



**DEPARTMENT OF BUDGET AND MANAGEMENT (DBM) - NATIONAL
ECONOMIC AND DEVELOPMENT AUTHORITY (NEDA)
JOINT CIRCULAR No. 2024-02**

TO : All Departments, Bureaus, Offices, and Agencies of the National Government (NG), Including State Universities and Colleges (SUCs) and Government-Owned and -Controlled Corporations (GOCCs)

SUBJECT : Revised Policy Guidelines and Procedures for the Formulation of the Three-Year Rolling Infrastructure Program (TRIP)

1.0 BACKGROUND AND RATIONALE

The NEDA Board Committee on Infrastructure (INFRACOM), during its 27 October 2014 meeting, approved the reinstitution of the TRIP in order to build the pipeline of strategic and other projects needed to sustain inclusive economic growth. It shall synchronize the infrastructure planning, programming, budgeting, and execution processes of the government both at the oversight and implementing agency (IA) levels. This shall ensure that the agencies' annual budget ceilings are optimized and utilized in the funding of priority infrastructure programs/activities/projects (PAPs), which are responsive to the outcomes and outputs under the Philippine Development Plan (PDP) and are readily implementable so as to minimize underspending, expenditure realignments, or cost overruns.

The different stages of the projects listed under the TRIP shall be determined so that the TRIP can indicate the type and magnitude of budgetary resources needed by the projects, i.e., for resettlement action plans (RAP), development of feasibility studies (F/S), right-of-way (ROW) acquisition, detailed engineering design (DED), preconstruction expenses, or construction implementation. The objective is to ensure that well developed and readily implementable projects queue up for the budget and a more rigorous program and project appraisal system can also be put in place. This shall contribute to confidence that the agency proposals shall indeed have a positive net contribution to national economic and social welfare through proper complementation and convergence of programs/projects (e.g., roads/rail to ports/airports).

The TRIP can also be used by the government as a programming and monitoring mechanism in ensuring that the NG's target spending on public infrastructure, as determined by the Development Budget Coordination Committee (DBCC),¹ shall be met.

¹ As percentage of the Gross Domestic Product (GDP).

2.0 PURPOSE AND COVERAGE

This Joint Circular is being issued to guide all concerned Departments, Bureaus, Offices and Agencies of the NG, including SUCs and GOCCs, in the development and updating of the TRIP. It shall cover all nationally-funded infrastructure projects irrespective of cost and financing source, e.g., whether foreign-assisted projects or locally-funded projects, based on the synchronized planning, programming, and budgeting process of the government, including public-private partnership (PPP) projects.

3.0 GENERAL POLICY

It is the policy of the State to promote the optimum utilization of public resources consistent with the priorities and strategies in the PDP. For this purpose, any available fiscal space shall be allocated to readily implementable priority programs/projects, especially to support infrastructure that promotes economic growth and inclusive development in priority sectors/industries.

The infrastructure policy shall be an instrument towards growth of regions/corridors.

4.0 DEFINITION OF TERMS

- 4.1 Infrastructure PAPs — these are PAPs involving the construction, improvement, rehabilitation, restoration, or maintenance of physical structures, systems, and facilities needed for the operation of the government and for the provision of government services.
- 4.2 Infrastructure projects shall refer to the following:
 - a. Highways, including expressways, roads, bridges, interchanges, tunnels, viaducts, and related facilities;
 - b. Land transportation systems, including railways, road-based transportation systems, bus rapid transit, high priority public utility vehicle systems, active transportation, transit-oriented developments, public utility vehicle stations, transport plazas, intermodal terminals, park and ride, and related facilities;
 - c. Transport and traffic management projects, including transportation databases, automated fare and toll collection systems, traffic signaling, traffic monitoring systems, traffic enforcement systems, congestion and management systems, and related facilities;
 - d. Port infrastructure like piers, wharves, quays, storage, handling, roll-on roll-off facilities, and other related facilities;
 - e. Maritime infrastructure like navigable inland waterways, shipping and ferry services, shipping vessels or components thereof, shipping and freight enterprises, and related facilities;
 - f. Airports, air navigation, and related facilities;

