JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
NATIONAL ECONOMIC DEVELOPMENT AUTHORITY (NEDA)

# ROADMAP FOR TRANSPORT INFRASTRUCTURE DEVELOPMENT FOR METRO MANILA AND ITS SURROUNDING AREAS (REGION III & REGION IV-A)

## FINAL REPORT

# ROADMAP PROJECTS PROFILE

**March 2014**

**ALMEC CORPORATION**

# TABLE OF CONTENTS

# A

# SHORT-TERM PROGRAM

# 1 LIST OF PROJECTS

## (1) Highways, Expressways, and Other Roads

| | Name of Project | | Area | Status | New/ Upgrade | Length (km) | Existing Lanes | Proposed Lanes | Total Cost (PHP mil.) |
|---|---|---|---|---|---|---|---|---|---|
| A. HIGHWAYS | 1. C5 Missing Link Southern Section | a. Flyover on C.P. Garcia in Sucat | NCR | Committed | New | - | - | - | 251 |
| | | b. Coastal Rd/C5 Extn. South Flyover | NCR | Committed | New | - | - | - | 210 |
| | | c. C5 South Extn. Flyover at SLEX | NCR | Proposed | New | - | - | - | 235 |
| | 2. Global City to Ortigas Center Link Road | | NCR | Proposed | New | 1.2 | | 3-3 | 8,120 |
| | 3. Skyway–FTI– C5 Connector | | NCR | Committed | New | 6.8 | | 2-2 | 17,880 |
| | 4. C3 Missing Link (San Juan to Makati) | | NCR | Proposed | New | 5.2 | | 3-3 | 24,000 |
| | 5. Rehabilitation of EDSA (C-4) | | NCR | Committed | Improve | 22.9 | - | - | 3,744 |
| | 6. Arterial Road Bypass Project Phase II, Plaridel Bypass | | BCLR | Committed | New | 10.0 | - | - | 3,341 |
| | 7. EDSA–Taft Flyover | | NCR | Committed | New | 1.4 | - | 2-2 | 3,033 |
| | 8. Metro Manila Interchanges Construction Project Phase IV | a. C2 (Gov. Forbes)/ R-7 (Espana) | NCR | Committed | New | - | - | - | 4,129 |
| | | b. C-3 (Araneta Ave.)/E. Rodriguez Sr. | NCR | Committed | New | - | | | |
| | | c. C-5/ Lanuza St – Julia Vargas Ave. | NCR | Committed | New | - | | | |
| | | d. EDSA/ North Ave. - West Ave.- Mindanao Ave. and EDSA/ Roosevelt Ave. | NCR | Committed | New | - | - | - | |
| | | e. C-5/Kalayaan Ave. | NCR | Committed | New | - | - | - | |
| | | f. C5: Green Meadows/ Acropolis/ CalleIndustria | NCR | Committed | New | - | - | - | |
| | | g. P. Tuazon/ Katipunan | NCR | Committed | New | - | - | - | |
| | **Total Cost** | | | | | | | | **64,943** |
| B. EXPRESSWAYS | 1. DaangHari–SLEx Link Project | | BRLC | Committed | New | 4.0 | - | 2-2 | 2,010 |
| | 2. NLEX–SLEX Connector Project | a. Link Expressway | NCR | Committed | New | 13.5 | - | 2-2 | 25,556 |
| | | b. Skyway Stage3 | NCR | Committed | New | 14.8 | - | 3-3 | 26,500 |
| | | c. Seg. 9 & 10, and connection to R10 | NCR | Committed | New | 8.0 | - | 3-3 | 8,600 |
| | 3. NAIA Expressway, phase II | | NCR | Committed | New | 7.2 | - | 2-2 | 15,520 |
| | 4. Cavite – Laguna Expressway Project | | BRLC | Committed | New | 47.0 | - | 2-2 | 35,420 |
| | 5. CLLEX Phase I | | GCR | Committed | New | 30.7 | - | 2-2 | 14,936 |
| | 6. Calamba–Los Baños Expressway | | BRLC | Proposed | New | 15.5 | - | 2-2 | 8,210 |
| | 7. C6 extension – Flood Control Dike Expressway | | BRLC | Committed | New | 39.8 | - | 2-2 | 18,590 |
| | 8. Segment 8.2 of NLEX to Commonwealth | | NCR | Proposed | New | 8.0 | - | 2-2 | 7,000 |
| | 9. Southern Tagalog Arterial Road (STAR) – Batangas–Lipa | | GCR | Committed | Upgrade | 22.0 | 1x1 | 2-2 | 2,320 |
| | **Total Cost** | | | | | | | | **164,662** |
| C. OTHER ROADS | 1. Secondary Road Packages for Metro Manila, Bulacan and Cavite | a. Bulacan Road Packages 1 and 2 | BRLC | Proposed | New/ Upgrade | 65.4 | 1x1 | 2-2 | 23,000 |
| | | b. Cavite Secondary Roads | BRLC | Proposed | New/ Upgrade | 75.3 | 1x1 | 2x2/3x3 | |
| | | c. Sucat Road Upgrade | NCR | Proposed | Upgrade | 7.7 | 1x1/4x4 | 4-4 | |
| | | d. Quirino Road (Paranaque) | NCR | Proposed | Upgrade | 7.3 | 2x2 | 4-4 | |
| | | e. Paranaque Road Package | NCR | Proposed | Upgrade | 13.0 | 1x1/2x2 | 3-3 | |
| | 2. Prepared studies for several projects | | GCR | Proposed | - | - | - | - | 500 |
| | 3. Other Central Luzon Road Projects | | GCR | Committed | Upgrade | 233.3 | - | - | 16,000 |
| | 4. Other Southern Luzon Road Projects | | GCR | Committed | Upgrade | 206.0 | - | - | 36,360 |
| | **Total Cost** | | | | | | | | **75,860** |

## (2) Railways

| Name of Project | Area | Status | Length (km) | Total Cost (PHP mil.) |
|---|---|---|---|---|
| 1. LRT Line1Cavite Extension and O&M | NCR/BCLR | Committed | 11.7 | 63,550 |
| 2. LRT Line2 East Extension | NCR/BCLR | Committed | 4.2 | 9,759 |
| 3. MRT 3 Capacity Expansion | NCR | Committed | - | 8,634 |
| 4. MRT 7 stage1 (Quezon Ave.–Commonwealth Ave.) | NCR/BCLR | Committed | 22.8 | 62,698 |
| 5. Contactless Automatic Fare Collection System (AFCS) | NCR | Committed | - | 1,720 |
| 6. Line1 and Line2 System Rehabilitation | NCR | Committed | - | 6,067 |
| 7. Manila–Malolos Commuter Line | NCR/BCLR | Proposed | - | 24,800 |
| 8. Metro Manila CBD Transit System Project | NCR | Proposed | - | 75 |
| 9. Mega Manila Subway Study | NCR | Proposed | - | 120 |
| 10. Common Station for LRT 1, MRT 3 and MRT 7 | NCR | Committed | | 1,400 |
| **Total Cost** | | | | **178,823** |

## (3) Road-based Public Transport

| Name of Project | Status | Total Cost (PHP mil.) |
|---|---|---|
| 1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals) | Committed | 5,080 |
| 2. Road-based Public Transport Service Modernization Study | Proposed | 60 |
| 3. BRT System 1 (Quezon Avenue, C5, Ortigas) | Proposed | 3,200 |
| **Total Cost** | | **8,340** |

## (4) Traffic Management

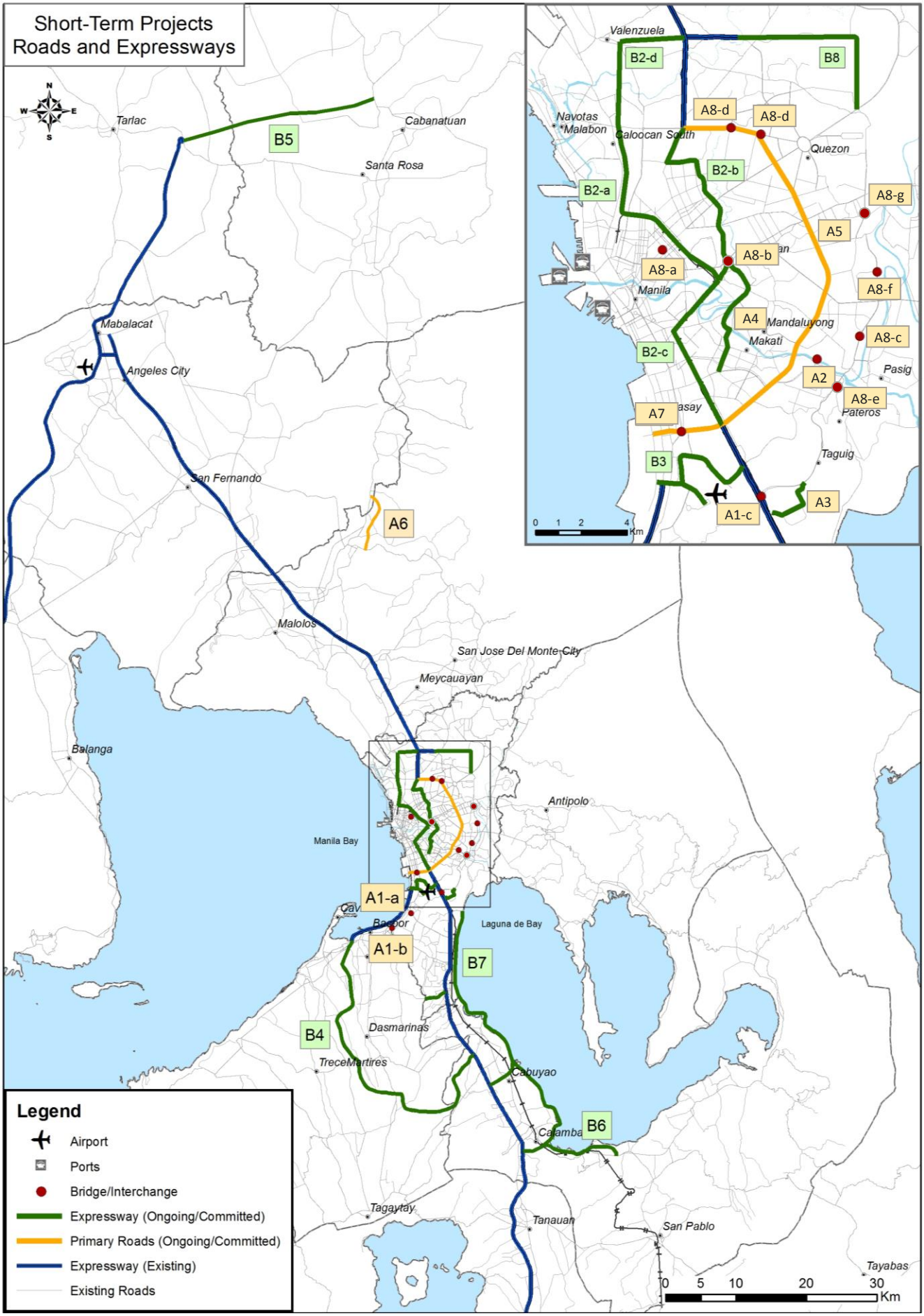
| Name of Project | Status | Total Cost (PHP mil.) |
|---|---|---|
| 1. Modernization of Traffic Signaling System, Communication and Monitoring | Committed | 3,309 |
| 2. Systematic Road Safety Interventions Study | Proposed | 1,000 |
| 3. Comprehensive Traffic Management Study | Proposed | 50 |
| **Total Cost** | | **4,359** |

## (5) Airports

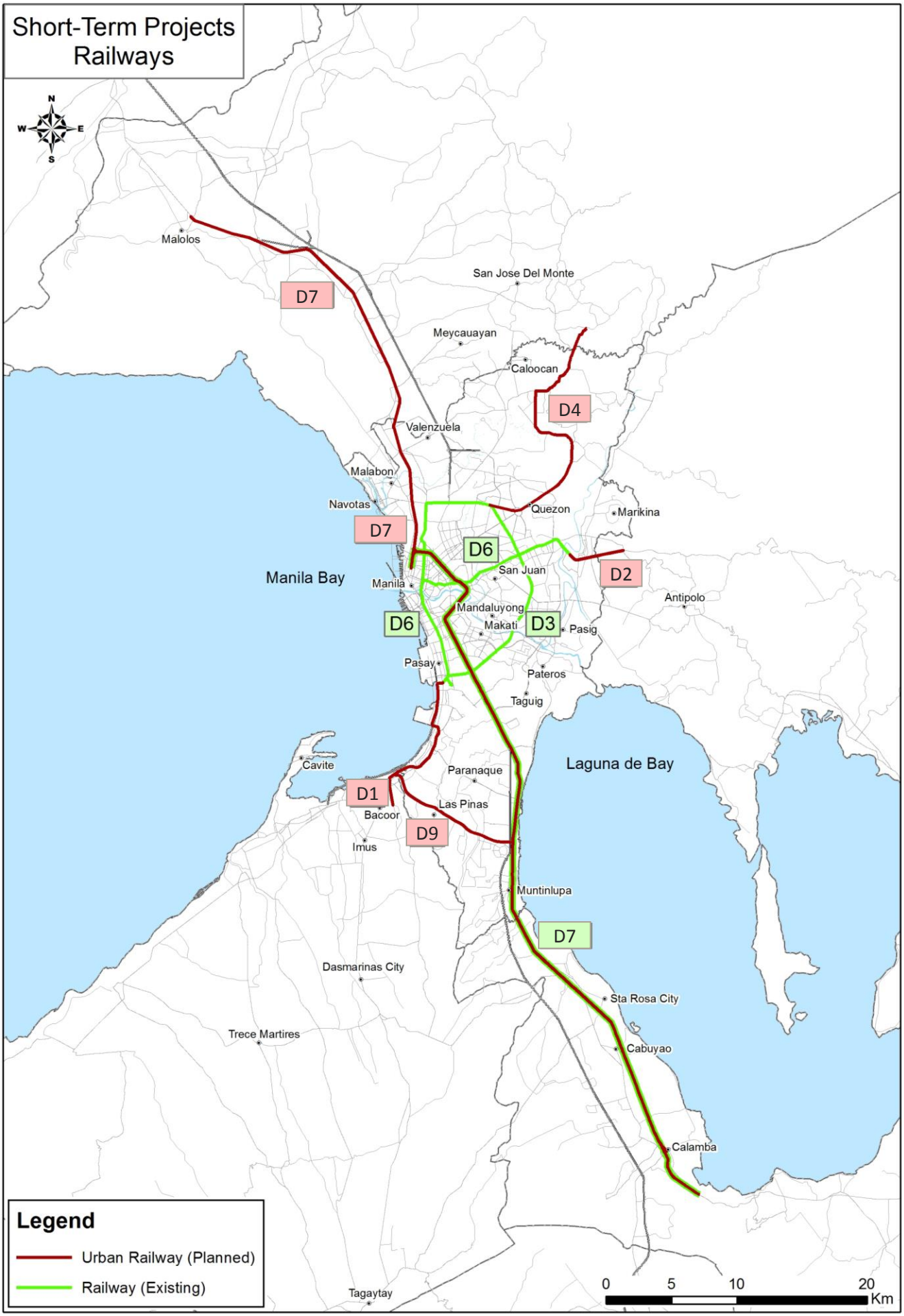
| Name of Project | | Status | Total Cost (PHP mil.) |
|---|---|---|---|
| 1. NAIA | a. NAIA Improvement – airside package | Committed | 4,249 |
| | b. NAIA improvement – landside package | Committed | |
| 2. Clark International Airport Construction of a Budget/ LCC Terminal | | Committed | 7,070 |
| 3. Feasibility Study of a New NAIA | | Proposed | 50 |
| **Total Cost** | | | **11,368** |

## (6) Ports

| Name of Project | Status | Total Cost (PHP mil.) |
|---|---|---|
| 1. Projects for North Harbor | Committed | 6,000 |
| 2. Projects for South Harbor | Committed | 1,000 |
| 3. MICT | Committed | 4,000 |
| 4. F/S of NH Redevelopment | Proposed | 75 |
| 5. Other Ports | Proposed | 1,010 |
| **Total Cost** | | **12,085** |




Source: JICA Study Team




Source: JICA Study Team

## 2 ROADMAP FOR PROJECTS IN THE SHORT-TERM PROGRAM (2013–2016)

| | Name of Project | | 2013 | 2014 | | 2015 | | 2016 | | Beyond 2016 | Implementing Agency | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Q4 | SA-1 | SA-2 | SA-1 | SA-2 | SA-1 | SA-2 | | | |
| A. HIGHWAYS | 1. Missing Links of C5 | a. Flyover on C.P. Garcia in Sucat | DPWH Approval | FS / EIS & NEDA / DD | Construct | Construct | | | | | DPWH | Concessionaire to seek DPWH approval |
| | | b. Coastal Road/C5 Extension South Flyover | DPWH Approval | FS/EIS & NEDA / DD | Construct | Construct | | | | | DPWH | |
| | | c. C5 South Extension Flyover at SLEX | DPWH Approval | FS/EIS & NEDA /DD | Construct | Construct | | | | | DPWH | |
| | 2. Global City to Ortigas Center Link Road | | EIS/ROW | ROW | Construct | Construct | Construct | Complete | | | DPWH | |
| | 3. Skyway–FTI–C5 Connector | | Update Docs | EIS /ROW | Construct | Construct | Construct | Construct | Complete | | DPWH | PPP |
| | 4. C3 Missing Link (San Juan to Makati) | | F/S | EIS / NEDA | ROW/ Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 5. Rehabilitation of EDSA (C-4) | | Selective Reblocking | Selective Reblocking | Selective Reblocking | | | | | | DPWH | |
| | 6. Arterial Road Bypass Project Phase II, Plaridel Bypass | | Business Case Study | DD / ROW | Construct | Construct | Complete | | | | DPWH | PPP |
| | 7. EDSA–Taft Flyover | | EIS | Construct | Construct | Construct | Construct | Complete | | | DPWH | |
| | 8. Metro Manila 7 Inter-changes/ Flyovers | a. C2 (Gov. Forbes)/ R-7 (Espana) | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | b. C-3 (Araneta Ave.)/E. Rodriguez Sr. | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | c. C-5/ Lanuza St – Julia Vargas Ave. | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | d. EDSA/ North Ave - West Ave-Min-danao Ave.& EDSA/ Roosevelt Ave. | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | e. C-5/Kalayaan Ave. | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | f. C5: Green Meadows/ Acropolis/ Calle Industria | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| | | g. P. Tuazon/ Katipunan | NEDA Approval | DD / EIS | Construct | Construct | Complete | | | | DPWH | |
| B. EXPRESSWAYS | 1. DaangHari–SLEX Link Tollroad (Segment 1 & II) | | Ongoing Segment 1 | Revision D/D Segment II | Complete | | | | | | DPWH | PPP |
| | 2. NLEX–SLEX Connectors | a. Link Expressway (Metro Pacific) | Tender | DD / EIS | ROW | Construct | Construct | Construct | Complete | | DPWH | PPP |
| | | b. Skyway 3 section (Citra) | DD | EIS / ROW | Construct | Construct | Construct | Complete | | | TRB | PPP |
| | | c. Segments 9 & 10, and connection to R10 (MPDTC) | DD/ EIS/ ROW | Construct | Construct | Construct | Construct | | | | DPWH | PPP |

| | Name of Project | 2013 | 2014 | | 2015 | | 2016 | | Beyond 2016 | Implementing Agency | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Q4 | SA-1 | SA-2 | SA-1 | SA-2 | SA-1 | SA-2 | | | |
| | 3. NAIA Expressway, phase 2 | DD/ROW | Construct | Construct | Construct | Construct | Construct | Complete | | DPWH | PPP |
| | 4. CALA Expressway, stages 1 and 2 | PQ | Tender | ROW / DD | ROW / DD/ Construct | ROW / DD/ Construct | ROW / DD/ Construct | Construct | till 2017 | DPWH | PPP Bidding Ongoing |
| | 5. CLLEX Phase I (La Paz, Tarlac–Cabanatuan): PPP | Procure Advisor | Base Case Study | NEDA | DD / ROW | Construct | Construct | Construct | till 2017 | DPWH | PPP |
| | CLLEX Phase I (La Paz, Tarlac–Cabanatuan): ODA | DD/EIS/ROW | DD/EIS/ROW | Construct | Construct | Complete | | | | DPWH | ODA |
| | 6. Calamba–Los Baños Expressway | Project Structure Preparation | DD | EIS / ROW | Construct | Construct | Construct | Complete | | DPWH | PPP |
| | 7. C6 Extension– Lakeshore Dike Expressway | Business Case Study | DD | EIS | ROW | Construct | Construct | Construct | till 2017 | DPWH | PPP |
| | 8. Segment 8.2 of NLEX to Commonwealth | Tender | DD | EIS | ROW | Construct | Construct | Complete | | DPWH | PPP |
| | 9. Southern Tagalog Arterial Road (STAR)–(Batangas–Lipa) | Construct | Construct | Construct | Construct | | | | | DPWH | PPP |
| C. OTHER ROADS | 1. Bulacan Road Packages 1 and 2 | Procure Consultants | F/S / NEDA / DD / EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 2. Cavite Secondary Roads | Procure Consultants | F/S / NEDA / DD / EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 3. Sucat Road Upgrade | Procure Consultants | F/S / NEDA / DD | EIS / ROW | Construct | Construct | Construct | Complete | | DPWH | |
| | 4. Quirino Road (Paranaque) | Procure Consultants | F/S / NEDA / DD / EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 5. Paranaque Road Package | Procure Consultants | F/S / NEDA / DD / EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 6. Amang Rodriguez–President Quezon | Procure Consultants/ Advisors | F/S / NEDA / DD | EIS / ROW | Construct | Construct | Construct | Complete | | DPWH | |
| | 7. Technical Assistance for the Development of Secondary Roads | Procure Consultants | F/S or Business Case Study | F/S or Business Case | F/S or Business Case | F/S or Business Case | | | | DPWH | |
| | 8. Other Central Luzon Road Projects | Procure Consultants | F/S /NEDA / DD /EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |
| | 9. Other Southern Luzon Road Projects | Procure Consultants | F/S / NEDA / DD/ EIS | ROW / Construct | Construct | Construct | Construct | Complete | | DPWH | |

