

Summary Socializations made by the RToP

Component of: Funding proposal for the Green Climate Fund for the passenger express train in the Greater Metropolitan Area of Costa Rica



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Since the planning stage, the Government of Costa Rica has joined forces with the different municipalities that are part of the area of influence of the Great Metropolitan Area (GAM) Light Rail Transit (LRT) Project. In this sense, on December 4, 2018 the Mayors of the fifteen (15) municipalities ¹signed a Framework Agreement for Inter-municipal² Cooperation with the objective of developing territorial planning and urban development guidelines, and the development of urban equipment and infrastructure complementary to the TRP Project.

As part of the specific objectives set out in the above-mentioned Convention, the following is proposed:

- Development of a Master Plan of the Project's Corridor, under criteria of development oriented to the transport integrating the Cantonal Partial Plans and this way to achieve to unify the planning and urban development in the surroundings of the Project.
- Design of a strategy to encourage private investment and the necessary services in an area within one kilometer of the Project's stations.
- To facilitate intermodal transport and urban mobility in order to support the flow of users of the Project.
- Promote investment through public-public and public-private partnerships for urban renewal, for example, intermodal stations, commercial spaces, public spaces, bicycle stations, bicycle paths, pedestrian infrastructure, among others.
- Stimulate initiatives for vertical real estate development of densification in the area of influence of the stations of the Project.

Within the framework of this agreement, multiple meetings were held in the development of the Project Feasibility Studies focused on discussing the progress of the Project's feasibility studies (see table 1), the needs identified by the different municipalities (intermodal integration, Transportation-Oriented Development - TOD), infrastructure, real estate development, among others) and collect technical information related to public service networks, land, current or future projects that may interact with the TRP Project, and very specific situations of each municipality in terms of areas of invasion of the right of way, as well as interlocked land.

¹ Paraíso, Oreamuno, Cartago, La Unión, Curridabat, Montes de Oca, Goicoechea, San José, Tibás, Santo Domingo, San Pablo, Heredia, Flores, Belén, and Alajuela.

² File 0. Inter-municipal Cooperation Framework Agreement, 2018.

Table 1 Summary of the meetings held with the different municipalities within the framework of the development of the Project Feasibility Studies

Date	Municipality	Main points	Participants	Entity	Support
6-May-19	Alajuela	The Municipality requests to develop the construction and operation of the intermodal station of the INVU Las Cañas, by the future concessionaire of the project "Passenger Rapid Train (TRP) of the Great Metropolitan Area (GAM)".	Jorge Rodrigues	IDOM Consultants	File 1
			Katherine Castro	IDOM Consultants	
			Mauricio Araya	GCI	
			Edwin Bustos	Municipality of Alajuela	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
6-May-2019	Belén	The Municipality proposes the generation of a pedestrian corridor from the station of San Antonio to the Sports Center, indicates interest in building a platform in the area of Echeverría, which gives access to the demand of the sector composed of industrial areas and can connect intermodally with free zones in the area. It also indicates the interest in generating a bus station for the routes of the sector, which can operate in an intermodal way.	Jorge Rodrigues	IDOM Consultants	File 2
			Katherine Castro	IDOM Consultants	
			Andres Hernandez	GCI	
			Lygia Franco	Municipality of Belen	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
			Mario Duran Fernandez	Electric Train Execution Unit - INCOFER	
6-May-2019	Flores	The Municipality indicates its interest in maintaining vehicular access to the property located on the right of way in the urban center of San Joaquin. Likewise, it indicates its interest in moving the proposed platform in San Joaquin, in order to place it on land that the municipality is interested in developing as a project that contains institutional and public services, commercial and that can be integrated into the platform as part of a public space. It proposes, as a possible technical solution to properties located on the right of way, to generate vehicular access restricted only to the owners of these properties, through a pedestrian corridor and with a bicycle path to articulate with an urban corridor the Pentecostés Park with the park in the neighborhood of La Santísima Trinidad.	Jorge Rodrigues	IDOM Consultants	File 3
			Katherine Castro	IDOM Consultants	
			Andres Hernandez	GCI	
			David Rodriguez	Municipality of Flores	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
7-May-19	Cartago	The Municipality indicates its interest in maintaining vehicular access to the premises located on the right of railroad track in the urban center of Cartago. It also indicates that there are two projects that could interact with the TRP: construction of a subway parking lot in downtown Cartago and the Metropolitan Park El Diquis.	Katherine Castro	IDOM Consultants	File 4
			Andres Hernandez	GCI	
			Oscar Lopez	Municipality of Cartago	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
7-May-19	Oreamuno	The Municipality indicates concern for generating a technical solution that will improve the connection between the future platform of the TRP Project, with the population center of San Rafael as well as an exit to National Route 10, both for motorized mobilization with public	Katherine Castro	IDOM Consultants	File 5
			Andres Hernandez	GCI	
			Maria de la Cruz Calderon	Oreamuno Municipality	