- g. Power generation, transmission, sub-transmission, distribution, including hydropower plants, and related facilities;
- h. Downstream oil and gas industry facilities, and other energy-related facilities;
- i. Energy efficiency and conservation, renewable energy, electric vehicle charging stations, and related facilities;
- j. Telecommunications, backbone network, terrestrial, aerial, and space infrastructure, and related service facilities;
- k. Information technology networks and database infrastructure, geo-spatial resource mapping, cadastral survey for resource accounting and planning, and related facilities;
- l. Irrigation and related facilities;
- m. Water supply, sewerage, drainage, wastewater and water treatment, desalination, and related facilities;
- n. Educational infrastructure, including technological equipment used to facilitate learning and teaching, and related facilities;
- o. Health infrastructure, hospitals, clinics, research facilities, clinical laboratories, and other related facilities;
- p. Multipurpose water resources projects covering a combination of irrigation, power, water supply, flood control, and related facilities;
- q. Land reclamation, dredging, flood control projects, and related facilities;
- r. Industrial and tourism estates or townships, including ecotourism projects, such as terrestrial and coastal/marine nature parks, among others, and related infrastructure facilities and utilities;
- s. Government buildings, convention centers, and other related facilities;
- t. Urban redevelopment, townships, and housing projects;
- u. Heritage preservation and adaptive reuse projects;
- v. Markets, slaughterhouses, trading posts, and related facilities;
- w. Warehouses and post-harvest facilities;
- x. Public fish ports and fishponds, including storage and processing facilities;
- y. Agri-fishery industrial hubs, agribusiness facilities, agricultural research facilities, agricultural estates, agrilogistics systems, contract farming, and related facilities;
- z. Cold chain systems or centers, and related-facilities;
- aa. Prisons, lease of security-related government assets, operation and maintenance (O&M) of military facilities and equipment, and other national defense or security-related facilities;
- bb. Environmental and solid waste management related facilities, such as but not limited to waste collection, transportation and disposal facilities, transfer stations, composting plants, material recovery, landfill, and tidal barriers, among others;

- cc. Climate change adaptation and mitigation and disaster risk reduction and management infrastructure projects, biodiversity conservation projects, and related facilities; and
 - dd. Other infrastructure projects, as may be approved by the INFRACOM.
- 4.2.1 Government buildings that are non-developmental in nature (i.e., administrative buildings that do not directly provide service to or have no direct transactions with public and private clients, or those that solely serve as offices to government personnel) shall be included as part of the asset management systems of government agencies pursuant to the Department of Finance (DOF)-DBM-NEDA Joint Memorandum Circular No. 2020-1². As such, only government buildings that are developmental in nature (e.g., schools, hospitals, among others) shall be covered by these Guidelines.
 - 4.2.2 Exceptions include items related to "stand alone" capital equipment (e.g., computers, printers, and motor vehicles) classified under General Administrative and Support Services (GASS) and Support to Operations (STO) and as may be identified in the projects for exclusion under the Public Investment Program (PIP) Guidelines.
- 4.3 Readiness of Project — considers the readiness of agencies/units to implement the construction phase of projects/programs, such that the projects are readily implementable within the prescribed timeline, armed with the required approvals by the appropriate authorities (e.g., NEDA Board, Investment Coordination Committee [ICC], Regional Development Council [RDC], etc.) and have undergone F/S and/or with pre-F/S and DEDs, RAP, and with no issues related to ROW acquisition, if applicable.
 - 4.4 Infrastructure PAP preparatory activities – include activities such as RAP, ROW acquisition, pre-F/S, F/S, DED, and capacity development, among others.
 - 4.5 Ongoing projects — projects that are included and funded through the General Appropriations Act (GAA) and already in the actual implementation/construction stage of the project.
 - 4.6 Core Investment Programs/Projects (CIPs) – refer to the proposed big-ticket PAPs requiring ICC and/or NEDA Board action and ongoing PAPs with ICC and/or NEDA Board approval which may include:

² Entitled "Implementation of a Philippine Government Asset Management Policy (PGAMP)"

- a. Locally-funded major capital PAPs with total project cost of at least PHP 2.5 billion (or any such adjusted threshold as may be adopted by the ICC);
 - b. Official Development Assistance (ODA) grant-assisted PAPs with total project cost of at least PHP 2.5 billion (or any such adjusted threshold as may be adopted by the ICC);
 - c. ODA loan-assisted PAPs (including relending PAPs, program loans such as budget support, etc.) regardless of amount requiring NG guarantee;
 - d. Solicited national PPP PAPs³;
 - e. NEDA Board-approved unsolicited national PPP PAPs that are IFPs; and
 - f. All new PAPs, which will require ICC approvals based on existing laws, rules, and regulations.
- 4.7 Non-CIPs – refer to proposed and ongoing priority PAPs that do not need to undergo the ICC and/or NEDA Board review and approval process.

