

Supplemental Letter

STATE OF MEGHALAYA

November 19, 2020

International Bank for Reconstruction and Development
1818 H Street, N.W.
Washington, D.C. 20433
United States of America

INDIA: Loan No. 9169-IN
(Meghalaya Integrated Transport Project)
Performance Monitoring Indicators


Dear Sirs and Mesdames:

We refer to Section II of Schedule 2 to the Loan Agreement of even date between India and the International Bank for Reconstruction and Development (Bank) and Section II of the Schedule to the Project Agreement.

Unless otherwise agreed with the Bank, we shall monitor and evaluate implementation of the Project in accordance with the Performance Monitoring Indicators attached to this letter.

Very truly yours,

STATE OF MEGHALAYA

By  _____
Authorized Representative

Attachment – Performance Monitoring Indicators

Results Framework

COUNTRY: India Meghalaya Integrated Transport Project

Project Development Objective: *The development objective is to improve transport connectivity and efficiency in project districts and to modernize transport sector management in Meghalaya.*

Indicator Name	Definition/Description	PBC	Baseline	End Target	Frequency	Data Source	Methodology for Data Collection	Responsibility for Data Collection
Project Development Objective Indicators								
Percentage of population benefited with improved transport connectivity (Number)	Defined as percentage of population (of the total state) benefited (both directly and indirectly through feeder network) through improved connectivity and network efficiency provided under component 1.		0.00	20.00	End of the project	Project progress reports	Secondary data	PWD/ MIDFC
Efficiency in Public expenditure: length of roads constructed conforming to cost-optimization strategy (Kilometers)	Number of kilometres of roads constructed conforming to the cost-optimization and climate-resilient strategy adopted by PWD supporting innovative, resource-efficient, safe, cost-effective, climate-informed and nature-based solutions		0.00	200.00	End of the project	Quarterly progress reports	Secondary data	PWD

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	emphasizing best use of existing infrastructure.							
Percentage of road network in good and fair condition as a share of total SH and MDRs network (Percentage)	Percentage of the total SH & MDR network in the state that is in good and fair condition depending on the road surface and the level of roughness as per IRC standards.		40.00	60.00	End of the project	Project progress reports	Secondary data	PWD/ MIDFC
Reduced travel time on project corridors (percentage)	Decrease in travel time (TT) on project corridors based on sample surveys undertaken at start and end of project.		00.00	15	End of the project	Project progress reports	Secondary data	PWD/ MIDFC
Enhanced policy guidance and oversight of transport sector programs (Yes/No)	The Transport Board is established and functional to provide high level policy guidance, political support, and oversight for effective implementation of various transport sector programs.	PBC 6	No	Yes	End of the project	Project progress reports	Secondary data	PWD/ MIDFC
Road network under maintenance contracts (Kilometers)	Kilometers of road network under maintenance contracts using performance based/ community -based maintenance contracts including those implemented	PBC 3	0.00	1000.00	End of the project	Quarterly progress reports	Secondary data	PWD

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	by women based micro-enterprises to deliver routine and/or periodic maintenance of roads.							
Intermediate Results Indicators by Components								
Component 1: Effective delivery and maintenance of transport infrastructure								
Improved Last-Mile Connectivity and urban mobility (Kilometers)	Kilometres of local roads, paths, tracks constructed to provide last mile connectivity to under-served population and to improve urban mobility.		0.00	200.00	End of the project	Project progress reports	Secondary data	PWD/C&RD
Innovative and Climate-resilient bridges constructed (Number)	Number of bridges constructed using innovative and climate resilient designs.		0.00	10.00	End of the project	Project progress reports	Secondary data	PWD
Improved Participation of VECs in construction and/or maintenance of local roads (Number)	Number of contracts for road construction and maintenance implemented by involving VECs		0.00	20.00	End of the project	Project progress reports	Secondary data	PWD
Component 2: Asset Management, Institutional Effectiveness and Transport Services								
Transport Sector Modernization Plan under implementation (Yes/No)	TSMP is adopted and the decisions of the TSMP's task-force are under implementation by the concerned departments.	PBC 7	No	Yes	Mid-term of the project	Project progress report	Secondary data	PWD/ MIDFC
Asset	PWD prepare an		No	Yes	End of	Project	Secondary	PWD

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Management Plan (Yes/No)	asset management plan to modernize its asset management practices using life-cycle cost-planning, long-term financing plan, and asset valuation and depreciation reports.				project	progress reports	data	
Improved Financing Framework for Road Maintenance (Amount USD)	GOM progressively increases its annual funding for maintenance of roads and bridges under PWD at least by INR600 million during the project period	PBC 1,5	US\$ 33 million	US\$ 42 million	Yearly	Quarterly Progress Reports	Secondary data	PWD/MIDFC
Asset Management and Information System (Text)	PWD establishes a simple asset management and information system to prepare district level annual maintenance plans using road inventory and condition data for its road network. The plans are to be publicly disclosed on PWD website.	PBC 2	No maintenance plans are prepared	Asset Information System is established for PWD network. District level annual maintenance plans are prepared and disclosed.	End of the project	Project Progress Reports	Secondary data	PWD
Integrated Transport Network Development Plan (ITNDP) adopted and under	ITNDP defines the 'strategic core network' for SH and MDR to be developed for the	PBC 4	No network level plans are available	ITNDP is available and is in use	Mid-term or end of the project	Project progress reports	Secondary data	PWD/ MIDFC