Date	Municipality	Main points	Participants	Entity	Support
		transport as well as non-motorized mobility through an adequate pedestrian corridor and bicycle paths. Likewise, it indicates concern for a technical solution that would improve the integration between the future platform of the TRP Project and the bus routes that currently operate with the districts in the north of the canton. These bus routes do not transit near the future platform and therefore this sector would not have strategic access to the TRP Project.	Jacqueline Leandro	Oreamuno Municipality	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
7-May-19	Paraiso	The Municipality indicates interest in the main station of Paraíso being contiguous to the right-of-way of the Arrabará condominium, and that a secondary platform be built in the former station of Paraíso, since both locations have access to pockets of demand in the canton. Likewise, it indicates about the possibility of the project for the construction of a bus station near the railroad track by the Arrabará condominium and the existence of another property that could be used for the use of garages or workshops of the project in front of the old train station, with approximately 80 m of front and 1800 m2 of area.	Katherine Castro	IDOM Consultants	File 6
			Andres Hernandez	GCI	
			Godofredo Rojas	Municipality of Paraíso	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
14-May-19	Heredia	The Municipality indicates its interest in maintaining vehicular access to the lands located on the right of way in the urban center of Heredia. Likewise, it indicates that a bus station is being built through a private initiative, which is located approximately 400 m from the current train station. Likewise, he indicates his interest in generating a boulevard project that connects the train station with the central park of Heredia to improve the city's non-motorized mobility and to promote intermodality, and indicates interest in developing an urban center in Mercedes Sur, in a series of plots of land adjacent to the right-of-way, so that through private initiative a mixed-use development is generated with high-density housing, businesses and services that will generate demand for the electric train. Finally, the Municipality indicates interest in developing a project in sectors where a viaduct should be built, so that the area can be used for pedestrian or bicycle paths, or for the development of commerce.	Katherine Castro	IDOM Consultants	File 7
			Andres Hernandez	GCI	
			Alonso Chavez	Municipality of Heredia	
			Luis Lopez	Municipality of Heredia	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
14-May-19	San Pablo	The Municipality indicates its interest in developing an urban center in the area around El Rincón, in a series of plots of land adjacent to the right-of-way by means of an instrument of land readjustment, so that through private initiative, mixed-use development is generated with high-density housing, green and recreational areas, stores and services	Katherine Castro	IDOM Consultants	File 8
			Andres Hernandez	GCI	
			Miguel Cortes	Municipality of São Paulo	
			Osvaldo Fonseca	Municipality of São Paulo	
			Santiago Baizán	Municipality of São Paulo	

Date	Municipality	Main points	Participants	Entity	Support
		which will generate demand for the TRP Project. INCOFER proposes that in this project, the proposed level crossings with the railroad be buried in included within the costs of public service works of the land readjustment, in order to reduce the number of vehicular crossings with the TRP Project.	José Antonio Quirós	Electric Train Execution Unit - INCOFER	
14-May-19	Santo Domingo	The Municipality indicates concern for the land located on the right of way in the urban center of Santa Rosa, indicates interest in generating a project for the construction of a bus station that operates in an intermodal manner with the electric train system, indicates interest in reorganizing the cantonal bus routes so that the accessibility of the population of different districts and the center of Santo Domingo can be improved, with the platform of Santa Rosa.	Katherine Castro	IDOM Consultants	File 9
			Andres Hernandez	GCI	
			Randall Madrigal	Municipality of Santo Domingo	
			Simon Bolaños	Municipality of Santo Domingo	
			Jessica Cano	Municipality of Santo Domingo	
			Monica Hoffmaister,	Municipality of Santo Domingo	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
20-May-19	Curridabat	The Municipality indicates its concern for the land located on the right of way, indicates that there are various private initiatives for mixed use residential and commercial projects around the right of way that could generate greater demand, indicates its interest in generating a non-motorized mobility project of approximately 400 m, to improve the conditions in front of the UACA, indicates that the displacement of the platform of Freses towards the west improves the conditions of connection with the routes of buses and real estate development, indicates its interest in reorganizing the routes of cantonal buses of Granadilla - Curridabat, that do not have connection with the platforms proposed for the Project.	Katherine Castro	IDOM Consultants	File 10
			Andres Hernandez	GCI	
			Juan Carlos Arroyo	Municipality of Curridabat	
			Mario Duran	Electric Train Execution Unit - INCOFER	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
20-May-19	La Union	The Municipality indicates interest in moving the platform of Tres Ríos to the west where the old train station was, since it has better accessibility, historical and heritage value and in this way the construction of the elevated platform could be avoided. Both sites of location of the platforms have favorable conditions for connection to bus routes, indicates that it has a Multiva project, which consists of the construction of bicycle path and green areas in the right of way of the old street to Tres Rios, which improves mobility conditions in the canton and would promote intermodality, indicates that currently all bus routes	Katherine Castro	IDOM Consultants	File 11
			Andres Hernandez	GCI	
			Mario Portugués,	Municipality of La Union	
			Mario Duran	Electric Train Execution Unit - INCOFER	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	

