studies).

Payment Schedule	
Deliverable	%

1. Review terms of reference	10%
2. Review proposals (no payment)	0%
3. Review report 1	3%
4. Review report 2	3%
5. Review report 3	5%
6. Review report 4	5%
7. Review report 5	10%
8. Review report 6	10%
9. Review report 7	10%
10. Review report 8	10%
11. Review report 9	10%
12. Review report 10	12%
13. Review report 11	12%
TOTAL	100%

TERMS OF REFERENCE
CONSULTANCY FOR THE TECHNICAL DESIGN OF INTERVENTIONS FOR NON-MOTORIZED MODES
EL SALVADOR
(ES-T1314)
SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

- 1.1.** The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100,000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.
- 1.2.** The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare integration policies.
- 1.3.** Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative

(JQI)).

- 1.4. To support complementary elements of the East-West Rail Corridor and provide input to further interventions, the government of El Salvador agreed to advance within this TC to develop interventions for non-motorized modes with universal accessibility and gender perspectives in the vicinity of key transport hubs. In particular, there is a need to create safe connectivity between different modes: surface-based public transport and the new metro line.

2. Objectives

- 2.1. Develop non-motorized transport design guidelines for improving the connectivity and safety around the future stations of the east-west rail transit line
- 2.2. Apply the guidelines to develop a preliminary design of a key transportation hub, identified in collaboration with IDB and local authorities

3. Scope of Services

- 3.1. Review local and international guidelines
- 3.2. Develop design guidelines applicable to AMSS
- 3.3. Apply guidelines to a selected transit hub (station of the future East-West rail transit line)

4. Key Activities

- 4.1. Develop non-motorized design guidelines applicable to AMSS
 - 4.1.1. Review existing design guidelines or customary requirements or practices for non-motorized transport facilities in El Salvador and indicate strengths and weaknesses; identify and select international guidelines to be used to base recommendations for El Salvador, including those developed by IDB for gender and universal access; derive design principles for non-motorized transport facilities design
 - 4.1.2. Develop draft design guidelines based on these principles
- 4.2. Apply guidelines to a selected transit hub (station of the future East-West rail transit line)
 - Select a transit hub in collaboration with IDB and authorities MOPT-VMT
 - Get the information required for design including field studies: existing conditions (topographic studies), expected footprint and location of access to the rail station; expected flows of people; traffic conditions
 - Prepare a preliminary draft design and a presentation to stakeholders
 - Prepare a final preliminary design and budget for the project
 - Adjust the draft design guidelines (4.1.2.) based on this application
- 4.3. Communication Activities
 - Establishment of communication activities to ensure the active participation of the stakeholders involved in the project
 - Documentation of the work in an orderly manner to be accessible for future use by the Bank, counterparts, other firms and individuals

5. Expected Outcome and Deliverables

- 5.1. Inception Report and Workshop 1: Detailed work plan on how the consultant will carry out

the key activities including a kick-off workshop with the participation of relevant stakeholders

- 5.2. Interim Report 1: Review and Definition of Design Principles (Activities 4.1.1)
- 5.3. Interim Report 2 and Workshop 2: Draft design guidelines (Activity 4.1.2) and Selection of a Transit Hub (Activity 4.2.1.) including a workshop (or a set of workshops) with relevant stakeholders.
- 5.4. Interim Report 3: Baseline studies (Activity 4.2.2)
- 5.5. Interim Report 4 and Workshop 3: Preliminary draft design (Activity 4.2.3) and presentation to relevant stakeholders
- 5.6. Final Report: Based on feedback received in the presentation of the final design and budget (Activity 4.2.5) and final design guidelines (Activity 4.2.5.)

6. Project Schedule and Milestones

The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.