5.0 GENERAL GUIDELINES

- 5.1 The TRIP shall be submitted by NEDA to the DBM upon approval/confirmation of the INFRACOM for: (a) the determination of program spending levels for presentation/approval of the DBCC; and (b) consideration in determining agency budget ceilings. This shall then serve as the basis for the list of infrastructure-related PAPs (new and ongoing) to be included by DBM in the National Expenditure Program (NEP). Further, it shall be updated annually to guide the Forward Estimates (FEs) for ongoing and new infrastructure PAPs for budgeting purposes.
- 5.2 In the formulation of the TRIP, agencies covered by these Guidelines shall be required to submit to NEDA the list of their priority infrastructure PAPs for funding in the corresponding fiscal years through the Public Investment Program Online (PIPOL) System. Said submission shall be aligned with the forthcoming notice/call for

³ In accordance with the PPP Code, projects costing PHP 15 billion and above shall secure NEDA Board's approval upon recommendation of the ICC. On the other hand, a project costing below PHP 15 billion shall secure ICC's approval if it:

- a. physically overlaps with a project approved by a government authority or with a project being developed by another government entity based on national or sectoral development plans;
- b. negatively affects the economic benefits, demand, and/or financial viability of a project approved by a government authority or a project being developed by another government entity based on national or sectoral development plans;
- c. requires financial government undertakings to be sourced and funded under the GAA;
- d. involves Availability Payments to be sourced and funded under the GAA; and
- e. The contribution of an IA in a proposed Joint Venture (JV) exceeds 50% of its entire assets based on its latest audited financial statements and other pertinent documents, and subject to Subsidy as defined in the Code.

proposals to be issued by NEDA. The information that agencies need to provide includes the PAPs': (a) outcomes; (b) outputs; (c) spatial coverage; (d) funding/financing source; (e) total project cost; (f) breakdown of annual investment targets by region and province if nationwide/interregional; (g) implementation period; and (h) project status. Water sector infrastructure PAPs shall preferably come from the list of priority PAPs in the Water Sector Program Convergence Budgeting (PCB) duly endorsed by the PCB participating agencies and approved by the INFRACOM – Sub-Committee on Water Resources (SCWR). Notwithstanding, agencies may still submit water sector infrastructure PAPs which are not part of the Water Sector PCB in the TRIP, although these will be accorded will lower priority (see Section 6.4.1.4), unless part of another PCB.

- 5.3 For new/proposed CIPs, agencies shall seek and/or secure ICC - Cabinet Committee and/or NEDA Board approval at least two years before the target year of start of implementation (i.e., projects programmed to start implementation in 2026 shall be ready to secure approval and/or submit the proposed project to the ICC for approval by 2024), in time for the submission of PAPs to NEDA for inclusion in the TRIP (in accordance with Section 6.1). This shall also allow about 12 months to prepare the necessary loan agreements and DEDs; to settle ROW issues/acquisition; or to undertake the necessary procurement activities prior to actual start of project. Otherwise, the project may not be included in the NEP. This measure is being put in place to ensure that resources are allocated to readily implementable projects.
- 5.4 For new/proposed Non-CIPs, agencies shall seek/secure necessary approval from the appropriate bodies (e.g., Head of Agency, RDC) at least two years before the year of target implementation, similar to Section 5.3.
- 5.5 All proposed information and communications technology (ICT) - related PAPs shall be included in the agency's Information Systems Strategic Plan (ISSP), which shall be prepared subject to compliance with the rules and regulations issued by the Department of Information and Communications Technology (DICT).
- 5.6 For projects proposed to be implemented through PPP, which shall require subsidies and/or availability payments and/or other strategic support from the NG, the amount and timing of the subsidy and/or availability payment shall be accordingly indicated.

For guidance, IAs are reminded that the submission/updating of the list of PPP projects, as stipulated under the Implementing Rules and Regulations (IRR) of the PPP Code, is different from the submission of priority PAPs in the PIP and TRIP.

- 5.7 Projects, which are part of a convergence program (e.g., Water Sector PCB, Department of Public Works and Highways [DPWH], and Department of Tourism [DOT] convergence projects, etc.), shall be explicitly declared and tagged as such by the agencies in their submission in the PIP and TRIP.