Date	Municipality	Main points	Participants	Entity	Support
		have adequate connection to Tres Rios center, and therefore with the future system of the electric train			
20-May-19	Montes de Oca	The Municipality indicates its concern about the properties located on the right of railway track, and expresses its interest in carrying out a relocation project through the instrument of land adjustment, indicates that its interest in generating a project to improve lighting conditions between Fitos - UCR - Calle de la Amargura, indicates its interest in connecting the platform of the UCR with the commercial area of the Mall San Pedro, indicates that there is a private initiative to develop a real estate project by the Embassy of Colombia around 8 or 9 floors, and another development by the INEC, indicates that currently all bus routes have adequate connection to downtown San Pedro, and therefore with the future system of the electric train	Katherine Castro	IDOM Consultants	File 12
			Andres Hernandez	GCI	
			French Gillio	Municipality of Montes de Oca	
			Rafael Perez	Municipality of Montes de Oca	
			Veronica Miranda	Municipality of Montes de Oca	
			Mario Duran	Electric Train Execution Unit - INCOFER	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
23-May-19	San Jose	The Municipality indicates that it has a construction map with information on important constructions to be started or in the future in a short period of time, it has master plans, preliminary projects and even preliminary designs of projects that could interact with the TRP project such as: projects of pedestrian and bicycle mobility, expand the use of the current market adjacent to the building of the Municipality providing additional commercial areas with parking tower and park & ride mode and even the development of an intermodal station, or use of the spaces under the future viaducts of the TRP.	Jorge Rodrigues	IDOM Consultants	File 13
			Katherine Castro	IDOM Consultants	
			Mauricio Araya	GCI	
			Mario Vargas	Municipality of San José	
			Hazel Alfaro	Municipality of San José	
			Carolina Salas	Municipality of San José	
			Mauricio Vega	Municipality of San José	
			Mario Duran	Electric Train Execution Unit - INCOFER	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
12-Jun-19	Tibás	The Municipality indicates its interest in generating a series of projects at the north ring road and train junction, indicates that Grupo Nación plans to develop a mixed-use real estate project, there is municipal interest in generating a station, indicates that in Tibás Park there is municipal interest in generating a station, so that its integration with the TRP studies will be considered.	Katherine Castro	IDOM Consultants	File 14
			Gabriela Madrigal	Municipality of Tibás	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
08-Jul-19	San Jose	The Municipality presents the T-24 Project. IDOM Consultants make the presentation of the TRP project, highlighting particular characteristics present in the canton of San José. It is agreed that the Municipality of San José will provide the following information: a.) Presentation of the T-24 project, b.) Information on demand studies for the T-24 project and any other large project present in the canton (if any).	Katherine Castro	IDOM Consultants	File 15
			Judith Hoyos	IDOM Consultants	
			Jorge Rodrigues	IDOM Consultants	
			Juan Pablo Romero	IDOM Consultants	
			Asier Ugarriza	IDOM Consultants	
			Hazel Alfaro	Municipality of San José	
			Vinicius Frame	Municipality of San José	

