



Philippine Institute for Development Studies

Surian sa mga Pag-aaral Pangkaunlaran ng Pilipinas

Results of the Assessment of the
Utilization and Impacts of the Motor
Vehicle User's Charge in the Philippines

Ma. Sheilah G. Napalang et al.

DISCUSSION PAPER SERIES NO. 2016-26

OUTLINE OF PRESENTATION

- Background Study
- Objectives of the Study
- Framework of Inquiry
- MVUC funds
 - Key actors
 - Fund status
- Key Findings
 - Process Evaluation
 - Impact Evaluation
- Challenges encountered in the conduct of the Study
- Recommendations

BACKGROUND OF THE STUDY

- Established through Republic Act 8794 in 2000 to supplement funds for maintenance of national roads
- Section 7 of the aforementioned RA stipulates that “all monies collected shall be earmarked solely and used exclusively (1) for road maintenance and the improvement of road drainage, (2) for the installation of adequate and efficient lights and road safety devices, and (3) for air pollution control”

BACKGROUND OF THE STUDY

- By law, the MVUC is divided into four (4) funds:

	FUND	ALLOCATION	PURPOSE	RESPONSIBLE AGENCIES
151	Special Road Support Fund (SRSF)	80%	Road maintenance and improvement of drainage of national primary and secondary roads	DPWH
152	Special Local Road Fund (SLRF)	5%	Maintenance of local roads, traffic management and road safety devices	DPWH/ DILG
153	Special Road Safety Fund (SRSaF)	7.5%	Installation of traffic lights and safety devices	DPWH
151	Special Vehicle Pollution Control Fund (SVPCF)	7.5%	Air pollution control	DOTC

BACKGROUND OF THE STUDY

- The law stipulates that 70% of the SRSF should be used for the maintenance and drainage of national primary roads and the remaining 30% should be used for the maintenance and drainage of national secondary roads. Furthermore, the operating expenses of the Road Board and its Secretariat are charged against the SRSF.

BACKGROUND OF THE STUDY

- However, the utilization of the MVUC is riddled with allegations of fund misuse and politicized allocation
- WB (2009)
 - high share of MVUC funds were used to fund employment-generating roadside maintenance programs (sweeping, beautification, planting) reaching a high of 35% of maintenance funds in 2005
 - In 2005, only 38% of the MVUC-funded preventive maintenance projects were drawn from the HDM-4 generated list

BACKGROUND OF THE STUDY

- About 60% of MVUC funds had been allocated based on political and equity considerations (Katahira & Engineers International, et al. 2011 for ADB).
- No comprehensive evaluation of the procedures and safeguards of MVUC aside from the 2005 study on *Road Board Assistance on Road User Charges Law Implementation* (Cesar E.A. Virata & Associates Inc. 2005)

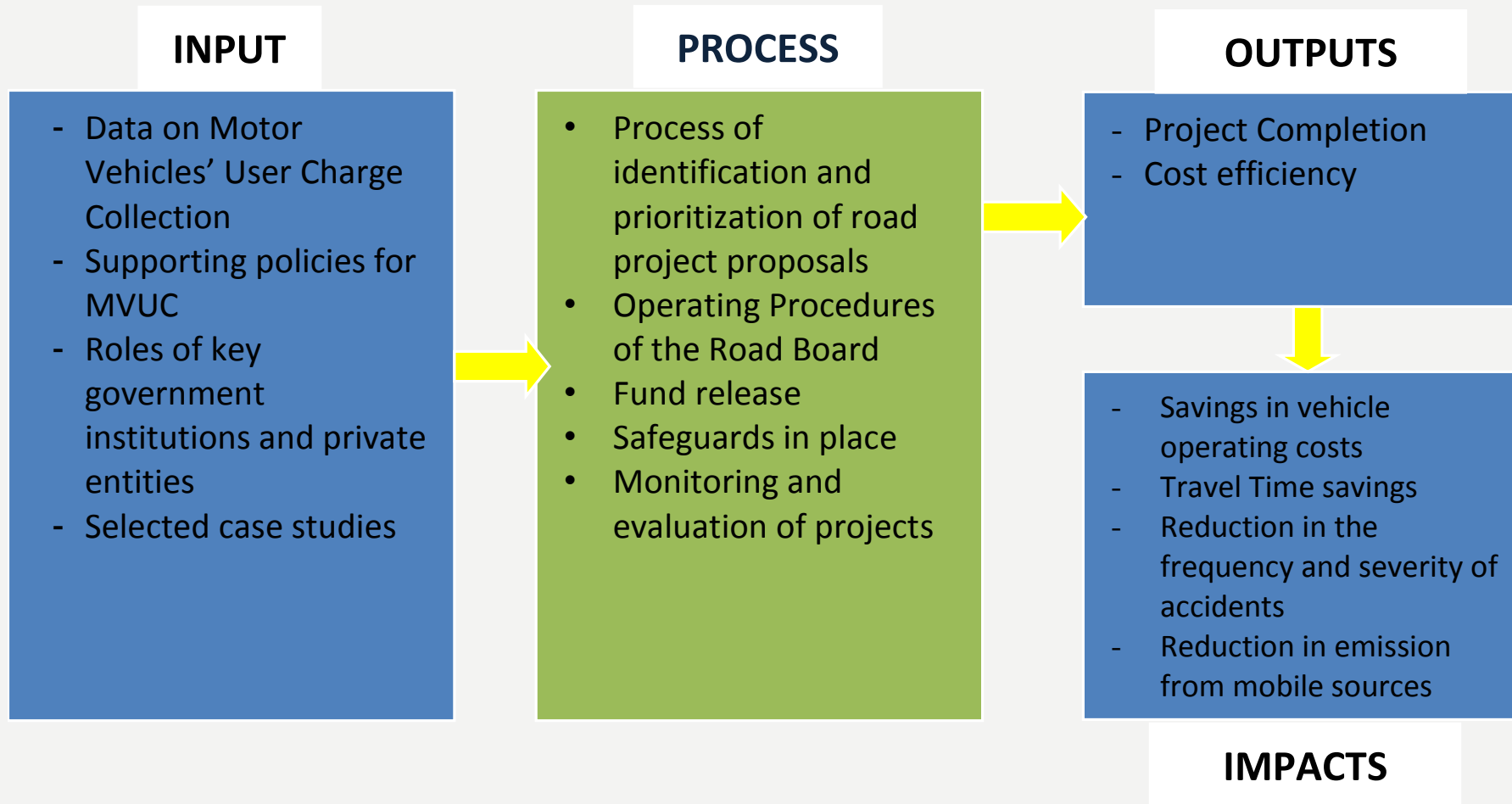
OBJECTIVES OF THE STUDY

- The general objective of the Study is to evaluate the effectiveness and efficiency of the collection and disbursement of the MVUC. It shall be composed of two main components, namely process evaluation and impact evaluation.
- Process Evaluation
 - To assess the effectiveness of the MVUC scheme by investigating whether or not the funds are used for their intended purposes;
 - To determine conditions and safeguard that have to be put in place in the use of the funds;
 - To determine how greater transparency and accountability can be induced in the use of the funds.

OBJECTIVES OF THE STUDY

- Impact Evaluation
 - To evaluate the impacts of the MVUC scheme by gathering evidence on the programs and projects under the four special funds; and
 - To help build the capacity of the government in conducting impact evaluation for road transport projects.

FRAMEWORK OF INQUIRY



KEY ACTORS

AGENCY/ ENTITY	FUNCTION/S
Road Board	Ensure the prudent and efficient management and utilization of the Special Funds; developed an Operating Procedures Manual (OPM)
Road Board Secretariat	Headed by an Executive officer who is appointed by the Board and acts as secretary to the Board; responsible for the day-to-day management of the Funds and for implementation of the decisions of the Board; revised 2012 IRR, the functions of the Road Board Secretariat has been enhanced to now include procurement and project implementation.
DPWH Road Program Office (RPO)	Coordinate and consolidate the planning and programming activities of the Planning Service and the planning and programming activities of the Bureau of Maintenance for MVUC projects; Prepare list of projects generated from the PMS/HDM4 Planning Application for resource allocation under the Special Road Support Fund and road safety projects prioritized from the Traffic Accident and Recording Analysis System (TARAS) and Road Safety Audits to be funded from Special Road Safety Funds of the MVUC.

