

PRELIMINARY DESIGN AND MONITORING FRAMEWORK

Impact the Project is Aligned with: economic competitiveness improved (Philippine Development Plan, 2017–2022, NEDA)			
Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
<p>Outcome Cost of transportation reduced</p>	<p>a. Logistic costs of passenger travel in Metro Manila reduced to XXX in 2025 (baseline: XX in 2017).</p> <p>b. Average travel speeds for private vehicles improved to 15 km/h in 2025 (baseline: 10km/h in 2017).</p>	<p>a–b. project preparation reports</p>	<p>Traffic volume increases impact on capacity and travel speed.</p>
<p>Outputs 1. Pedestrian access and interchange facilities improved.</p> <p>2. Public transport operations improved</p>	<p>a. 15 km of pedestrian walkways, 5 station access points, and 8 bus stop and/or station improved by 2020 (baseline XXX).</p> <p>b. Gender responsive design and wheelchair accessibility features including gender specific safety measures such as lighting, security, emergency response provided by 2020. (baseline XXX)</p> <p>a. MRT-3 operational capacity throughput on EDSA (Guadalupe Bridge) improved to 150,000 in 2024 (baseline: 126,000 in 2017)</p> <p>b. Bus reform, fleet renewal, and new franchising mechanisms introduced by 2024 (baseline: XXX).</p>	<p>1a-3a. Project monitoring and completion reports.</p>	<p>Interchange access provision of private operators. .</p> <p>Legal barriers prevent MRT-3 improvements. Political and social resistance delay bus reform</p>

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting	Risks
3. Traffic management and institutional oversight improved.	<p>c. Women passenger volumes increased from XXX to XXX. (baseline XXX) with XXX of women's satisfaction with the improved services by 2024</p> <p>a. Traffic control center established and staffed by 2024 (baseline: XXX).</p> <p>b. XXX% of women officials trained in traffic management by 2024. (baseline XXX)</p>		Institutional arrangement and collaboration delay implementation

Key Milestones and Activities

1. Pedestrian access and interchange facilities improved.

1.1 Core subprojects

- 1.1.1 Civil works contract awarded and supervision consultant recruited (April 2019).
- 1.1.2 Sub-projects completed (December 2020).

1.2 Non-core subprojects

- 1.2.1 Detailed Engineering Design and construction supervision consultants mobilized (April 2019).
- 1.2.2 Civil works contracts awarded (January 2021).
- 1.2.3 Sub-projects completed (December 2022).

2. Public transport operations improved.

2.1 MRT-3

- 2.1.1 Engineering design consultant recruited (January 2020).
- 2.1.2 Rolling stock, signals, and station improvement contract awarded (July 2022).
- 2.1.3 Rolling stock, signals, and station improvement completed (June 2024).

2.2 Bus

- 2.2.1 Bus reform planning consultants recruited (July 2019).
- 2.2.2 New bus franchising mechanism introduced (January 2022).
- 2.2.3 Fleet renewal delivered (June 2024).

3. Traffic management and institutional oversight improved.

- 3.1 Traffic management planning/designing/construction supervision consultants recruited (July 2019).
- 3.2 Traffic management improvement facilities (new lane markings, improvement of interchanges, sidewalks, and traffic management center) contract awarded (January 2022).
- 3.2 Traffic management improvement facilities completed (June 2024).
- 3.3 Traffic management unit under the government established (June 2024)
- 3.4 Drafting of an intuitional structure and body to manage EDSA traffic (June 2024)

Inputs

ADB: \$500,000,000 ordinary capital resources (loan)
Government: \$25,000,000

Assumptions for Partner Financing

Not Applicable

ADB = Asian Development Bank; EDSA = Epifanio de los Santos Avenue; km = kilometer; km/h = kilometer per hour; MRT = metro rail transit.

Source: Asian Development Bank.