Notes: SA 1= Semi-annual from January to June; SA 2= Semi-annual from July to December; Q4 = 4th quarter of the year ; DD=detailed design; F/S= feasibility study; IEE=initial environmental examination; EIA=environmental impact assessment; PPP = public-private partnership;

| | Name of Project | 2013 | 2014 | | 2015 | | 2016 | | Beyond 2016 | Implementing Agency | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Q4 | SA-1 | SA-2 | SA-1 | SA-2 | SA-1 | SA-2 | | | |
| D. RAILWAYS | 1. LRT 1–Cavite Extension (Niog) and Operation & Maintenance | PQ / Tender | Tender | DD /EIS/ ROW | DD / ROW /Construct | Construct | Construct | Construct | till 2017 | DOTC | PPP Rebidding Ongoing |
| | 2. LRT 2–East Extension | Tender | DD / EIS / ROW | ROW | Construct | Construct | Complete | | | DOTC | PPP for O&M |
| | 3. MRT 3 Capacity Expansion | Tender | Build Prep. | Build | Deploy | Deploy | Complete | | | DOTC | |
| | 4. MRT 7 stage1 (Quezon Ave. –Commonwealth Ave.) | Tender | DD / EIS / ROW | ROW | Construct | Construct | Construct | Construct | till 2018 | DOTC | |
| | 5. AFCS Common Ticketing System | Tender | System Development | Install | Complete | | | | | DOTC | PPP |
| | 6. System Rehabilitations for LRT Line 1 & Line 2 | DD | Construct | Complete | | | | | | DOTC | |
| | 7. Mega Manila Commuter Line (Malolos – Calamba) | F/S | NEDA Approval | DD/EIS | TBD | | | | | NLRC/PNR | |
| | 8. Metro Manila CBD Transit System Project | Study | Study | NEDA Approval | TBD | | | | | DOTC | |
| | 9. Mega Manila Subway Study | | Preparatory Study | F/S | F/S | TBD | | | | DOTC | |
| | 10. Common Station for LRT 1, MRT 3 and MRT 7 (LRT Line 1 North Extension Project – Common Station) | NEDA Approval | Tender | DD/EIS | Construct | Construct | | | | DOTC | |
| E. ROAD-BASED PT | 1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals or Integrated Transport System Project) | NEDA Approval | DD | Construct | Complete | | | | | DOTC | |
| | 2. Road-based Public Transport Service Modernization Study | | Study | Study | Study | TBD | | | | DOTC | |
| | 3. BRT System 1(Quezon Avenue, C5, Ortigas) | Study | Study | Tender | Construct | Complete | | | | DOTC | PPP candidate |
| F. TRAFFIC MANAGEMENT | 1. Modernization of Traffic Signaling System (Installation of Intelligent Transport System Module A: Traffic Signal System Upgrading and Module B: Communication and Monitoring) | NEDA approved | DD | Install | Install | Install | Complete | | | MMDA | |
| | 2. Systematic Road Safety Interventions | | Study | NEDA Approval | DD | Construct | Construct | Complete | | MMDA | |
| | 3. Comprehensive Traffic Management Study | | Study | Study | | | | | | MMDA | |
| G. AIRPORTS | 1. NAIA a. NAIA Improvement – airside package | DD | Implement | Implement | Complete | | | | | MIAA | |
| | 1. NAIA b. NAIA improvement – landside package | | Construct | Construct | Complete | | | | | MIAA | |

| | Name of Project | | 2013 | 2014 | | 2015 | | 2016 | | Beyond 2016 | Implementing Agency | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Q4 | SA-1 | SA-2 | SA-1 | SA-2 | SA-1 | SA-2 | | | |
| | 2. Clark | a. Clark improvement – airside package | | Implement | Implement | Implement | Implement | Implement | Complete | | CIAC | |
| | | b. Clark improvement – landside package (Clark International Airport Construction of a Budget/ Low Cost Carrier (LCC) Terminal) | | DD/EIS | Construct | Construct | Construct | Construct | Complete | | CIAC | |
| | 3. Feasibility Study of a New NAIA | | | Study | Study | TBD | | | | | DOTC | |
| H. PORTS | 1. Projects for North Harbor | | Construct | Construct | Construct | Construct | Construct | Complete | | | PPA | |
| | 2. Projects for South Harbor | | Construct | Complete | TBD | | | | | | PPA | Freeze beginning 2014 |
| | 3. MICT | | | | TBD | | | | | | PPA | Freeze beginning 2014 |
| | 4. F/S of NH Redevelopment | | | Study | Study | TBD | | | | | PPA | |
| | 5. Other Ports | | | Construct | Construct | Construct | Construct | Construct | Complete | | PPA | |

Note: SA 1= Semi-annual from January to June; SA 2= Semi-annual from July to December.
Source: JICA Study Team

# 3 INDICATIVE INVESTMENT SCHEDULE FOR PROJECTS IN THE SHORT-TERM PROGRAM (2014–2016)

| | Name of Project | | Total (PHP mil.) | 2014 | 2015 | 2016 | Beyond | Implementing Agency |
|---|---|---|---|---|---|---|---|---|
| A. ROADS | 1. Missing Links of C5 | a. Flyover on C.P. Garcia in Sucat | 251 | 251 | | | | DPWH |
| | | b. Coastal Rd/C5 Ext. South Flyover | 210 | 210 | | | | DPWH |
| | | c. C5 South Extn. Flyover at SLEX | 235 | 235 | | | | DPWH |
| | 2. Global City–Ortigas Link Road | | 8,120 | 2,030 | 4,060 | 2,030 | | DPWH |
| | 3. Skyway/FTI/C5 Link | | 17,880 | 5,960 | 5,960 | 5,960 | | DPWH |
| | 4. C3 Missing Links (S Juan to Makati (Sta. Ana oval) | | 24,000 | 4,800 | 9,600 | 9,600 | | DPWH |
| | 5. EDSA Rehabilitation | | 3,744 | 3,744 | | | | DPWH |
| | 6. Plaridel Bypass, packages 3 & 4 | | 3,341 | 2,227 | 1,114 | | | DPWH |
| | 7. C4 (EDSA)–Taft Ave. to Roxas Blvd. Flyover | | 3,033 | 455 | 1,820 | 758 | | DPWH |
| | 8. Metro Manila Inter-changes / Flyovers | a. C2 ( Gov. Forbes)/ R7 (Espana) | 4,129 | 620 | 2,477 | 1,032 | | DPWH |
| | | b. C3 (Araneta Ave.) / E. Rodriquez Sr. | | | | | | |
| | | c. C4 (EDSA) West Ave./North Ave./ Mindanao Ave and EDSA/Roosevelt Ave. | | | | | | |
| | | d. C5 Lanuza St - Julia Vargas Ave | | | | | | |
| | | e. C5 Kalayaan Ave. | | | | | | |
| | | f. C5: Green Meadows/Acropolis/ Calle Industria | | | | | | |
| | | g. P. Tuazon / Katipunan | | | | | | |
| B. EXPRESSWAYS | 1. DaangHari–SLEX Link Tollroad | | 2,010 | 2,010 | | | | DPWH |
| | 2. NLEX–SLEX Connectors | a. Link Expressway (Metro Pacific) | 25,556 | | 12,778 | 12,778 | | DPWH |
| | | b. Skyway 3 section (Citra) incl. common section | 26,500 | 6,600 | 13,250 | 6,650 | | TRB |
| | | c. Segments 9 & 10, and connection to R10 (MPDTC) | 8,600 | 4,300 | 4,300 | | | DPWH |
| | 3. NAIA Expressway, phase 2 | | 15,520 | 6,208 | 6,208 | 3,104 | | DPWH |
| | 4. CALA Expressway, stages 1 and 2 | | 35,420 | 2,846 | 5,692 | 5,692 | 21,190 | DPWH |
| | 5. CLLEX Phase I (La Paz, Tarlac–Cabanatuan) | | 14,936 | 4,491 | 6,416 | 1,925 | 2,104 | DPWH |
| | 6. Calamba–Los Baños Expressway | | 8,210 | | 4,105 | 4,105 | | DPWH |
| | 7. C6 Extension–Flood Control Dike Expressway | | 18,590 | | 7,436 | 3,718 | 7,436 | DPWH |
| | 8. Segment 8.2 of NLEX to Commonwealth | | 7,000 | | 3,500 | 3,500 | | DPWH |
| | 9. Southern Tagalog Arterial Road (STAR) Batangas-Lipa | | 2,320 | 1,740 | 580 | | | DPWH |
| C. OTHER ROADS | 1. Bulacan Road Package 1 and 2 * | | 3,898 | 1,283 | 1,283 | 1,283 | | DPWH |
| | 2. Cavite Secondary Roads * | | 5,981 | 1,994 | 1,994 | 1,994 | | DPWH |
| | 3. Sucat Road Upgrade * | | 2,117 | 706 | 706 | 706 | | DPWH |
| | 4. Quirino Road (Paranaque) * | | 2,972 | 991 | 991 | 991 | | DPWH |
| | 5. Paranaque Road Package * | | 4,776 | 1,592 | 1,592 | 1,592 | | DPWH |
| | 6. Amang Rodriguez–President Quezon * | | 3,305 | 1,102 | 1,102 | 1,102 | | DPWH |
| | 7. Technical Assistance for the Development of Secondary Roads | | 500 | 250 | 250 | | | DPWH |
| | 8. Other Central Luzon Road Projects | | 16,000 | 3,330 | 7,330 | 5,340 | | DPWH |
| | 9. Other Southern Luzon Road Projects | | 36,360 | 10,100 | 14,130 | 12,130 | | DPWH |
| D. RAILWAYS | 1. LRT 1–Cavite Extension (Niog) | | 63,550 | 10,000 | 10,000 | 10,000 | 33,550 | DOTC |
| | 2. LRT 2–East Extension | | 9,759 | | 4,879 | 4,879 | | DOTC |
| | 3. MRT 3 Capacity Expansion | | 8,633.64 | 2,153 | 4,317 | 2,158 | | DOTC |
| | 4. MRT 7 stage1 (Quezon Avenue–Commonwealth Avenue) | | 62,698 | | 15,675 | 15,675 | 31,348 | DOTC |
| | 5. AFCS Common Ticketing System | | 1,722 | 688 | 688 | 344 | | DOTC |
| | 6. System Rehabilitation for LRT 1 & 2 | | 6,067 | 6,067 | | | | DOTC |
| | 7. Manila-Malolos Commuter Line (Initial phase of Malolos – Calamba Commuter Rail) | | 24,800 | 6,200 | 6,200 | 6,200 | 6,200 | NLRC/PNR |

| Name of Project | | | Total (PHP mil.) | 2014 | 2015 | 2016 | Beyond | Implementing Agency |
|---|---|---|---|---|---|---|---|---|
| | 8. Metro Manila CBD Transit System Project | | 75 | 75 | | | | DOTC |
| | 9. Mega Manila Subway Study | | 120 | 120 | | | | DOTC |
| F. ROAD BASED PT | 1. Integrated Provincial Bus Terminal System (3 Provincial Bus Terminals or Integrated Transport System Project) | | 5,080 | 5,080 | | | | DOTC |
| | 2. Road-based Public Transport Service Modernization Study | | 60 | 40 | 20 | | | DOTC |
| | 3. BRT System 1 (Quezon Ave., C5, Ortigas) | | 3,200 | 1,167 | 2,033 | | | DOTC |
| F. TRAFFIC MGT. | 1. Modernization of Traffic Signaling System, Communication and Monitoring (Installation of Intelligent Transport System Module A: Traffic Signal System Upgrading and Module B: Communications and Monitoring | | 3,309 | 1,500 | 1,500 | 309 | | MMDA |
| | 2. Systematic Road Safety Interventions Study | | 1,000 | | 500 | 500 | | MMDA |
| | 3. Comprehensive Traffic Management Study | | 50 | 50 | | | | MMDA |
| G. AIRPORTS | 1. NAIA | a. NAIA Improvement – airside package | 4,249 | 2,832 | 1,416 | | | MIAA |
| | | b. NAIA improvement – landside package | | | | | | MIAA |
| | 2. Clark International Airport Construction of a Budget / LCC Terminal | | 7,070 | 2,357 | 2,357 | 2,357 | | CIAC |
| | 3. Feasibility Study of a New NAIA | | 50 | 50 | | | | DOTC |
| H. PORTS | 1. Projects for North Harbor | | 6,000 | 2,000 | 2,000 | 2,000 | | PPA |
| | 2. Projects for South Harbor | | 1,000 | 400 | 400 | 200 | | PPA |
| | 3. MICT | | 4,000 | | 800 | 1,600 | 1,600 | PPA |
| | 4. F/S of NH Redevelopment | | 75 | 75 | | | | PPA |
| | 5. Other Ports | | 1,010 | 337 | 337 | 337 | | PPA |

* Cost reflected is the first tranche for the proposed road packages to start in the short term. Total cost would be PHP 69,100 B.

Source: JICA Study Team

# 4 PROFILE OF SHORT-TERM PROJECTS

| Code[1] | Project Profile |
|---|---|

## A1-a/b/c (T-UR-15, T-UT-16)

**Category:** Urban Roads

**Project Title:** **C5 Missing Link Southern Section**
(Flyover on CP Garcia in Sucat, Coastal Rd/C5 Ext. South Flyover, C5 South Extn. Flyover at SLEX)

**Location:** Metro Manila

**Description:**

Construction of 6-lanes roadway with a total length 5.97 kilometer. It is composed of 4.41 kilometer embankment and a structure length of 1.57 kilometer.


**Project Cost (₱M):** 696.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☑ | Business Case Study | (Year) 2013 |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** DPWH

**Remarks:**

- Cavite Infrastructure Corporation (the new owner of Cavitex) has discussed with DPWH the proposed completion of C5 – SLEX – R1 Connector which is part of their concession agreement. The proposal includes the provision of interchange at C5 – SLEX and considering the utilization of the RROW of C5 access road (constructed by DPWH) by adopting an elevated facility with at grade section due to CAAP navigational clearance requirements, then it will terminate at R1 between Pacific Ave. and Toll Plaza.
- The DPWH constructed C5 access which traverses Sucat Road inwards to Quirino Ave. will be completed only up to R1 (without connection to the toll facility) and will construct a service road (parallel to R1) up to Kabihasnan so as the C5 access will be functional.
- This proposal is yet to be further discussed with DPWH Secretary for approval.

## A2 (T-Bl-5)

**Category:** Bridges / Interchange

**Project Title:** **Global City to Ortigas Center Link Road**

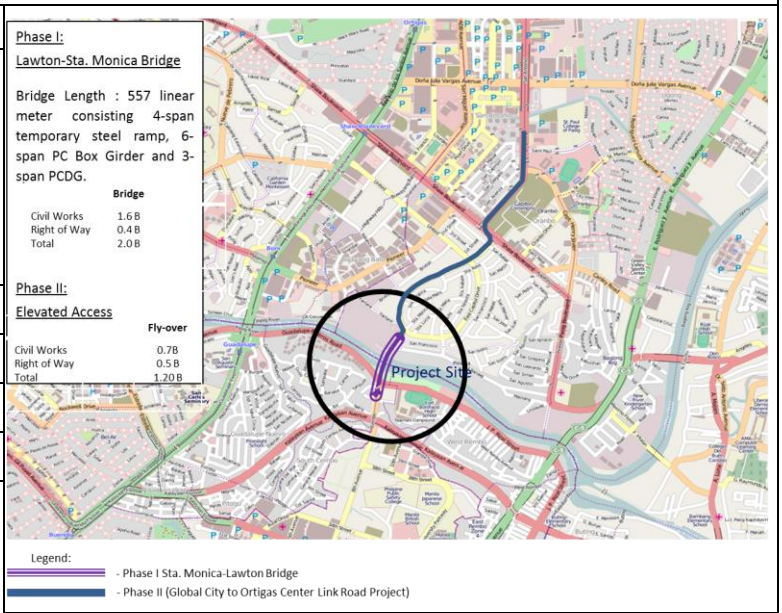
**Location:** Makati City and Pasig City

**Description:**

The new link road will provide new access connection between Global City and Ortigas Center which is situated in between C5 Bagong Ilog and C4 (EDSA) Guadalupe.

It consists of Two (2) Phases;

Phase I: Lawton - Sta. Monica Bridge
Phase II: Elevated Access




**Project Cost (₱M):** 8,120.00

**Funding:** GOP - Local Fund

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) |
| ☑ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

| Code[1] | Project Profile |
|---|---|

**A3 (T-EX-6)**

**Category:** Urban Roads

**Project Title:** **Skyway - FTI - C5 Connector**

**Location:** Taguig City

**Description:**

Construction of 6.80 kilometer (including ramps) elevated expressway from Skyway to FTI, Bicutan onwards to C5 and functions also as the main access to the proposed Integrated Transport System.

This covers two (2) phases;

Phase I: Skyway - FTI, Bicutan
Phase II: FTI, Bicutan - C5


**Project Cost (₱M):** 17,880.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) 2006 |
| ☑ | Detailed Design | (Year) 2010 |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- The original proposal covers a full interchange at Skyway and an elevated highway passing through DBP Avenue onwards to C5.
- The FTI property has been acquired by Ayala Land including the RROW along DBP Avenue which will be re-acquired by DPWH for the Skyway-FTI-C5 Connector. The carved out area is for ITS.
- An investment proposal by CITRA (through TRB) for the connector to form part of C6. With initial discussion to construct Phase I in consideration of the timeline set for the operationalization of ITS. This would include also the re-configuration of the interchange design to directly link the ITS as well as the re-alignment to pass through Veterans Road rather than DBP Road.

**A4**

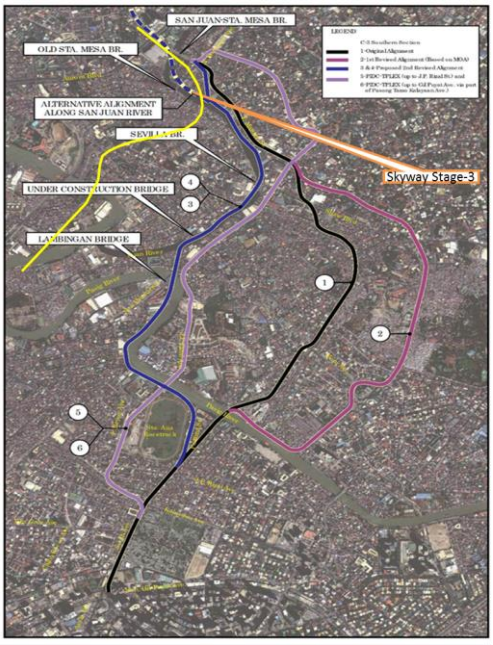
**Category:** Urban Roads

**Project Title:** **C3 Missing Link (San Juan to Makati)**

**Location:** Metro Manila

**Description:**

Construction of 6-lane road with a total length of 5.22 kilometer (considering the Alignment Alternative 4) from N. Domingo to Ayala/Buendia traversing Pasig and San Juan Rivers along the riverbanks. It involves construction of 1.19 kilometer 4-lane elevated double deck. 0.63 kilometer 6-lane at grade, 2.98 kilometer 6-lane elevated single deck and 0.42 kilometer 6-lane over water, second level.




**Project Cost (₱M):** 24,000.00

**Funding:** ODA

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) 2012-2013 |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- Currently the subject of an on-going JICA- assisted preparatory survey study and is expected to be completed (the study) by December 2013. Delays were encountered on engineering surveys and public consultations relative to resettlement action plan due to political implications (election).
- The C3 Missing Link runs parallel to the committed Skyway Stage 3 and NLEX-SLEX Connector and will be assessed in terms of traffic impact.
- The implementation as a non-toll road facility is still for further discussion.

| Code[1] | Project Profile |
|---|---|

**A5 (T-UR-19)**

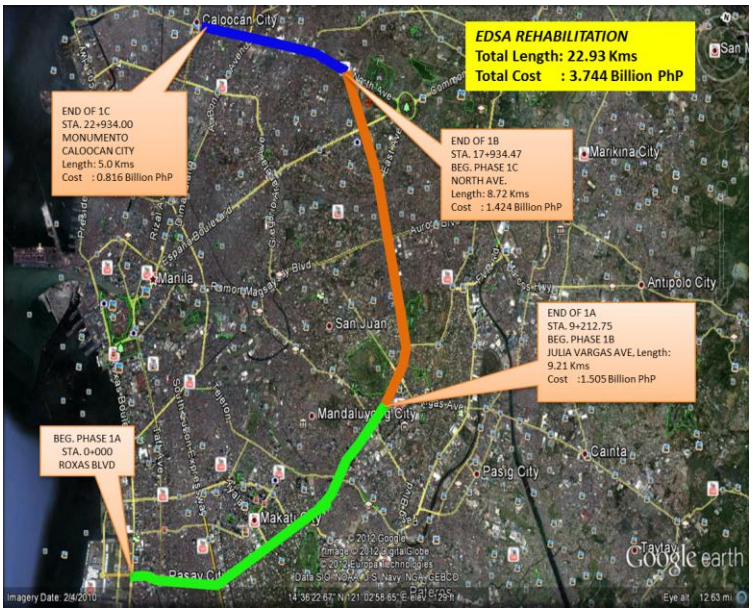
**Category:** Urban Roads

**Project Title:** **Rehabilitation of EDSA (C-4)**

**Location:** Metro Manila

**Description:**

Rehabilitation of EDSA for a length of 22.93 kilometer from Roxas Boulevard in Pasay to Monumento in Caloocan City. It involves selective concrete reblocking, drainages due to flooding and high grade asphalt concrete overlay. There is also provision for street lights.




**Project Cost (₱M):** 3,744.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) 2012-2013 |
| ☑ | Detailed Design | (Year) 2012-2013 |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- The DPWH has initially considered the full rehabilitation of EDSA by proposing three (3) Contract Packages to undertake reblocking works and high grade asphalt concrete overlays. However, the impact on traffic flow disruption would have significant effect on the heavily traffic congested corridor. Thus, this is deferred.
- The DPWH is considering selective reblocking on deteriorated segments/sections as part of the maintenance activities as well as addressed some segments encountering flooding problems.
- The plan is to rehabilitate until 2016 by considering also the timing of other projects to decongest EDSA such as the Integrated Transport System of DOTC, DPWH and MMDA as well as other measures.