Date	Municipality	Main points	Participants	Entity	Support
			Mauricio Vega	Municipality of San José	
			Daniel Jaikel	Municipality of San José	
			Luis Mauricio Veja Ramirez	Municipality of San José	
			Carolina Salas Barbosa	Municipality of San José	
			Mario Duran	Electric Train Execution Unit - INCOFER	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	
11-Jul-19	Alajuela	The Municipality of Alajuela makes a presentation of the plans of the Sustainable Integral Urban System. It is agreed to provide the following information: a) Presentation of the Sustainable Integral Urban System, b) Plan of the Antigua Aduana property, as well as any additional information of the preliminary project that takes into account this property for an intermodal station	Katherine Castro	IDOM Consultants	File 16
			Judith Hoyos	IDOM Consultants	
			Juan Pablo Romero	IDOM Consultants	
			Edwin Bustos	Municipality of Alajuela	
			Juan Sauma	Electric Train Execution Unit - INCOFER	
			Mario Duran	Electric Train Execution Unit - INCOFER	
31-Jul-19	Goicoechea	The Municipality indicates that there are some development projects in the canton but none in draft status, indicates that they are currently working on training to comply with the regulations of urban renewal that aims to intervene 500 meters on each side of the train track, indicates that it is important to take into account that the main industries in the canton with growth projections are Coca Cola, Copansa and Centro Evangelístico de Goicoechea	José Antonio Quirós	Electric Train Execution Unit - INCOFER	File 17
			Katherine Castro	IDOM Consultants	
			Andres Hernandez	GCI	
			Mario Rojas	Municipality of Goicoechea	
			Leonardo Donzo	Municipality of Goicoechea	
13-Aug-19	San Jose	IDOM consultants made a presentation on the progress of the TRP Project and indicated that the stations prioritized and identified with the greatest potential for developing a DOT project in the canton of San José are the Pacific and Atlantic stations. With regard to the proposed area of intervention for the Atlantic station, the Municipality considers it important to articulate it with the current project of the Legislative Assembly. Regarding the proposed area of intervention for the Pacific station, the Municipality considers it important to articulate the urban proposal with the Government City project and the pedestrianization project of the historic center. The neighborhoods surrounding the María Aguilar River should be the object of an intervention of integral	Alonso Zuñiga	Municipality of Goicoechea	File 18
			Katherine Castro	IDOM Consultants	
			Paola Moreno	IDOM Consultants	
			Hazel Alfaro	Municipality of San José	
			Luis Mauricio Veja Ramirez	Municipality of San José	
			Carolina Salas Barbosa	Municipality of San José	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	

Date	Municipality	Main points	Participants	Entity	Support
		neighborhood improvement rather than a proposal of densification. Contrary to what happens in the North sector of the Station where there is a great potential to carry out densification projects in height.			
14-Aug-19	Alajuela	IDOM Consultants made a presentation on the TRP Project and explained that, based on the prioritization and characterization of the stations carried out, the station identified with the greatest potential for developing a DOT project in Alajuela is the Las Cañas Station. Regarding the proposed area of intervention for Las Cañas station, the Municipality considers it important to articulate the urban proposal with the Alajuela Metropolitan Park project which would serve as a pedestrian corridor to Las Cañas station and is intended to be integrated into the designs of the San José - San Ramón bid. The Municipality of Alajuela makes a presentation of the plans for the Sustainable Integral Urban System, clarifying that taking into account that soon there will be a modification to the Regulatory Plan of Alajuela, the proposal for urban development around the Las Cañas Station, may be proposed since the urban norm will not have to adhere strictly to the current rule.	Katherine Castro	IDOM Consultants	File 19
			Paola Moreno	IDOM Consultants	
			Edwin Bustos	Municipality of Alajuela	
			José Antonio Quirós	Electric Train Execution Unit - INCOFER	

Source: Own elaboration from reports of the meetings with the Municipalities, given by INCOFER.

Since August 2018 the Multilevel Technical Table (MTM) has been created as a coordination and participation mechanism to define, enable and implement the urban and territorial planning conditions necessary to generate Transport-Oriented Development (TOD), taking as a starting point the area of influence of the TRP project and its stations, as well as the accessibility infrastructure generated by the municipalities, such as sidewalks, boulevards, bike paths and parking lots. The MTM is coordinated by the Ministry of Housing and Human Settlements (MIVAH), as it is the governing body for land management in Costa Rica.

Other participants in the MTM include the Office of the First Lady, the National Institute of Housing and Urban Development (INVU), the Institute of Municipal Development and Advisory Services (IFAM) and the National Union of Local Governments (UNGL), the Ministry of Planning, the Ministry of Environment and Energy (MINAE), the Ministry of Finance, the National Registry, the Costa Rican Railway Institute (INCOFER) and the Ministry of Public Works and Transport (MOPT). On the private sector side, the Chamber of Commerce, the Chamber of Construction and the Council for Real Estate Development (CODI) participate, as well as international cooperation actors such as the United Nations Development Programme (UNDP), the German Cooperation Agency (GIZ) and the Global Environment Facility (GEF), and representatives of the academic sector and civil society (urban collectives, development associations, impacted population).

The MTM has proposed as part of the specific objectives the following:

- Develop a communication strategy for the promotion of MTM, its results and objectives. This implies developing a web platform, meetings with other actors, communication events, presentations, campaigns with civil society, among others.
- Develop a governance structure for the permanence of the MTM over time and for it to continue to generate important products. This implies renewing the inter-municipal agreement, political interference and solidifying the table in the different institutions.
- Elaborate planning instruments in territorial ordering, focused on urban development oriented in transport for the improvement of the areas influenced by the massive public transport, like the sub-regional plan of urban development, trainings, etc.
- To develop public and private, local and sub-regional projects in the areas of influence of mass public transport systems, for the improvement of the quality of life of public transport users in the years 2021 and 2022. This objective focuses on the implementation of DOT projects.