- 6.1. Inception Report and Workshop 1: Two weeks after contract signing
- 6.2. Interim Report 1: End of month one
- 6.3. Interim Report 2 and Workshop 2: End of month two
- 6.4. Interim Report 3: End of month four.
- 6.5. Interim Report 4 and Workshop 3: End of month six
- 6.6. Final Report: End of month eight

7. Reporting Requirements

- 7.1. All the reports and workshops will be conducted in Spanish (if translation services are necessary, they will be provided as part of the consultancy).
- 7.2. The inception report in week one will define the precise dates to deliver reports, conduct workshops, receive feedback from IDB and the government institutions. It will also include the review schedule (see section 8.)
- 7.3. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)
- 7.4. If the reports will be presented as documents in electronic format (PDF); workshops will also include a presentation (PPT) summarizing the main points of the corresponding reports. Workshops will be planned at least two working days after the submission of the corresponding reports.
- 7.5. Relevant stakeholders from government institutions will be designated by MOPT-VMT, and they are expected to remain during the consultancy and to participate in workshops 1, 2 and 3.

8. Acceptance Criteria

- 8.1. The approval of the consulting products will be conditional upon the technical approval that the Bank's designated supervisor. Observations will be submitted within one week after the reception of each report.

- 8.2.** The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted report (version 2) will be submitted along with the review memorandum, within one week after receiving the observations.
- 8.3.** Version 2 of the reports will be either accepted or rejected within five working days. Rejection may only be based on how the initial observations were addressed. No new observations will be required. The consultant will expand the review memorandum and present a new version if deemed necessary. If the new submission is not considered satisfactory the consultant may resubmit with new changes until accepted or use the controversy clauses of the contract.

9. Other Requirements

- 9.1.** The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by the IDB.
- 9.2.** Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 9.3.** Communication material, including, but not limited to banners, public presentations and publications must include a reference to the origin of the funds (a sample standard phrase will be provided).

10. Supervision and Reporting

- 10.1.** The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).
- 10.2.** Meetings include workshops 1, 2 and 3 and additional meetings as required by supervisors or the consultancy director, with no more than a weekly meeting to the extent possible. These meetings will be used to discuss administrative or technical issues and may include supervisors, project director and other people participating in the project as deemed necessary. Workshops are expected to be face-to-face to the extent possible. Other meetings can be either virtual or face-to-face.

11. Schedule of Payments

- 11.1.** Payment will be based on the delivery and approval of reports and completion of workshops

Payment Schedule		
Deliverable	Description	Submission Term/ Payment (%)
14. Inception Report and Workshop 1	See 5.1	Two Weeks (6%)
15. Interim Report 1	See 5.2	End of Month 1 (12%)
16. Interim Report 2 and Workshop 2	See 5.3	End of Month 2 (20%)

Payment Schedule		
Deliverable	Description	Submission Term/ Payment (%)
17. Interim Report 3	See 5.4	End of Month 4 (20%)
18. Interim Report 4 and Workshop 3	See 5.5	End of Month 6 (20%)
19. Final Report	See 5.6	End of Month 8 (22%)
TOTAL		100%

TERMS OF REFERENCE

CONSULTANCY FOR THE SUPPORT FOR THE DESIGN AND IMPLEMENTATION OF THE SUSTAINABLE URBAN MOBILITY PLAN (SUMP)

EL SALVADOR

(ES-T1314)

SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

- 1.1.** The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100,000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.
- 1.2.** The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare integration policies.

- 1.3. Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative (JQI)).
- 1.4. The Government of El Salvador is interested in developing a Sustainable Urban Mobility Plan (SUMP) for AMSS to define the medium- and long-term vision, goals, programs and projects to support improved access with reduced emissions, fatalities and exclusions.

2. Objectives

- 2.1. Develop the concept and needs and support advancing a Sustainable Urban Mobility Plan for the Metropolitan Area of San Salvador following a user-focused design that acknowledges gender differences in travel patterns. The plan should also account for eventual measures in response to challenges due to the COVID-19 crisis.

3. Scope of Services

- 3.1. Define the steps and design the process for developing a sustainable urban mobility plan for AMSS
- 3.2. Support the activities required to develop the plan
- 3.3. Support the preparation of an actionable implementation plan including a schedule, responsibilities and activities.