**A6 (T-BI-8)**

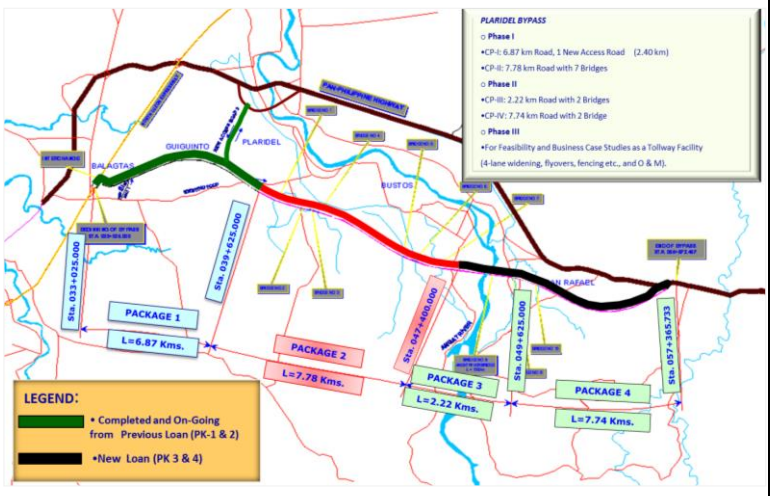
**Category:** Bridges / Interchange

**Project Title:** **Arterial Road Bypass Project Phase II, Plaridel Bypass Road Project**

**Location:** Bulacan Province

**Description:**

The project involves construction of the 9.96 km road that will function as a bypass or diversion road to the heavily congested Pan-Philippine Highway that traverses Guiguinto, Plaridel, Bustos and San Rafael in Bulacan Province.




**Project Cost (₱M):** 3,341.00

**Funding:** JICA

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☑ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) |
| ☑ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) |
| ☑ | ECC | (Year) |
| ☑ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- The on-going JICA Assisted for Phases I and II covers a 2-lane facility and the Proposed Phase III is for Feasibility Study and Business Case Study as a tollway facility to cover 4-lane widening, flyovers and fencing, etc. including O & M.
- The on-going business case study for NLEE covers linkage with Plaridel Bypass and/or C6.

| Code[1] | Project Profile |
|---|---|

**A7**

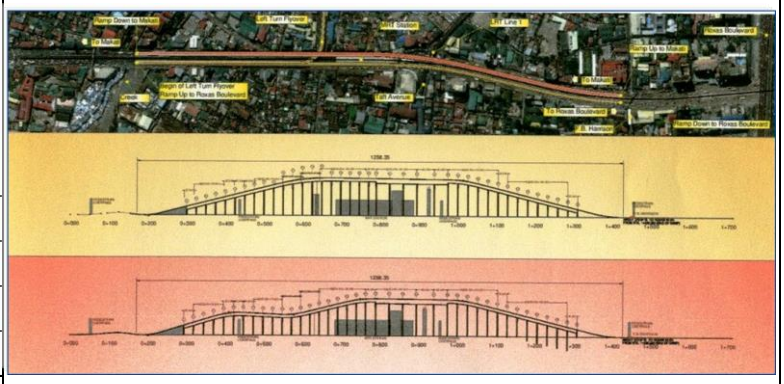
**Category:** Bridges / Interchange

**Project Title:** **EDSA - Taft Flyover**

**Location:** Pasay City

**Description:**

Construction of a 4-lane flyover (1.44 km including ramps, 0.96km without) using a combination of Pre-stressed Girders, steel girders and steel truss system.



**Project Cost (₱M):** 3,033.31

**Funding:** GOP (local funds)

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) |
| ☑ | Detailed Design | (Year) 2013 |
| ☑ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- DOTC is proposing (still for study) the extension of MRT 3 Extension from Taft Avenue to Mall of Asia.

- DPWH as per design has considered the centerline alignment that would result to 3-lanes at-grade section. If the outer lanes will be adopted to give way to MRT 3 Extension at the centerline, the at-grade section will remain to 2-lanes per direction affecting the Level of Service. Note also that the at-grade MRT 3 Extension might affect the LRT 1 substructure at Taft Avenue and the EDSA/Roxas Boulevard flyover.

**A8-a**

**(T-BI-4,T-BI-7, T-BI-18, T-BI-19,T-BI-21)**

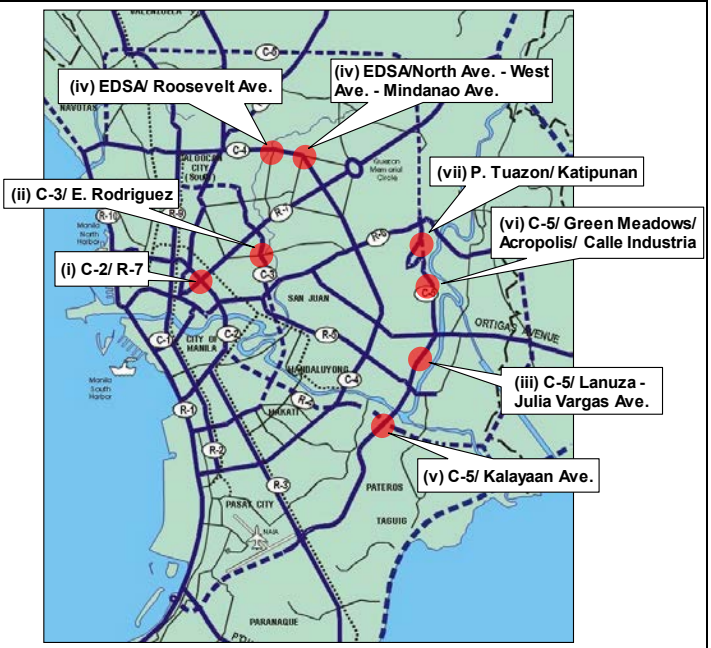
**Category:** Bridges / Interchange

**Project Title:** **Metro Manila Interchange Construction Project Phase IV**

**Location:** Metro Manila

**Description:**

Construction of seven (7) interchanges in Metro Manila at the following locations to decrease travel time in key corridors:
(i) C-2 (Gov Forbes Ave.)/ R-7 (Espana)
(ii) C-3 (Araneta Ave.)/ E. Rodriguez Sr.
(iii) C-5/ Lanuza St. - Julia Vargas Ave.
(iv) EDSA/North Ave. - West Ave. - Mindanao Ave. and EDSA/ Roosevelt Ave.
(v) C-5/ Kalayaan Ave.
(vi) C-5/Green Meadows/Acropolis/Calle Industria
(vii)P. Tuazon/ Katipunan




**Project Cost (₱M):** 4,129.28

**Funding:** Proposed JICA STEP Loan - MMICP IV

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☑ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☑ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

| Code[1] | Project Profile |
|---|---|

**B1 (T-UR-11)**

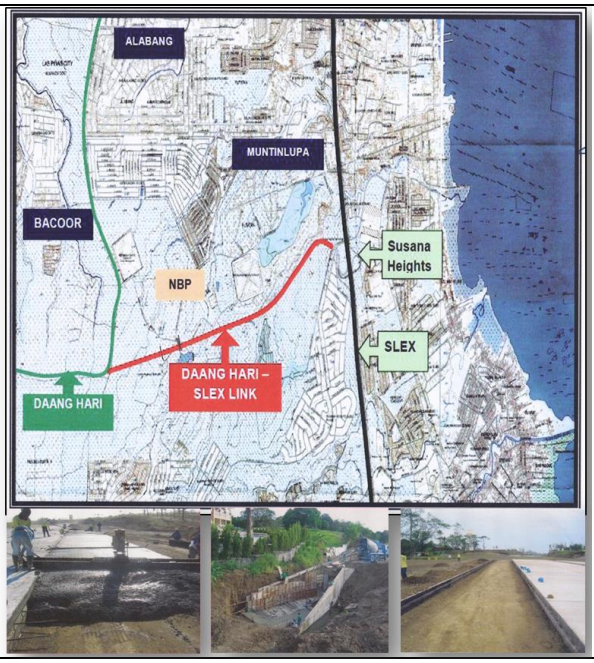
**Category:** Expressway

**Project Title:** **Daang Hari - South Luzon Expressway (SLEx) Link Project**

**Location:** Metro Manila / Cavite Province

**Description:**

Construction of a 4.00 kilometer, four (4) lane paved toll road that will pass through the New Bilibid Prison Reservation that will connect Bacoor, Cavite to the South Luzon Expressway.




**Project Cost (PM):** 2,010.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** on-going: 2012 - 2015

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) _____ |
| ☐ | Feasibility Study | (Year) _____ |
| ☐ | Detailed Design | (Year) _____ |
| ☐ | Concept and Basic Design | (Year) _____ |
| ☑ | NEDA Board Approval | (Year) _____ |
| ☐ | ECC | (Year) _____ |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | _____ |

**Information Source:** PIP (Dec 2013), PPP Center, DPWH,

**Remarks:**
Awarded to Ayala Land.

**B2-a/b/c/d (T-EX-4)**

**Project Title:** **North Luzon Expressway (NLEx) - South Luzon Expressway (SLEx) Connector Project**

**Location:** **Metro Manila**

**Description:**

**Link Expressway (MNTC).** Construction of a 13.53 kilometer, four (4) lane elevated expressway to link the existing SLEx and NLEx passing through Metro Manila and utilizing the existing PNR alignment as its route. Includes four (4) interchanges.

**Skyway Stage3:** Connects from Skyway Buendia thru median islands of Osmena Highway and Pres. Quirino Avenue then traverses besides the Nagtahan Link Road, N. Domingo, G. Araneta Avenue, Sgt. Rivera and go down to A. Bonifacio before reaching EDSA.


**Project Cost (PM):** 25,555.99 (Link expressway)
26,500 (Skyway3)
8,600 (Seg. 9 and 10 and Connection to R10)

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) _____ |
| ☐ | Feasibility Study | (Year) _____ |
| ☑ | Detailed Design | (Year) 2013-2014 |
| ☐ | Concept and Basic Design | (Year) _____ |
| ☑ | NEDA Board Approval | (Year) 2013 |
| ☐ | ECC | (Year) _____ |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | _____ |

**Information Source:** PIP (Dec 2013), DPWH

**Remarks:**
- Unsolicited proposal by Metro Pacific and the common alignment between Buendia and Sta. Mesa has been resolved with CITRA, the operator of Skyway Stage III.
- NLEx Segment 10 is under MNTC and is currently undergoing ROW Acquisition by DPWH and is commited to be completed in 2016. NLEx-SLEx Connector will link NLEx Segment 10 which is an unsolicited proposal by MNTC (subject to swiss challenge) and this is commited to be completed in 2016.
- The Port and connection to R10 connects NLEx Segment 10 and NLEx-SLEx Connector is also a proposal by MNTC (as discussed with DPWH) for possible consideration in the MNTC franchise.

| Code[1] | Project Profile |
|---|---|

**B3 (T-EX-2)**

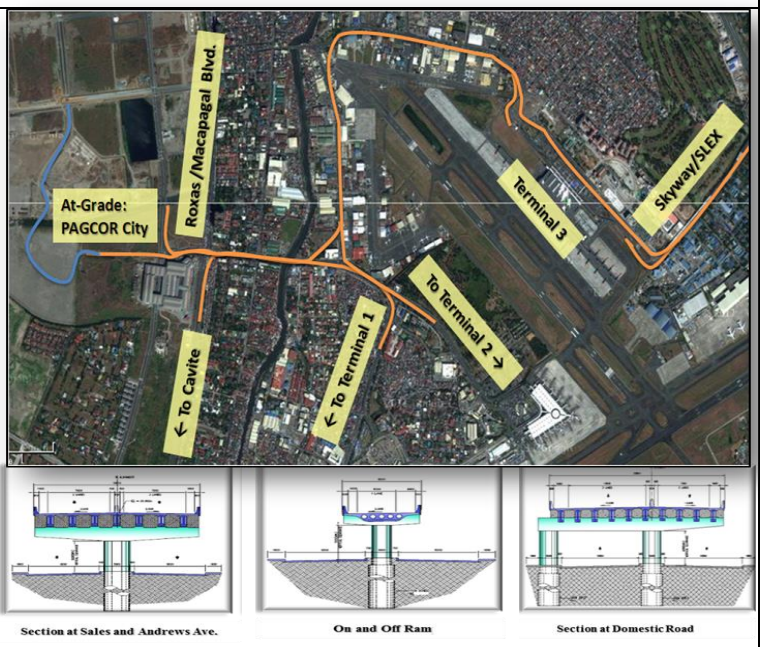
**Category:** Expressway

**Project Title:** **NAIA Expressway Project (Phase II)**

**Location:** Parañaque City / PAGCOR City

**Description:**

The project will link to the elevated NLEx-SLEx Connector Road and to the TRB/CMMTC Metro Manila Skyway (Stage 3) Extension to Araneta Avenue (C-3). It is a four (4) lane elevated expressway with a total length of 7.15 kilometer including ramps starting from Sales St. going to Andrew Ave., Domestic Road, MIA Road and ends at Macapagal Blvd./PAGCOR Entertainment City. It includes construction of toll plaza, six (6) on-ramps and six (6) off-ramps (with one existing off-ramp).




**Project Cost (₱M):** 15,520.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2012 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIP (Dec 2013), PPP Center, DPWH,

**Remarks:**
Bidding won by San Miguel Corporation.

**B4 (T-EX-8)**

**Category:** Expressway

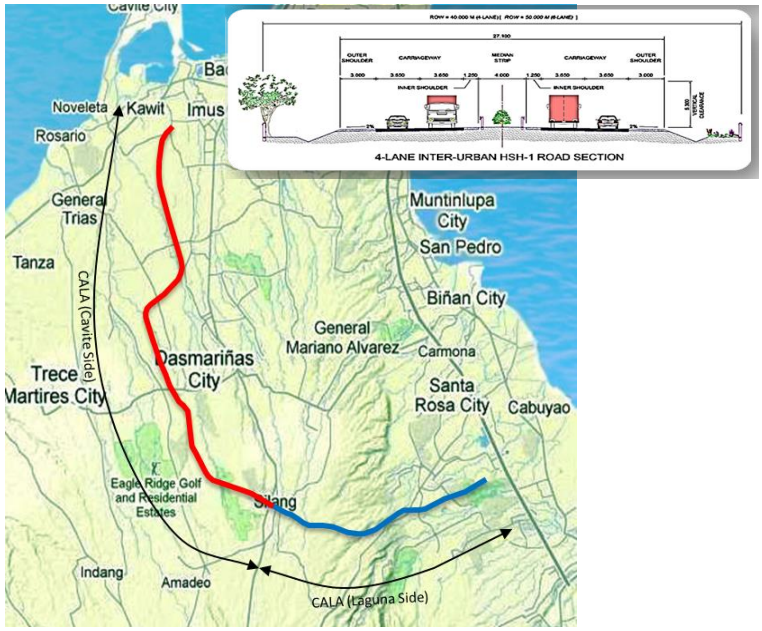
**Project Title:** **Cavite - Laguna Expressway Project**

**Location:** Cavite / Laguna Province

**Description:**

Kawit to Aguinaldo Hway at Silang:
Construction of a 28.90 km-4 lane highway from Kawit, Cavite to Aguinaldo Highway in Silang, Cavite, with 5 grade separated interchanges and 7,928 m bridges.

Aguinaldo Hway at Silang to Mamplasan:
Const. of a 18.10 km-4 lane highway from Aguinaldo Highway in Silang, Cavite to SLEx (Mamplasan exit), Laguna, with 4 grade separated interchanges and 7,279 m bridges.




**Project Cost (₱M):** 35,420.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2017

**Project Readiness:**

| | | |
|---|---|---|
| ☑ | Business Case Study | (Year) 2012 |
| ☑ | Feasibility Study | (Year) 2012 |
| ☐ | Detailed Design | (Year) 2013-2014 |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2012 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☑ | Others (Pls. Specify): | EOI of prospective concessionaires |

**Information Source:** PIP (Dec 2013), Revalidated PIP (Nov 2013), PPP Center, DPWH

**Remarks:**
As of Aug. 5 2013, the NEDA Investment Coordination Committee-Cabinet Committee (ICC-CC) changed financing to pure PPP

| Code[1] | Project Profile |
|---|---|

**B5 (T-EX-7)**

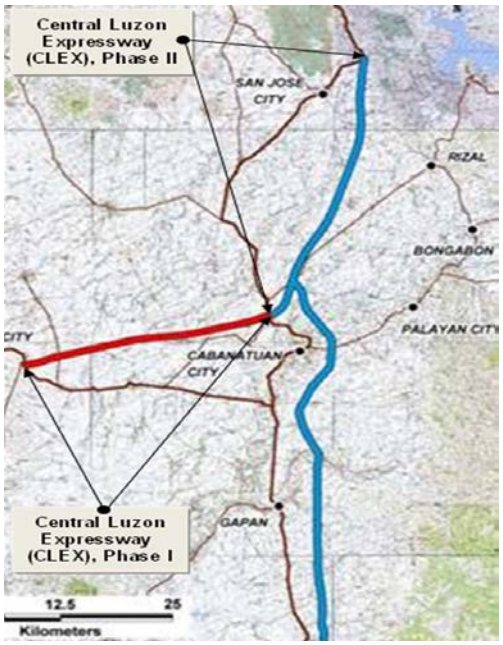
**Category:** Expressway

**Project Title:** **Central Luzon Link Expressway (CLLEx) Phase I**

**Location:** Tarlac and Nueva Ecija Provinces

**Description:**

Construction of a 4-lane expressway with a total length of 30.70 kilometers for Phase I from Tarlac City to Cabanatuan City and a construction of a 2-lane highway with a total length of 35.70 kilometers for Phase II from Cabanatuan City to San Jose City.




**Project Cost (PM):** 14,936.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☑ | Detailed Design | (Year) 2012-2013 |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☑ | ECC | (Year) 2010 (amended 2011) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

- CLLEx Phase I from Tarlac - Cabanatuan (East-West Link) will connect SCTEx and TPLEx.
- It is a committed project under JICA loan and is currently undergoing RROW Acquisition.
- The project is expected to be completed by 2017. A transaction advisory service will be procured to assist DPWH in bidding for prospective concessionaires for the operation and maintenance of the project as a tollway facility. Tis will also cover the possible inclusion of CLLEx Phase II from Cabanatuan to San Jose City.

**B6 (T-EX-15)**

**Category:** Expressway

**Project Title:** **Calamba - Los Baños Toll Expressway**

**Location:** Laguna Province

**Description:**

Construction of a 4-lane 15.5 km expressway that starts at SLEX Extension (Calamba Exit to Sto. Tomas) traverses along Laguna de Bay and ends up connecting a national road at Bay, Laguna.


**Project Cost (PM):** 8,210.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☑ | Business Case Study | (Year) 2012 |
| ☑ | Feasibility Study | (Year) 2013 |
| ☐ | Detailed Design | (Year) 2014-2016 |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

| Code[1] | Project Profile |
|---|---|

**B7 (T-EX-16)**

**Category:** Expressway

**Project Title:** **Flood Control Dike Expressway**

**Location:** Laguna Province

**Description:**

Construction of a 43.60 kilometer, 4-lane road dike on the coastal area of Laguna de Bay from Taguig, Rizal to Los Ba ños, Laguna.


**Project Cost (₱M):** 18,590.00

**Funding:** PPP

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2018

**Project Readiness:**

| | | |
|---|---|---|
| ☑ | Business Case Study | (Year) 2012 |
| ☑ | Feasibility Study | (Year) 2013 |
| ☐ | Detailed Design | (Year) 2014-2018 |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

**B8 (T-EX-12)**

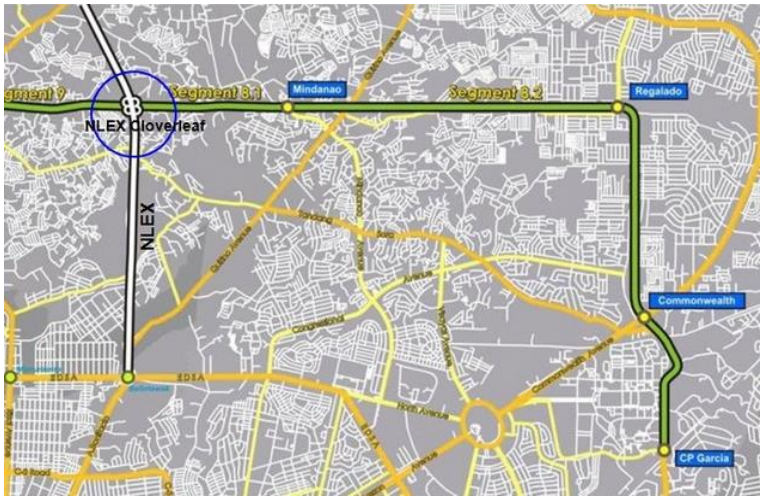
**Category:** Expressway

**Project Title:** **Segment 8.2 of NLEx to Commonwealth**

**Location:** Metro Manila

**Description:**

An 8-km road that will link Mindanao Avenue and the C5-Commonwealth connection. Four (4) lane divided, at grade road with two interchange and five vehiclar overpass.




**Project Cost (₱M):** 7,000.00

**Funding:** TBD

**Implementing Agency:** MNTC

**Status - Schedule:** 2015 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☐ | NEDA Board Approval | (Year) |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** MNTC

**Remarks:**

- Realignment is under study

| Code[1] | Project Profile |
|---|---|

**B9**

**Project Title: Southern Tagalog Arterial Road (STAR) Stage 2 (Phase II)**

**Location:** Batangas

**Description:**

Construction of additional two (2) lanes with a length of 19.74 km of PCCP; asphalt overlaing of Sto. Tomas to Lipa City Section, Stage I; and implementation of remaning balance of works between the inter connection of SLEx (TR-3) and STAR Tollway

**Project Cost (₱M):** 2,320.00

**Funding:** TBD

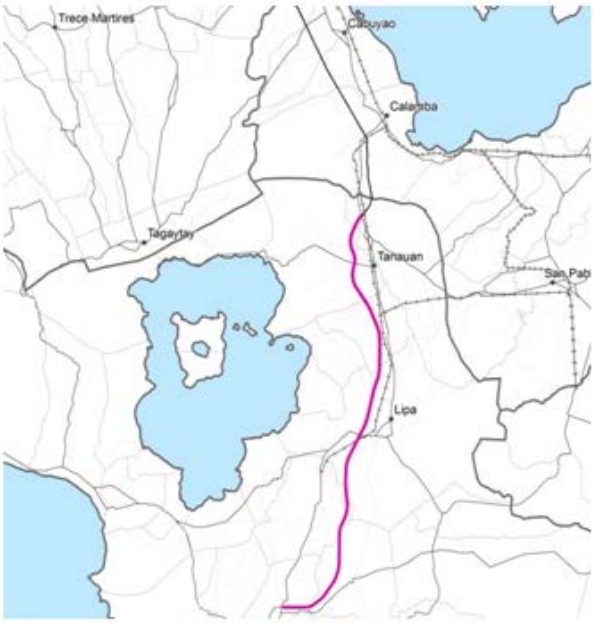
**Implementing Agenc** DPWH

**Status – Schedule:** 2013-2015

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013), DPWH




**Remarks:**

- the Star Infrastructure Development Corp. (SIDC) was issued Notice to Proceed in June 2013 by the Department of Public Works and Highways
- Previously indicated for the medium-term, the project is now ongoing (refer to E23 on the Medium-term Projects' Map.