KEY ACTORS

AGENCY/ENTITY	FUNCTION/S
Department of Public Works and Highways (DPWH)	Prepare and submit to the Road Board Annual Work Plans (AWP) and rolling Multi-year work plans (MYP) through the Road Program Office (RPO); implement approved road maintenance and road safety programs, duly monitored by the Bureau of Construction; report on the status of funds under the Special Local Road Fund available for transfer to the various local governments
Department of Transportation (DoTr)	Prepare and submit to the Road Board of Annual Work Plans (AWP) and rolling Multi-year work plans (MYP) for SVPCF; Coordinates with the Department of Environment and Natural Resources (DENR) to ensure that the program and its implementation are consistent with the Philippine Clean Air Act of 1999; implement approved programs, projects, and activities; Submission of annual reports to the Road Board

KEY ACTORS

AGENCY/ENTITY	FUNCTION/S
Land Transportation Office (LTO)	Collect MVUC from road users as part of the annual vehicle registrations, and penalty from overloading; Submit recommendation to the DoTR Secretary of any change in the classification of motor vehicles; Deposit of all collections to the special trust accounts in the National Treasury; Expedite implementation of the MVUC projects; and Submission of required reports to the DoTR and Road Board
Department of Interior and Local Government (as a representative of the LGUs)	Collaborate with DPWH in administering/ overseeing the implementation and utilization of SLRF at the LGU level; Inform the provincial and city governments of their SLRF annual allocation for the preparation of their AWP; Review, consolidate, and submit LGUs Annual Works Program to the Road Board thru the DPWH-Road Program Office; Monitor the progress and utilization of SLRF

KEY ACTORS

AGENCY/ENTITY	FUNCTION/S
Local government units (LGUs)	Prepare and submit the Annual Work Program as advised by DILG upon advisement from the Road Board; Opening and maintaining a separate Trust Account/Local Currency Current Account to be known as the Road Fund Disbursement Account; Implementation of projects
Department of Budget and Management (DBM)	Responsible for the issuance of Special Allotment Release Order and the Notice of Cash Allotment (NCA) for the approved projects under the four (4) special trust accounts, which are submitted by the Road Board to the Department
Authorized Government Depository Bank/Bureau of Treasury	Accepts the deposits of MVUC collections; issues letter of confirmation and validated deposits/Journal Entry Voucher (JEV) for MVUC Certification

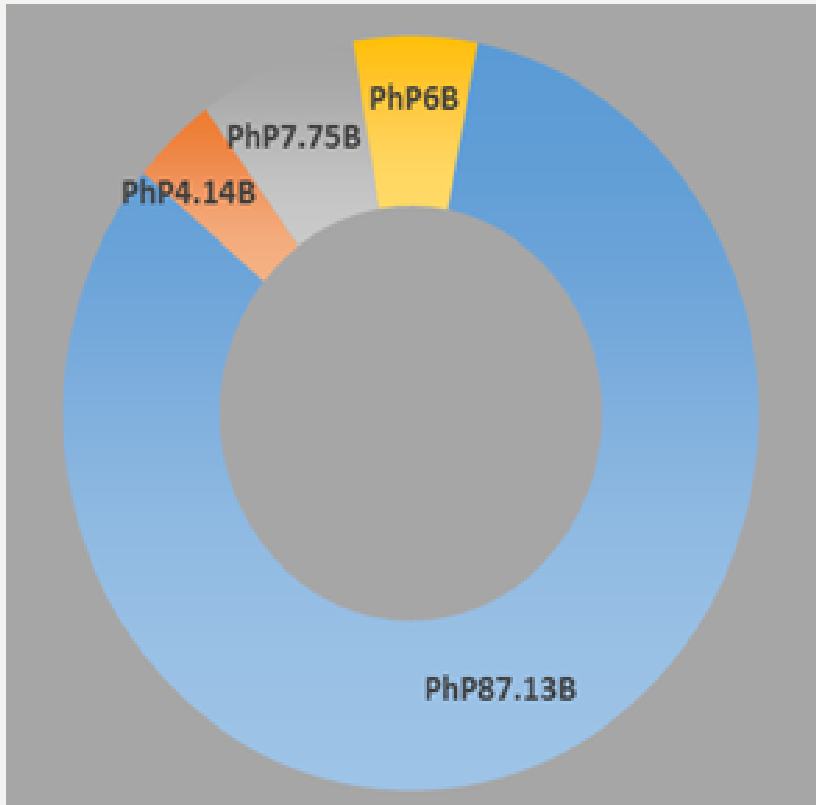
KEY ACTORS

AGENCY/ENTITY	FUNCTION/S
Commission on Audit (COA)	<p>Responsible of determining whether MVUC funds were properly accounted for and effectively utilized for projects and programs that will contribute in improving the condition of national and provincial roads and controlling air pollution from motor vehicles;</p> <p>Review and evaluate policies and procedures on collection, allocation and utilization of MVUC funds as well as the implementation of projects funded.</p>

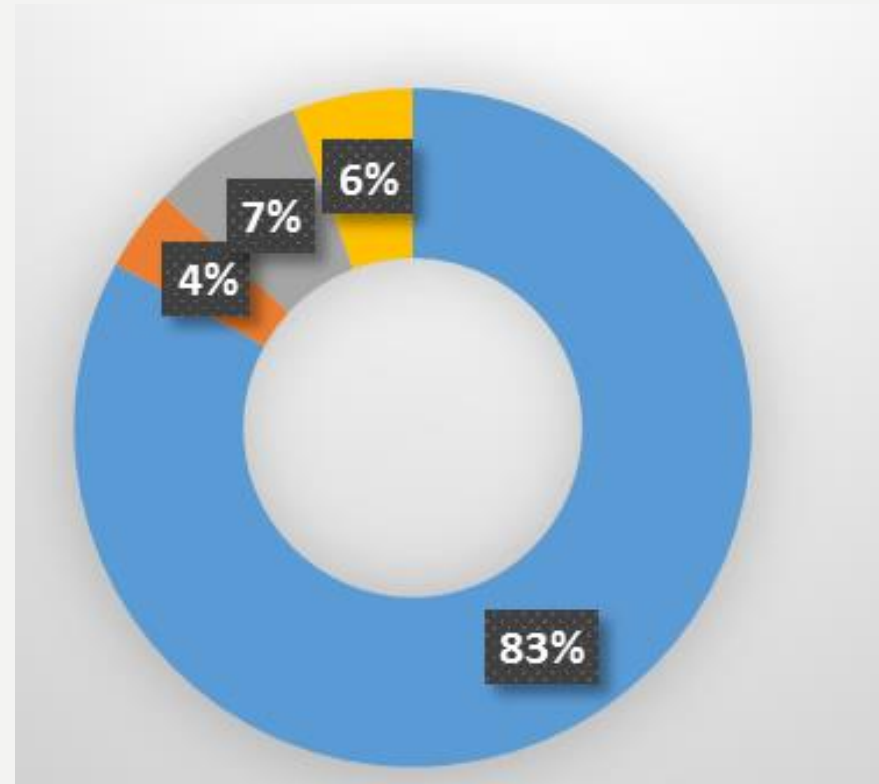
MVUC Fund Total Collections and Releases (2001-2014)

YEAR	MVUC Collections	Releases
2001	₱3,171,682,068.85	₱0.00
2002	₱4,419,422,233.78	₱701,347,687.00
2003	₱5,455,562,970.16	₱4,068,516,000.00
2004	₱6,649,022,226.76	₱4,886,706,057.00
2005	₱7,207,309,000.06	₱6,869,331,120.00
2006	₱7,854,959,214.52	₱11,547,156,789.00
2007	₱8,443,724,502.95	₱10,541,325,541.00
2008	₱8,579,097,694.44	₱7,953,109,898.00
2009	₱9,031,116,338.79	₱6,267,383,944.00
2010	₱9,581,147,502.05	₱6,019,101,776.00
2011	₱10,100,381,687.60	₱8,836,159,908.00
2012	₱10,364,734,263.94	₱12,698,044,083.00
2013	₱10,856,204,914.51	₱8,216,715,685.00
2014	₱10,789,870,932.63	₱16,413,488,394.00
Grand Total	112,504,235,551.04	₱105,018,386,882.00
Fund Balance	₱7,485,848,669.04	