4. Key Activities

- 4.1. Define the steps and process for developing a sustainable urban mobility plan (SUMP)
 - 4.1.1. Identify and review existing plans and studies for urban development and transport, as well as economic and socio-demographic trends; characterize current conditions (preliminary diagnosis) regarding access patterns with a differential approach (gender, vulnerable groups, elderly, young, people with disabilities), and main issues regarding air and noise pollution, traffic fatalities, and generalized costs of travel
 - 4.1.2. Identify stakeholders and conduct a series of workshops to present the preliminary diagnosis, establish a vision and main goals of a Sustainable Urban Mobility Plan (SUMP) and define a route map for completion
- 4.2. Support the activities required to develop the plan
 - 4.2.1. Draft terms of reference for the required studies to develop the SUMP, which may include, but not be limited to desktop and field studies to complement and update existing information; update of urban transport models, including calibration with field studies; definition of metrics to measure the achievement of desired goals; development of scenarios (short-, medium-, long-term) including programs and projects managing travel (urban development); shift travel to the more sustainable modes (walking, bicycling, public transport supply, and car and motorcycle demand management, and improve operations and technologies (low and zero tailpipe emissions; user information; traffic and transport control centres); discussion of preliminary results with stakeholders; and adjustment of the plans.
 - 4.2.2. Support the development of the plan, assisting the national authorities and IDB during the development of studies and stakeholder participation activities.
 - 4.2.3. Upon completion of the plan, support the preparation of an implementation plan.

4.3. Communication Activities

- 4.3.1. Establishment of communication activities to ensure the active participation of the stakeholders involved in the project
- 4.3.2. Documentation of the work in an orderly manner to be accessible for future use by the Bank, counterparts, other firms and individuals

5. Expected Outcome and Deliverables

- 5.1. Inception Report and Workshop 1: Detailed work plan on how the consultant will carry out the key activities including a kick-off workshop with the participation of relevant stakeholders
- 5.2. Interim Report 1: Identify and review existing plans and studies (Activity 4.1.1)
- 5.3. Interim Report 2 and Workshop(s) 2: Vision, Objectives and Road Map (Activity 4.1.2)
- 5.4. Interim Report 3: Draft terms of reference for SUMP studies (Activity 4.2.2)
- 5.5. Interim Reports 4-6: Three progress reports during the development of the SUMP studies (Activity 4.2.2)
- 5.6. Final Report and Workshop(s) 3: Recommendations for implementation and workshop for approval of implementation plan (Activity 4.2.3)

6. Project Schedule and Milestones

The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.

- 6.1. Inception Report and Workshop 1: Two weeks after contract signing
- 6.2. Interim Report 1: End of month two
- 6.3. Interim Report 2 and Workshop(s) 2: End of month four
- 6.4. Interim Report 3: End of month five.
- 6.5. Interim Reports 4-6: To be defined according to the terms of reference of the plan studies, expected in month 7, 10, 13
- 6.6. Final Report: To be defined according to the terms of reference of the plan studies, expected month 15

7. Reporting Requirements

- 7.1. All the reports and workshops will be conducted in Spanish (if translation services are necessary, they will be provided as part of the consultancy).
- 7.2. The inception report in week one will define the precise dates to deliver reports, conduct workshops, receive feedback from IDB and the government institutions. It will also include the review schedule (see section 8.)
- 7.3. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)
- 7.4. If the reports will be presented as documents in electronic format (PDF); workshops will also include a presentation (PPT) summarizing the main points of the corresponding reports. Workshops will be planned at least two working days after the submission of the corresponding reports.

- 7.5. Relevant stakeholders from government institutions will be designated by MOPT-VMT, and they are expected to remain during the consultancy and to participate in all the workshops.

8. Acceptance Criteria

- 8.1. The approval of the consulting products will be conditional upon the technical approval that the technical counterpart of the Bank provides.
- 8.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted report (version 2) will be submitted along with the review memorandum, within one week after receiving the observations.
- 8.3. Version 2 of the reports will be either accepted or rejected within five working days. Rejection may only be based on how the initial observations were addressed. No new observations will be required. The consultant will expand the review memorandum and present a new version if deemed necessary. If the new submission is not considered satisfactory the consultant may resubmit with new changes until accepted or use the controversy clauses of the contract.