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implementation (Yes/No)	next 10 years, along with associated finances, a prioritized plan based on a rationale criteria for investment decision.							
Prepare Climate-resilience and Green Growth Strategy (Yes/No)	PWD to prepare and adopt a climate-resilience and green growth strategy to integrate climate resilience in the road sector of Meghalaya including promoting the use of local materials and nature-based solutions		No	Yes	End of the project	Quarterly progress reports	Secondary data	PWD
Advanced Investment Planning Strategy (Text)	PWD to prepare an Advanced Investment Planning Strategy that emphasizes establishing an “investment ready” bank of road and bridge projects. PWD establishes the Bank with 200 km of roads and 10 innovative bridge projects.		No such strategy is in place	Strategy is in place and the Investment Ready Bank established	End of Project	Project progress reports	Secondary Data	PWD
Undertaking network level vulnerability assessment for roads and bridges (Kilometers)	PWD to undertake network level vulnerability assessment covering at least 500 km of roads and bridges to identify the critical		0.00	500.00	End of the project	Quarterly data	Secondary data	PWD

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	road sections and bridges vulnerable to climate-induced events such as flash floods, heavy rainfall, water logging and landslides.							
Design Guidelines for innovative, climate-resilient and nature based solutions prepared and in use (Yes/No)	Design guidelines for innovative, climate informed, and nature-based solutions including use of Value engineering for cost optimization are prepared for roads and bridges. The guidelines to include aesthetically and tourist friendly design guides for local roads and bridges developed and used at least for 200 km roads and 10 bridges.		No	Yes	End of the project	Quarterly progress reports	Secondary data	PWD
Centre of Excellence is established (Yes/No)	A Centre of Excellence is established and made functional by the state government for promoting research and development and capacity building for the transport sector in the state.	PBC 8	No	Yes	Mid-term of the project	Project progress reports	Secondary data	MIDFC/ PWD
Building Capacity and knowledge base of transport	Staff weeks of training delivered as per the HR		0.00	700.00	End of the project	Project progress reports	Secondary data	MIDFC/ PWD

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agencies using a Human Resources Professional Development Strategy (Number)	professional development strategy to build capacity and knowledge base of transport agency staff and construction industry and to acquaint them with latest technologies and ways of doing business.							
Transport Sector Vision 2030 & Financing Plan (Text)	Transport Sector Vision 2030 highlighting the development strategy and financing framework for the transport sector for the next 10 years developed including mobilization of non-budgetary funds for maintenance and tapping of private sector and community support.		No overarching vision for the transport sector	Transport Sector Vision 2030 and Financing Plan are available	Mid-term or end of the project	Project progress reports	Secondary data	PWD/ MIDFC
Developed Urban Mobility Strategy for the state (Text)	State-wide urban mobility strategy developed including the urban mobility plan for the Tura Town and its recommendations are applied for the pilots under Component 1.2 (v).		No urban mobility strategy is in place	Statewide urban mobility study and urban mobility plan for Tura are available.	End of the project	Quarterly progress report	Secondary data	Urban Department
Strategy for	Strategy for		No strategy	Strategy for	End of the	Quarterly	Secondary	Urban

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improving passenger transport services (Text)	improving passenger transport services developed along with an incentive scheme for local youths to become transport operators and entrepreneurs to provide way-side facilities to road users		in place for passenger transport services.	passenger transport services is in place	project	Progress Reports	data	Transport Department & MTC
Strategy to improve logistics efficiency for strengthening agriculture supply chains (Yes/No)	The Strategy aims to to improve logistics efficiency and strengthen agriculture supply chain of key commodities through improved transport and allied services.		No	Yes	Mid-term or end of the project	Project progress reports	Secondary data	PWD/ MIDFC
Number of workshops organized for Gender based capacity enhancement (Number)	Number of training workshops for youth on laboratory and field investigations, engineering designs, and other similar tasks, and gender-based skill enhancement for construction workers and small contractors.		0.00	20.00	Mid-term and End of the Project	Project progress reports	Secondary data	MIDFC/ PWD
Meghalaya Road Safety Action Plan Adopted (Text)	Road Safety Action Plan for the road network based on the safe system approach as defined by the World Road		No road safety action plan is available	Road Safety Action Plan is available and in use. Detailed designs of	Mid-term or end of project	Project progress	Secondary data	PWD/ MIDFC

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	Congress is adopted and in use to prepare detailed designs for retrofitting road safety engineering measures for 200 km of roads.			200 km of roads to retrofit road safety are available.				
Road Safety Audit/inspections conducted (Kilometers)	A field inspection guide for road safety inspection/ audit developed and used to identify road safety related deficiencies (mostly in road geometry and protection structures) for at least 500 km roads.		0.00	500.00	End of the project	Project progress reports	Secondary data	PWD/ MIDFC
Improved perception of road users on the quality of the road network (Percentage)	20% increase in road user perception from the baseline (to be determined)		0.00	20.00	End of the Project	Primary Survey	Primary Survey	PWD / MIDFC
Percent maintenance contracts awarded to women-led groups (Percentage)	The indicator description can specify that training will be provided to women-led groups on activities related to O&M and or contract management.		0.00	10.00	End of the Project	Quarterly Progress Review	Secondary Data	PWD / MIDFC
Percent PWD's female staff accredited in minimum of two	The indicator description should clarify that it measures women		0.00	10.00	End of the Project	Quarterly progress report	Secondary Data	PWD / MIDFC

Indicator Name	Definition/ Description	PBC	Baseline	End Target	Frequency	Data Source	Methodology for Data Collection	Responsibility for Data Collection
technical modules under the HR Strategy (Percentage)	staff who benefited from training, knowledge and capacity building measures and were certified for technical job roles.							