In this sense, the MTM has identified as part of the institutional barriers the absence of a metropolitan transport authority and the lack of intermunicipal articulation for the development and implementation of road and public transport projects. Therefore, since its creation, the MTM has focused its efforts on governance issues, as the main results obtained: a) The formalization of the MTM, with the signing of the inter-ministerial agreement to position the DOT in the area of influence of the TRP Project; b) The securing of cooperation funds to technically strengthen the MTM for an amount of five million dollars from the European Union for the "mUEve Project" and ten million dollars from the GEF through the UNDP for the "Project for Transition to a Green Urban Economy" ensuring the inclusion of vulnerable people and respect for gender equity; and c) the development of the MTM Strategic Plan 2020-2025, which aims at developing participatory and building processes with institutional sectors and civil society at all stages of the elaboration, management and implementation of the proposed projects, in order to achieve ownership and validation by the different actors and stakeholders. Table 2 presents a summary of the meetings held within the framework of the MTM and the main points discussed.

Table 2 Summary of the meetings held within the framework of the Multilevel Technical Working Group (MTM)

Date	Agenda	Main points	Support
17-Oct-18	- SENARA-SETENA Current Status-Process. - Regulatory Plans-Current Status. - Analysis Activity - DOT - Stations. Multimodal.	Survey and officialization of the vulnerability maps between the municipality of San José and the National Service of Groundwater Irrigation and Drainage (SENARA), consultation of 15 cantons with circulation of the TRP, participants of the MTM divided according to five (5) sub-regions, they are consulted on how the functionality and location in the region allows urban and social economic development from the construction of TRP, and they are asked for an analysis of the current train stations (urban impact) exposing plans or proposals on possible new stations; according to DOT guidelines. Likewise, consultation on how a TOD can promote population density and density of built area, as it allows the use of existing land in the region a sustainable cantonal overlap oriented to transportation.	File 20
14-Nov-18	-Presentation of the state of the Municipalities-EU Agreement by the Office of the First Lady. - Presentation of the Value Engineering Study of the Passenger Rapid Train (TRP) by INCOFER.	Office of the First Lady wants to participate in a competition for funds with the aim of strengthening urban management from different approaches led by local governments. INCOFER's Executive Unit presents the results of the Value Engineering study, visits will be made to municipalities to learn about development and road proposals in the areas of influence of the TRP GAM.	File 21
20-Mar-19	-Training Urban Renewal Regulations (RRU)- INVU. -Presentation -Case study of instruments for capturing surplus value and their applicability to transport and DOT projects. - HR&A Advisors.	Presentation of the Urban Renewal Regulations by the Advisory and Training Unit, training consultations: river crossings, special contributions with the objective of promoting urban renewal, HR&A Advisors presents principles of transport-oriented development.	File 22
18-Sep-19	- Presentation of HR&A on results of the Capture of Capital Gains Study of the San José Electric Train. - Working session in groups of municipalities according to the status of their regulations (regulatory plan).	Presentation HR&A, study of income projection of capital gain capture looking for a method of analysis to replicate it in other areas of the train and generate planning guidelines and land management, the study was based on Real Estate Development focused on Transport Oriented Development (DOT).) potential for Land Value Capture (LVC), 3.) learn about metrics and tools, 4.) create a tool that is applicable to all cantons for value capture.	File 23
23-Oct-19	- Presentation of the design of the urban public space and regeneration of the natural landscape - Presentation of Ciudad Verde. - Presentation of the INVU's Urban Planning and Housing Department.	The need to optimize space and use native species to regenerate the natural landscape is indicated. The train passes through 4 provinces, 15 cantons. Thirteen more cantons must be incorporated, adjacent to the passage of the train, which must understand and build a landscape equal to those impacted directly by the passage of the train. Ciudad Verde is an urban space where biodiversity and ecosystem services are valued, conserved and used through the maintenance, recovery, rehabilitation or creation of natural spaces such as recreational parks. For this purpose, a participatory construction was carried out: NGOs, aid workers, municipalities, public sector, academia and consultants. It includes awareness raising and consultation with external actors.	File 24

