Department of Transportation
First and Last Mile Access to Public Transport

Enablers, Opportunities, and Progress

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Road Transportation Planning Division - Planning and Project Development Office
The Long Term Vision

"By 2040, Filipinos enjoy a strongly rooted, comfortable, and secure life."

Represents the collective long-term vision and aspirations of the Filipino people for themselves and for the country in the next 25 years.

Result of a long-term visioning process that began in 2015. More than 300 citizens participated in focus group discussions and close to 10,000 answered the national survey. Technical studies were prepared to identify strategic options for realizing the vision articulated by citizens. The exercise benefited from the guidance of an Advisory Committee composed of government, private sector, academe, and civil society.

The Medium-term Plan

Guide the country’s trajectory in achieving economic and social transformation for a prosperous, inclusive and resilient society into reality through actionable policies, programs and activities.

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Baseline (2019)</th>
<th>Target (2028)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decreased travel time per key corridor [1]</td>
<td>2.57</td>
<td>2.51</td>
</tr>
<tr>
<td>Percentage of cycling households</td>
<td>29%</td>
<td>36%</td>
</tr>
<tr>
<td>Passenger trips via Rail</td>
<td>1%</td>
<td>14%</td>
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<tr>
<td>Passenger transported via air and sea (million)</td>
<td>35.72</td>
<td>202.34</td>
</tr>
<tr>
<td>Incidents of road crash per 100,000 population</td>
<td>3.85</td>
<td>2.50</td>
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</tbody>
</table>

[1] In Metro Manila.

The National Transport Policy

To ensure an improved quality of life for the Filipino people, the State envisions a people-oriented national transport system that is safe, secure, reliable, efficient, integrated, intermodal, affordable, cost-effective, and environmentally sustainable.

Inclusive mobility and accessibility shall be achieved through the prioritization of people-mobility over vehicle-mobility. In line with global best practices, public transport and shared transport modes will have priority in the use of public assets, including roads of all kinds.
DOTr will BUILD MORE by BUILDING BETTER

How are we Building Better?

Better Project Identification, Prioritization, and Preparation
- Gap Analysis vis-a-vis Existing Master Plans
- Updating and Development of New Master Plans
- Prioritization of Master Plan-Identified Projects
- More Robust Project Preparation

Broader and More Diversified Funding Strategy
- Diversifying Funding & Financing Partners
- Diversifying into PPP Funding
- Broadening Funding Resources

Better Project Implementation Strategies
- Continuity
- Strengthening of Institutional Capacity
- Strategic Contracting and Credible Procurement
- Environmental, Social, and Governance (ESG)
- Absorptive Capacity

Think Big Solutions for Big Problems
**DEMAND MEASUREMENT**

**A.1. Capacity Building Activities**
DOTr help build capacities of local governments and metropolitan authorities to prepare LPTRP and LTP.

**A.2. Needs Identification**
Respective government office/s to collect adequate data to establish need for a specific public transport service.

**CRITERIAS FOR PLANNING/RATIONALIZATION**

**B.1. Network Regulations**
Mode hierarchy (buses as highest ranking), route overlap and maximum distance, and inter-provincial or inter-metropolitan routes spatial limits.

**B.2. Passenger Demand Pattern**
Designation of appropriate modes for each demand range including minimum technical requirements.

**LOCAL PUBLIC TRANSPORT ROUTE PLANNING AND ROUTE RATIONALIZATION**

**C.1. Inventory of Existing Routes and Facilities**
Establishment of status quo level of service in the intended service area comprised of route structure, ridership, number of authorized and operational units, support facilities, among others.

**C.2. Proposed Routes and Service Plan**
Planned modifications and introduction of new service in the intended service area including green routes for EV integration.

**C.3. Implementation and Transfer Plan**
Emphasize any affected consolidated operator/s, number of excess units, and possible adjacent routes, to where units can be reassigned which shall aid in the issuance of franchise during LPTRP approval process.

**APPROVAL PROCESS**
Local government issuance of Sanggunian Resolution recommending the developed public transport plan for LTFRB’s approval. Upon LTFRB’s endorsement, DOTr to conduct final review and assessment for issuance either of Notice of Compliance or Revision.