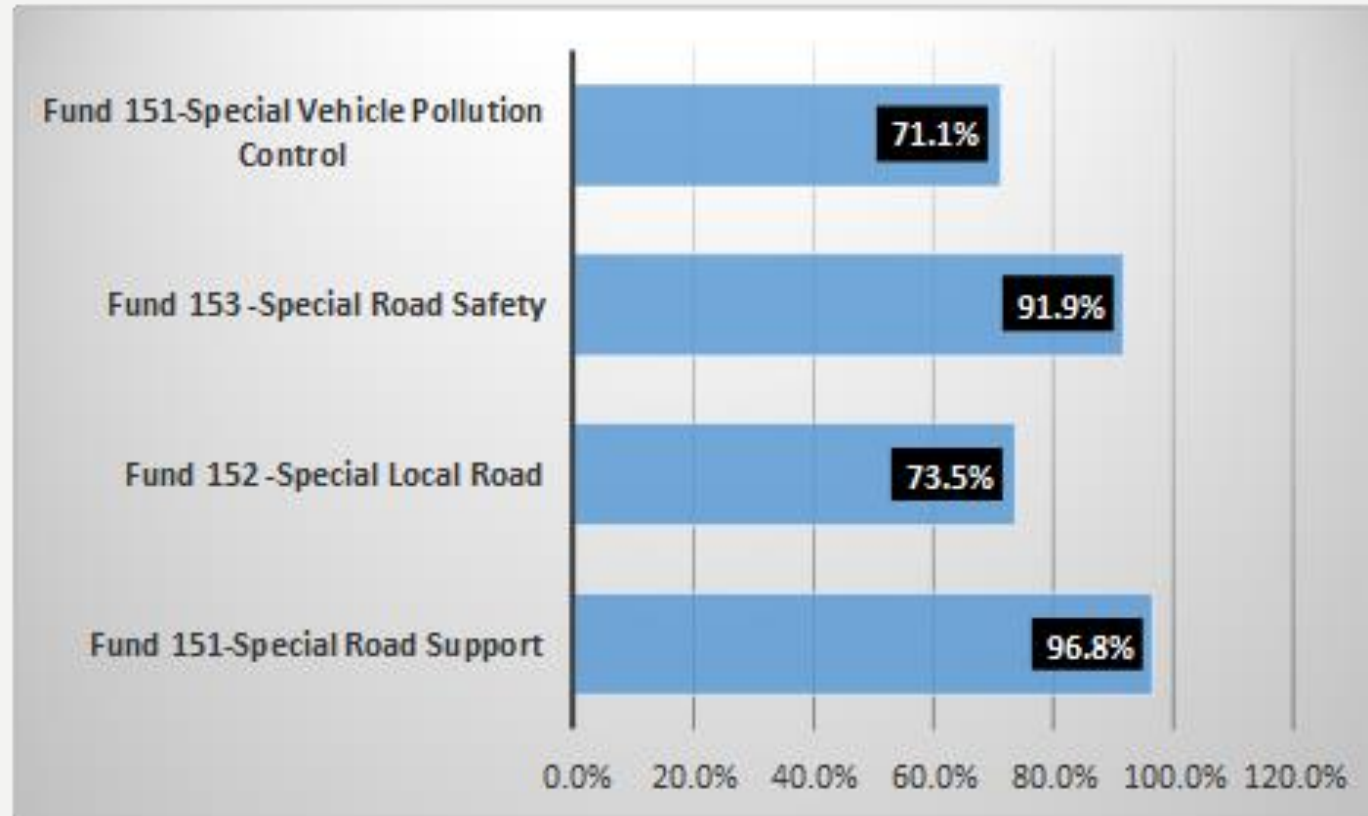
MVUC Disbursement by Special Fund (2001-2014)



- SRSF (Fund 151-DPWH)
- SLRF (Fund 152)
- SRSaF (Fund 153)
- SVPCF (Fund 151-DOTC)

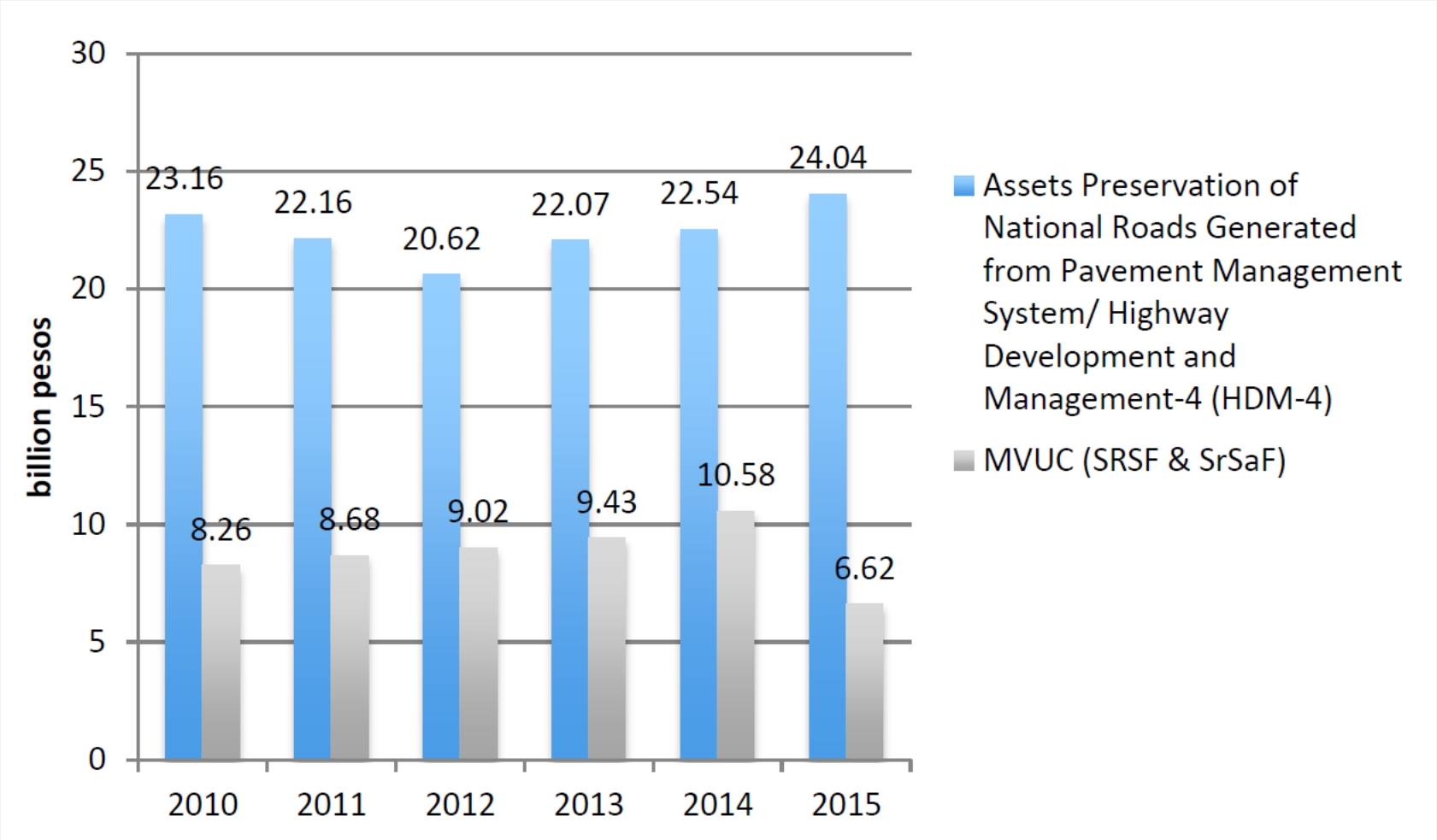


MVUC Utilization Rate* by Special Fund (2001-2014)