**C1**

**Category:** Other Roads

**Project Title:** **Secondary Road Packages for Metro Manila, Bulacan and Cavite**

**Location:** Metro Manila, Bulacan and Cavite Provinces

**Description:**

This proposed packages are composed of the following project;
- Bulacan road package 1 and 2: 40.4-kilometer of road upgrade and 25.0-kilometer of new road construction.
- Cavite secondary roads: 6.7-kilometer of road upgrade and 68.6-kilometer of new road construction.
- Sucat road upgrade: 7.7-kilometer of road upgrade.
- Quirino raod (Paranaque): 7.3-kilometer of road upgrade.
- Paranague road package: 13.0-kilometer of road upgrade.
- Amang Rodriguez - President Quezon 15.3 kilometers

**Project Cost (₱M):** 23,000 (first tranche of total 69,100)

**Funding:** TBD

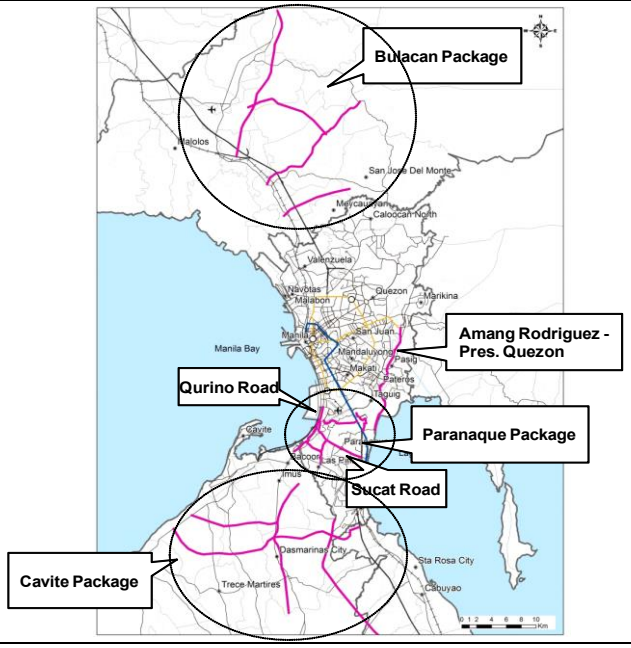
**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team




**Remarks:**

- Proposed by JICA Study Team

| Code[1] | Project Profile |
|---|---|

**C2**

**Category:** Other Roads

**Project Title:** **Preparatory studies for several projects**

**Location:** Mega Manila

**Description:**

The proposed expressways, trunk roads, and extensive railway lines will be ineffective without a supporting system of secondary roads. However, the LGUs in the study area, as well as the regional and provincial units of national agencies, do not have the capability to identify and design the appropriate road links. Technical assistance can be provided, in parallel, to the three RDCs in the study area. The outputs from these initiatives will give substance and support to the road investment packages mentioned in the short- and medium-term TRIPs.

**Project Cost (₱M):** 500.00

**Funding:** TBD

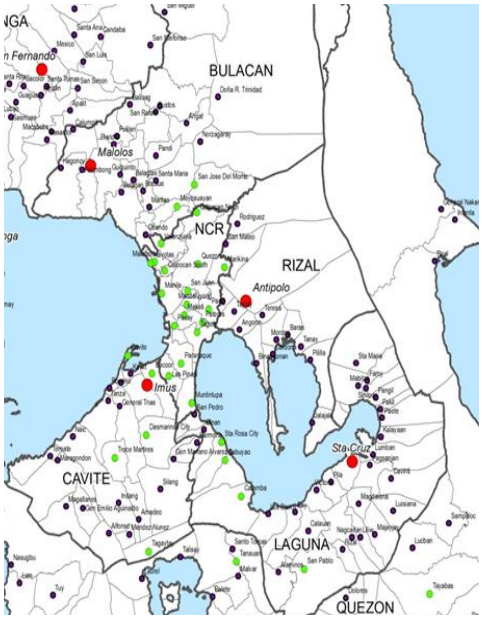
**Implementing Agency:** DPWH

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team




**Remarks:**

● Proposed by JICA Study Team

**C3**
**(T-UR-39)**

**Category:** Other Roads

**Project Title:** **Other Central Luzon Road Projects**

**Location:** Central Luzon

**Description:**

Asphalt overlay on the intermittent section of the existing of 233.25-kilometer road in Manila North Road (Monumento-Agoo/Aringay Bdry), La Union, Bulacan, Pangasinan.

**Project Cost (₱M):** 16,000.00

**Funding:** IBRD

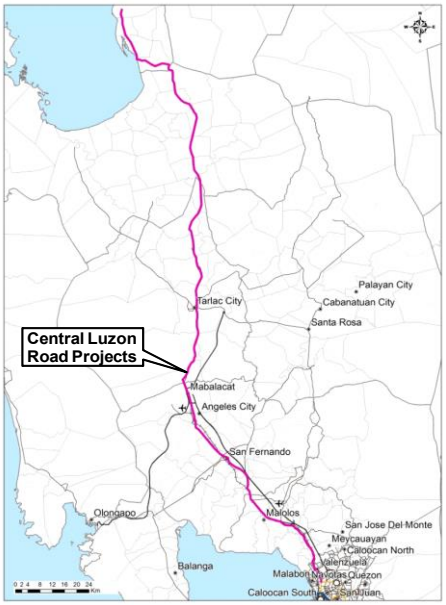
**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013), DPWH




**Remarks:**

●

| Code[1] | Project Profile |
|---|---|

**C4 (T-UR-38)**

**Category:** Other Roads

**Project Title:** **Other Southern Luzon Road Projects**

**Location:** CALABALUZON

**Description:**

The project aims to improve Laguna-Quezon-Camarines Norte roads. Rehabilitation and improvement will be done for 206-kilometer roads (Pagsanjan-Lucena Road, Tiaong-Lucena Junction Road, Pagbilao-Camarines Road, and Lucena Diversion Road).


**Project Cost (PM):** 36,360.00

**Funding:** IBRD

**Implementing Agency:** DPWH

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013), DPWH

**Remarks:**

●

**D1 (T-R-8)**

**Category:** Urban Rail

**Project Title:** **LRT Line 1 Cavite Extension and O&M**

**Location:** Paranaque City, Las Pinas City, and Cavite Province

**Description:**

Construction of additional 11.7-kilometer railway, of which approximately 10.5 km will be elevated and 1.2 km will be at-grade. There will be 8 new stations, including 3 intermodal facilities and 1 satellite depot. This extension will pass through the cities of Parañaque and Las Piñas and terminates in Bacoor, Cavite Province.


**Project Cost (PM):** 63,550.00

**Funding:** PPP & ODA (JICA)

**Implementing Agency:** DOTC - LRTA

**Status - Schedule:** 2013 - 2018

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☑ NEDA Board Approval (Year) 2013
- ☐ ECC (Year) _____
- ☐ RROW
- ☑ Others (Pls. Specify): For rebidding

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center

**Remarks:**

- Review of Concession Agreement; NEDA Board approval 22 March 2012
- Bidding for PPP Portion on-going
- Bidding for ODA Consultant on-going

| Code[1] | Project Profile |
|---|---|

**D2 (T-R-3)**

**Category:** Urban Rail

**Project Title:** **Light Rail Transit (LRT) Line 2 East Extension**

**Location:** Masinag, Antipolo City

**Description:**

Extension of LRT Line 2 by 4.19 kilometers from the current terminal station in Santolan, Pasig to Masinag Junction or the intersection of Marcos Highway and Sumulong Highway in Antipolo.

**Project Cost (PM):** 9,759.31

**Funding:** GOP - Local fund

**Implementing Agency:** DOTC - LRTA

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2012 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC


**Remarks:**

● NEDA Board Approval 4 Sept. 2012;Ongoing bidding process for DED and CS.

**D3 (T-R-13)**

**Category:** Urban Rail

**Project Title:** **MRT 3 Capacity Expansion**

**Location:** Metro Manila

**Description:**

Procurement of additional 52 coaches to increase system capacity and address overloading problems.

**Project Cost (PM):** 8,633.64

**Funding:** GOP - Local fund

**Implementing Agency:** DOTC - MRT 3

**Status - Schedule:** 2013- 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2012 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013), DOTC


**Remarks:**

●Pending RDC approval

| Code[1] | Project Profile |
|---|---|

**D4 (T-R-7)**

**Category:** Urban Rail

**Project Title:** **MRT 7 Stage 1 (Quezon Avenue - Commonwealth Avenue)**

**Location:** Metro Manila

**Description:**

Construction and operation of a 22.8-kilometer rail transit system from North Avenue station in EDSA passing through Commonwealth Avenue, Regalado Avenue, and Quirino Highway up to the proposed intermodal transport terminal in San Jose del Monte, Bulacan with 14 stations.

**Project Cost (₱M):** 62,698.02

**Funding:** TBD

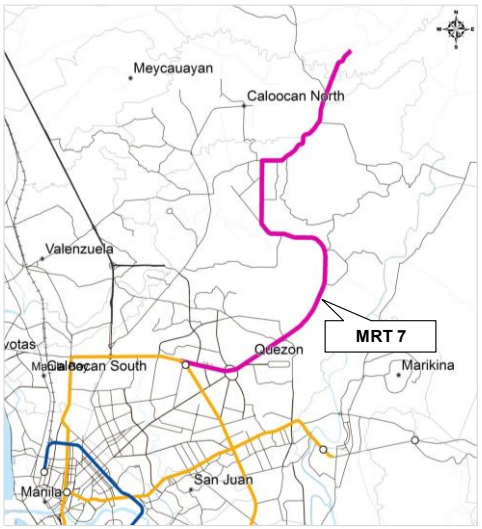
**Implementing Agency:** DOTC

**Status - Schedule:** 2013 - 2018

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2013 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIP (Dec 2013), DOTC




**Remarks:**

●Drafting of Implementing Agreement by Proponent and DOF

**D5 (T-R-6)**

**Category:** Urban Rail

**Project Title:** **Contactless Automatic Fare Collection System (AFCS)**

**Location:** Metro Manila

**Description:**

The project involves the decommissioning of the old-magnetic-based ticketing system and replacing the same with contactless-based smart card technology on LRT Line a and 2 and MRT Line 3, with the introduction of a centralized back office that will perform apportionment of revenues. The private sector will operate and maintain the

**Project Cost (₱M):** 1,720.00

**Funding:** PPP

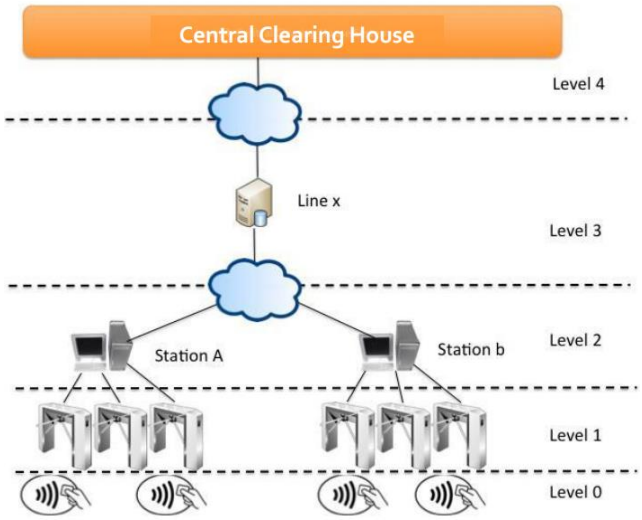
**Implementing Agency:** DOTC

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2012 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center




**Remarks:**

●For Issuance of NOA. Financial proposals opened last 09 December 2013

| Code[1] | Project Profile |
|---|---|

**D6 (T-R-4)**

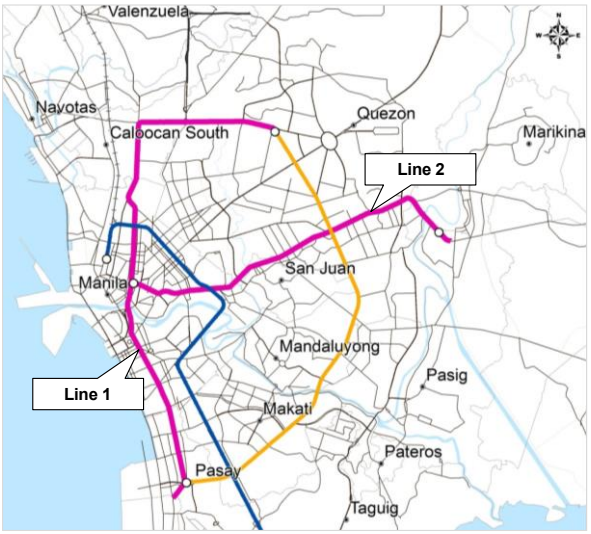
**Category:** Urban Rail

**Project Title:** **Line 1 and Line 2 System Rehabilitation**

**Location:** Metro Manila, Lines 1 & 2

**Description:**

Rehabilitation of Line 1 and Line 2, including repainting stations, retrofiting viaducts, replacement of gantry, rail replacement, rehabilitation of down trains, etc.




**Project Cost (₱M):** 6,066.88

**Funding:** Local Government

**Implementing Agency:** DOTC - LRTA

**Status - Schedule:** 2012 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013)

**Remarks:**

Project cost subject to results of structural study

**D7-a/b/c (T-R-17, T-R-18)**

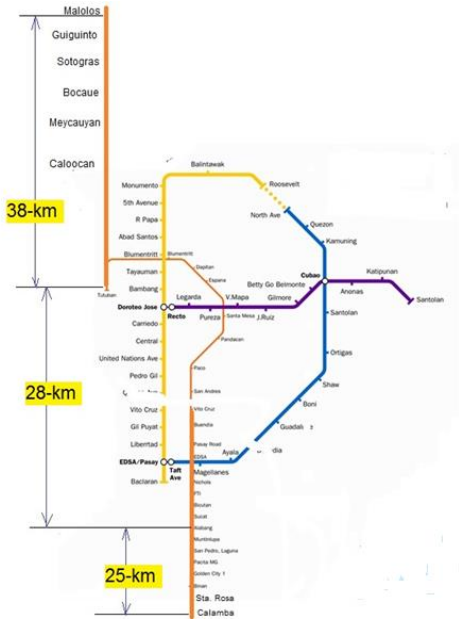
**Category:** Urban Rail

**Project Title:** **Maninla - Malolos Commuter Line**

**Location:** Metro Manila

**Description:**

Construction of a railway system to serve commuters travelling from Manila to Malolos.




**Project Cost (₱M):** 24,800.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** 2013 - 2018

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** Revalidated PIP (Nov 2013), DOTC

**Remarks:**

- Project will showcase Filipino capability by incorporating R&D outputs of DOST on rail transport, thru local manufacture/fabrication of railcars and reverse engineering of other electromechanical components.

A parallel feasibility study (to be supervised by DOTC) for Stages 2 and 3 shall be undertaken.

| Code[1] | Project Profile |
|---|---|

**D8**

**Category:** Urban Rail

**Project Title:** **Metro Manila CBD Transit System Project**

**Location:** Metro Manila

**Description:**

Several mass transit lines have been proposed in the medium-term. None of them have pre-existing studies. Therefore, their realization would hinge on line-specific feasibility studies. To ensure that they do not emerge into fragmented lines, a railway network development plan should be articulated with particular focus on common stations.

**Project Cost (₱M):** 75.00

**Funding:** TBD

**Implementing Agency:** BCDA/DOTC

**Status - Schedule:** 2013 - 2014

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team


**Remarks:**

- Proposed by JICA Study Team
- New transport sysmte includes monorail system, AGT, and others.

**D9**

**Category:** Urban Rail

**Project Title:** **Mega Manila Subway Study**

**Location:** Metro Manila

**Description:**

This study will explore the viability of an underground metro system for Metro Manila, given the densification of urban activities, the limits to road buildings, and the optimistic prospects for funding. The time may have come to address the growing commuting requirements of major CBDs (such as the Bay Area, Makati, BGC, Ortigas, North Triangle, FTI, Alabang) with an underground mass transit solution for a large metropolis like Metro Manila.

**Project Cost (₱M):** 120.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** 2014

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team


**Remarks:**

- Proposed by JICA Study Team

| Code[1] | Project Profile |
|---|---|

**D10**

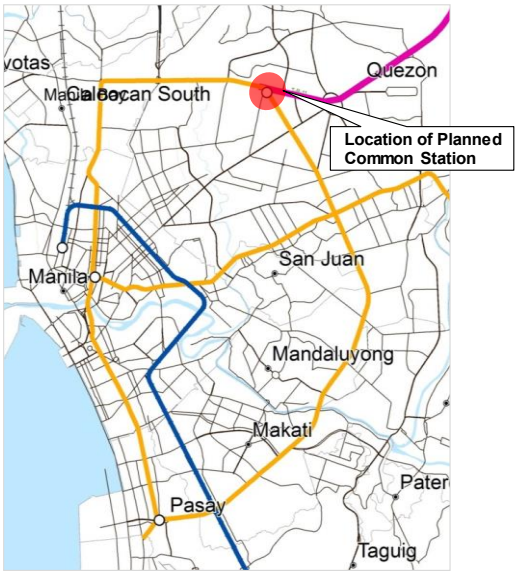
**Category:** Urban Rail

**Project Title:** **Common Station for LRT 1, MRT 3 and MRT 7**

**Location:** Metro Manila

**Description:**

To achieve optimal load factor, the Project will involve construction of an integrated rail terminal for easy passenger transfer among LRT/MRT lines 1, 3, and 7 at the North Avenue and EDSA intersection.




**Project Cost (₱M):** 1,399.65

**Funding:** GOP - Local fund

**Implementing Agency:** DOTC

**Status - Schedule:**

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2013 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |
| ☐ | Others (Pls. Specify): | |

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013)

**Remarks:**

**E1**

**(T-PT-4)**

**Category:** Road-based Public Transport

**Project Title:** **Integrated Transport System Project**

**Location:** Metro Manila

**Description:**

Establishment of three (3) integrated terminals in order to make transportation within Metro Manila simpler and more efficient.

**North Terminal:** North - Ali (beside Trinoma)

**South Coastal Road Terminal:** South - Coastal Road (PRA)

**South SLEX Terminal:** South - SLEx (FTI) with 5.6 has.


**North Terminal**

**South SLEX Terminal**


**South Coastal Road Terminal**

**Project Cost (₱M):** 5,080.00

**Funding:** PPP

**Implementing Agency:** DOTC

**Status - Schedule:** 2013 - 2014

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) |
| ☐ | Feasibility Study | (Year) |
| ☐ | Detailed Design | (Year) |
| ☐ | Concept and Basic Design | (Year) |
| ☑ | NEDA Board Approval | (Year) 2013 |
| ☐ | ECC | (Year) |
| ☐ | RROW | |

**Information Source:** PIS (Dec 2013), Revalidated PIP (Nov 2013), PPP Center, DOTC

**Remarks:**

| Code[1] | Project Profile |
|---|---|

**E2**

**Category:** Urban Rail

**Project Title:** **Public Road Passenger Transport Reform Study**

**Location:** Metro Manila

**Description:**

This study shall formulate a comprehensive plan of action to make operations of ore than 60,000 jeepneys and 10,000 buses in NCR more efficient, lower their carbon footprints, and attractive to car users, without losing their role as big employment generators. The MMDA has attempted to put some sanity and order in the operations of buses on EDSA, but is stymied by many factors outside its control.

**Project Cost (₱M):** 60.00

**Funding:** TBD

**Implementing Agency:** DOTC/MMDA

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team

**Example of modern public transport system**

Bus exclusive Lane

CNG buses

Electric vehicle


Modern bus and facilities


**Remarks:**

● Proposed by JICA Study Team

**E3**

**Category:** Urban Rail

**Project Title:** **Manila Bus Rapid Transit (Ortigas - R5, C5, R7)**

**Location:** Metro Manila

**Description:**

Construction of BRT Lines in Metro Manila along the following corridors to decrease travel time in key corridors:
- Ortigas - R5: Line 2 - Ortigas - Taytay
- C5: Commonwealth - FTI
- R7: Lerma - Espana - Quezon Aveneu - Commonwealth - Regalado

**Project Cost (₱M):** 3,200.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013)


**Remarks:**

| Code[1] | Project Profile |
|---|---|

**F1**

**Category:** Traffic Management

**Project Title:** **Installation of Intelligent Transport System: Module A Traffic Signal System Upgrading, Module B Communication and Monitoring**

**Location:** Metro Manila

**Description:**

Module A
(Phase I) System upgrading of control center facilities
(Phase II) System upgrading of field facilities
(Phase III) Signalization of additional 200 warranted intersections, upgrading equipment, etc.

Module B
Installation of (i) road safety surveillance system and wireless communication system, (ii) RFID traffic information colleciton system, (iii) video traffic information collection system, (iv) LED boards to convey traffic related messages.

**Project Cost (₱M):** 3,309.00

**Funding:** TBD

**Implementing Agency:** MMDA

**Status - Schedule:** 2013 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** Revalidated PIP (Nov 2013), MMDA

**Image of modern Traffic Command Center**

**Remarks:**

**F2**

**Category:** Traffic Management

**Project Title:** **Systematic Road Safety Interventions Study**

**Location:** Metro Manila

**Description:**

As a part of traffic management, traffic safety is important. Through the study, the comoponents of the systematic road safety interventions will be identified. The study scope shall cover 3Es (engineering, education and enforcement).
- Engineering: Signalling, intersection improvement, safety facilities, pedestrian facilities, flyover, parking facilities, others.
- Education: Safety education, safety campaign, others.
Enforcement: Traffic surveillance, traffic control, vehicle inspection, others.