6.0 SPECIFIC GUIDELINES⁴

- 6.1 Process Flow and Timelines – The following process flow and timelines on the formulation of the TRIP shall be observed:
- 6.1.1 Every 3rd quarter of the year, NEDA shall issue a notice for updating and/or submission of list of both Tier 1 (ongoing) and Tier 2 (new and expanded) infrastructure PAPs.
 - 6.1.2 Upon issuance of the notice for submission, agencies shall submit to NEDA their respective TRIPs through the PIPOL System.
 - 6.1.3 These submissions shall be reviewed, processed, and incorporated by the INFRACOM/TRIP Secretariat, in consultation with relevant agencies, into a consolidated TRIP.
 - 6.1.4 Thereafter, the consolidated TRIP shall be presented to the INFRACOM in the 1st quarter of the year for its approval.
- 6.2 For Tier 1 spending proposals
- 6.2.1 Agencies shall be guided by DBM issuances on the management of the FEs for infrastructure-related PAPs and on the procedures, information, and documentation requirements.
- 6.3 For Tier 2 spending proposals
- 6.3.1 Only PAPs that are consistent with Section 7.0 of these Guidelines shall be prioritized and be given appropriate funding according to the stage of project development. On the other hand, agency proposals that are not aligned with the PDP priorities and agency's organizational outcomes/output targets shall be disapproved or discarded to give way to other priority infrastructure PAPs that require additional funding support.
 - 6.3.2 Agencies shall indicate preparatory activities (Section 4.4), which would require budgetary support. To cite, for CIPs for

⁴ Process flow and timelines attached as Annex.

implementation in 2028, agencies shall include the projects' F/S development in its TRIP for 2025 or earlier in order to be ready for the ICC appraisal process by 2026.⁵

6.3.3 Any new or expanded program/project submitted for budget allocation in the TRIP shall cite, among others, the problem/issue being addressed, the objective, strategy, and expected outcome/s of the project, the resulting increase in operational efficiency with the adoption of technology improvements, the risk mitigation strategy, and monitoring and evaluation (M&E) plan. These are specified in BP Form 206.

6.3.4 Funding for the new expenditure proposals shall be subject to the available fiscal space and priority sectoral spending to be determined by the DBCC.

6.4 Water Sector Programs/Projects

6.4.1 Water Sector PCB

6.4.1.1 Agency proposals for the water sector shall first undergo the PCB vetting and approval process, in accordance with the procedures and timelines, as provided for in the Water Sector PCB Implementing Guidelines or any amendments thereto. The list of Water Sector PCB infrastructure PAPs approved/endorsed by the INFRACOM-SCWR shall be submitted to NEDA for purposes of TRIP validation.

6.4.1.2 The concerned agencies shall submit their respective Water Sector PCB PAPs for inclusion in the PIP and TRIP, as applicable, through the PIPOL System. In the process of encoding, the priority PAPs shall be tagged/coded as "Water Sector PCB" by the agencies.

6.4.1.3 Infrastructure water sector programs/projects that are included in the list of priority PAPs under the Water Sector PCB and duly approved/endorsed by the INFRACOM-SCWR shall be accorded with higher priority in the TRIP scoring and be given appropriate funding according to the stage of project development.

6.4.1.4 On the other hand, infrastructure water sector PAPs not included in the PCB (e.g., part of agency's regular

⁵ For projects targeted for implementation in 2026 or 2027, preparatory activities including F/S development shall be undertaken in 2024 and 2025, respectively.

budget program) may still be accommodated in the TRIP, however, these PAPs shall be accorded with lower priority than those that are included in the PCB.

6.4.1.5 Water sector PAPs shall consider multipurpose use, such as for domestic water supply, irrigation, flood control, hydropower, aquaculture, eco-tourism, etc., as applicable.

6.4.2 Flood control projects within a single river basin

6.4.2.1 Multiple flood control projects (Tier 2) located within a single major or principal river basin, to be implemented in the same year or in multiple years, shall be submitted by the agencies in the PIP/TRIP pursuant to existing policies or those that may be approved by policy-making bodies.

6.4.2.2 Flood control and management infrastructure shall integrate nature-based solutions to the extent feasible, such as reforestation and land cover restoration.