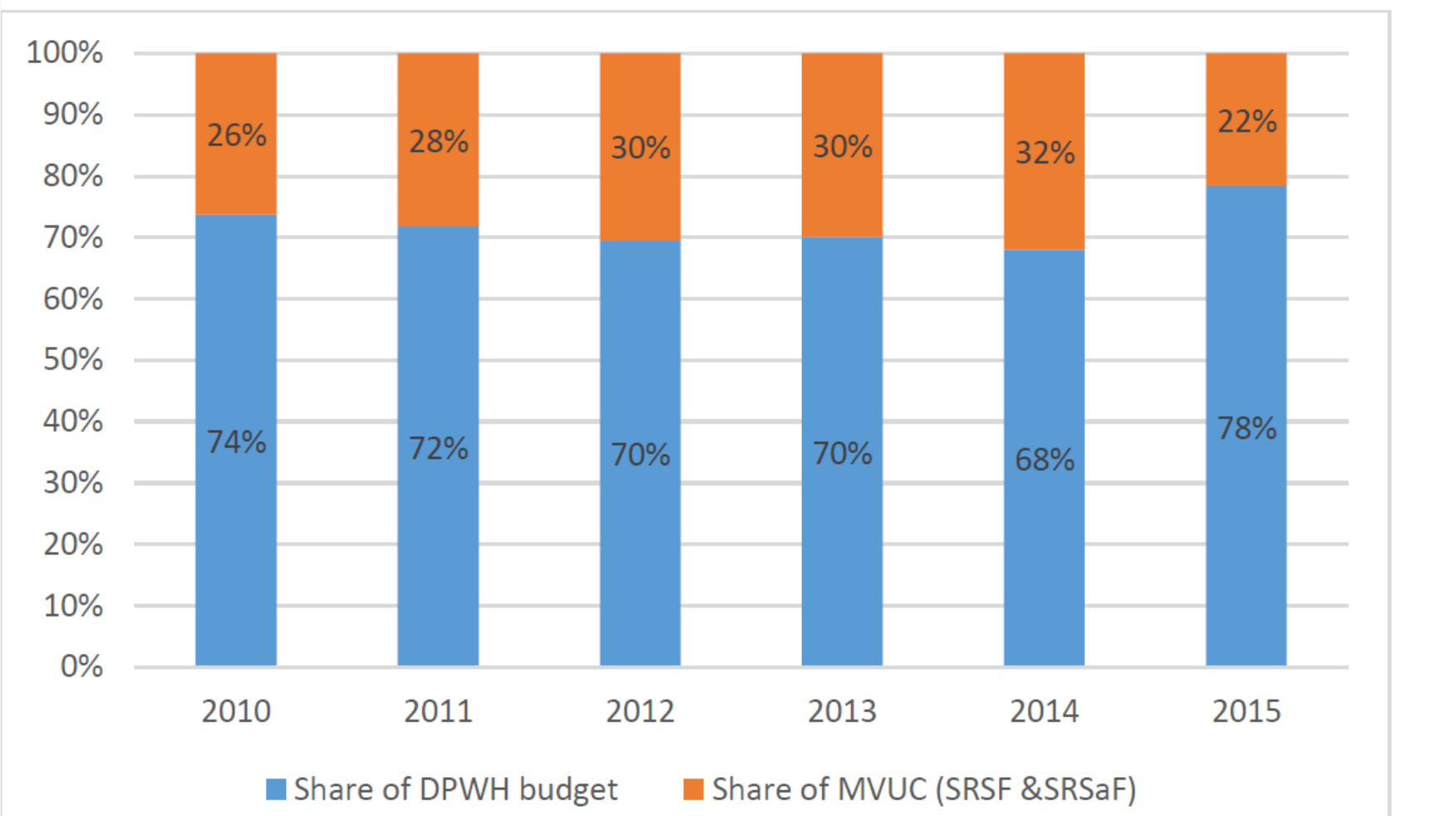


*Ratio of total disbursement to total fund allocation

MVUC Funds vis-à-vis DPWH Assets Preservation Budget from GAA



Shares of MVUC and DPWH-GAA in the Total Maintenance Funds for National Roads





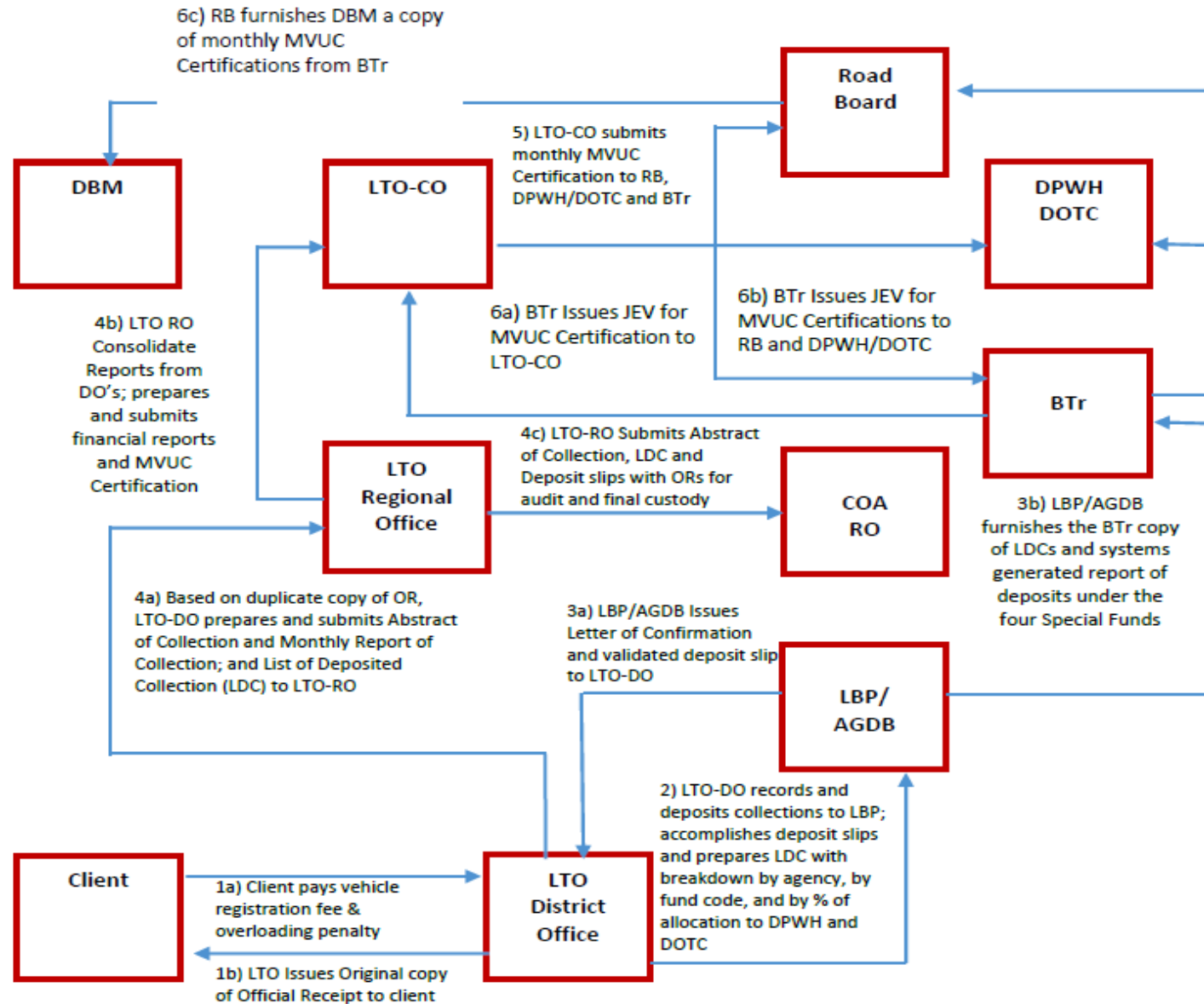
PROCESS EVALUATION

MVUC PROCESSES



COLLECTION AND DEPOSIT OF MONIES

PROCESS FLOW FOR THE COLLECTION AND REMITTANCE OF MVUC MONIES



Source: 2009 COA Sectoral Audit Report

DISCREPANCY BETWEEN LTO CERTIFICATION OF DEPOSITS AND BTR STATEMENT OF COLLECTIONS

YEAR	LTO Deposit*	Statement of Collections**	% Diff.
2001	₱3,426,312,376.29	₱3,171,682,068.85	-7.43%
2002	₱4,672,346,471.62	₱4,419,422,233.78	-5.41%
2003	₱5,455,565,035.16	₱5,455,562,970.16	0.00%
2004	₱6,649,038,226.76	₱6,649,022,226.76	0.00%
2005	₱7,207,319,724.06	₱7,207,309,000.06	0.00%
2006	₱8,261,165,614.92	₱7,854,959,214.52	-4.92%
2007	₱8,537,353,489.71	₱8,443,724,502.95	-1.10%
2008	₱8,859,758,530.90	₱8,579,097,694.44	-3.17%
2009	₱9,184,490,405.34	₱9,031,116,338.79	-1.67%
2010	₱9,845,653,526.84	₱9,581,147,502.05	-2.69%
2011	₱10,328,137,604.56	₱10,100,381,687.60	-2.21%
2012	₱10,715,046,304.58	₱10,364,734,263.94	-3.27%
2013	₱11,242,062,868.70	₱10,856,204,914.51	-3.43%
2014	₱12,204,344,783.97	₱10,789,870,932.63	-11.59%
TOTAL	₱116,588,594,963.41	₱112,504,235,551.04	-3.50%
* Based on Certification issued by LTO RO consolidated by LTO Central Office			
** Based on Certifications Issued by the Bureau of Treasury			

SOURCES OF DISCREPANCIES

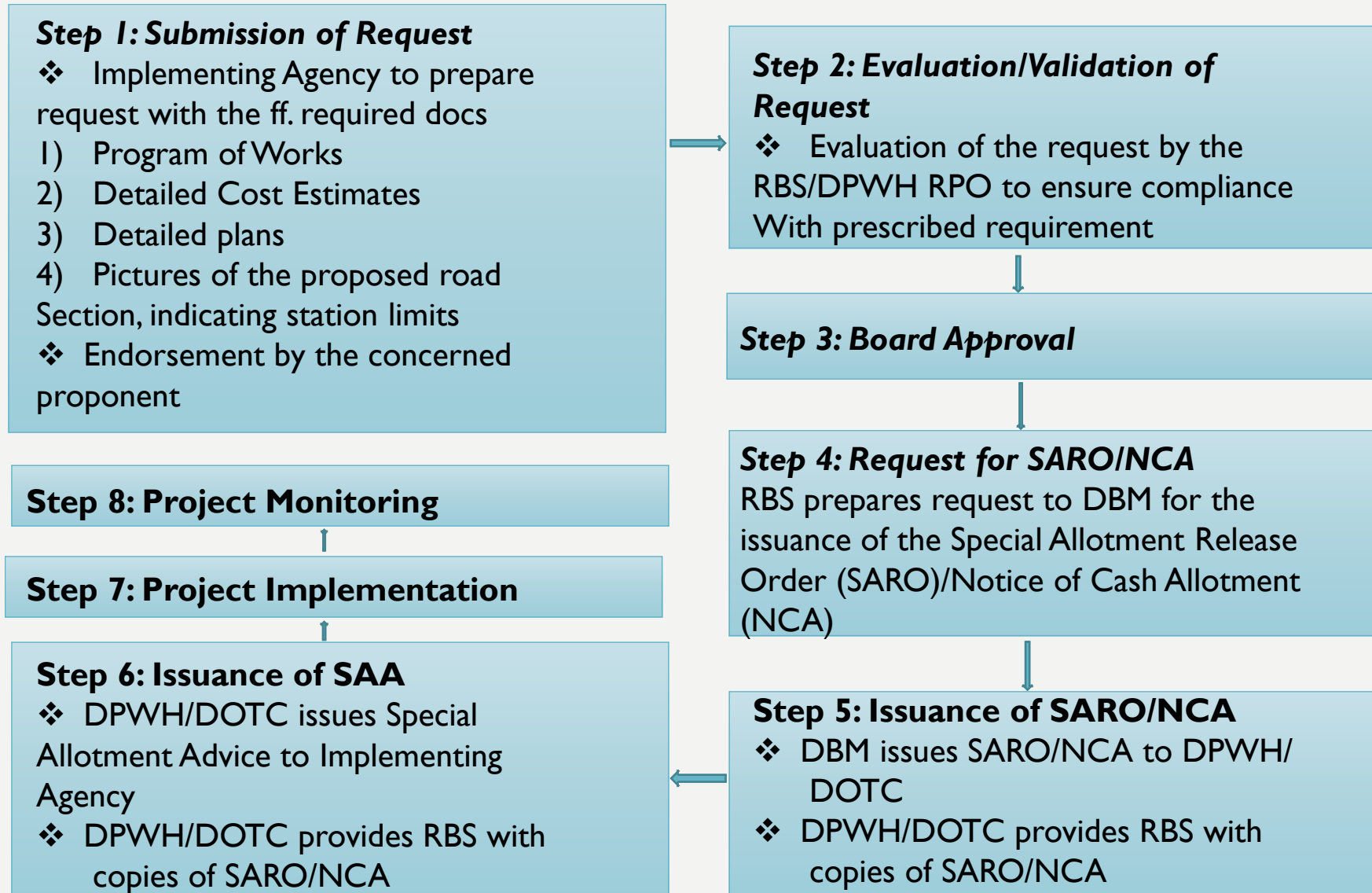
- MVUC monies deposited in general fund, particularly in the early part of the implementation of the law (i.e., LTO starting collecting monies in 2001 but the special fund was created in 2002;
- Manual encoding of the list of deposited collections (LDC) made the process prone to errors, particularly human;
- Use of incorrect agency/transaction costs by LTO collection officers
- No LDC for LTO advance deposits