9. Other Requirements

- 9.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by the IDB.
- 9.2. Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 9.3. Communication material, including, but not limited to banners, public presentations and publications must include a reference to the origin of the funds (a sample standard phrase will be provided).

10. Supervision and Reporting

- 10.1. The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).
- 10.2. Meetings include workshops and additional meetings as required by supervisors or the consultancy director, with no more than a weekly meeting to the extent possible. These meetings will be used to discuss administrative or technical issues and may include supervisors, project director and other people participating in the project as deemed necessary. Workshops are expected to be face-to-face to the extent possible. Other meetings can be either virtual or face-to-face.

11. Schedule of Payments

- 11.1. Payment will be based on the delivery and approval of reports and completion of workshops.

Payment Schedule		
Deliverable	Description	Submission Term/ Payment (%)
1. Inception Report and Workshop 1	See 5.1	Two Weeks (5%)
2. Interim Report 1	See 5.2	End of Month 1 (10%)
3. Interim Report 2 and Workshop(s) 2	See 5.3	End of Month 2 (20%)
4. Interim Report 3	See 5.4	End of Month 4 (5%)
5. Interim Reports 4-6	See 5.5	End of Months 7, 10, 13 (expected) (15%-15%-15%)
6. Final Report and Workshop(s) 3	See 5.6	End of Month 15 (expected) (15%)
TOTAL		100%

TERMS OF REFERENCE

CONSULTANCY FOR THE TECHNICAL, LEGAL AND FINANCIAL STUDIES FOR THE IMPLEMENTATION OF A FARE COLLECTION SYSTEM, SUPPORT FOR THE DEFINITION OF FARE INTEGRATION POLICIES & SUPPORT FOR THE DESIGN OF A USER INFORMATION SYSTEM IN PUBLIC TRANSPORT

EL SALVADOR

(ES-T1314)

SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

1.1. The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100.000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.

1.2. The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare

integration policies.

- 1.3. Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative [JQII]).
- 1.4. The Government of El Salvador is interested in developing an integrated fare collection and user information system for public transportation in AMSS, for upgrading the current cash-based system and creating a base for seamless integration of new transit projects, as well as generating mobility data. This data is expected to be used to improve information to the users and to control the transit provision. The system should incorporate local cultural and habitual requirements, including the banking status of transit users, to potentially act as a catalyst to increase the share of the banked population. Furthermore, it should be interoperable and open to create the option to consolidate and integrate different modes. Concerning the fare structure, it will need to be carefully revised to include new tariff options, such as social, subsidized tariffs or flexible, monthly, or route-based fares amongst others.

2. Objectives

- 2.1. Develop the technical, legal and financial studies for the implementation of an integrated, interoperable electronic fare collection system for the Metropolitan Area of San Salvador and the design of a user information system in public transport.

3. Scope of Services

- 3.1. Advance technical, legal and financial studies for the implementation of an integrated electronic fare collection system
- 3.2. Support the definition of fare integration policies to improve accessibility to services and employment
- 3.3. Support the design of a user information system in public transport

4. Key Activities

- 4.1. Advance the technical, legal and financial studies for the implementation of an integrated and interoperable electronic fare collection system
 - 4.1.1. Define the scope of the fare collection system (number of buses, stations, passengers, transactions) based on existing information and expected development of the east-west rail-based transit line
 - 4.1.2. Identify and characterize technology options for electronic (cash-less) fare collection systems, including components (distribution, purchase and recharge; validation; communications; fare-cards or tokens; back-office; security), capital costs, operations cost, cultural acceptance, banked/unbanked population levels and recommend a preferred option for AMSS
 - 4.1.3. With the preferred option, develop a detailed plan and requirements for contracting equipment and operations, including detailed costs (capital and operations)
 - 4.1.4. Define the preferred operations model for the fare collection system (alternatives include contracting a single operator, creating a government agency to manage the fare-collection system)
 - 4.1.5. Develop legal and regulatory documents required to advance the integrated fare

collection system for AMSS, including the terms of reference for system contracting (bidding documents and contract)

4.2. Support the definition of fare integration policies

- 4.2.1. Develop options for fare integration of existing operations with new operations and mechanisms of compensation
- 4.2.2. Establish the willingness to pay levels for users in AMSS
- 4.2.3. Analyze the current and potential future subsidy schemes
- 4.2.4. Define a draft policy for fare integration