7.0 PRIORITIZATION AND BUDGET PROGRAMMING

The prioritization framework serves as general basis or guidelines for agencies in establishing their own internal prioritization frameworks that shall be used in determining the agency's list of proposed priority new infrastructure PAPs for inclusion in the TRIP.

7.1 Categorization of submitted PAPs — classifies the CIP typology of the submitted PAPs.

7.2 Implementation Readiness — ensures that the project is implementation ready. For CIPs, a PAP is considered readily implementable if it has NEDA Board and/or ICC project approval but not yet ongoing. Furthermore, a CIP PAP may also be considered readily implementable if it has a completed project preparation documents, such as F/S, business case, project proposal, concept note, whichever is applicable, and for ICC processing at least two years before the budget year (e.g., for FY 2026 GAA, projects with completed project preparation documents or that are for ICC processing within 2024 to 2025). If for NG funding, it should be included in the NEP or proposed for inclusion in the budget year (e.g., projects for NG funding in 2026 should be included in the NEP 2026 or proposed for inclusion in the 2026 budget by 2025).

For non-CIPs, a PAP is deemed ready for implementation if it has approval of appropriate approving body but not yet ongoing. Moreover, a non-CIP PAP may also be considered readily implementable if it has a completed project preparation documents, such as Work and Financial Plan (WFP), F/S, business case, project proposal, concept note, and/or necessary approval from RDC or the Head of Procuring Entity (HOPE), whichever is applicable. If for NG funding, it should be included in the NEP or proposed for inclusion in the budget year (e.g., projects for NG funding in 2026 should be included in the NEP 2026 or proposed for inclusion in the 2026 budget by 2025).

- 7.3 Contribution to identified gaps to achieve development targets — considers the program's/project's contribution in addressing the identified development gaps as well as adherence to the national objectives (i.e., in the PDP).
- 7.4 Programmatic Approach — ensures that utilization of the investment gap shall be anchored on a programmatic approach and considers complementation of proposed infrastructure programs/projects, either by a sectoral or spatial/geographical approach, with the other productive sectors of the economy (e.g., agriculture & fisheries, tourism and micro- and small-scale industries, among others), and through PCB (for the water sector). In relation thereto, the priority infrastructure PAPs submitted for funding shall be consistent with relevant programs/projects/roadmaps/master plans/convergence programs.
- 7.5 Spatial/Geographical Context — ensures that there is equitable access/allocation to infrastructure facilities/services based on the most critical needs/gaps in the regions for specific infrastructure facilities/services and other emerging priorities and considers the urgency to expand economic opportunities to the marginalized sectors deemed as having the highest poverty incidences among the basic sectors in the Philippines⁶ (e.g., fisherfolks and farmers) by promoting viable economic growth and development in priority areas identified as emerging growth corridors/centers outside of Metro Manila.
- 7.6 Priority Areas for Increased Spending — provides a premium for PAPs aimed at providing/improving basic infrastructure facilities/services; building climate change-resilient infrastructure; enhancing or expanding physical and destination infrastructure; promoting climate-change adaptation and environmental protection; supporting sustainable agriculture initiatives; promoting the development or expansion of digital infrastructure; incorporating sensor and smart grid technologies to facilitate smart infrastructure; supporting the development of agri-tourism, eco-tourism, and cultural tourism;

⁶ Based on the poverty statistics of the Philippine Statistics Authority (PSA)

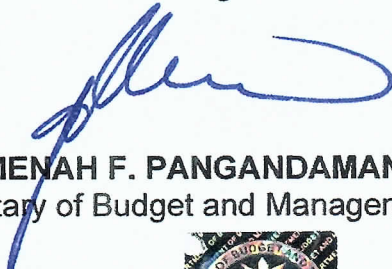
reconstruction, improvement, and development; and other areas which may be identified under the annual Budget Priorities Framework.

8.0 AMENDMENT AND ADDENDA

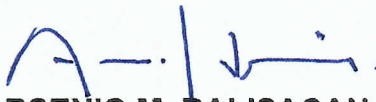
NEDA and DBM may amend this Circular as may be necessary. NEDA may formulate supplemental guidelines in the form of addenda or annexes for the review process as stipulated in Section 6.1 hereof without need of amending this Circular.

9.0 EFFECTIVITY

This Joint Circular shall be effective immediately in line with the Issuance of Budget Call by the DBM starting the 2026 Budget.


AMENAH F. PANGANDAMAN
Secretary of Budget and Management




ARSENIO M. BALISACAN
Secretary of the National Economic and
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