PROJECT IDENTIFICATION AND PRIORITIZATION

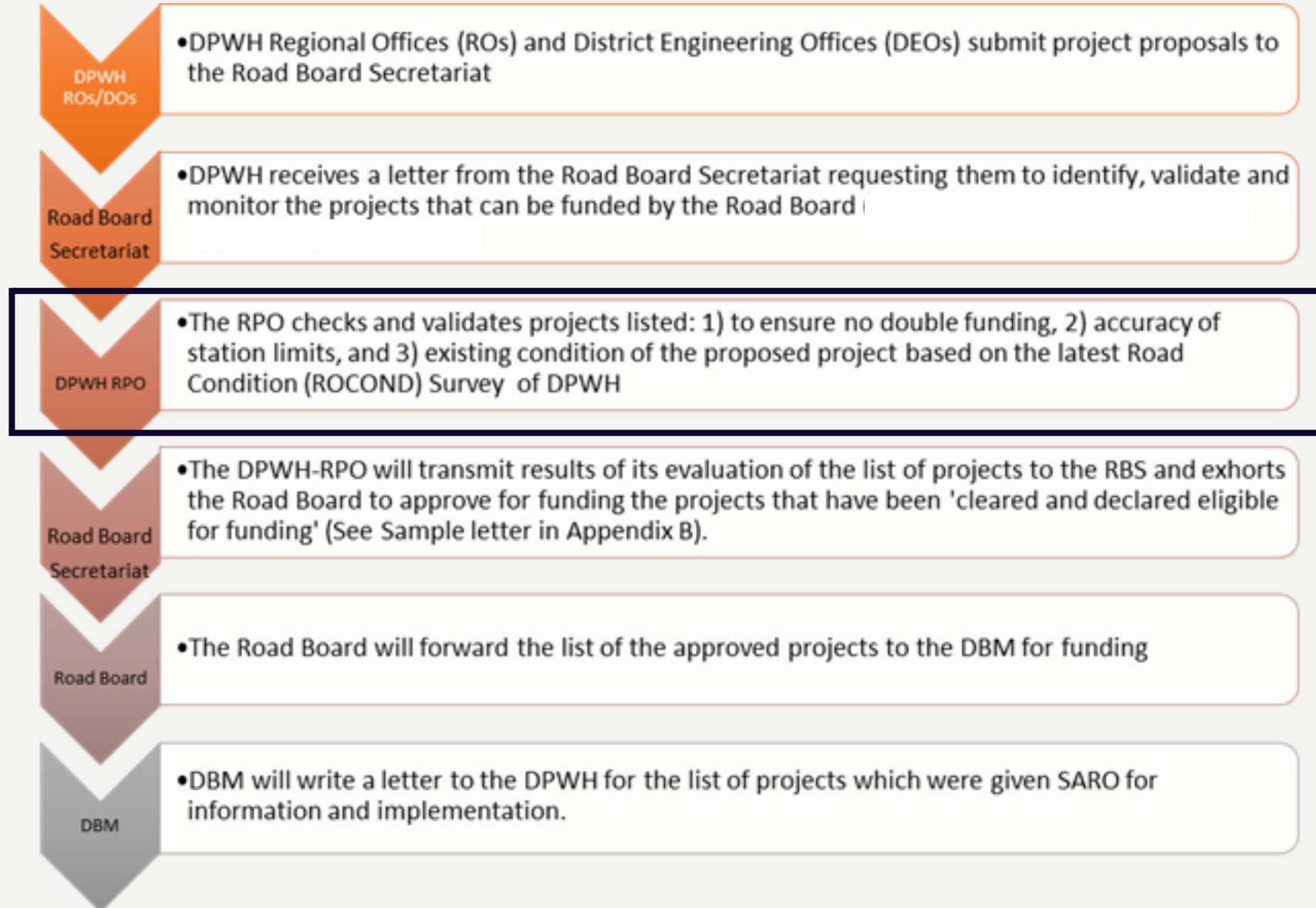
GENERAL PROCESS FOR REQUEST, APPROVAL, AND MONITORING

Source: Road Board



DE FACTO procedure for Project Identification for SRSF and SRSaF Funding

Source: DPWH RPO



PROCESS EVALUATION*

- Project Identification and Prioritization
 - For Projects Under SRSF and SRSaF (DPWH)
 - Based on Study Team discussion with DPWH RPO, it was intimated that projects are proposed by the DEO/RO and not generated by DPWH RPO using HDM-4 as stipulated in the MVUC Act and its IRR
 - Validates the 2011 COA finding that there is a ‘lack of effective procedures by the Planning and Evaluation Division (PED) of the Road Board Secretariat (RBS) in the evaluation of 1,011 projects amounting to P7.99 billion
 - COA directed the Road Board to ‘request from the DPWH the current/updated HDM-4, updated RBIA (Road and Bridge Information Application) and list of funded and proposed projects to avoid duplication/overlapping

*Collated from past studies and initial key informant interviews conducted

PROCESS EVALUATION*

- Project Identification and Prioritization
 - For Projects Under SVPCF (DOTC)
 - Absence of a definitive operating procedure system for the identification and prioritization of projects
 - Pointed out by COA in its 2012 Audit Report which recommended that the DOTC ‘facilitate the revision of the Implementing Rules and Regulations for the Special Vehicle Pollution Control Fund (SVPCF) so that projects funded out of said fund would be immediately undertaken’

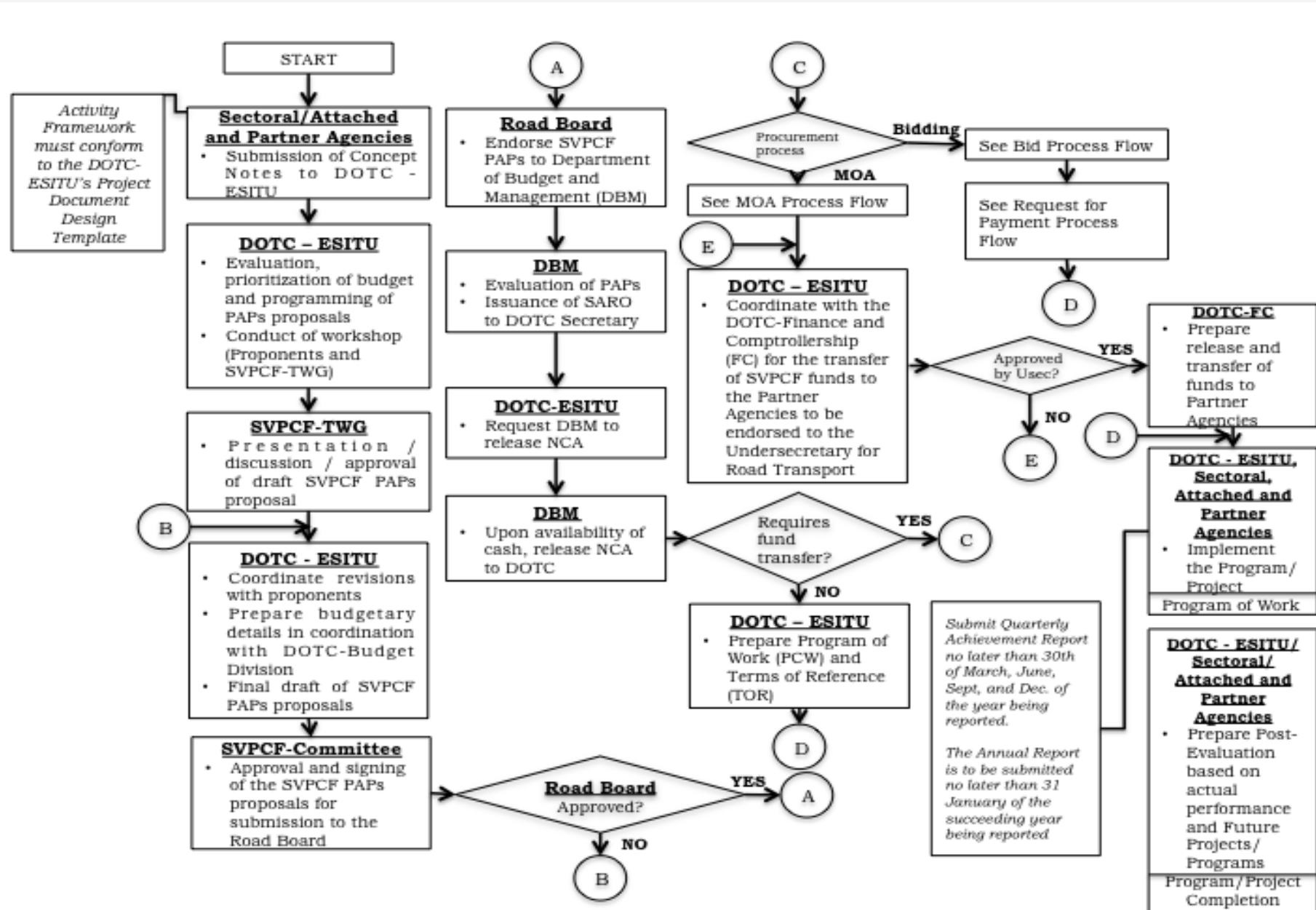
*Collated from past studies and initial key informant interviews conducted