4.3. Support the design of a user information system in public transport

- 4.3.1. Define the requirements of the user information system (data, mechanisms of the display, back-office)
- 4.3.2. Define alternatives for the staged development of the user information system and select the preferred option; discuss the advantages and disadvantages of developing jointly with the integrated fare collection system
- 4.3.3. With the preferred option, develop a detailed plan and requirements for contracting equipment and operations, including detailed costs (capital and operations)
- 4.3.4. Define the preferred operations model for a user information system (including eventual joint contracting with the fare collection system)
- 4.3.5. Collect and structure transit data in an open format (minimum fields required for static GTFS) fulfilling the minimum requirements to be used in Google transit or other similar platforms
- 4.3.6. Manage the publishing of the transit data through Google transit or any other publicly accessible platform deemed appropriate for the local context
- 4.3.7. Develop legal and regulatory documents required to advance the user information system for AMSS, including the terms of reference for system contracting (bidding documents and contracts, including eventual joint contracting with the integrated fare-collection system)

4.4. Communication Activities

- 4.4.1. Establishment of communication activities to ensure the active participation of the stakeholders involved in the project
- 4.4.2. Documentation of the work in an orderly manner to be accessible for future use by the Bank, counterparts, other firms and individuals

5. Expected Outcome and Deliverables

- 5.1.** Inception Report and Workshop 1: Detailed work plan on how the consultant will carry out the key activities including a kick-off workshop with the participation of relevant stakeholders
- 5.2.** Interim Report 1: Identify the scope of the fare collection system and the user information system (Activity 4.1.1 and Activity 4.3.1)
- 5.3.** Interim Report 2 and Workshop(s) 2: Define alternatives (Activity 4.1.2 and Activity 4.3.2)
- 5.4.** Interim Report 3: Detailed Plans and Options for Fare Integration (Activity 4.1.3, Activity 4.2.3 and Activity 4.2.1)

- 5.5. Interim Report 4: Operations Models and Willingness to Pay Studies (Activity 4.1.4, Activity 4.3.4 and Activity 4.2.2)
- 5.6. Interim Report 5 and Workshop 3: Legal and regulatory documents to advance fare collection and user information systems and draft policy for fare integration (Activity 4.1.5, Activity 4.3.5, Activity 4.2.3)
- 5.7. Final Report and Workshop(s) 3: Adjusted documentation for bidding and implementation

6. Project Schedule and Milestones

The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.

- 6.1. Inception Report and Workshop 1: Two weeks after contract signing
- 6.2. Interim Report 1: End of month two
- 6.3. Interim Report 2 and Workshop(s) 2: End of month four
- 6.4. Interim Report 3: End of month six.
- 6.5. Interim Reports 4: End of month eight
- 6.6. Interim Report 5 and Workshop(s) 3: End of month ten
- 6.7. Final Report: End of month twelve

7. Reporting Requirements

- 7.1. All the reports and workshops will be conducted in Spanish (if translation services are necessary, they will be provided as part of the consultancy).
- 7.2. The inception report in week one will define the precise dates to deliver reports, conduct workshops, receive feedback from IDB and the government institutions. It will also include the review schedule (see section 8.)
- 7.3. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)
- 7.4. If the reports will be presented as documents in electronic format (PDF); workshops will also include a presentation (PPT) summarizing the main points of the corresponding reports. Workshops will be planned at least two working days after the submission of the corresponding reports.
- 7.5. Relevant stakeholders from government institutions will be designated by MOPT-VMT, and they are expected to remain during the consultancy and to participate in all the workshops.

8. Acceptance Criteria

- 8.1. The approval of the consulting products will be conditional upon the technical approval that the technical counterpart of the Bank provides.
- 8.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted report (version 2) will be submitted along with the review memorandum, within one week after receiving the observations.
- 8.3. Version 2 of the reports will be either accepted or rejected within five working days. Rejection may only be based on how the initial observations were addressed. No new observations will be required. The consultant will expand the review memorandum and

present a new version if deemed necessary. If the new submission is not considered satisfactory the consultant may resubmit with new changes until accepted or use the controversy clauses of the contract.