**Project Cost (₱M):** 1,000.00

**Funding:** TBD

**Implementing Agency:** MMDA

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

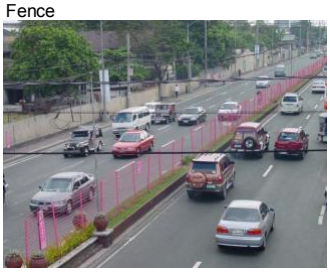
- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team

**Example of road safety intervension**

Foot bridge

Fence



Traffic academy

CCTV

**Remarks:**
● Proposed by JICA Study Team

| Code[1] | Project Profile |
|---|---|

**F3**

**Category:** Traffic Management

**Project Title:** **Comprehensive Traffic Management Study**

**Location:** Metro Manila

**Description:**

The MMDA urgently needs technical assistance to strengthen the following important component;
- the installation of computerized and coordinated traffic signaling systems; and,
- geometric improvements and other traffic engineering measures.

Economic analysis would show that traffic engineering measures would win over any new road project.

**Project Cost (₱M):** 50.00

**Funding:** TBD

**Implementing Agency:** MMDA

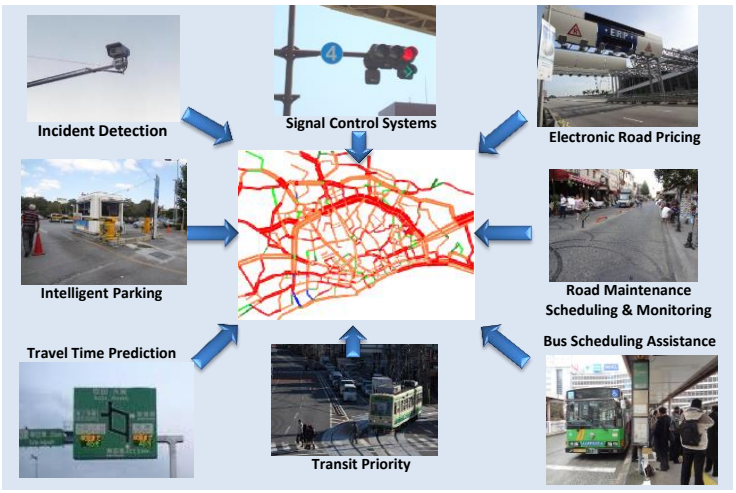
**Status - Schedule:** 2014

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW
- ☐ Others (Pls. Specify): _____

**Information Source:** JICA Study Team

**Exmample of Traffic Management System**




**Remarks:**

● Proposed by JICA Study Team

**G1-a/b (T-AP-1, T-AP-8, T-AP-11)**

**Category:** Airport

**Project Title:** **NAIA Improvement** (airside packge and landside package)

**Location:** Metro Manila

**Description:**

Project composed of the followings;
- Retrofitting/Renovation of Terminal 1
- Continuous Repair of Terminal CRs
- Repair and Rehabilitation of Terminal 1 Apron
- Construction of Rapid Exit Taxiway and Widening of Taxiway Echo 1
- Construction of Taxiway November Extension
- Expansion of Arrival and Departure Areas at Terminal 4
- Supply and Installation of Primary Line Conduit of AFL System (Phase 2)

**Project Cost (₱M):** 4,249.00

**Funding:** TBD

**Implementing Agency:** MIAA

**Status - Schedule:** 2014 - 2015

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** DOTC


**Remarks:**

| Code[1] | Project Profile |
|---|---|

**G2 (T-AP-10, T-AP-12)**

**Category:** Airport

**Project Title:** **Clark International Airport Construction of a Budget/ Low Cost Carrier (LCC) Terminal**

**Location:** Clark Free Port Zone

**Description:**

Provision of a dedicated airport terminal and terminal facilities for budget/low cost carriers with an annual terminal capacity of 10 to 30 million passengers.


**Project Cost (₱M):** 7,069.63

**Funding:** TBD

**Implementing Agency:** DOTC - CIAC

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) _____ |
| ☐ | Feasibility Study | (Year) _____ |
| ☐ | Detailed Design | (Year) _____ |
| ☐ | Concept and Basic Design | (Year) _____ |
| ☐ | NEDA Board Approval | (Year) _____ |
| ☐ | ECC | (Year) _____ |
| ☐ | RROW | |

**Information Source:** Revalidated PIP (Nov 2013)

**Remarks:**

**G3**

**Category:** Airport

**Project Title:** **Feasibility Study of a New NAIA**

**Location:** Cavite and other provinces

**Description:**

It is proposed that a new study be initiated to find a replacement for NAIA within a short radius of 50 km, and to examine the full-range of costs. Re-developing Sangley combined with a new Causeway Road, or expropriating land to create a second runway on NAIA, may turn out to be cheaper. It needs to evaluate also another site proposed by a private conglomerate.


**Project Cost (₱M):** 50.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** 2014

**Project Readiness:**

| | | |
|---|---|---|
| ☐ | Business Case Study | (Year) _____ |
| ☐ | Feasibility Study | (Year) _____ |
| ☐ | Detailed Design | (Year) _____ |
| ☐ | Concept and Basic Design | (Year) _____ |
| ☐ | NEDA Board Approval | (Year) _____ |
| ☐ | ECC | (Year) _____ |
| ☐ | RROW | |

**Information Source:** DOTC

**Remarks:**

- Proposed by JICA Study Team

| Code[1] | Project Profile |
|---|---|

**H1 (T-P-3, T-P-21)**

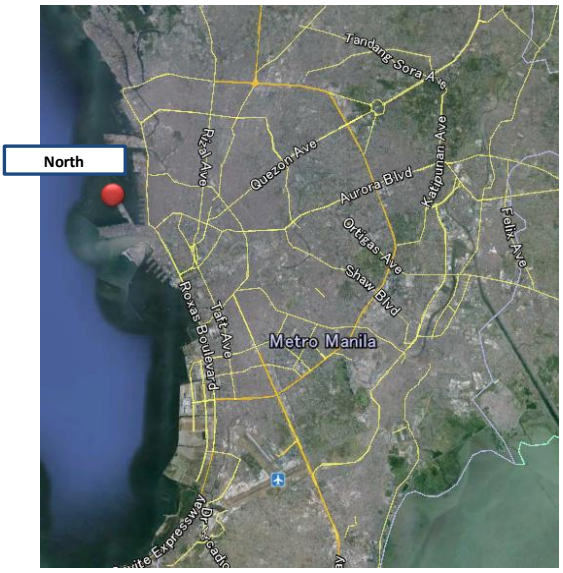
**Category:** Port

**Project Title:** **Projects for North Harbor**

**Location:** Metro Manila

**Description:**

The project components include the following:
- Terminal 1: wharf structure at Pier 14, Terminal 16 and Marine Slipway;
- Terminal 2: wharf structure at Piers 6 to Pier 12;
- Terminal 3: construction of a new alignment of berthing spaces at Piers 2 and 4, and reclamation of an area in Pier 2 extension; and,
- the construction of Passenger Terminal Buildings.




**Project Cost (₱M):** 6,000.00

**Funding:** TBD

**Implementing Agency:** PPA

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** PPA

**Remarks:**

**H2 (T-P-5, T-P-22)**

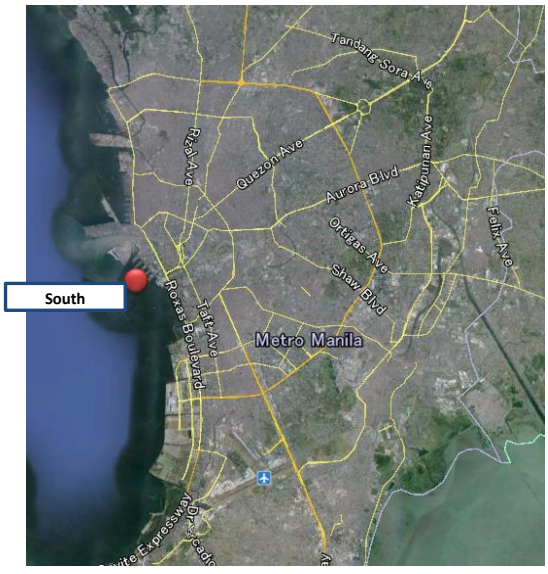
**Category:** Port

**Project Title:** **Projects for South Harbor**

**Location:** Metro Manila

**Description:**

The port operator, ATI, has a commitment to PPA to invest in rail and quay cranes to improve its throughput capacity to 24 million metric tons and 1.6 million TEUs annually.




**Project Cost (₱M):** 1,000.00

**Funding:** TBD

**Implementing Agency:** PPA

**Status - Schedule:** 2014 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** PPA

**Remarks:**

| Code[1] | Project Profile |
|---|---|

**H3**

**Category:** Port

**Project Title:** **MICT**

**Location:** Metro Manila

**Description:**

The port operator ICTSI is preparing to build Berth 7 within five years.


**Project Cost (₱M):** 4,000.00

**Funding:** TBD

**Implementing Agency:** PPA

**Status - Schedule:** 2015 - 2016

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** PPA/ DOTC

**Remarks:**

**H4**

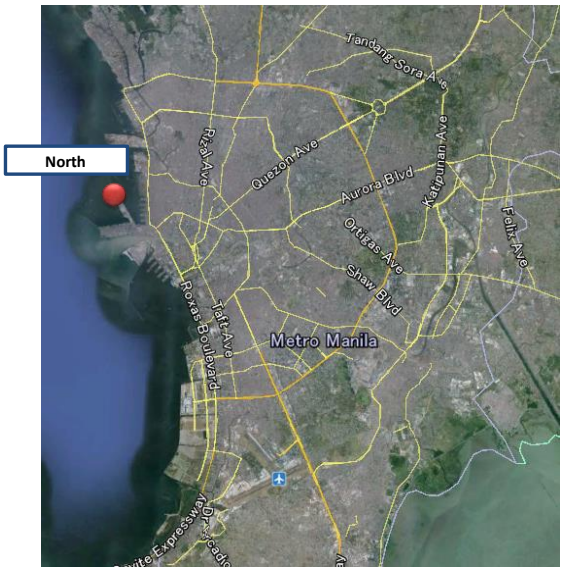
**Category:** Port

**Project Title:** **F/S of North Habour Redevelopment**

**Location:** Metro Manila

**Description:**

Since domestic shipping is primarily from the south of Manila, there would be savings in ship operating cost if they dock at Batangas rather than at North Harbor. This would free up North Harbor, which has an area of about 600 hectares. The F/S will be done for possible conversion into a mixed-use waterfront property development. For the City of Manila, it represents an opportunity to revitalize a city and regain its old glory.




**Project Cost (₱M):** 75.00

**Funding:** TBD

**Implementing Agency:** PPA

**Status - Schedule:** 2014

**Project Readiness:**

- ☐ Business Case Study (Year) _____
- ☐ Feasibility Study (Year) _____
- ☐ Detailed Design (Year) _____
- ☐ Concept and Basic Design (Year) _____
- ☐ NEDA Board Approval (Year) _____
- ☐ ECC (Year) _____
- ☐ RROW

**Information Source:** JICA Study Team

**Remarks:**

| Code[1] | Project Profile |
|---|---|
| H5 | **Category:** Port<br>**Project Title:** **Other Ports**<br>**Location:** Greater Capital Region<br>**Description:**<br>Investments in other small ports are being programmed for Regions III and IV-A. However, the investment amounts pale in comparison to those for MICT, South and North Harbors for which no information is available.<br>**Project Cost (₱M):** 1,010.00<br>**Funding:** TBD<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** 2015 - 2016<br>**Project Readiness:**<br>☐ Business Case Study (Year) _____<br>☐ Feasibility Study (Year) _____<br>☐ Detailed Design (Year) _____<br>☐ Concept and Basic Design (Year) _____<br>☐ NEDA Board Approval (Year) _____<br>☐ ECC (Year) _____<br>☐ RROW<br>**Information Source:** JICA Study Team<br>  <br>**Remarks:** |

Source: JICA Study Team, compilation from NEDA, DPWH, DOTC, MMDA, PPP Center.

[1] Project codes in parenthesis correspond with the code in Appendix to Chapter 4 (2) Project Listings By Status.

# B

# MEDIUM- AND LONG-TERM PROGRAM

# 1 LIST OF MEDIUM AND LONG-TERM PROGRAM

## (1) Highway and Expressway

| | Code | Project | Plan | Area | Status | New/ Upgrade | Length (km) | Existing Lanes | Proposed Lanes | Total Cost (PHP mil.) |
|---|---|---|---|---|---|---|---|---|---|---|
| Hi-way | R-8 | Navotas/ Malabon/ Valenzuela Package | Medium | NCR | Proposed | New | 8.5 | - | 2x2 | 2,380 |
| | R-9 | Navotas/ Malabon/ Valenzuela Package | Medium | NCR | Proposed | New | 2.3 | - | 3x3 | 960 |
| | R-10 | Navotas/ Malabon/ Valenzuela Package | Medium | NCR | Proposed | New | 9.1 | - | 3x3 | 3,930 |
| | R-11 | Navotas/ Malabon/ Valenzuela Package | Medium | NCR | Proposed | Upgrade | 31.0 | 1x1 | 2x2 | 5,890 |
| | R-12 | Navotas/ Malabon/ Valenzuela Package | Medium | NCR | Proposed | Upgrade | 34.7 | 1x1 | 3x3 | 10,760 |
| | R-13 | Marikina Package | Medium | NCR | Proposed | New | 10.6 | - | 2x2 | 2,230 |
| | R-14 | Marikina Package | Medium | NCR | Proposed | Upgrade | 5.0 | 1x1 | 2x2 | 750 |
| | R-15 | Marikina Package | Medium | NCR | Proposed | Upgrade | 25.1 | 1x1 | 2x2 | 4,020 |
| | R-16 | Marikina Package | Medium | NCR | Proposed | Upgrade | 7.3 | 2x2 | 2x2 | 800 |
| | R-17 | Marikina Package | Medium | NCR | Proposed | Upgrade | 1.9 | 1x1 | 3x3 | 510 |
| | R-18 | Marikina Package | Medium | NCR | Proposed | Upgrade | 1.9 | 2x2 | 3x3 | 410 |
| | R-44 | Ortigas Avenue Upgrade | Medium | NCR | Proposed | Upgrade | 9.5 | 1x1/2x2 | 3x3 | 8,910 |
| | R-24 | Amang Rodriguez Ave. & Pres. Manuel Quezon | Long | NCR | Proposed | Upgrade | 15.3 | 1x1 | 2x2 | 9,930 |
| | R-28 | Alabang–Zapote | Medium | NCR/BRLC | Proposed | Upgrade | 2.4 | 2x2 | 4x4 | 2,960 |
| | R-29 | Alabang–Zapote | Medium | NCR/BRLC | Proposed | Upgrade | 9.0 | 3x3 | 4x4 | 6,510 |
| | R-30 | Rosario Package | Long | BRLC | Proposed | Upgrade | 13.4 | 1x1 | 2x2 | 4,010 |
| | R-31 | Sta. Rosa–Tagaytay–Nasugbu | Long | BRLC | Proposed | Upgrade | 66.6 | 1x1 | 2x2 | 11,330 |
| | R-32 | Marcos Highway | Medium | BRLC | Proposed | Upgrade | 1.7 | 1x1 | 3x3 | 420 |
| | R-33 | Marcos Highway | Long | BRLC | Proposed | Upgrade | 5.2 | 2x2 | 3x3 | 1,030 |
| | R-34 | Calamba Package | Medium | BRLC | Proposed | Upgrade | 12.4 | 1x1 | 3x3 | 3,090 |
| | R-35 | Bay–Antipolo | Medium | BRLC | Proposed | Upgrade | 86.4 | 1x1 | 2x2 | 11,230 |
| | R-36 | Sto Tomas–San Pablo–Lucena | Medium | BRLC | Proposed | Upgrade | 68.0 | 1x1 | 2x2 | 8,840 |
| | R-37 | San Pablo–Majayjay | Medium | BRLC | Proposed | Upgrade | 26.4 | 1x1 | 2x2 | 3,440 |
| | R-40 | San Simon (Bulacan)–Gapan (Nueva Ecija) | Long | GCR | Proposed | Upgrade | 44.9 | 1x1 | 2x2 | 6,740 |
| | R-41 | Other Central Luzon Roads | Medium | GCR | Proposed | - | - | - | - | 30,000 |
| | R-42 | Other CALABARZON Roads | Medium | GCR | Committed | - | - | - | - | 60,000 |
| | R-43 | Preparatory Studies | Medium | GCR | Committed | - | - | - | - | 4,774 |
| | Total Cost | | | | | | | | | 205,854 |
| Expressway | E-7 | Pasay–Makati–BGC | Medium | NCR | Proposed | New | 9.3 | - | 2-2 | 24,180 |
| | E-8 | Sta. Mesa–Pasig (Shaw Boulevard) R-4 Expressway | Medium | NCR | Proposed | New | 7.1 | - | 2-2 | 23,430 |
| | E-9 | Manila City–Quezon City (Quezon Av.) R-7 Expressway | Long | NCR | Proposed | New | 10.2 | - | 2-2 | 24,480 |
| | E-10 | MRT-7 Access Link (C-6)–Bocaue–San Jose Del Mote | Medium | BRLC | Proposed | New | 10.5 | - | 2-2 | 4,330 |
| | E-11 | CAVITEX–C-5–San Jose Del Monte (Bulacan) | Medium | BRLC | Proposed | New | 46.7 | - | 2-2 | 13,640 |
| | E-15 | CALA Expressway | Medium | BRLC | Committed | New | 47.2 | - | 3-3 | 30,210 |
| | E-16 | CAVITEX Extension West to Rosario | Long | BRLC | Proposed | New | 10.5 | - | 2-2 | 12,710 |
| | E-18 | Guginto–Bustos Expressway | Long | BRLC | Proposed | New | 24.6 | - | 2-2 | 10,140 |
| | E-19 | NLEX Extension West (Subic–San Fernando) | Long | GCR | Proposed | New | 29.0 | - | 2-2 | 11,950 |
| | E-21 | North Luzon Expressway (San Jose Del Monte-Cabanatuan-San Jose) | Medium | GCR | Proposed | New | 99.4 | - | 2-2 | 24,850 |
| | E-22 | SLEX Extension East (Calamba–Lucena) | Long | GCR | Proposed | New | 47.8 | - | 2-2 | 12,520 |
| | E-23 | STAR–(Batangas–Lipa) | Medium | GCR | Proposed | Upgrade | 18.8 | 1x1 | 3-3 | 4,360 |
| | E-24 | SLEX (Lipa–Sta Tomas) | Medium | GCR | Proposed | Upgrade | 28.8 | 2-2 | 3-3 | 4,490 |
| | E-25 | NLEX North (Sta. Rita–Dau) | Medium | GCR | Proposed | Upgrade | 53.0 | 2-2 | 3-3 | 8,270 |
| | E-26 | SCTEX (Subic-) | Medium | GCR | Proposed | Upgrade | 12.3 | 1x1 | 3-3 | 2,840 |
| | E-27 | SCTEX–North | Long | GCR | Proposed | Upgrade | 83.9 | 2-2 | 3-3 | 13,080 |
| | Total Cost | | | | | | | | | 225,480 |

## (2) Railways

| | Code | Project | Section | Plan | Area | Status | Length (km) | Total Cost (PHP mil.) |
|---|---|---|---|---|---|---|---|---|
| LRT1 | 1-2 | LRT-1 South Ext. - Ph-II | Niyog–Dasmarinas | Long | NCR | Proposed | 18.4 | 69,440 |
| | 1-3 | LRT-1 North Ext. | Monumento–Malabon | Medium | NCR | Proposed | 2.7 | 9,960 |
| LRT2 | 2-2 | LRT-2 East Ext. Ph-II | Masinag–Antipolo (U-Ground) | Long | NCR | Proposed | 3 | 17,640 |
| | 2-2 | LRT-2 East Ext. Ph-II | Masinag–Antipolo | Long | NCR | Proposed | 6 | 32,000 |
| | 2-3 | LRT-2 West Ext. | Recto–MM North Harbour | Medium | NCR | Proposed | 4.7 | 30,840 |
| MRT3 | 3-1 | MRT-3 Ext. - South | Taft–Mall of Asia (Underground) | Medium | NCR | Proposed | 2.2 | 21,880 |
| | 3-2 | MRT-3 Ext. - West | Monumento–Malabon | Long | NCR | Proposed | 7.2 | 46,720 |
| MRT7 | 7-1 | MRT-7 (Underground) | Recto–Blumentritt | Long | NCR | Proposed | 2.1 | 23,440 |
| | 7-2 | MRT-7 (Elevated) | Blumentritt–Comm. Ave–Banaba | Long | NCR | Proposed | 24 | 104,920 |
| MRT-NS | NS | Mega Manila Subway | San Jose Del Monte- Dasmarinas | Medium | NCR | Proposed | 74.6 | 390,000 |
| Secondary Route | M-1 | Ortigas | Ortigas–Angono | Medium | NCR | Proposed | 13.7 | 31,720 |
| | M-4 | Marikina Line | Marikina Area | Medium | NCR | Proposed | 16.8 | 31,480 |
| | M-5 | Alabang | Alabang–Zapote | Medium | BRLC | Proposed | 9.3 | 13,400 |
| | M-6 | Cavite | Zapote–Cavite–Gen. Trias | Long | BRLC | Proposed | 20.6 | 25,560 |
| NS-Commuter | P-2 | South Ext. | Calamba–Batangas | Long | GCR | Proposed | 47.7 | 18,880 |
| | P-3 | North Ext. | Malolos–Angeles–Tarlac | Long | GCR | Proposed | 81.1 | 28,800 |
| **Total Cost** | | | | | | | | **935,188** |

## (3) Road-based Public Transport

| Code | Project | Status | Total Cost (PHP mil.) |
|---|---|---|---|
| E-3 | BRT System 2 (EDSA–Binagonan) | Proposed | 3,500 |
| E-4 | Bus Modernization Project | Proposed | 25,000 |
| E-5 | Jeepney Modernization Project | Proposed | 30,000 |
| **Total Cost** | | | **58,500** |