PROCESS EVALUATION

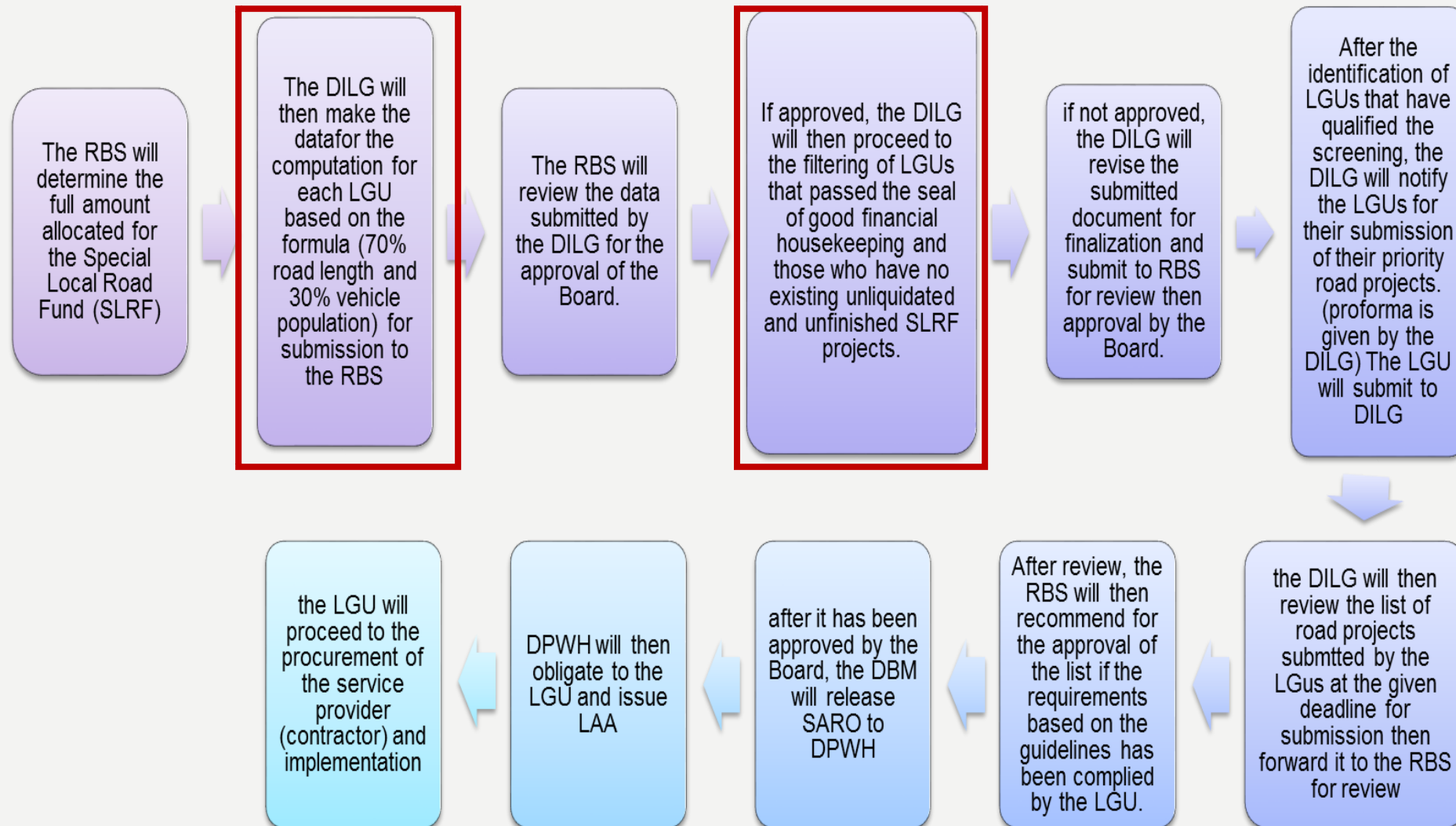
DOTC Institutional Challenges

- Cyclic process of constituting and re—constituting the Vehicle Pollution Control Fund Committee
 - Although the first VPCF was constituted in 2005 (DO 2005-16), DOTC was not assigned as lead agency in the implementation of projects under SVPCF until July 2007 (AO No. 134)
 - Constitution of VPCF Committee and Secretariat and PMO
 - Dissolution of Project Monitoring Office in 2012
 - Reconstitution of the VCPF Committee and ESITU in 2013
- Lack of coordination between LTO regional offices and DOTC and LTO Central Offices

Draft procedure for Project Identification for SVPCF Funding



Prescribed Procedure for Project Identification and Implementation for SLRF Funding (Approved by the Road Board on February 2015)



Prescribed Procedure for Project Identification and Implementation for SLRF Funding
(Approved by the Road Board on February 2015)

LGU SLRF Annual Allocation

$$= \frac{\text{Approved SLRF level of expenditure}}{30\% \text{ vehicle population index} \times 70\% \text{ Road length index}}$$

PROCESS EVALUATION*

- Project Identification and Prioritization
 - For Projects Under SLRF (DILG/DPWH)
 - Absence of a comprehensive and validated database on local road conditions;
 - Current practice is for the LGU to propose projects that are listed in their Annual Investment Program (AIP)

*Collated from past studies and initial key informant interviews conducted



PROJECT APPROVAL AND FUND RELEASE

PROCESS EVALUATION*

- Project Approval and Fund release
 - Absence of a systematic system for proponents to track their proposals
 - Considerable time gap between Request for and eventual release of the SARO

Republic of the Philippines
ROAD BOARD
OFFICE OF THE CHAIRMAN

15 August 2014

HON. FLORENCIO B. ABAD
Secretary
Department of Budget and Management
General Solano St., San Miguel
Manila

ATTENTION : **Director Ma. Soledad G. Doloiras**
Budget and Management Bureau – A

Dear Secretary Abad,

Pursuant to Board Resolution No.14-22, as approved in the 93rd Regular Road Board Meeting held on 26 March 2014, may we respectfully request for the release of the Special Allotment Release Order (SARO) and the corresponding Notice of Cash Allocation (NCA) in the total amount of **Eighty Two Million One Hundred Thousand Pesos (P82,100,000.00)**, chargeable against the CY2014 MVUC Special Road Support Fund (SRS-F)-Fund 151, to fund the herein attached matrix of approved projects. (Please refer to "Annex A").

It is also requested that the SARO/NCA indicate that, in utilizing this fund, the work to be implemented by the DPWH shall strictly comply with prescribed guidelines, rules, and regulations of the Road Board as adopted in existing Road Board Resolutions.

Thank you for your usual immediate attention on this matter.