9. Other Requirements

- 9.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by IDB.
- 9.2. Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 9.3. Communication material, including, but not limited to banners, public presentations and publications must include a reference to the origin of the funds (a sample standard phrase will be provided).

10. Supervision and Reporting

- 10.1. The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).
- 10.2. Meetings include workshops and additional meetings as required by supervisors or the consultancy director, with no more than a weekly meeting to the extent possible. These meetings will be used to discuss administrative or technical issues and may include supervisors, project director and other people participating in the project as deemed necessary. Workshops are expected to be face-to-face to the extent possible. Other meetings can be either virtual or face-to-face.

11. Schedule of Payments

- 11.1. Payment will be based on the delivery and approval of reports and completion of workshops

Payment Schedule		
Deliverable	Description	Submission Term/ Payment (%)
1. Inception Report and Workshop 1	See 5.1	Two Weeks (5%)
2. Interim Report 1	See 5.2	End of Month 2 (15%)
3. Interim Report 2 and Workshop(s) 2	See 5.3	End of Month 4 (15%)
4. Interim Report 3	See 5.4	End of Month 6 (15%)
5. Interim Reports 4	See 5.5	End of Month 8 (15%)
6. Interim Report 5	See 5.6	End of Month 10 (15%)
7. Final Report and Workshop(s) 3	See 5.7	End of Month 12 (20%)
TOTAL		100%

TERMS OF REFERENCE
CONSULTANCY FOR TRAINING OF THE MOPT/VMT STAFF ON KEY URBAN MOBILITY ASPECTS
EL SALVADOR
(ES-T1314)
SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

- 1.1.** The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100.000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.
- 1.2.** The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS), the priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare integration policies.
- 1.3.** Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative

(JQI)).

- 1.4. In this context, the IDB will develop the training of the MOPT/VMT staff on key urban mobility aspects to manage all the knowledge for future projects and strengthen their capacities. Those training activities should ensure, that MOPT/VMT staff have sufficient knowledge and skills for making the best use of tools and solutions implemented during this TC, including among others their management and maintenance.

2. Objectives

- 2.1. As a part of the development and implementation of a sustainable urban mobility strategy, provide training to the MOPT/VMT staff on key urban mobility aspects related to urban transit services of the San Salvador Metropolitan Area (AMSS), to provide the population with equal access to a safe, efficient, clean and inclusive transit system and ensure sustainability in the use of the tools and products implemented during this TC.

3. Scope of Services

- 3.1. The work consists in strengthening the capacities and skills related to the quality of key urban transit services under the responsibility of MOPT and VMT, using in-person classes and methodologies learning by doing.

4. Key Activities

- 4.1. Given the objective, this consultancy requires to develop in-person courses and learning materials about urban transit systems.
- 4.2. A list of previous knowledge requirements for participants and preparatory material, such as worksheets, reading material or initial assessments of knowledge needs for participants. This material can be provided in an on or offline format.
- 4.3. A training plan, including contents, time-frame, methodologies and concrete, achievable and actionable goals to be reached during the course.
- 4.4. Preparation of training materials, including international best-practices about urban transit systems, rail projects, collection systems and other related topics. The material shall be engaging and include tasks such as quizzes, case studies and presentations, to actively involve the participants of the courses.
- 4.5. Use of the results of the other consulting services of the Technical Cooperation ES-T1314, technical notes and the experiences of the team of the Transport Division of IDB, to elaborate the training materials.

5. Expected Outcome and Deliverables

- 5.1. The consulting products will be defined by specific work plans for each product. Each work plan will be agreed with the end client and the IDB contract supervisor. Below is a preliminary definition of deliverables, the final content of which will be refined based on the work plans.

6. Project Schedule and Milestones

7. The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.
 - 7.1. Work Plan: One week after contract signing
 - 7.2. Training Materials: End of week two.
 - 7.3. In-person trainings: End of week three.