## (4) Traffic Management

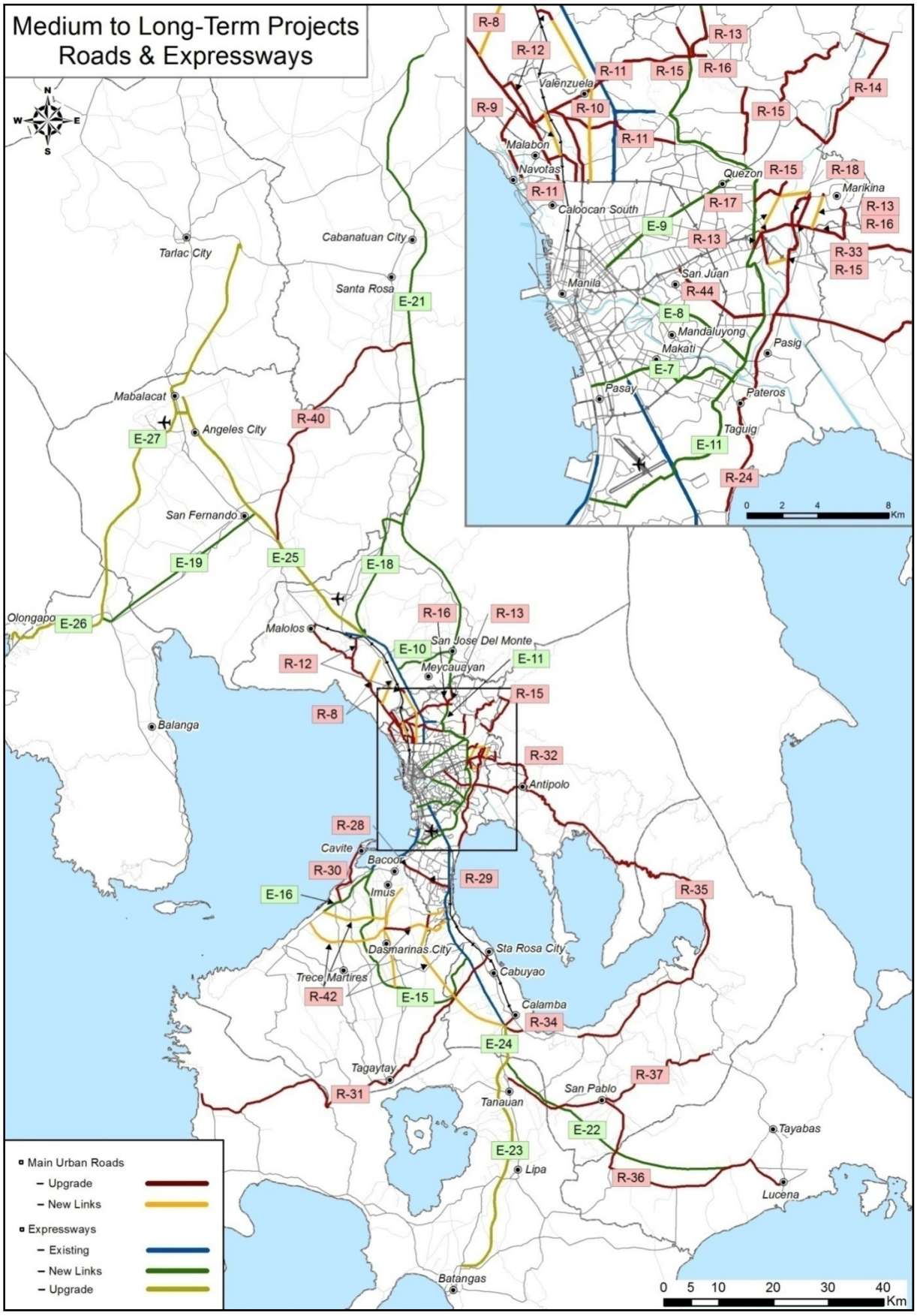
| Code | Project | Status | Total Cost (PHP mil.) |
|---|---|---|---|
| F-1 | Smart Signalization Phase 6 | Proposed | 3,500 |
| F-4 | ITS: Traffic Management | Proposed | 1,000 |
| F-5 | ITS: Public Transport | Proposed | 750 |
| **Total Cost** | | | **5,250** |

## (5) Airports

| Code | Project | Status | Total Cost (PHP mil.) |
|---|---|---|---|
| G-1 | New NAIA Airport | Proposed | 435,900 |
| G-2 | Clark Airport | Proposed | 40,000 |
| **Total Cost** | | | **475,900** |

## (6) Ports

| Code | Project | Status | Total Cost (PHP mil.) |
|---|---|---|---|
| H-1 | North Harbor Port Conversion | Proposed | 15,000 |
| H-2 | South Harbor (capacity capped) | Proposed | 0 |
| H-3 | MICT (capacity capped) | Proposed | 0 |
| **Total Cost** | | | **15,000** |


Medium to Long-Term Projects
Roads & Expressways
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Cabanatuan City
Santa Rosa
Mabalacat
Angeles City
San Fernando
Olongapo
Malolos
San Jose Del Monte
Meycauayan
Balanga
Antipolo
Cavite
Bacoor
Imus
Dasmarinas City
Sta Rosa City
Cabuyao
Trece Martires
Calamba
Tagaytay
Tanauan
San Pablo
Tayabas
Lipa
Lucena
Batangas
Valenzuela
Malabon
Navotas
Caloocan South
Manila
Quezon
Marikina
San Juan
Mandaluyong
Makati
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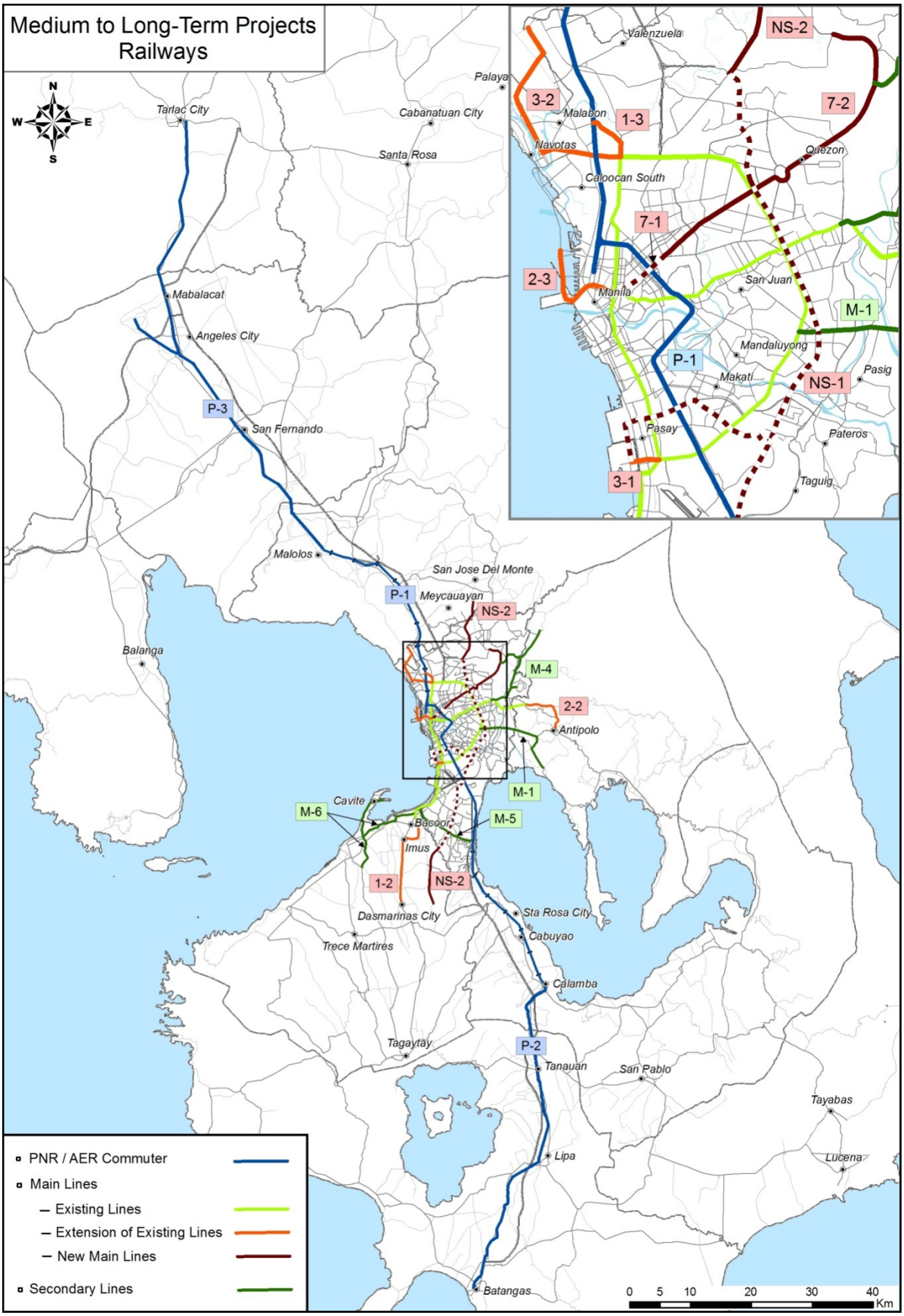
Main Urban Roads
Upgrade
New Links
Expressways
Existing
New Links
Upgrade


Medium to Long-Term Projects
Railways
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Santa Rosa
Mabalacat
Angeles City
San Fernando
Malolos
San Jose Del Monte
Meycauayan
Balanga
Cavite
Bacoor
Imus
Dasmarinas City
Trece Martires
Sta Rosa City
Cabuyao
Calamba
Tagaytay
Tanauan
San Pablo
Tayabas
Lipa
Lucena
Batangas
Valenzuela
Malabon
Navotas
Caloocan South
Manila
Quezon
San Juan
Mandaluyong
Makati
Pasay
Pateros
Taguig
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NS-1
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7-2
M-1
M-4
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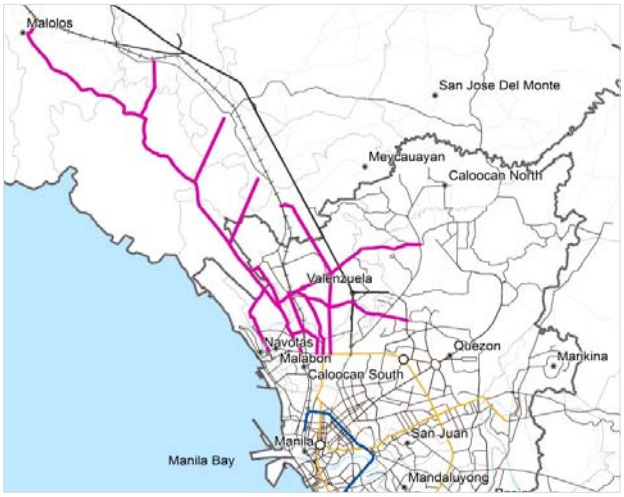
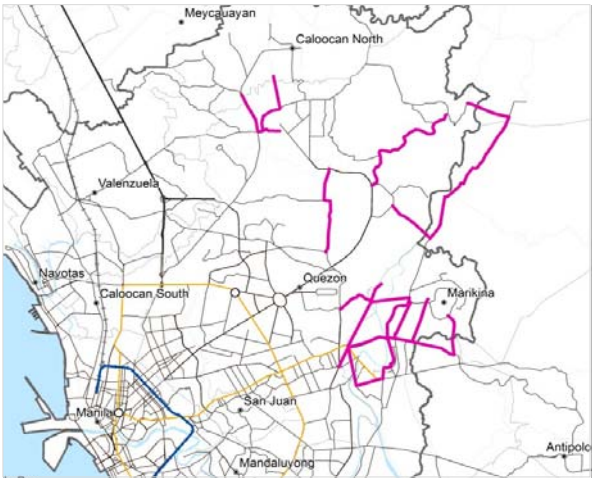
M-6
PNR / AER Commuter
Main Lines
Existing Lines
Extension of Existing Lines
New Main Lines
Secondary Lines
0 5 10 20 30 40
Km

# 2 PROFILE OF MEDIUM AND LONG-TERM PROJECTS

| Code | Project Profile |
|---|---|
| R-8 to R12 | **Category:** Highway & Roads<br>**Project Title:** **Navotas/ Malabon/ Valenzuela Package**<br>**Location:** Metro Manila, Bulacan Province<br>**Description:**<br>Upgrade of 41.2km of local single carriageway 2 or 4 lanes roads to 4 or 6 lane roads.<br>Addition of a new 10.6km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.<br>**Project Cost (PM):** 23,920.00 (Total package)<br>**Funding:** TBD - Likely to be Local<br>**Implementing Agency:** DPWH<br>**Status - Schedule:** Medium to Long term<br>**Project Need & Initial Assessment:**<br>Analysis of 2030 travel demand analysis of the area shows major congestion today, and much worst situation by 2030, when the average travel speed would drop to below 10kph. However, with the upgrades and addition of new roads the traffic speed would increase to 24kph.<br>**Source:** Proposed by JICA Roadmap Study<br>  <br>**Remarks:**<br>The addition of Segment 9 & 10 expressways in the area would add road capacity, which would suffice for the short term need. However, in the long run further road capacity expansion is required in the north/south corridor to relive MacArthur Highway and NLEX - as no further capacity expansion of these roads would be possible. Local roads would also need major capacity expansion as population increases in the area. This could only be provided through widening of existing roads as shown in the above Figure. |
| R13 to R18 | **Category:** Highways & Roads<br>**Project Title:** **Marikina Package**<br>**Location:** Metro Manila<br>**Description:**<br>Upgrade of 41.2km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.<br>Addition of a new 10.6km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.<br>**Project Cost (PM):** 8,720.00 (Total package)<br>**Funding:** TBD - Likely to be Local<br>**Implementing Agency:** DPWH<br>**Status - Schedule:** *Medium to Long term*<br>**Project Need & Initial Assessment:**<br>Current there are only two road (Marcos Highway & A. Bonifacio/ Sumulong H'way) crossings over the Marikina river which connect the entire Marikina valley with MM. Analysis of 2030 travel demand show that the existing two river crossings would reach capacity well before 2030. causing severe congestion across major primary roads linking Marikina and MM. After the addition of Marikina River crossings and local road improvements the traffic speeds in the area are estimated to increase from just under 6kph to be around 22kph by 2030.<br>**Source:** Proposed by JICA Roadmap Study<br>  <br>**Remarks:**<br>The traffic situation within Marikina valley and to the north to San Mateo/ Rodriguez and to NE of Quezon city would require road widening from the single 2 lane carriageway to 4 lane roads. The traffic situation within Marikina is not much better and would require additional road capacity expansion of primary and secondary roads both in the N/S and E/W directions. The roads requiring additional capacity are shown on the above map. |

| Code | Project Profile |
|---|---|

**R24**

**Category:** Highways & Roads

**Project Title:** **Amang Rodriguez Av. & Pres. Manuel Quezon**

**Location:** Metro Manila

**Description:**

Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.
Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.


**Project Cost (PM):** 9,930.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

This N/S link east of C-5 would be congested by 2030, despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve traffic speeds in this N/S link from below 6 kph to about 20 kph after the upgrade by 2030.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**
This is the only N/S link east of C-5 that would be congested despite the addition of C-5 expressway (Project E-11). Upgrade of this existing road would improve the traffic condition in this N/S corridor and would eliminate the need for a new and expensive major N/S road link C-6.

**R28, R29**

**Category:** Highways and Roads

**Project Title:** **Alabang-Zapote Areas**

**Location:** Metro Manila and Cavite Province

**Description:**

Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.
Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.


**Project Cost (PM):** 9,470.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Medium to Long term

**Project Need & Initial Assessment:**

There is considerable demand on the east-west road between Alabang and Zapote. Where, if not upgraded, it is estimated that the average speed would drop to below 10 kph by 2030. The upgrade would provide relief to congestion and average speed would be around 30 kph, a reasonable travel speed in sub-urban areas.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**
Even with CALA expressway there is a need for good primary roads for east-west travel north of CALA. Such upgrades are necessary for short distance travel to be at economical speeds of around 30 kph in sub-urban areas.

| Code | Project Profile |
|---|---|

**R30**

**Category:** Highways and Roads

**Project Title:** **Rosario Package**

**Location:** Cavite province

**Description:**

Upgrade of 41.2 km of local single carriageway 2 or 4 lane roads to 4 or 6 lane roads.
Addition of new 10.6 km link roads 1) N/S road from A. Bonifacio road through Tarong area across Marikina River (with new bridge) and connect with JP Rizal near its intersection with Lapu-Lapu Road in the north; and 2) a new link road between Marcos H'way (near LRT-2 Santolan Station) and Evangelist Avenue.

**Project Cost (PM):** 4,010.00

**Funding:** TBD - Likely to be Local

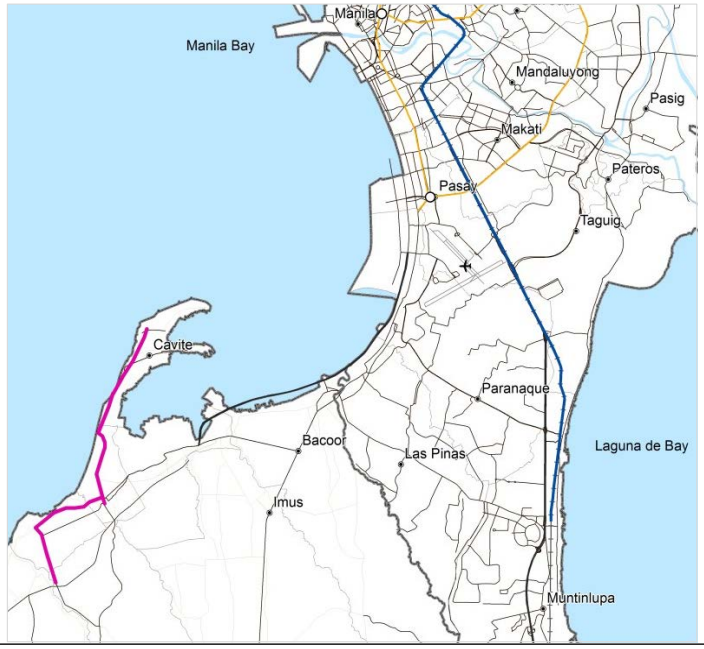
**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

The Cavite area has been the fastest growing area of Mega Manila, but the road infrastructure did not keep pace with the development. Assessment showed that the upgrade would increase the low speed from just over 6 kph to 37 kph with upgrade by 2030.

**Source:** Proposed by JICA Roadmap Study




**Remarks:**
This isolated road in the Single peninsula would benefit from the upgrade of this single 2 lane road to improve traffic conditions in the future.

**R31**

**Category:** Highways and Roads

**Project Title:** **Sta. Rosa - Tagaytay - Nasugbu**

**Location:** Laguna, Cavite and Batangas Provinces

**Description:**

This 67 km East-West road is from Sta. Rosa City on the edge of Laguna-de-Bay through Tagaytay to Nasugbu in the west cost of Cavite.

**Project Cost (PM):** 11,330.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

There are limited through east-west links in the south of Cavite province. With the increase in development, upgrade of this major existing road would be essential, as it is estimated that without upgrade the speeds on the road would drop to below 25 kph, and after the upgrade estimated speeds would be around 50 kph.

**Source:** Proposed by JICA Roadmap Study


**Remarks:**
The upgrade offers to open up the areas in the west of Tagaytay for development and improved access to beaches on the west coast for tourism

| Code | Project Profile |
|---|---|

**R32, R33**

**Category:** Highways and Roads

**Project Title:** **Marcos Highway**

**Location:** Rizal Province

**Description:**

Upgrade of 6.9 km section of Marcos Highway from Masinag to Antipolo to be a single six lane carriageway.

**Project Cost (PM):** 1,450.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Medium to Long term

**Project Need & Initial Assessment:**

The 2030 traffic demand analysis showed that this section of the road from Antipolo to Masinag would be extremely congested if no upgrades are applied, and travel speeds would drop to below 6 kph. Upgrades would help bring speeds to about 22 kph.

**Source:** Proposed by JICA Roadmap Study


**Remarks:**
This road is a south-east extension of Marcos highway, which is a dual 3-lane up to Masinag up to the edge of MM boundary. Beyond that the road is a single carriageway of 2/4 lanes, which is inconsistent for a primary road to be of such standard by 2030.

**R34**

**Category:** Highway & Local Roads

**Project Title:** **Calamba Local Area Roads Package**

**Location:** Laguna Province

**Description:**

Upgrade of 12.4 km of various sections of secondary roads around Calamba City from 2 lane single carriageways to six lanes.

**Project Cost (PM):** 3,090.00

**Funding:** TBD - Likely to be Local

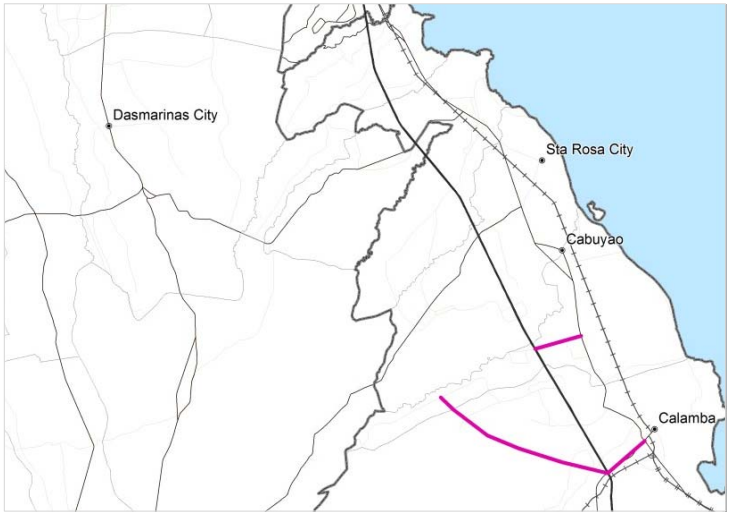
**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The Calamba area local roads in 2030 would be highly congested forcing local area traffic speeds to below 10 kph. Upgrades to local roads would be required to improve accessibility to Calamba railway station and regional N/S expressways. This would reduce congestion and increase average speeds to about 21 kph.

**Source:** Proposed by JICA Roadmap Study




**Remarks:**
The whole of the secondary roads around Calamba city area needs upgrade, and a comprehensive traffic management study is required to improve access to Calamba station and the N/S expressways.

| Code | Project Profile |
|---|---|

**R35**

**Category:** Highway & Local Roads

**Project Title:** **Bay - Antipolo**

**Location:** Laguna and Rizal Provinces

**Description:**

Upgrade of the Laguna-de-Bay circumferential road from Antipolo in Rizal to the southern tip of Laguna up to the Bay from the current 2 lane single carriageway to 4 lanes.

**Project Cost (PM):** 11,230.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

This is the only main/primary road around the great lake - Laguna-de-Bay. Currently it is already congested, and if not improved by 2030, speeds would drop to below 15 kph. Upgrade to 4-lane single carriage would reduce congestion, increasing average speed to about 44 kph.