Very truly yours,
Rogelio L. Singson
ROGELIO L. SINGSON
Chairman, Road Board

Department of Budget and Management
OFFICE OF THE SECRETARY
RECEIVED
AUG 20 2014
BY: *[Signature]*
CONTROL NO.: *[Number]*

2nd Floor Ave Maria Bldg., 1517 Quason Avenue cor. Bonifacio St. Quason City, Quezon City, Manila
Tel No. (02) 379-4399; Fax (02) 379-9338

Request for SARO: Aug. 20, 2014

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF BUDGET AND MANAGEMENT
150 ADELPHO STREET

SPECIAL ALLOTMENT RELEASE ORDER
OF FUND No. 151

Department: Department of Public Works and Highways (DPWH)
Agency: Office of the Secretary
Office: Office of the Secretary
Project: General Road Support Fund

AMOUNT	PROJECT	PROJECT CODE	AMOUNT
	Road Maintenance	90000000	82,100,000
	TOTAL		P= 82,100,000

Amount in Words: **EIGHTY TWO MILLION ONE HUNDRED THOUSAND PESOS ONLY**

By Authority of the Secretary:
[Signature]
LET W. CANON
Undersecretary

Date of Issue: September 22, 2014

Release of SARO: Sept. 22, 2014

*Collated from past studies and initial key informant interviews conducted



PROJECT MONITORING

PROCESS EVALUATION*

- On Project Monitoring
 - Inadequate number of technical personnel to undertake monitoring and evaluation of MVUC projects (RBS has 15 permanent staff positions);
 - Although the RBS endeavors to conduct spot inspection, it largely depends on DPWH, DOTC and DILG/LGUs to submit their reports
 - Currently, monitoring as prescribed in the Operating Procedures Manual (OPM) of the Road Board focuses on outputs (completion of technical specifications), rather than on outcomes

*Collated from past studies and key informant interviews conducted



II. IMPACT EVALUATION

CASE STUDIES

- SPECIAL VEHICLE POLLUTION CONTROL FUND (SVPCF): Motor Vehicle Inspection System-NCR North
- SPECIAL ROAD SAFETY FUND (SRSaF): Installation of Road Safety Devices along Daang Maharlika, Atimonan, Quezon
- SPECIAL LOCAL ROAD FUND (SLRF): Baguio City
- SPECIAL ROAD SUPPORT FUND (SRSuF): Case Study 1: Upgrading of Shoulder, Marcos Highway, CAR
- SPECIAL ROAD SUPPORT FUND (SRSuF) Case Study 2: National Road Lighting Program in Roxas Blvd. (Vito Cruz St. to P. Burgos St.)

SPECIAL VEHICLE POLLUTION CONTROL FUND (SVPCF): MOTOR VEHICLE INSPECTION SYSTEM-NCR NORTH

- Objectives of MVIS
 - Promote clean air by reducing pollution coming from in-use Motor Vehicles (MVs)
 - Enhance road safety by reducing accidents caused by vehicular defects and mechanical failures;
- Established in 1992 through a donation from the Government of Japan, along with three other MVIS systems, namely, NCR South (Pasay City), Region III (San Fernando, Pampanga), and Region IV-A (Lipa, Batangas)
- Upgrading and rehabilitation was undertaken in 2007 under SVPCF with total cost of P14.47M



Equipment for checking brakes and sideslip



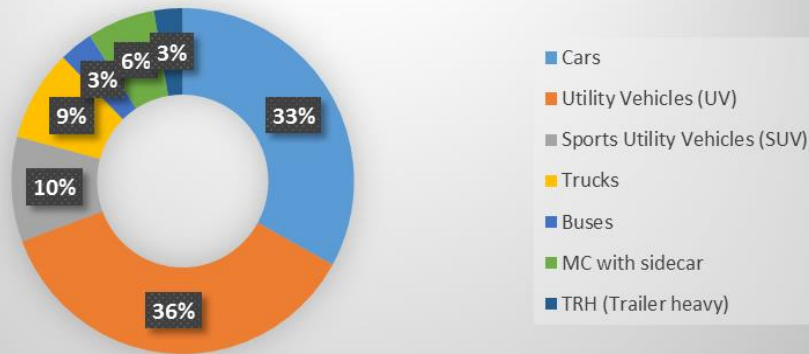
Emission Testing Machine at the MVIC-NCR North

SPECIAL VEHICLE POLLUTION CONTROL FUND (SVPCF): MOTOR VEHICLE INSPECTION SYSTEM-NCR NORTH

- Status of Project
 - MVIS LTO-NCR remains unconnected to the Motor Vehicle Registration System (MVRS)
 - Only the emission testing machine is functional

MVIC NCR NORTH: IMPACT MONITORING

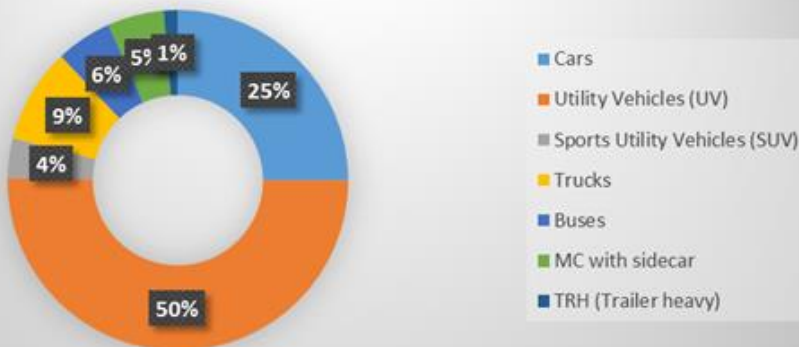
Vehicle Composition, MVIC NCR North, 2013



Total number of for-hire vehicles in 2013: **315,172**

Total number of for-hire vehicles serviced in 2013 by MVIC North and MVIC South: **219,427**

Vehicle Composition, MVIC NCR North, 2014



Non-existent impact assessment framework for SVPCF

SPECIAL ROAD SAFETY FUND (SRSFAF): INSTALLATION OF ROAD SAFETY DEVICES ALONG DAANG MAHARLIKA, ATIMONAN, QUEZON

Project Identification and Approval

- Request for funding was triggered by a major accident which occurred on the downhill portion of Daang Maharlika in the Municipality of Atimonan
- Submitted to the Road Board by the DPWH Quezon 4th District Office on March 2013
- Transmittal letter signed by the District Engineer and the congressional district representative
- SARO was issued in April 21, 2014, a little over a year since the request was made by DPWH Quezon 4th DEO

SPECIAL ROAD SAFETY FUND (SRSFAF): INSTALLATION OF ROAD SAFETY DEVICES ALONG DAANG MAHARLIKA, ATIMONAN, QUEZON

Project Implementation



Similar signs at same location



'Overcrowding' of traffic signs



Obstructed Traffic Signs

SPECIAL ROAD SAFETY FUND (SRSFAF): INSTALLATION OF ROAD SAFETY DEVICES ALONG DAANG MAHARLIKA, ATIMONAN, QUEZON

Monitoring and Evaluation

- DPWH DEO key informants stated that there is no monitoring system in place, especially now when the Traffic Recording and Analysis System (TARAS) has been discontinued.
- Rely on police reports of occurrence of accidents in the project area

SPECIAL LOCAL ROAD FUND (SLRF): BAGUIO CITY

2010 SLRF Project in Baguio City: Asphalt Overlay Along Lake Drive I, Burnham Park, from Sta. 0+66 to Sta. 0+0115

YEAR	SLRF Allocation	Year Released
2008	P1,774,746.58	2010
2009	P1,765,088.00	Unreleased
2012	0	N/A
2013	0	N/A
2015	5,255,806.00	To be released pending completion of required documents



SPECIAL LOCAL ROAD FUND (SLRF): BAGUIO CITY

- 2010 project implemented in 2012
- 2013: Two checks issued to Kane Construction
- November 6, 2014: Notice of disallowance for PhP 520,339.03 was issued by COA-CAR
- March 19, 2015: Appeal from Notice of Disallowance' was sent by the Baguio City Engineering
- March 2, 2015: Department of Interior and Local Government informed Baguio City LGU through its Mayor, the Hon. Mauricio G. Domogan, of its SLRF allocation of Five Million Two Hundred Fifty Five Thousand and Eight Hundred Six Pesos (PhP 5,255,806.00)
- March 13, 2015: DPWH-CAR issued a certification stating that 'the City Government of Baguio has no unliquidated cash advance in the implementation of the SLRF'

SPECIAL LOCAL ROAD FUND (SLRF): BAGUIO CITY

Project Monitoring

- The DILG, as the oversight agency, is obliged to monitor the implementation of SLRF funded projects. The city offices submit inspection report to the DILG regional office based on their observations.
- Local Project Monitoring Committee (LPMC), composed of DPWH, DILG, CEO, and other pertinent local government units, also conducts inspection of projects being implemented through various fund sources.

SPECIAL ROAD SUPPORT FUND (SRSUF): CASE STUDY 1: UPGRADING OF SHOULDER, MARCOS HIGHWAY, CAR

Project Identification and Prioritization

- Identified as the Demonstration Corridor for International Road Assessment Program (IRAP)
- Along Marcos Highway covering the City of Baguio, Province of Benguet and La Union Province with a total length of 47.03kms.
- Received funding from *Road Safety Support Fund (Fund 153)* for the construction/installation of the road safety devices totaling of *P97.09Million* and the *Special Road Support Fund (Fund 151)* for the remaining countermeasures such as paving of shoulder and carriageway improvement, with total project cost of *P98M*.