7.4. Final reports and evaluation of the training: End of week eight.

8. **Reporting Requirements**

- 8.1. All products should be prepared in English and Spanish.
- 8.2. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)
- 8.3. All the reports will be presented as documents in electronic format (PDF and Word)

9. **Acceptance Criteria**

- 9.1. The approval of the consulting products will be conditional upon the technical approval of the Bank, to be delivered in writing.
- 9.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted document will be submitted along with the review memorandum.

10. **Other Requirements**

- 10.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by IDB.
- 10.2. Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 10.3. Communication material, including, but not limited to publications such as pamphlets and technical notes, banners and public presentations must include a reference to the origin of the funds (a sample standard phrase will be provided).

11. **Supervision and Reporting**

- 11.1. The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).

12. **Schedule of Payments**

- 12.1. Payment will be based on the delivery and approval of reports and completion of workshops.

Payment Schedule		
Deliverable	Payment	Submission Term
1. Work Plan	10%	End of week one
2. Training Materials	30%	End of week two
3. In-person training	50%	End of week three

Payment Schedule		
Deliverable	Payment	Submission Term
4. Final reports and evaluation of the training	10%	End of week eight
TOTAL		100%

TERMS OF REFERENCE
CONSULTANCY FOR SUPPORT TO THE ELABORATION OF KNOWLEDGE PRODUCTS
EL SALVADOR
(ES-T1314)
SUPPORT TO THE URBAN MOBILITY STRATEGY OF THE SAN SALVADOR METROPOLITAN AREA

1. Background and Justification

- 1.1.** The Metropolitan Area of San Salvador (AMSS) is formed by the conurbation of 14 municipalities, where 70% of public and private investment in El Salvador is carried out and 55% of the national GDP is concentrated (OPAMSS 2010). The area extends across 610 km² and hosts a population of 1.76 million inhabitants, representing 27% of the country's total. Among the main urban challenges in the AMSS are the recovery of area's economic dynamics and the optimization of metropolitan mobility conditions, which have worsened as a result of the city's growth pattern, the lack of urban planning and the absence of high-quality mass transit. The most recent reports indicate that to date 2.50 million motorized trips are made daily, of which 1.63 million are made on public transport (65%). However, dividing the road space, 70% of it is destined for private vehicles and only 30% for public transport. In 2019 the public transport system consisted of 200 bus routes and 3,861 buses and minibuses operating. In this system, only a stretch of 6.4 km (BRT corridor) has the potential to provide the service of mass transit when operated adequately. The national total number of private vehicles in mid-2019 was approximately 1.2 million. Additionally, the problem of mobility in the AMSS manifests itself through (i) high vehicular congestion, with travel times exceeding 90 minutes per route, and low traffic speeds, with a general average of 39 km/h at the morning rush hour, 56% of the network below this average, and 25% of the network with speeds below 20 km/h, (ii) low-quality standards and disorganized conventional public transportation resulting in negative user perception, (iii) physical and functional disarticulation between routes, where 44% of users make at least two transfers and 14% between three and six transfers, (iv) the high influence of transport on air pollution, and (v) due to the use of cash in public transport, the state encounters a problem of tax collection and the control of financial flows. Another relevant issue is road safety in the country, which is affected by disorder and lack of enforcement and low-quality standards in public transport: With a rate of 22.2 fatalities in traffic accidents per 100.000 inhabitants in 2016, El Salvador is suffering the highest rate of fatalities amongst 10 Latin American countries.
- 1.2.** The Inter-American Development Bank is supporting the Government of El Salvador in its effort to improve mobility in San Salvador Metropolitan Area (AMSS). The priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT) include: a rail-based transit line along the east-west corridor of the city as the backbone of an integrated urban mobility system, a sustainable urban mobility plan that will contribute to achieving long term policy goals related to accessibility and quality of life, as well as economic, social and environmental sustainability, the promotion of active transit modes, and an automated fare collection system in connection with fare integration policies.
- 1.3.** In this context, the IDB developed workshop material, technical documents and analysis. Those documents need to be consolidated into two or more complementary knowledge

products presenting the lessons learnt internally and externally to specialists, clients and the general public.