**PUBLICATION, FRANCHISE ISSUANCE, AND OPERATIONS**
All approved LPTRPs/RRPs and corresponding transit maps shall be available on websites of the DOTr, LTFRB, and respective LGUs.

- All approved LPTRPs/RRPs are valid for a maximum of five (5) years and shall be updated thereon. Changes in the routes in approved plan may be proposed after at least six (6) months.
- Approved route plan shall be the minimum requirement for public transport franchise issuance where existing consolidated operators be given preference.
- LTFRB to conduct an open and transparent process to select public transport operators for new/developmental routes and rationalized routes without existing consolidated operators.
- LTFRB issuance of public transport franchise to operators containing details on route structure, suggested fare, among others including validity.
## Master Planning

<table>
<thead>
<tr>
<th>WORKSTREAMS</th>
<th>GEOGRAPHICAL COVERAGE</th>
<th>TIMELINE</th>
<th>DESCRIPTION</th>
<th>OBJECTIVE</th>
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<tr>
<td>WORKSTREAMS</td>
<td>Greater Capital Region</td>
<td>2015 to 2035</td>
<td>Preparation of public transportation plan for Metro Manila based on an analysis of a new transportation database.</td>
<td>Improve public transportation planning for Metro Manila, including coordination among relevant agencies.</td>
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<td>WORKSTREAMS</td>
<td>Greater Capital Region</td>
<td>2023 to 2053</td>
<td>Master mind the transport development plan with prioritization of future transport infrastructure projects.</td>
<td>Evaluation of traffic impact and usage of major infrastructures.</td>
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<td>WORKSTREAMS</td>
<td>Nationwide</td>
<td>2025 to 2055</td>
<td>Development of a comprehensive and inclusive passenger and freight transport master plan for the Philippines.</td>
<td>Improve the transport sector in terms of sector governance, planning, implementation and sustainability of infrastructure.</td>
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<td>WORKSTREAMS</td>
<td>Urban Centers</td>
<td>2023 to 2038</td>
<td>Development of a comprehensive transport model to serve as the foundation for subsequent transport and integrated urban planning studies.</td>
<td>Develop an enabling transport model for industry-wide assessment of the entire transportation system with a focus on public transportation.</td>
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### Master Planning

- **STRATEGIC TRANSPORT MODEL IN GREATER CAPITAL REGION**
  - **OBJECTIVE:** Improve public transportation planning for Metro Manila, including coordination among relevant agencies.
  - **DESCRIPTION:** Preparation of public transportation plan for Metro Manila based on an analysis of a new transportation database.
  - **GEOGRAPHICAL COVERAGE:** Greater Capital Region (Metro Manila, Bulacan, Laguna, Cavite, Rizal)
  - **TIMELINE:** 2015 to 2035

- **PUBLIC TRANSPORT PRE-INVESTMENT STUDIES**
  - **OBJECTIVE:** Develop an enabling transport model for industry-wide assessment of the entire transportation system with a focus on public transportation.
  - **DESCRIPTION:** Development of a comprehensive transport model to serve as the foundation for subsequent transport and integrated urban planning studies.
  - **GEOGRAPHICAL COVERAGE:** Urban Centers (Cagayan De Oro, Zamboanga, Bohol, La Union)
  - **TIMELINE:** 2023 to 2038

- **PHILIPPINE TRANSPORTATION SYSTEM MASTER PLAN**
  - **OBJECTIVE:** Improve the transport sector in terms of sector governance, planning, implementation and sustainability of infrastructure.
  - **DESCRIPTION:** Development of a comprehensive and inclusive passenger and freight transport master plan for the Philippines.
  - **GEOGRAPHICAL COVERAGE:** Nationwide
  - **TIMELINE:** 2025 to 2055

- **MMUTIS UPDATE AND CAPACITY ENHANCEMENT PROJECT**
  - **OBJECTIVE:** Improve public transportation planning for Metro Manila, including coordination among relevant agencies.
  - **DESCRIPTION:** Preparation of public transportation plan for Metro Manila based on an analysis of a new transportation database.
  - **GEOGRAPHICAL COVERAGE:** Greater Capital Region (Metro Manila, Bulacan, Laguna, Cavite, Rizal)
  - **TIMELINE:** 2015 to 2035
Project Pipeline

### IMPLEMENTATION

**DAVAO PUBLIC TRANSPORT MODERNIZATION PROJECT**
- The project will establish a modern public bus transport system in Davao City, the third largest city in the Philippines, with modern electric buses and Euro-5 standard diesel buses, standardized operations and reliable timetables, an intelligent transport system to support bus operation, designated bus stops with shelters and lighting, and designated bus lanes in selected road sections.