SPECIAL ROAD SUPPORT FUND (SRSUF): CASE STUDY 1: UPGRADING OF SHOULDER, MARCOS HIGHWAY, CAR



Pedestrian facilities and newly refurbished shoulders

**PROJECT
IMPLEMENTATION**

SPECIAL ROAD SUPPORT FUND (SRSUF): CASE STUDY 1: UPGRADING OF SHOULDER, MARCOS HIGHWAY, CAR

Project Monitoring

- The Office of the Secretary designated the Road Safety Program Division (RSPD) of the Bureau of Quality and Safety (BQS) has been designated as the overall monitoring unit of the project and to ‘ensure that it (project) is built in accordance with the approved plans and specification’
- One project engineer from the DPWH-CAR was designated as project engineer to ‘supervise the over-all execution of the project’ and focal persons in each of the three DEOs were assigned as project inspectors to ‘monitor the daily activities of the contractor’

SPECIAL ROAD SUPPORT FUND (SRSUF): CASE STUDY 1: UPGRADING OF SHOULDER, MARCOS HIGHWAY, CAR

Project Monitoring (Outputs and Outcomes)

- The Office of the Secretary designated the Road Safety Program Division (RSPD) of the Bureau of Quality and Safety (BQS) has been designated as the overall monitoring unit of the project and to ‘ensure that it (project) is built in accordance with the approved plans and specification’
- One project engineer from the DPWH-CAR was designated as project engineer to ‘supervise the over-all execution of the project’ and focal persons in each of the three DEOs were assigned as project inspectors to ‘monitor the daily activities of the contractor’
- Memorandum issued by DPWH-OS to establish ‘baseline or statistics of distinct observations and studies about road crash occurrence within the station limits of the project’ for the period starting January 2015 until October 2016, one year after the target completion of the project to measure whether it has achieved its objective: safer, better, faster, and easier access to and from adjacent municipalities of the province and its nearby provinces as well’

SPECIAL ROAD SUPPORT FUND (SRSUF) CASE STUDY 2: NATIONAL ROAD LIGHTING PROGRAM IN ROXAS BLVD. (VITO CRUZ ST. TO P. BURGOS ST.)

Project Identification and Prioritization

- The National Road Lighting Program (NRLP) was established by the Road Board in 2012 and was implemented in selected regions.
- The selected NRLP project for the case study is located in Roxas Boulevard and is approximately 300 meters long, from Vito Cruz St. to P. Burgos St.
- Completed on July 29, 2015 with total project cost of PhP 47.744 million, more than the fund allocation of PhP47million
- Project design and location were decided by the Road Board



SPECIAL ROAD SUPPORT FUND (SRSUF) CASE STUDY 2: NATIONAL ROAD LIGHTING PROGRAM IN ROXAS BLVD. (VITO CRUZ ST. TO P. BURGOS ST.)

CY 2011-2014 MWUC Releases

Special Road Support Fund (F151) - National Road Lighting Program

Region	2011		2012		2013		2014	
	Estimated Length (km)	Amount	Estimated Length (km)	Amount	Estimated Length (km)	Amount	Estimated Length (km)	Amount
NCR	0	0	8.74	PHP 226,000,000.00	47.87	₱767,350,697.69	24.34	₱377,468,442.77
CAR	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R1	0	0	0	PHP 0.00	0.00	₱0.00	4.30	₱26,253,000.00
R2	0	0	0	PHP 0.00	4.92	₱57,822,800.60	4.29	₱54,743,000.00
R3	0	0	0	PHP 0.00	4.50	₱61,728,780.80	11.37	₱149,775,000.00
R4A	0	0	0	PHP 0.00	3.60	₱54,379,692.60	16.39	₱186,523,157.23
R4B	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R5	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R6	0	0	0	PHP 0.00	8.29	₱111,602,726.00	23.17	₱189,444,000.00
R7	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R8	0	0	0	PHP 0.00	0.00	₱0.00	9.59	₱103,192,000.00
R9	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R10	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R11	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
R12	0	0	0	PHP 0.00	0.00	₱0.00	2.00	₱31,509,000.00
R13	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
ARMM	0	0	0	PHP 0.00	0.00	₱0.00	0.00	₱0.00
TOTAL	0	0	8.74	₱226,000,000.00	69.18	₱1,052,884,697.69	95.45	₱1,118,907,600.00

SPECIAL ROAD SUPPORT FUND (SRSUF) CASE STUDY 2: NATIONAL ROAD LIGHTING PROGRAM IN ROXAS BLVD. (VITO CRUZ ST. TO P. BURGOS ST.)

Project Implementation

- DPWH NCR personnel were involved in the construction of the support structure
- The Road Board, through its Secretariat, was responsible for the procurement and installation of the luminaires or electric light units

Project Monitoring

- No impact evaluation system was put in place for the project.
- no available reports on impacts in terms of road accident reduction or road safety enhancement after project completion.

QUALITATIVE IMPACT ASSESSMENT OF FIVE (5) CASES

Case	Assessment
SRSF Case Study 1: Upgrading of Road Shoulder along Marcos Highway	Baseline data on accidents were prepared but it was still too early to check for impacts because the project was not yet fully completed at the time of fieldwork. (Though not yet 100% complete, the project was selected as case study upon the advice of the implementing agency and on the ground that it is an International Road Assessment Program demonstration project and will provide useful process evaluation lessons.)
SRSF Case Study 2: National Road Lighting Program in Roxas Blvd. (Vito Cruz St. to P. Burgos St.)	Since the project improved road visibility along Roxas Boulevard, it is expected to minimize road-related accidents and enhance road security. However, no baseline data were collected and there were no available reports on which an impact assessment can be based.
SLRF Case Study: Baguio City	No impact monitoring system is in place. Nevertheless, the field visit validated that the completed project in Burnham Park is in good state and is being enjoyed by Baguio City residents and local tourists.

QUALITATIVE IMPACT ASSESSMENT OF FIVE (5) CASES

<p>SRSaF Case Study: Installation of Road Safety Devices along Daang Maharlika</p>	<p>There is no systematic monitoring system in place but the key informants said that they rely on police reports of accidents in the project area and so far, there have been no reports of major road accidents occurring in the area since the project was completed. Interviews with residents along the project corridor and truck drivers who frequently travel along the route yielded a consistent perception that accidents were reduced and that the installed safety devices were very useful, especially for night driving.</p>
<p>SVPCF Case Study: Motor Vehicle Inspection System-NCR North</p>	<p>There is no system for monitoring impacts in terms of air quality improvement and reduction in accidents due to mechanical defects in the coverage service area of the MVIS-NCR North; there are also no baseline data. The same is true for the nationwide MVIS program. Nevertheless, available secondary data were scrutinized. DENR data show that air quality in Metro Manila worsened despite the presence of MVIS centers. PSA data on road accidents by type show that roadworthiness of vehicles worsened even though we have a compulsory national inspection system.</p>



RECOMMENDATIONS

COLLECTION & DEPOSIT OF MONIES

- Effort must be exerted to automate the recording and encoding of collections and deposits to reduce human errors
- Revise recording procedure to account for advance Friday deposit of MVUC monies

PROJECT IDENTIFICATION AND PRIORITIZATION

DPWH

- For the special accounts under the DPWH, that the advance planning, programming and project proposal development be done within the DPWH itself and that the RPO and regional/district offices have closer coordination for these activities
- Process conform to the prescription of RA 8794 and its IRR wherein: 1) the district/regional offices submit proposed projects to the Central Office/RPO, and 2) projects are prioritized using HDM4.

PROJECT IDENTIFICATION AND PRIORITIZATION

DOTr

- For DOTC administered projects, it is recommended that the finalization and subsequent implementation of the guidelines for identification and prioritization of projects to be funded through the SVPCF be facilitated
- Development of multi-year funding scheme be studied to ensure sustainability of programs and maintenance of facilities

FUNDING APPROVAL AND RELEASE

- Strengthen the information system and communication channels with LGUs regarding conditionalities and eligible work categories;
- Put in place a monitoring system that aims to facilitate project implementation, monitor early warning signals on possible implementation problems, and recommend ways to fast-track implementation; and
- Strengthen the auditing system by the RBS and/or explore a third party audit setup.

TRANSPARENCY OF PROCESS

To improve the transparency of process, it is suggested that:

- Information on projects undertaken for the last 5 years be published in the Road Board website;
- Clear timeline from submission of project proposal to RB approval or decline as the case may be;
- On-line verification of status of project proposal

ESTABLISHMENT OF IMPACT EVALUATION SYSTEM

An appropriate impact evaluation plan, where expected outputs and outcomes are stated, should be made a requirement in the application for funds. Further, it is recommended that the evaluation and monitoring of the plan be institutionalized.

INSTITUTIONAL REFORMS

Rather than abolish the Road Board, we believe that its oversight capability and transparency have to be strengthened through at least three measures

- Restructure it to include other road users aside from transport and motorist organizations
- Make the Road Board's reports easily accessible to the public
- Road Board needs to drive a re-orientation of its secretariat as a fund manager and not an implementing agency

INSTITUTIONAL REFORMS

To enhance efficiency and transparency of process

- Strengthen oversight through audits
- Include in the roles of the Road Board Secretariat the monitoring of project implementation and evaluation of project outcomes
- Strengthen the use of community-based employment in road maintenance projects and the participation of civil society organizations in monitoring and increasing transparency in road projects



**THANK YOU FOR
YOUR ATTENTION**