- 1.4. Based on a request by the Government of El Salvador, the Bank has designed this Technical Cooperation (TC) with the following objective and activities. This TC is financed with resources of the Japan Special Fund (JSF) (Japan Quality Infrastructure Initiative (JQI)).

2. Objectives

- 2.1. Provide support to the preparation of at least two knowledge products for the dissemination of lessons learnt during the execution of this TC.

3. Scope of Services

- 3.1. Collection, consolidation and analysis of information created during the activities of the components 1 and 2 of this TC, including secondary information for the preparation of one or more knowledge products (technical note, pamphlet, etc).
- 3.2. Edit and adjust the technical document with a content level and layout enough for its publication.

4. Key Activities

- 4.1. In view of the objective, this consultancy requires information gathering, analysis activities, and graphic design and editing of each of the products, in accordance with the indications of the contract supervisor.
- 4.2. The following is a description of the activities that the support consultancy will carry out:
 - 4.2.1. Collection and analysis of information: The consultancy requires the compilation and analysis of documentation prepared during this TC, and additional secondary information, including, but not limited to previous studies, statistics and official publications.

For which the following activities, among others, must be carried out:

- 4.2.1.1. Identification of recent and relevant studies and documents, statistics and databases of sufficient quality to describe the problem and create a complete picture of the topic.
 - 4.2.1.2. Adequately qualitative and / or quantitative analysis of data and documents.
- 4.3. Editing of the text: The consultancy will carry out editions and adjustments to the text and material of the technical document.
- 4.4. Layout: The consultancy will carry out the graphic design in an attractive format to convey the key message of the publication. Development of an attractive presentation including, but not limited to a visually appealing and intuitive color scheme, typeface and graphic scheme for presenting the content and transmitting the key messages of the publication.

5. Expected Outcome and Deliverables

- 5.1. The consulting products will be defined by specific work plans for each product. Each work plan will be agreed with the end client and the IDB contract supervisor. Below is a preliminary definition of deliverables, the final content of which will be refined based on the work plans.

6. Project Schedule and Milestones

7. The following is the list of products that must be delivered to the consultancy and that must be executed in twelve months.

- 7.1. Work Plan: One week after contract signing
- 7.2. Draft Product 1: End of week four.
- 7.3. Draft Product 2: End of week five.
- 7.4. Final version Product 1: End of week seven.
- 7.5. Final version Product 2: End of week eight.

8. Reporting Requirements

- 8.1. All products should be prepared in English and Spanish.
- 8.2. Reports will be submitted before close of business hours (COB) in the date indicated in the working plan. Submission will be electronic (via e-mail, to designated staff of the IDB)
- 8.3. All the reports will be presented as documents in electronic format (PDF and Word)

9. Acceptance Criteria

- 9.1. The approval of the consulting products will be conditional upon the technical approval by the Bank's designated supervisor.
- 9.2. The consultant will prepare a review memorandum detailing each observation received and the way it is addressed. When observations result in changes in the reports the adapted document will be submitted along with the review memorandum.

10. Other Requirements

- 10.1. The parts will keep the draft reports confidential, without distribution outside of the designated persons participating in the project. The staff of the consultant is not allowed to give public statements unless directed to do so by the IDB.
- 10.2. Electronic copies of the reports, including all its versions and the review memorandum, will be kept in the cloud (One Drive or Google Drive), with access limited to the persons participating in the project.
- 10.3. Communication material, including, but not limited to publications such as pamphlets and technical notes, banners and public presentations must include a reference to the origin of the funds (a sample standard phrase will be provided).

11. Supervision and Reporting

- 11.1. The supervision of the consultancy will be carried out by the Inter-American Development Bank, through the Transportation Division (TSP). The official in charge of supervision will be Rodrigo Rendon (TSP / CES).

12. Schedule of Payments

- 12.1. Payment will be based on the delivery and approval of reports and completion of workshops.

Payment Schedule		
Deliverable	Payment	Submission Term
1. Work Plan	10%	End of week one
2. Draft Product 1	25%	End of week four
3. Draft Product 2	25%	End of week five
4. Final Version Product 1	20%	End of week seven
5. Final Version Product 2	20%	End of week eight
TOTAL	100%	