

TC ABSTRACT

I. Basic Project Data

▪ Country/Region:	EL SALVADOR/CID - Isthmus & DR
▪ TC Name:	Support to the Urban Mobility Strategy of the San Salvador Metropolitan Area
▪ TC Number:	ES-T1314
▪ Team Leader/Members:	RENDON RODRIGUEZ, JOSE RODRIGO (INE/TSP) Team Leader; RODRIGUEZ PORCEL, MANUEL (INE/TSP) Alternate Team Leader; PINTO AYALA, ANA MARIA (INE/TSP); CABRERA, ANA ELSY (CID/CES); BALADI RODRIGUEZ, AZIZ (INE/TSP); VELLUTINI PIMENTEL, JULIANA (INE/TSP); AOKI, ISSEI (INE/ENE); TAVERAS MARTE, ALBA (INE/TSP); HOLLNAGEL, JULIA ANNA (INE/TSP); LANDAZURI-LEVEY, MARIA C. (LEG/SGO); ALONSO MARTIN, TANIA (INE/TSP); VELAZQUEZ, GUMERSINDO G. (VPC/FMP)
▪ Taxonomy:	Client Support
▪ Number and name of operation supported by the TC:	N/A
▪ Date of TC Abstract:	03 Mar 2020
▪ Beneficiary:	Ministerio de Obras Públicas y Transporte (MOPT)
▪ Executing Agency:	INTER-AMERICAN DEVELOPMENT BANK
▪ IDB funding requested:	US\$750,000.00
▪ Local counterpart funding:	US\$0.00
▪ Disbursement period:	36 months
▪ Types of consultants:	Firms; Individuals
▪ Prepared by Unit:	INE/TSP - Transport
▪ Unit of Disbursement Responsibility:	CID/CES - Country Office El Salvador
▪ TC included in Country Strategy (y/n):	Yes
▪ TC included in CPD (y/n):	No
▪ Alignment to the Update to the Institutional Strategy 2010-2020:	Productivity and innovation ; Environmental sustainability

II. Objective and Justification

- 2.1 The objective is to contribute to improving the quality of 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 to fulfill their mobility needs. This Technical Cooperation (TC) aims to support this objective by financing technical studies and capacity building activities targeting the development and implementation of a sustainable urban mobility strategy in the priority areas identified with the Ministry of Public Works and Transport (MOPT) and Vice Ministry of Transport (VMT).
- 2.2 I. Context and challenges. The San Salvador Metropolitan Area (AMSS) has a population of 1.76 million inhabitants, which represents 27% of the country's total, where 70% of El Salvador's public and private investment is carried out and 55% of national GDP is concentrated. 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. In 2019 the public transport consisted of 200 routes and 3,861 buses and minibuses, including a 6.4 km Bus Rapid Transit (BRT) corridor with the potential to provide of mass transit service

when operated adequately. Additionally, the mobility challenges in the AMSS are manifested through: (i) high vehicular congestion; (ii) low standards and disorganization of conventional public transport resulting in a negative user perception; (iii) physical and functional disarticulation between the routes; (iv) high contribution of transport to air pollution and traffic accident rate, and (v) due to the use of cash in public transport, the state faces challenges in tax collection and the control of financial flows.

II. 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: 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 goals related to accessibility, as well as economic, social and environmental sustainability, the promotion of active modes, and an automated fare collection system in connection with fare integration policies. These priority areas come with a need for information collection, analysis and studies of technical, operational and legal issues. They also require well-prepared technical personnel to ensure continuation after completing this TC.

III. Sector work. Since 2011, the Bank has been supporting the Government of El Salvador in the implementation of an efficient urban transport system for the AMSS. The Bank has financed the development of a state-of-the-art transport model for the AMSS, which was delivered in September 2019. This model helps to visualize and evaluate the impact of changes in infrastructure and operations, based on public and private transport. Thus, the model is a valuable tool for planning and evaluating projects and make informed decisions for the improvement of the transport system in the AMSS.

IV. Strategic Alignment. The program is consistent with the Institutional Strategy Update (UIS) 2010-2020 (AB-3008) and is aligned with the IDB's vision to respond to the challenges of social exclusion and inequality. Furthermore, it is aligned with the Transport Sector Framework (GN-2740-7), and the Sustainable Infrastructure Strategy for Competitiveness and Inclusive Growth (GN-2710-5), addressing governance through normative and regulatory frameworks, the demand for higher-quality public services, through public transport, and supporting climate change mitigation. Besides, this TC seeks to reaffirm the IDB's commitment to the New Urban Agenda and the sectoral priority (b) "Infrastructure for competitiveness and social welfare" established in the Report on the Ninth General Increase in Resources (GCI-9).

III. Description of Activities and Outputs

- 3.1 **Component I: Support to the formulation of a sustainable, accessible and inclusive transport system for the Metropolitan Area of San Salvador.** Support to the MOPT with complementary studies to the formulation of a rail-based transit line. It may include: (i) analysis of institutional schemes of the transport authority and regulatory body, (ii) analysis of legal and regulatory aspects; (iii) technical, legal and financial studies; (iv) technical design for complementary non-motorized modes; and (v) support for the design and implementation of the Sustainable Urban Mobility Plan, to be formulated by the MOPT.
- 3.2 **Component II: Fare collection system, fare integration and user information system.** This component focuses on supporting the upgrading of the current, cash-based system and creating a base for seamless integration of new transit projects and the generation of mobility data by supporting (i) technical, financial and legal studies for the implementation of a fare collection system; (ii) the definition of fare integration policies; (iii) the design and implementation of a user information system in public transport.
- 3.3 **Component III: Knowledge, strengthening of technical capacities and dissemination of results.** This component will support the capacity building of public

officials of the MOPT and VMT, as well as the socialization and dissemination of the results obtained with components 1 and 2 through publications, workshops and seminars with the main stakeholders of the Government and related public and private entities.

IV. Budget

Indicative Budget

Activity/Component	IDB/Fund Funding	Counterpart Funding	Total Funding
Support to the formulation of a sustainable, accessible and inclusive transport system for the Metropolitan Area of San Salvador	US\$540,000.00	US\$0.00	US\$540,000.00
Fare collection system, fare integration and user information system	US\$160,000.00	US\$0.00	US\$160,000.00
Knowledge, strengthening of technical capacities and dissemination of results	US\$50,000.00	US\$0.00	US\$50,000.00
Total	US\$750,000.00	US\$0.00	US\$750,000.00

V. Executing Agency and Execution Structure

- 5.1 In response to the request of the Government of El Salvador, the execution of the TC will be carried out by the Bank through the Transport Division in El Salvador (TSP-CES).
- 5.2 This execution structure is justified, on the one hand, in the Bank's experience in developing the operational and technical instruments proposed for this type of operations; and secondly, by the knowledge of TSP in the areas of technology solutions for urban mobility challenges. The Bank's previous experience will allow establishing logical and robust guidelines for the preparation of complementary studies for a new mass transit solution in the Metropolitan Area of San Salvador.

VI. Project Risks and Issues

- 6.1 I. Due to the nature and activities outlined in this TC, no major risks are identified. The risks identified for this TC are minor and do not represent an important deterrent to the development of this project. One of the risks derived from the nature of this technical cooperation is the possible lack of communication and appropriation both internally and externally. For its execution, the collaboration of the various governmental institutions and the private sector with the contracted consultants will be essential in order to provide the necessary information for the proper development of the proposed studies.
II. To mitigate these risks, the TC includes a communication strategy, under Component III, focusing on the communication and dissemination of knowledge products internally and externally.

VII. Environmental and Social Classification

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