Date	Agenda	Main points	Support
22-Apr-19	<ul style="list-style-type: none"> -Review and structuring of topics for training of municipalities regarding the mUEve project. - Initial discussion of work plans for the articulation of the Mesa, and 15 municipalities, and the mUEve project. 	Discussion with 15 municipalities, on local government challenges within the framework of Covid-19. Follow-up on the progress of the Regulatory Plans by municipalities according to Covid-19 conditions. Meetings have been held with municipalities that have a very advanced regulatory plan process. Meetings have been held with municipalities that have a very advanced regulatory plan process. It is agreed to coordinate meetings with each municipality to recapitulate the agreement and generate lines of work. It is reported that UNDP has held a workshop on the GEF project "Transition towards a green urban economy" and the delivery of global environmental benefits, in which all 15 municipalities of the TRP project territory participate. Pigeonhole and Miro are mentioned as digital participation mechanisms for communication and access to the project.	File 25
26-Aug-19	<ul style="list-style-type: none"> -Exposition of maps and urban renewal area by the Municipality of São Paulo and Cartago. -Presentation "Technical quality standards in public transport of people INTE G20/ INTE G21". -Presentation of Atlas results on the relationship between green spaces and ecosystem services in the GAM and the two Interurban Biological Corridors 	Presentation of the urban planning of the Municipality of São Paulo in the areas designated for urban renewal in the canton. Discussion with other members of MTM about the treatment of the urban renewal zones surrounding the Electric Train project. It is mentioned that the municipalities of Flores, Heredia and São Paulo will carry out a joint exercise to analyze the proposed urban development conditions for their surrounding areas. It is announced that the results of the exercise will be presented to the MTM to be replicated with other subgroups of municipalities. The municipality of Cartago presents the proposals for the urban renewal of the canton, with emphasis on the areas of renewal related to the Electric Train project, the area of Los Diques, the historical center, access to the city, routes with the landscape, environmental impact zones, the center of the block and the urban silhouette. Based on a presentation of the G20:2020 and INTE G21:2020 standard, the need to "territorialize" the application of the standard even more is mentioned, from the work with municipalities and development associations. The MTM mentions total openness to generate work spaces to discuss in depth the issues of intermodality and territorialization and work with municipalities. It is announced that information on the results of the Atlas will be available on the official platforms of the National Territorial Information System (SNIT) and the National Center for Geoenvironmental Information (CENIGA).	File 26
16-Sep-20	<ul style="list-style-type: none"> -Presentation of urban renewal maps -Exposition advances regulatory plans, with emphasis on areas of influence of the TRP project. -Presentation of "Financing proposal for the TRP Green Climate Fund - progress and opportunities for municipalities". 	Presentation of the Municipality of La Unión, indicates that the sector of the hill La Carpintera as a protection area and marked as an area of urban renewal is a priority area because it wants to create intermodality to connect this area with the rest of the canton and mass public transport. The Municipality will present projects to the MOPT to change the zone known as "Calle Vieja", which is route 251 within the area of influence of the electric train. It is proposed a nine kilometer bicycle path circuit that is expected to connect with other cantons. It is intended to connect train, route 251, bicycle path and route 2. The regulatory plan of the municipality of Curridabat seeks urban renewal throughout the canton. For boulevards, there are preliminary projects for investment by the municipality or the private sector. There is a proposal for a metropolitan park on the border between La Unión and Curri, with a proposal from MINAE and ecotourism routes. A presentation of the regulatory plan of the Municipality of São Paulo is made, for which a public hearing was held for the first version, and a second hearing is planned to socialize the changes made. A map of land use zones and a table of parameters to be included in the regulatory plan are defined. There are parameters of fractionation, construction and use with activities. The next objectives are: approval of the regulatory plan (SETENA, INVU and public hearing) and community appropriation. It is announced that the Tecnológico de Costa Rica (TEC) created a tool to follow up in real time the process of the regulatory plans, being the tool a time matrix that is made available to coordinate and share experiences. The Municipality of Flores has had a regulatory plan since 2008, which is being updated since 2014 with the Sustainable Urban Development Research Program (PRODUUS) and a loan from IFAM. COVID-19 health restrictions prevented the hearing scheduled for after Easter, INVU is working on legal criteria on how	File 27

Date	Agenda	Main points	Support
		to conduct the public hearing, in addition, observations were made by the MTM to improve it in times of COVID-19. On the zoning map around the train station, the regulations for urban renewal of the regulatory plan indicate 3 ways: a.) recreational and sports potential (green areas, parks), b.) road improvements (alleviating road burden) c.) special cases (areas threatened by flooding). A presentation is made on financing alternatives through environmental and climate projects. In the case of the LRT Project, the Green Climate Fund, there are low interest rates and grant funds to promote complementary infrastructure to the LRT in non-motorized modes.	
14-Oct-20	<ul style="list-style-type: none"> - Presentation of urban renewal by two municipalities. - Presentation of advance of regulatory plans. 	Presentation of an urban renewal map for the municipality of Paraíso, with urban renewal plans in the fifth district in Llanos de Santa Lucía for an intermodal corridor and landscape change in green components of the area. A rural-urban bicycle path is planned near the train. A public-private project is planned to make an interconnection with the train station to improve the connectivity of the canton and its public transportation. Presentation Reforms to Renewal Regulations of the San José Municipal Regulatory Plan, which began in 1995, with six versions and obtaining environmental viability in 2011. Likewise, it describes the connectivity projects between centrality, proposed through bicycle paths, pedestrian walks and public transport corridors. It presents the progress of the Regulatory Plan of the Municipality of Curridabat, which has existed since 2013 as a modified regulatory plan. A public hearing was held in 2017 and INVU returned the modification because it must follow the format of the norm and because of the environmental viability of the modification. It is presented to SETENA one year later, and it is approved as an adhesion to the previously approved plan. The modification will be presented to INVU awaiting approval. INVU public hearing criteria are presented: a) each municipality that requires a public hearing can make it virtual, b) the celebration of the hearing must be published in La Gaceta, c) mechanisms of participation and public interaction, d) certificate with minutes containing questions and observations, e) availability in advance of relative documentation available in the web page of the Municipality, f) mailbox with e-mail for the hearing where questions and concerns can be sent by the participating public. The MIVAH announces the launch of Geo Explora, as a 100% downloadable geospatial data storage for public access with the aim of improving management through information access. Likewise, it is announced the sending of an evaluation survey of the MTM to make visible issues of improvement and feedback.	File 28