**Source:** Proposed by JICA Roadmap Study


**Remarks:**
The only road connecting Rizal and Laguna province is of strategic importance and it is imperative that the average speed on the road does not drop below 30 kph.

**R36, R37**

**Category:** Highway & Local Roads

**Project Title:** **Sto. Tomas - San Pablo - Lucena in Laguna and Quezon Provinces**

**Location:** Laguna and Quezon Provinces

**Description:**

Upgrade of this single carriageway 2-lane east-west 68 km long road connects the SLEX from near Laguna to San Pablo to the regional centre of Quezon province - Lucena City [R-36] and from San Pablo to Majajay 26.4km [R-37] = in total 94.4 km to 4-lanes.

**Project Cost (PM):** 12,280.00

**Funding:** TBD - Likely to be Local

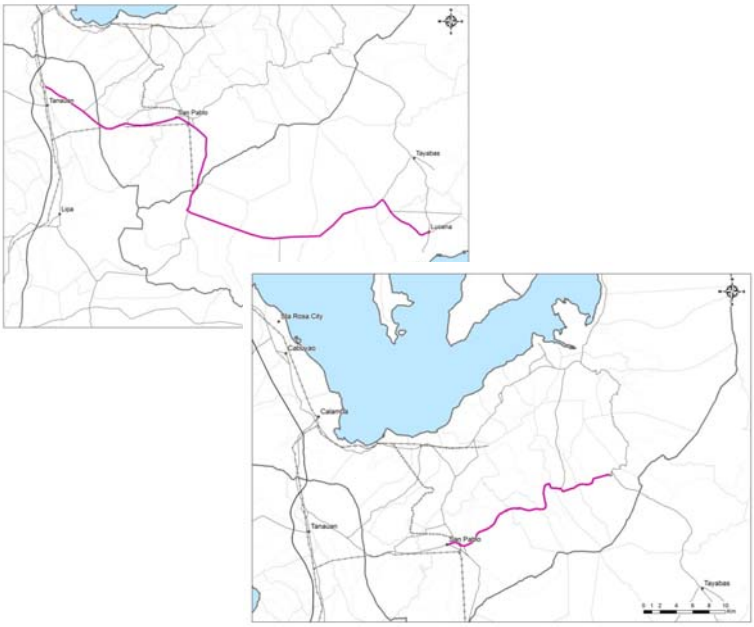
**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

These are major east-west roads which connect Quezon province to SLEX via Laguna province. Currently these roads have light to heavy traffic, but by 2030 would experience congestion, and upgrade would be needed. Widening to 4-lane single carriageway would increase the average speed to over 50 kph by 2030.

**Source:** Proposed by JICA Roadmap Study



**Remarks:**
The roads outside the Mega Manila areas require further studies for the need to be upgraded at a later date. Some of these roads would experience localised traffic congestion due to ribbon developments and encroachments, which could be easily avoided through better planning and enforcement of traffic rules.

| Code | Project Profile |
|---|---|

**R40**

**Category:** Highway & Local Roads

**Project Title: San Simon (Pampanga) - Gapan (Nueva Ecija)**

**Location:** Pampanga and Nueva Ecija Provinces

**Description:**

From San Simon (NLEX) interchange to San Antonio-San Isdro Gapan city. Upgrade of this east-west single carriageway 2-lane 44.9 km road to 4-lanes.

**Project Cost (PM):** 6,740.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

The traffic analysis showed that it is vital link between NLEX and the proposed second N/S expressway from Jose Del Monte to Cabanatuan/San Jose. In order to keep this primary road functioning at good average speed of over 55 kph, it is essential for this road to be upgraded to 4-lanes single carriageway and ribbon development is kept at bay.

**Source:** Proposed by JICA Roadmap Study


**Remarks:**
A key strategic primary route needs to be a minimum of 4-lanes wide to provide long distance travel at speeds of around 55 kph or better, between two major provinces in Region-III.

**R41**

**Category:** Highway & Local Roads

**Project Title: Other Central Luzon Roads**

**Location:** Central Luzon (GCR)

**Description:**

A block allocation for the upgrade and good up-keep of other committed/ proposed primary / secondary/ tertiary roads in Central Luzon.

**Project Cost (PM):** 30,000.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The traffic analysis showed that there are numerous roads in Central Luzon which need upgrading or good upkeep. For such improvements of secondary/tertiary roads in GCR, this block allocation is proposed.

**Source:** Proposed & Commited Project List.


**Remarks:**
These projects could be identified by local authorities in other provinces in GCR in Region III.

| Code | Project Profile |
|---|---|

R42

**Category:** Highway & Local Roads **Project Code:** R-42

**Project Title: Other CALABARZON Roads**

**Location:** South Luzon - Calabarzon Roads

**Description:**

A block allocation for upgrade and good up-keep of other primary / secondary/ tertiary roads in Calabarzon Region of Luzon province.


**Project Cost (PM):** 60,000.00

**Funding:**

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The traffic analysis showed that there are numerous roads in Central Luzon which need upgrading or good upkeep. For such improvements of secondary/tertiary roads in GCR southern provinces, this block allocation is propsoed.

**Source:** Proposed & Commited Project List.

**Remarks:**
These projects could be identified by local authorites in other provinces in GCR in Region IV-A.

R43

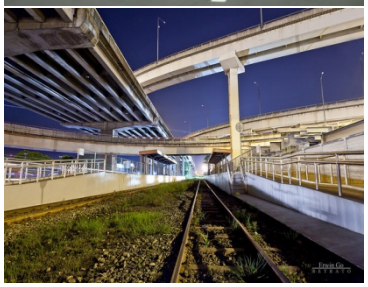
**Category:** Highway & Local Roads

**Project Title: Preparatory Studies of Highway & Roads projects**

**Location:** GCR

**Description:**

A block allocation for a number of studies that will be required for further justification of transport infrastructure projects under block allocations previously described under projects R-41 & R-42; or any other studies required to justify other medium to long term projects in the GCR the future.



**Project Cost (PM):** 4,774.00

**Funding:** ODA or Local

**Implementing Agency:** DPWH/ DOTC/ PNR/ NEDA etc

**Status - Schedule:** Short-Medium term

**Project Need & Initial Assessment:**

There is a serious lack of data for the development, planning and justification of transport infrastructure projects. In the recent past there has been a number of studies either with limited objectives or for localised areas. This study fulfils this gap in terms of providing an overall framework for the development and implementation of future transport infrastructure projects, but further justification would still be needed to secure funding and for the timely implementation of proposed projects.

**Source:** Proposed & Committed Project List.

**Remarks:**
These projects to be further studied could be identified from this project list based on their proposed implementation period. Almost all of the long-term and expensive medium term projects would need further studies.

| Code | Project Profile |
|---|---|

R-44

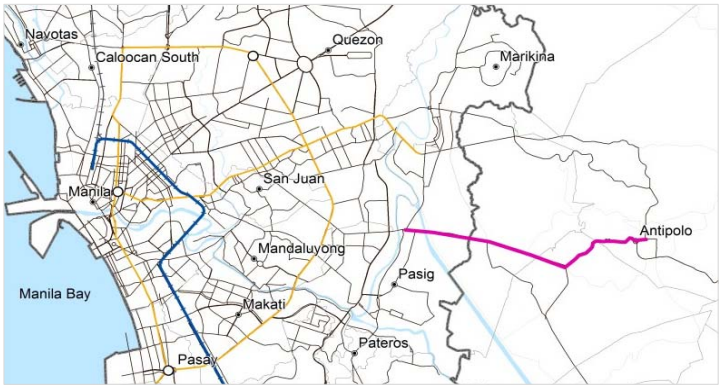
**Category:** Highway & Roads

**Project Title: Ortigas Avenue**

**Location:** Metro Manila, Rizal Province

**Description:**

Upgrade of 9.5 kilometer local single carriageway 1 or 2 lane roads to 3 lane roads.




**Project Cost (PM):** 8,910.00

**Funding:** TBD - Likely to be Local

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

E7

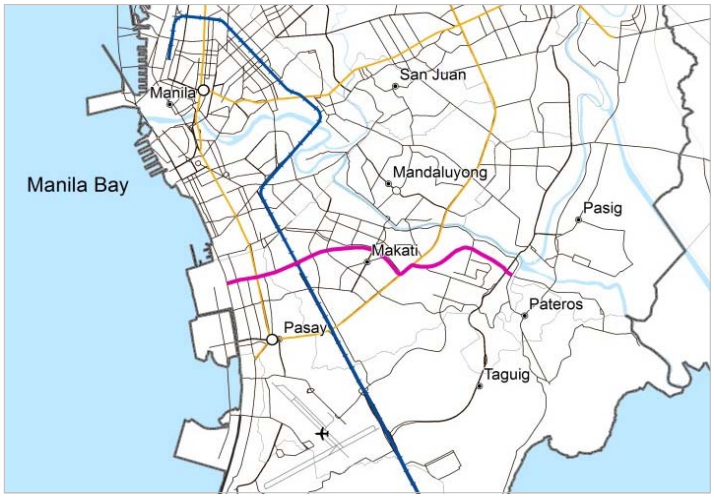
**Category:** Expressway

**Project Title: Pasay - Makati - BGC**

**Location:** Metro Manila

**Description:**

From the intersection of Roxas Boulevard and Sen. Gil J. Puyat Avenue to the intersection of C-5 and Kalayaan Avenue. Construction of 9.3-kilometer expressway with 4-lanes along Sen. Gil J. Puyal Aveneu and Kalayaan Avenue to connect Pasay, Makati and Bonifacio Global Cities.




**Project Cost (PM):** 24,180.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

| Code | Project Profile |
|---|---|

**E8**

**Category:** Expressway

**Project Title: Sta. Mesa - Pasig (Shaw Boulevard) R-4 Expressway**

**Location:** Metro Manila

**Description:**

A dula 2 lane elevated expressway from SLEX-NLEX connector expressway near Sta. Mesa, over Shaw Boulevard (R-5) through Pasig to connect with C-5.


**Project Cost (PM):** 23,430.00

**Funding:** TBD - likely to be local/PPP

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The expressway would provide connectivity between the N/S major expressways (NLEX-SLEX connector & C-5) along one of the major congested radial roads (R-5) of Metro Manila with average travel speed of about 53 kph.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

The expressway is scheduled to be built in the medium term (around 2020). However, it is advised that its interchange with the SLEX-NLEX connector road should be built at the same time the connector road is built, which is scheduled to be built in the near future. The interface between the committed project R-8 is essential from the launch of connector road project.

**E9**

**Category:** Expressway

**Project Title: Manila City - Quezon City (Quezon Av.) R-7 Expressway**

**Location:** Metro Manila

**Description:**

A dual 2 lane 10.2 km elevated expressway from inside of Manila City along R-7 to Quezon City


**Project Cost (PM):** 24,480.00

**Funding:** TBD - likely to be local/PPP

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

The expressway would provide additional capacity along this major radial road (R-7) from Quezon City to the heart of Manila. The demand analysis showed that the new road would carry over 436,000 pcu-km, of which 78% are private cars and about 21% public transport vehicles at an average speed of 50 kph.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

The expressway is scheduled to be built in the long term (around 2030). However, it is advised that its interface with the proposed railway project would be needed.

| Code | Project Profile |
|---|---|

**E10**

**Category:** Expressway

**Project Title: MRT-7 Access Link (C-6) - Bocaue - SJose Del Monte**

**Location:** Bulacan Province

**Description:**

A dual 2 lane 10.5 km east-west elevated expressway in the north of Metro Manila to connect NLEX with the MRT-7 northern terminus and also to the newly proposed Expressway E-11.


**Project Cost (PM):** 4,330.00

**Funding:** TBD - Likely to be local/PPP

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The expressway would provide additional capacity in the east-west corridor in the north of Metro Manila. The demand analysis showed that the new road would carry over moderate traffice of about 350,000 pcu-km, at an average speed of 75 kph.

**Remarks:**
The expressway is scheduled to be built in the medium term (around 2020), because it would provide direct east west connection between the existing NLEX and newly proposed med expressways (E-11).

**Source:** Proposed by JICA Roadmap Study

**E11**

**Category:** Expressway

**Project Title: CAVITEX - C-5 - San Jose Del Monte (Bulacan)**

**Location:** Metro Manila, Bulacan Province

**Description:**

A major new N/S dual-2 46.7 km expressway from existing CAVITEX expressway in Cavite to above existing C-5 to North and end at San Jose Del Monte in Bulacan.


**Project Cost (PM):** 13,640.00

**Funding:** TBD - Likely to be Local/PPP

**Implementing Agency:** DPWH

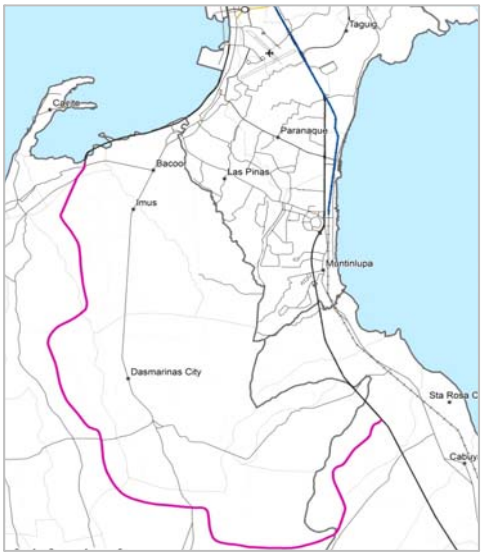
**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The expressway would provide absolutely necessary N/S capacity from wext of MM (Cavite) to Bulacan. E-11 would relieve congestion on C-5 and reduce congestion on the only N/S expressway NLEX-SLEX connector roads, thus providing effectively another N/S expressway. The pcu-km likely to be travelled are over 2.3 million by 2030, at an average speed of 42 kph. This establishes the need for an additional N/S high-class link across Metro Manila.

**Remarks:**
The expressway is an essential component of the 2030 master plan and is needed to be built by mid-late in this decade, to provide the additional highway capacity required to decongest the existing C-4 and C-5.

**Source:** Proposed by JICA Roadmap Study

| Code | Project Profile |
|---|---|
| E15 | **Category:** Expressway<br>**Project Title: CALA Expressway**<br>**Location:** Cavite and Laguna Provinces<br>**Description:**<br>From CAVITEx in Kawit, Cavite to Cabuyao City, Laguna. Construction of 47.2-kilometer expressway with 6-lanes.<br>**Project Cost (PM):** 30,210.00<br>**Funding:** PPP<br>**Implementing Agency:** DPWH<br>**Status - Schedule:** Medium term<br>**Project Need & Initial Assessment:**<br>The expressway would provide absolutely necessary east-west connection between Cavite and Laguna and additional capacity in Cavite. The project is part of the short-term program with construction activities continuing till the medium-term.<br>**Source:** Proposed by JICA Roadmap Study<br>  <br><br>**Remarks:**<br>The project is a committed project of DPWH. The JICA study team analysis show that the project must be implemented before 2020. |
| E16 | **Category:** Expressway<br>**Project Title: CAVITEX Extension West to Rosario**<br>**Location:** Cavite Province<br>**Description:**<br>From the southern end of CAVITEX in Kawit, Cavite to Tanza/Rosario. Construction of 10.5-kilometer expressway with 4-lanes. Alighment of CAVITEX extension follows Antero Soriano Highway.<br>**Project Cost (PM):** 12,710.00<br>**Funding:** TBD<br>**Implementing Agency:** DPWH<br>**Status - Schedule:** Long term<br>**Project Need & Initial Assessment:**<br>As the Cavite area develops, it would expandin the west/ south west direction. This would require additional capacity in that corridor. The ideal way is to extend the Cavitex to west south-west direction. Initial assessment of the extension suggests that the project should be taken up in the latter part of 2020-2013 as the demand builds up<br>**Source:** Proposed by JICA Roadmap Study<br>  <br><br>**Remarks:**<br>A natural extension of CAVITEX as the demand builds up in the long term future. |

| Code | Project Profile |
|---|---|

**E18**

**Category:** Expressway

**Project Title: Guiginto - Bustos Expressway**

**Location:** Bulacan and Pampanga Provinces

**Description:**

From Guiguinto to Bustos, Bulacan Province. Construction of 24.6-kilometer expressway with 4-lanes. This expressway will connect NLEx to the proposed San Jose Del Monte to Cabanatuan expressway.

**Project Cost (PM):** 10,140.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

The expressway would provide a strategic connection between the two major expressways in the long term

**Source:** Proposed by JICA Roadmap Study


**Remarks:**
Current road network distinctly lacks east west connections between the N/S roads. This expressway will fulfill that role.

**E19**

**Category:** Expressway

**Project Title: NLEX Extension West (Subic - San Fernando)**

**Location:** Pampanga and Bataan Provinces

**Description:**

From San Fernando (Pampanga) at NLEx to Dinalupihan at SCLEx. Construction of 24.6-kilometer expressway with 4-lanes.

**Project Cost (PM):** 11,950.00

**Funding:** TBD

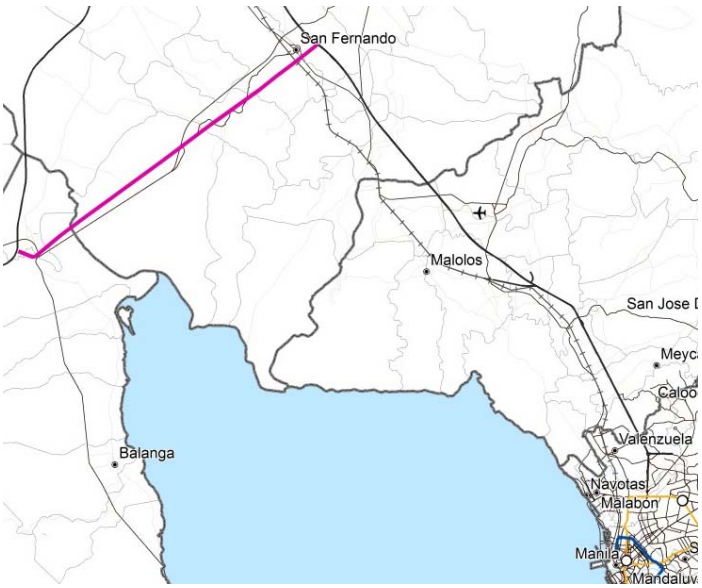
**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

This expressway shortens the expressway distane between Subic and MM considerably and would not require the MM-Subic travellers to use the local San Fernando to Subic road. The development of Subic as a port would attract much of the goods vehicle traffic.

**Source:** Proposed by JICA Roadmap Study




**Remarks:**
It is obvious that one side of a triangle is shorter than the sum of the other two. Therefore, it is important to save time and travel less distance on this express than to travel from MM-San Fernando-Angeles Subic than MM-San Fernando-Subic.

| Code | Project Profile |
|---|---|

**E21**

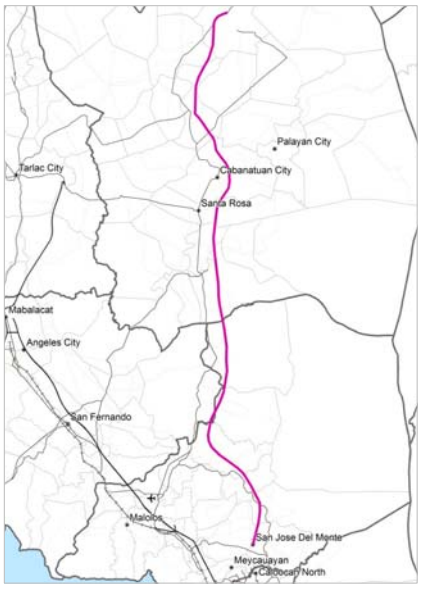
**Category:** Expressway

**Project Title: North Luzon Expressway (SJ Del Monte-Cabanatuan-San Jose)**

**Location:** Nueva Ecija and Bulacan Provinces

**Description:**

From San Jose Del Monte at the north end-point of CAVITEX - C-5 - San Jose Del Monte Expressway (proposed) to San Jose, Nueva Ecija Province through the regional center of Cabanatuan. Construction of 99.4-kilometer dual-2 land expressway.




**Project Cost (PM):** 24,850.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The current west side of North Luzon province is served by NLEX and SCTEx, yet the east side has no similar road. 2030 traffic demand analysis shows that by 2030 the expressway would attract about 900,000 pcu-km and average speed would be about 70 kph.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

**E22**

**Category:** Expressway

**Project Title: SLEX Extension East (Calamba - Lucena)**

**Location:** Batangas, Laguna and Quezon Provinces

**Description:**

From Sto. Tomas Exit of SLEx to Lucena City. Construction of 47.8-kilometer expressway with 4-lanes.


**Project Cost (PM):** 12,520.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** Long term

**Project Need & Initial Assessment:**

The expressway would link the eastern sections of south Luzon region (Quezon Province) to the main expressway network providing direct expressway travel to MM and to north Luzon. It would also link this remote regional centre of Lucena to Laguna and MM. The project is placed in the Long term as initially the upgraded Calamba-San Pablo-Lucena road would be sufficient for the prevailing traffic demand.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**

In the long term, as the demand builds up, it is better to provide a new expressway than to widen the existing road. This would thus provide both choice of toll/non-toll road and relieve congestion on the upgraded road.

| Code | Project Profile |
|---|---|

**E24**

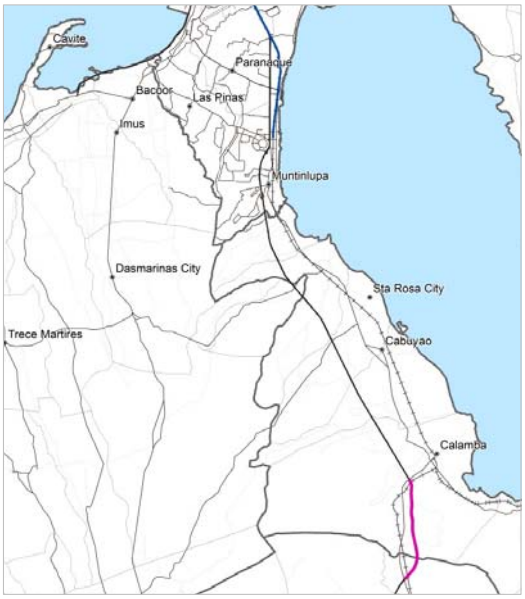
**Category:** Expressway

**Project Title: SLEX (Lipa - Sto Tomas)**

**Location:** Laguna and Batangas Provinces

**Description:**

From Batino Exit of SLEx to Sto. Tomas Exit of SLEx. Upgrade of existing SLEx (28.8-kilometer) from 4-lanes to 6-lanes.