**CEBU BUS RAPID TRANSIT PROJECT**
- The Project will directly traverse 30 urban barangays in Cebu and Talisay City through a segregated (17.28 km)-dedicated traffic and (18 km)-mixed traffic configuration. Passengers will be serviced through EuroIV 18-meter bus fleet equipped with ITS technology centrally managed through a dedicated control center and Area Traffic Control (ATC) system.

**ACTIVE TRANSPORTATION**
- The establishment of bicycle, pedestrian, and public transport infrastructure is in accordance with the National Transport Policy (NTP), the Joint Administrative Order on “The Guidelines on Proper Use and Promotion of Active Transportation”, and RA 11494 or the Bayanihan to Recover as One Act.

**EDSA GREENWAYS PROJECT**
- Aims to enhance pedestrian facilities around key rail stations along EDSA. Phase 1 of the Project focuses on Balintawak, Cubao, Guadalupe, and Taft Stations.

### DEVELOPMENT

**NCR EDSA BUSAY PROJECT**
- The major project output is an improved EDSA busway, including upgraded infrastructure and facilities such as enhanced stations with transit-oriented developments, pedestrian bridges, active transport facilities (i.e., bike parking, pedestrian access) in select stations, bus maintenance and parking depots, operations control centers, and automated fare collection system (AFCS).

**EDSA GREENWAYS PROJECT**
- Aims to enhance pedestrian facilities around key rail stations along EDSA. Phase 1 of the Project focuses on Balintawak, Cubao, Guadalupe, and Taft Stations.

### PROJECTS

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<tr>
<th>LOCATION</th>
<th>TIMELINE</th>
<th>SCOPE</th>
<th>DAILY USERS</th>
<th>ECONOMIC BENEFITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panabo and Davao City, Davao Del Sur</td>
<td>2024 to 2053</td>
<td>673 km, 1,074 stops, and 3 terminals</td>
<td>760,043</td>
<td>Travel time savings, Vehicle operating cost savings, Carbon emission reduction, Air pollution reduction, Safety benefits</td>
</tr>
<tr>
<td>Talisay and Cebu City</td>
<td>2026 to 2056</td>
<td>35.28 km, 22 stations, and 62 stops</td>
<td>116,652</td>
<td>Travel time savings, Vehicle operating cost savings, Carbon emission reduction, Air pollution reduction, Safety benefits</td>
</tr>
<tr>
<td>Nationwide</td>
<td>Continuous</td>
<td>1,130.82 km bike lanes</td>
<td>191,578¹</td>
<td>Travel time savings, Vehicle operating cost savings, Carbon emission reduction, Air pollution reduction, Physical benefits</td>
</tr>
<tr>
<td>Metro Manila (Taft, Guadalupe, Cubao, and Balintawak)</td>
<td>2028 to 2057</td>
<td>5.08 km elevated footbridge</td>
<td>1,112,364</td>
<td>Travel time savings and Physical benefits</td>
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<td>Metro Manila</td>
<td>2026 to 2045</td>
<td>19 routes and 52 satellite stations</td>
<td>200,000</td>
<td>Travel time savings, Vehicle operating cost savings, GHG emission reduction, Residual value</td>
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<td>Metro Manila</td>
<td>2026 to 2045</td>
<td>19 routes and 52 satellite stations</td>
<td>734,000</td>
<td>Travel time savings, Vehicle operating cost savings, GHG emission reduction, Residual value</td>
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¹ As of 2022. Count in 10 metropolitan cities in Philippines with 99 different count locations on a 4 hour window in 18 calendar days.
THANK YOU.

PLANNING AND PROJECT DEVELOPMENT OFFICE