Source: Own elaboration based on reports of the MTM meetings, delivered by the Office of the First Lady, Presidency of the Republic of Costa Rica.

On the other hand, and as part of the Feasibility Studies, the Preliminary Environmental Study was prepared, in which the Strategy and Awareness Mechanism for the participation of community leaders and members of social organizations interested in the Project, local governments and communities located throughout the Project's area of influence, among other stakeholders, was proposed in a preliminary manner:

- Awareness strategy: Strategy for building channels of social interaction to mitigate the social impacts that could be generated in populations, sectors and social organizations by the construction and operation of the projected infrastructure.³
- Awareness mechanism for the Passenger Rapid Train Project (TRP) with two objectives: a. To propose information and awareness mechanism for the population close to the project, so that the pros and cons of the construction of the Project can be made known more widely. b. To describe the instruments that allow the understanding of the socio-cultural reality around the project of the construction of the Passenger Rapid Train⁴

It should be noted that the final plans for the involvement of those affected and interested parties in the process of construction and operation of the Project and the methods, instruments and processes for the reception and resolution of complaints, as well as the solution and reparation of grievances, will be part of the Environmental Impact Study that will be prepared based on the detailed studies and designs, to obtain the environmental viability that is granted by the National Environmental Technical Secretariat (SETENA).

On the other hand, in the framework of the application for the financing of the GAM TRP Project for the US\$ 550 million loan, the Central American Bank for Economic Integration (CABEI) carried out the environmental and social evaluation of the TRP Project. As a result of this evaluation, and through the bank's System for the Identification, Evaluation and Mitigation of Environmental and Social Risks (SIEMAS), the Project was classified in Risk Category A and an assessment by the Executing Agency (INCOFER) to manage environmental and social risks was rated as "intermediate"⁵.

In this regard, the Bank established an Environmental and Social Action Plan for this category of project. This plan identified the gaps in relation to the Preliminary Environmental Study and included the environmental and social actions and conditions that the Costa Rican government must comply with as a condition for the first disbursement, subsequent disbursements and general conditions, the deliverables (reports, documents, others), the means of verification, and established deadlines. This plan is of strict compliance within the framework of the Loan Contract with CABEI and applies for the previous phase, construction phase and operation phase.

In this sense, it was established that "*The Executing Unit should design and implement a Plan for Citizen Participation and Meaningful Consultations*"⁶:

- Before the execution phase of the work: Copy of the Citizen Participation Plan and Significant Consultations.
- From the beginning of the execution phase of the work (construction phase): Quarterly monitoring report on actions taken with evidence.

³ (File 29). IDOM 2020. Preliminary Environmental Study, pages 425 to 426.

⁴ (File 29). IDOM 2020. Preliminary Environmental Study, page 427 to 434

⁵ (File 30a). ECBI, 2019. Analysis of the Application for Funding of the: "Greater Metropolitan Area Rapid Passenger Train (GAM TRP)", page 13.

⁶ (File 30b). CABEI. 2019. Analysis of the Application for the Financing of the: "Passenger Rapid Train (TRP) of the Great Metropolitan Area (GAM). (Non-public document, internal use of the Bank). Annex 6, pages 79 and 83. (File 31). Loan Agreement, 2019, pages 42 and 44.

- During the operation phase: Copy of the Citizen Participation and Consultation Plan, Six-monthly follow-up reports by the Executor or the Concessionaire.