**Project Cost (PM):** 4,490.00

**Funding:** TBD

**Implementing Agency:** DPWH

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

A natural expansion of the existing capacity as the traffic builds up and reduces speeds. It is estimated that by 2030, the speeds would drop to below 70 kph and, with upgrade, would be back to near free-flow conditions. It is estimated that with capacity expansion the speeds would increase from 65 kph (before expansion) to about 90 kph in 2030.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**
It is only a matter of time before traffic builds up and speeds are reduced. That is why this capacity expansion is recommended to be taken up in the medium term.

**E25**

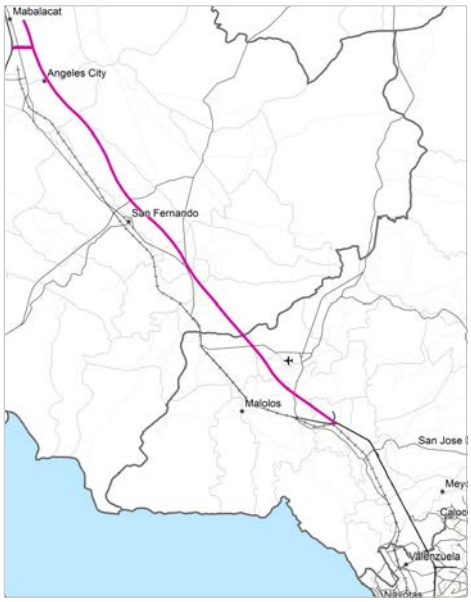
**Category:** Expressway

**Project Title: NLEX North (Sta. Rita - Dau)**

**Location:** Pampanga and Bulacan Provinces

**Description:**

From Guiguinto, Bulacan to Sta. Ines Exit in Mabalacat, Pampanga. Upgrade of existing north section of NLEx (53.0-kilometer) from 4-lanes to 6-lanes.




**Project Cost (PM):** 8,270.00

**Funding:** TBD

**Implementing Agency:** DPWH

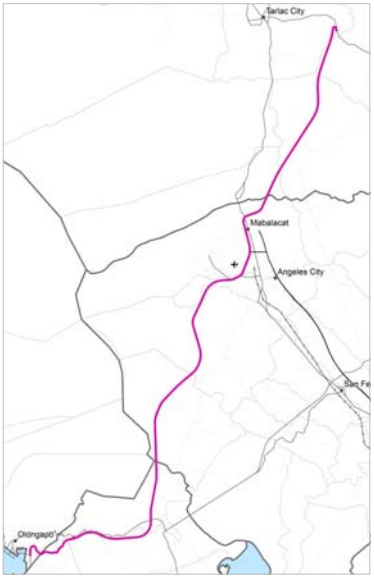
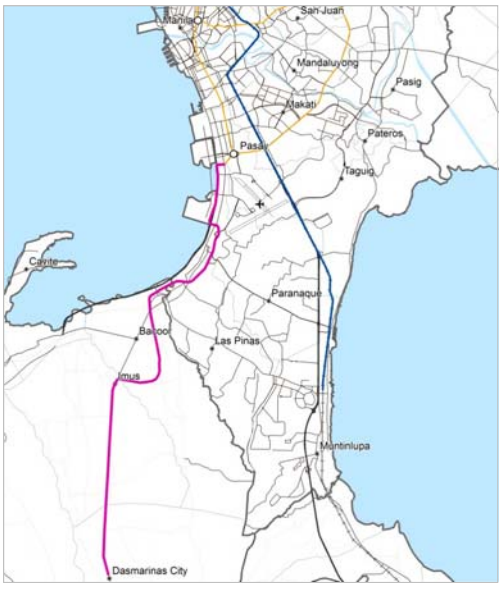
**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The southern section of NLEX is already at capacity, and the congestion is moving up towards the northern sections. Therefore it is recommended to expand the expressway to standard dual-3 configuration before serious congestion sets in. The 2030 traffic analysis shows that the speeds could drop below 65 kph if the expansion is not carried out.

**Source:** Proposed by JICA Roadmap Study

**Remarks:**
The project is placed in the Medium term development plan as it is a vital N/S link where further reduction of speeds would not be conducive to the natural growth and development of the northern Luzon regions.

| Code | Project Profile |
|---|---|
| E26, E27 | **Category:** Expressway<br>**Project Title: SCTEX (Subic-)**<br>**Location:** Tarlac, Pampanga and Bataan Provinces<br>**Description:**<br>The entire SCTEx from Tarlack City Interchange to Subic will be upgraded 2 or 4-lanes to 6-lanes.<br>**Project Cost (PM):** 2,840.00<br>**Funding:**<br>**Implementing Agency:** DPWH<br>**Status - Schedule:** Medium and long term<br>**Project Need & Initial Assessment:**<br>The expressway is currently operating at an average speed of around 80-100 kph. With the development of Subic and Clark airport the growth of traffic would not be at above average rate, leading to congestion. This is not conducive to the growth and development of the special economic zones. Therefore it is recommended that the entire expressway should be widened to standard dual-3 high standard expressway.<br>**Source:** Proposed by JICA Roadmap Study<br>  <br><br>**Remarks:**<br>As the land (additional land required for RoW) for expressway widening is already within its RoW - there is no reason that the expressway widening cannot be taken up in the medium term and stretching into the long term to be complete by 2030. |
| 1-1, 1-2 | **Category:** Railway<br>**Project Title: LRT-1 South Extension (Phase II)/ LRT-1 North Extension**<br>**Location:** Metro Manila, Cavite Province<br>**Description:**<br>The proposed project has three main components:<br>i) Capacity Expansion (cape) - it proposed that Capex should be done as early as possible, but some components may take longer are likely to be in the mid-term, these encompass major upgrade of existing stations to improve Pax accessibility/ movements within station and concourse areas- which provide access to both platforms.<br>ii) Extend the Line from Monumento to North to Malabon - thereby giving up section from Monumento to Common station to MRT Line-3<br>iii) Further southward extension from Bocor (Niyog) to Dasmarinas.<br>**Project Cost (PM):** 79,400.00<br>**Funding:** TBD ODA and/or Local or both.<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** Capex Now, Extensions Medium to Long term<br>**Project Need & Initial Assessment:**<br>Initial 2030 demand forecast with full proposed network justifies both the Capex and Line-1 north south extensions. Patronage is expected to reach 1.7million Pax daily, with max line volume of just over 26,000 PPHPD (Maximum Pax on line during average peak hour, well within the max capacity of Line-1) and could be further enhanced with better integration with other lines.<br>**Source:** Propose by JICA Roadmap Study<br>  <br><br>**Remarks:**<br>The Line-1 north extension from Monumento to Malabon would require major and complex decisions by higher authorities to change the existing situation. But this would allow Line-3 to be extended to the west and serve South Caloocan, Navotas and Malabon cities - keeping the lines 1 & 3 as it is would deprive the three cities west of MM from mass transit for ever. |

| Code | Project Profile |
|---|---|

**2-2, 2-3**

**Category:** Railway

**Project Title: LRT-2 East Extension (Phase II)/ LRT-2 West Extension**

**Location:** Metro Manila, Rizal Province

**Description:**

This entails two extensions for the existing LRT 2 line. The first is the extension is further east from Cainta (Masinag, assuming Santolan - Masinag extension is done in the short term) to Antipolo with 3kms underground section and 6 kms elevated to Antipolo. The other extension is to the west from Recto to Manila to the North Harbour.

**Project Cost (PM):** 80,480.00

**Funding:** ODA

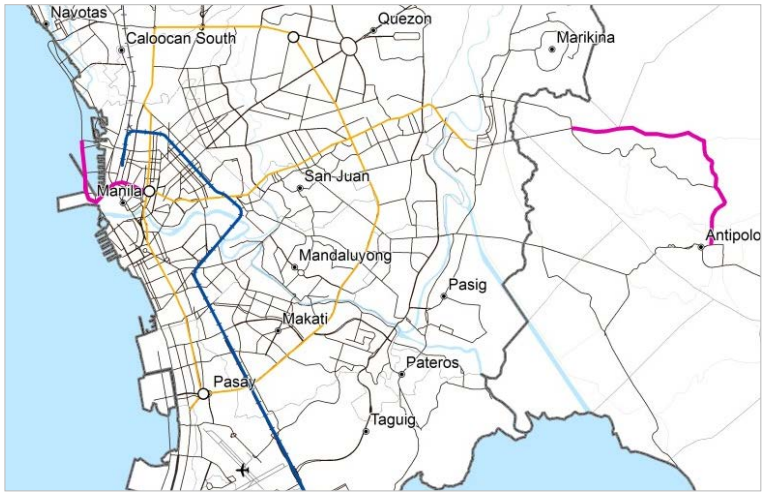
**Implementing Agency:** DOTC

**Status - Schedule:** Medium to Long Term

**Project Need & Initial Assessment:**

To enhance the current utilisation of Line-2 Santolan to Masinag extension is required immediately, as the current Line-2 capacity is under utilised.
West extension will further improve the existing capacity utilisation. In the long term it is natural to extend the line to Antipolo. The 2030 forecast patronage would reach 760,000 Pax at around 18,000PPHPD.

**Source:** Propose by JICA Roadmap Study




**Remarks:**
A precursor to this project is the Phase 1 east extension of the line from Santolan to Masinag. The current load factor in the peak period around 65% and extension to Masinag would improve it by about 10%.

**3-1, 3-2**

**Category:** Railway

**Project Title: MRT-3 Extension - South and West**

**Location:** Metro Manila, Bulacan Province

**Description:**

The proposed project is to extend existing MRT3 to the south from Taft station to Mall of Asia on the Reclamation Area by underground section of 2.2km. The second part is to extends the line west from North Avenue to Monumento (taking over common station/ Roosevelt & Balintawak from Line-1) and from Monumento to west, to Caloocan South to interchange with proposed N/S PNR commuter line and then to Navotas and Malabon cites with total length of 7.2 km from Monumento to west..

**Project Cost (PM):** 101,800

**Funding:** Local Funds

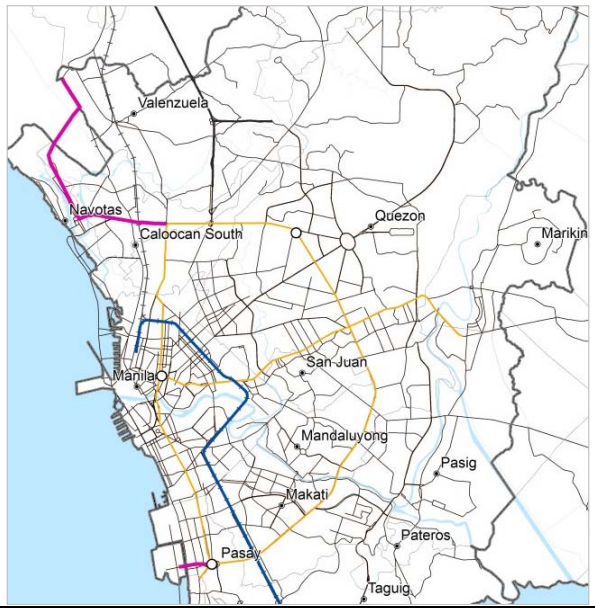
**Implementing Agency:** DOTC

**Status - Schedule:** Medium to Long Term

**Project Need & Initial Assessment:**

The south extension is essential to tap into the Mall of Asia demand. The west extension from North Avenue to Navotas/ Malabon cities would extend the line into the high growth area. The 2030 forecast patronage after capacity expansion (with 120/130m long trains) and the two extensions is estimated to be just over one million daily passengers, and max line volume would reach around 20,000PPHPD. It should be noted that the proposed N/S underground line would be running parallel with LRT-3 along the Busy EDSA section.

**Source:** Propose by JICA Roadmap Study




**Remarks:**
The extension to the south can start in the Medium Term (2017 t0 2022) while the west extension is for the long term implementation.

| Code | Project Profile |
|---|---|
| 7-1, 7-2 | **Category:** Railway<br>**Project Title: MRT-7**<br>**Location:** Metro Manila<br>**Description:**<br>The line is one of the committed project of DOTC. The committed section is from Fairview Center Mall to North Avenue. It is proposed that line-7 should be extended to inside EDSA along Quezon Avenue to Recto. The section form Recto to Espan is intended to be underground, and elevated from Espana to North Avenue and continue elevated northwards up to fairview center Mall as planned in the committed proposal. The total length from Recto to Fairview Mall is estimated to be 17.5km. In the north the line is shortened as the newly proposed N/S Subway line catchment area would cover the Line-7 catchment area.<br>**Project Cost (~~P~~M):** 98,800.00<br>**Funding:** ODA/ PPP<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** Long Term<br>**Project Need & Initial Assessment:**<br>The proposed section of Line-7 is proposed to be extended to RECO providing a mass transit line along one of the busiest radial corridor (R-7) inside EDSA. Initial assesment shows that the corridor suitable for a mass trasit system all the from North Avenue to Recto. the patronage on the line is estimated to be over 700,000 daily Pax with 20,000PPHPD.<br>**Source:** Propose by JICA Roadmap Study<br>  <br>**Remarks:**<br>Precursor to this project is a BRT line that is expected to run along Quezon Avenue and Commonwealth Ave. The BRT should be designed that one-gay it be a temorary phase until the LRT-Line-7 is built. |
| NS-1, NS-2 | **Category:** Railway<br>**Project Title: NS Line**<br>**Location:** Metro Manila, Bulacan and Cavite Provinces<br>**Description:**<br>This line is totally on a new line alignment. It stretches from Cavite in the south to just north of MM border in Bulacan. It is estimated that there will 48 stations along its length of 68.8km. A substantial length (about 65% ~43.5km) will be underground in the Center of MM and in Makati/ BGC area<br>**Project Cost (~~P~~M):** 514,160<br>**Funding:** TBD<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** Medium Term<br>**Project Need & Initial Assessment:**<br>This N/S line through the heart of MM, and connecting very dense high-rise building areas of Makati/ Ortigas would generate around 1.9milion Pax daily with average Peak hour line volume of about 25,000 PPHPD. The line will be a backbone for N/S travel in Mega Manila.<br>**Source:** Propose by JICA Roadmap Study<br>  <br>**Remarks:**<br>The line is an ambitious project for MM, particularly with major section underground along EDSA and its branch extension to Makati. |

| Code | Project Profile |
|---|---|
| M1, M4, M5, M6 | **Category:** Railway<br>**Project Title: Secondary Line**<br>**Location:** Metro Manila, Rizal and Cavite Provinces<br>**Description:**<br>There are five secondary lines 3 in Metro Manila and two Cavite. The Marikina Line does extend to Rizal province for short distance. These lines would have dual role of serving the local areas for short distance local trip and to act feeder lines to the main lord/MRT Lines in Metro Manila. The total length of five lines is estimated to be about 72km and 67 stations, providing good accessibility through high density of stations. Line-2 Paco--Makati--Pasig-Pateros line has been considered in the Short Term projects due to patronage is given higher priority.<br>**Project Cost (₱M):** 102,160.00 (4-lines, 60.4km)<br>**Funding:** TBD ODA/ PPP/ Local<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** Medium to Long Term<br>**Project Need & Initial Assessment:**<br>The project need is essential on two counts:<br>i) The surrounding areas of MM like Marikina/ Cavite need their own high capacity mass transit systems, but the demand is not enough to warrant LRT or MRT system.<br>Ii) The lines will act as feeder services to the proposed Do-Maximum plan LRT/MRT/Commuter lines.<br>Total patronage on these four lines is estimated to be about one million Pax daily with line volumes varying between 4,000 and 10,000pphpd.<br>**Source:** Propose by JICA Roadmap Study<br>  <br>**Remarks:**<br>It is good plan to get one line (Line-2 Paco-Makati-JPRizal-BGC-Pateros to start in the short term, and build other lines at later dates as the demand builds up. |
| P-2, P-3 | **Category:** Railway<br>**Project Title: NS Commuter South Extension and North Extension**<br>**Location:** Tarlac, Pampanga, Bulacan, Laguna and Batangas Provinces<br>**Description:**<br>This is an extension of the Suburban Railway (or Commuter Line) , which takes advantage of the PNR alignment. These will traverse Calamba to Batangas in the south for 48 km length with about 12 stations. In the north, it will run from Malolos to Tarlac an 81km long extension with about 20 stations.<br>**Project Cost (₱M):** 47,680<br>**Funding:** ODA<br>**Implementing Agency:** DOTC<br>**Status - Schedule:** Long Term<br>**Project Need & Initial Assessment:**<br>It is estimated that the patronage on two lines would be around 1/2 million Pax by 2030. Detailed feasibility study with proper station locations is need to further assess their feasibility.<br>**Source:** Propose by JICA Roadmap Study<br>  <br>**Remarks:**<br>This north-south service will open up areas to afford opportunities for developing new towns with sub-urban railway in the peri-urban areas of Metro Manila. This can also serve as an avenue to integrated efforts for the resettlement of families, residing in flood prone areas, from Metro Manila to the new towns. Likewise, it will provide opportunities for families who need affordable housing and good living environment in the suburbs. |

| Code | Project Profile |
|---|---|

## E3

**Category:** Road-based Public Transport

**Project Title:** **BRT System 2 (EDSA-Binagonan)**

**Location:** Metro Manila, Rizal Province

**Description:**

The project detail will be defined in the project of BRT System 1 in short term projects. However, one of the suggested route is from EDSA to Binagonan in Rizal Province (24.24-kilometer). This route is a partialy same as the proposed BRT system by the Word Bank Feasibility Study.

**Project Cost (~~P~~M):** 3,500.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

The BRT System will function as a feeder services from Rizal Province to Metro Manila. This area needs their own mass transit system, however, there is not enough demand to introduce LRT or MRT system.

**Source:** Propose by JICA Roadmap Study

**Proposed route of BRT System (tentative)**


**Remarks:**

## E-4

**Category:** Road-based Public Transport

**Project Title:** **Bus Modernization Project**

**Location:** Metro Manila

**Description:**

Comprehensive approach is necessary to modernize bus system and services. The project includes improvement of bus fleet and bus terminals, route planning, fare setting and collection, and others.

**Project Cost (~~P~~M):** 25,000.00

**Funding:** TBD

**Implementing Agency:** DOTC

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

More than 70% of people use buses and jeepneys for travel. However, The bus services are not provided effectively and efficiently. Replacement of bus fleets will contribute to imrove air quality. The imrovement of bus facilities can provide better accessibility to bus services and lessen the traffic congestions near the bus terminals.

**Source:** Propose by JICA Roadmap Study

CNG Bus


Electric Bus

Bus Terminal

Bus Stop

Fare Collection with IC Card

**Remarks:**

Bus services are operated by private sector. Therefore, it is difficult to improve the services without the government subsidy or support.

| Code | Project Profile |
|---|---|

**E5**

**Category:** Road-based Public Transport

**Project Title:** **Jeepney Modernization Project**

**Location:** Metro Manila

**Description:**

Modernaization of jeepney will improve safety and air quality. At the same time of the replacement of vehicles, operation and management of PUJ shall be improved. The replaced vehicles should be low emission vehicles (LEVs).

**Project Cost (~~PM~~):** 30,000.00

**Funding:** TBD

**Implementing Agency:** MMDA

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

Jeepney causes many traffic problems such as traffic congestions due to loading and unloading of passengers, air pollutions, and others. However, many people use jeepney as feeder transport and main transport. Therefore, the modernization of jeepney is neccessary to improve transport environment for all road transport modes.

**Source:** Propose by JICA Roadmap Study

**Remarks:**

**F-1**

**Category:** Traffic Management

**Project Title:** **Smart Signalization Phase 6**

**Location:** Metro Manila

**Description:**

This project will be the countinous project of the Modernization of Traffic Signaling System in short term project.
The project detail will be defined in the short term project.

**Image of modern Traffic Command Center**

**Project Cost (~~PM~~):** 3,500.00

**Funding:** TBD

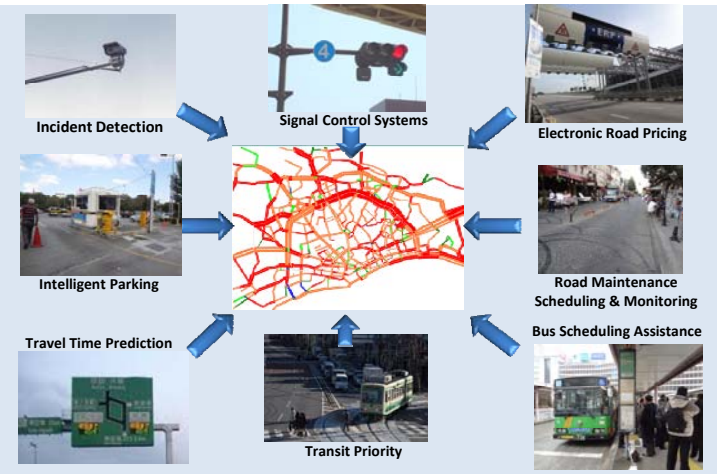
**Implementing Agency:** MMDA

**Status - Schedule:** Medium term

**Project Need & Initial Assessment:**

**Source:** Propose by JICA Roadmap Study

**Remarks:**

| Code | Project Profile |
|---|---|
| F-4 | **Category:** Traffic Management<br>**Project Title: ITS: Traffic Management**<br>**Location:** Metro Manila<br>**Description:**<br>Based on the results of the Comprehensive Traffic Management Study in short term project, the implemented projects and schedule will be determined.<br>**Project Cost (₱M):** 1,000.00<br>**Funding:** TBD<br>**Implementing Agency:** MMDA<br>**Status - Schedule:** Medium term<br>**Project Need & Initial Assessment:**<br>**Source:** Propose by JICA Roadmap Study<br>**Exmample of Traffic Management System**<br>  <br><br>**Remarks:** |
| F-5 | **Category:** Traffic Management<br>**Project Title: ITS: Public Transport**<br>**Location:** Metro Manila<br>**Description:**<br>The project detailed will be defined in the Public Road Passenger Transport Reform Study in the short term project. However, ITS is useful to manage the public transport services (e.g. operating schedule, fare collection, manage drivers, etc.)<br>**Project Cost (₱M):** 750.00<br>**Funding:**<br>**Implementing Agency:** MMDA<br>**Status - Schedule:** Medium term<br>**Project Need & Initial Assessment:**<br>**Source:** Propose by JICA Roadmap Study<br>  <br><br>  <br>**Remarks:** |