Additionally, *"The Executive Unit must design and implement a Complaints Mechanism and protocols for social attention and approach."*⁷In this sense, INCOFER must deliver to CABEL:

- Before the execution phase of the work: Copy of the complaints mechanism incorporated in the report of the supervising firm and its protocols of attention and social approach.
- From the beginning of the execution phase of the work (construction phase): Quarterly monitoring report on actions taken with evidence.
- During the operation phase: Copy of the Complaint Mechanism and its protocol of attention and social approach. Six-monthly follow-up reports by the executing entity or the Concessionaire

In conclusion and based on the above, it is evident that INCOFER has held meetings with representatives of the fifteen municipalities located throughout the area of influence of the Project to discuss issues such as intermodal integration, Transport-Oriented Development - TOD, non-motorized transport infrastructure, real estate development, right of way, among others. Similarly, the creation of the MTM as coordination and participation mechanisms to promote Transport-Oriented Development (TOD) and thus enhance the demand for the TRP and promote centralities with access to efficient public transport, involving different actors and stakeholders from both national and municipal government, civil society, academia and international cooperation agencies, among others.

In addition, the TRP Project has a strategy and a mechanism of preliminary sensitization for the participation of the interested parties in the Project, which are expressed in the Preliminary Environmental Study, which will be updated in the Environmental Impact Study that will be presented to SETENA for the expedition of the environmental viability of the Project. Finally, and as part of the contractual obligations of the credit signed between the National Government of Costa Rica and the Central American Bank for Economic Integration, INCOFER must design and implement a Plan for Citizen Participation and Significant Consultations and a Complaints Mechanism with its corresponding protocol of attention and social approach.

Supports

File 0. Several Municipalities. 2018. Framework Agreement for Inter-municipal Cooperation.

File 1. INCOFER. 2019. Minutes of meeting with Municipality of Alajuela

File 2. INCOFER. 2019. Minutes of meeting with Municipality of Belen

File 3. INCOFER. 2019. Minutes of the meeting with the Municipality of Flores

File 4. INCOFER. 2019. Minutes of meeting with Municipality of Cartago

File 5. INCOFER. 2019. Minutes of meeting with Oreamuno Municipality

File 6. INCOFER. 2019. Minutes of the meeting with the Municipality of Paraíso

File 7. INCOFER. 2019. Minutes of meeting with Municipality of Heredia

File 8. INCOFER. 2019. Minutes of meeting with Municipality of São Paulo

File 9. INCOFER. 2019. Minutes of the meeting with the Municipality of Santo Domingo

File 10. INCOFER. 2019. Minutes of the meeting with the Municipality of Curridabat

File 11. INCOFER. 2019. Minutes of meeting with Municipality of La Unión

File 12. INCOFER. 2019. Minutes of meeting with Montes de Oca Municipality

File 13. INCOFER. 2019. Minutes of meeting with Municipality of San José

⁷ (File 30b). CABEL. 2019. Analysis of the Application for the Financing of the: "Passenger Rapid Train (TRP) of the Great Metropolitan Area (GAM). (Non-public document, internal use of the Bank). Annex 6, page 78. (File 31). Loan Agreement, 2019, pages 42 and 44.

- File 14. INCOFER. 2019. Minutes of the meeting with the Municipality of Tibás
- File 15. INCOFER. 2019. Minutes of meeting with Municipality of San José
- File 16. INCOFER. 2019. Minutes of meeting with Municipality of Alajuela
- File 17. INCOFER. 2019. Minutes of meeting with Municipality of Goicoechea
- File 18. INCOFER. 2019. Minutes of meeting with Municipality of San José
- File 19. INCOFER. 2019. Minutes of meeting with Municipality of Alajuela
- File 20. MIVAH. 2018. Minutes of the Multilevel Technical Committee meeting.
- File 21. MIVAH. 2018. Minutes of the Multilevel Technical Committee meeting.
- File 22. MIVAH. 2019. Minutes of the Multilevel Technical Committee meeting.
- File 23. MIVAH. 2019. Minutes of the Multilevel Technical Committee meeting.
- File 24. MIVAH. 2019. Minutes of the Multilevel Technical Committee meeting.
- File 25. MIVAH. 2020. Minutes of the meeting of the Multilevel Technical Committee.
- File 26. MIVAH. 2020. Minutes of the meeting of the Multilevel Technical Committee.
- File 27. MIVAH. 2020. Minutes of the meeting of the Multilevel Technical Committee.
- File 28. MIVAH. 2020. Minutes of the meeting of the Multilevel Technical Committee.
- File 29. IDOM 2020. Preliminary Environmental Study.
- File 30a. CABEL. 2019. Analysis of the Application for the Financing of the: "Passenger Rapid Train (TRP) of the Great Metropolitan Area (GAM)" (Non public document, internal use of the Bank
- File 30b. CABEL. 2019. Annexes of the Analysis of the Application for the Financing of the: "Passenger Rapid Train (TRP) of the Great Metropolitan Area (GAM)". (Non-public document, internal use of the Bank).
- File 31. BCEL and Government of Costa Rica. 2019. Loan Contract No 2241 of 2019.