



Republic of the Philippines
Department of the Interior and Local Government
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MEMORANDUM CIRCULAR
NO. 2020-119

07 SEP 2020

**TO : ALL DILG REGIONAL/PROVINCIAL DIRECTORS,
 PROVINCIAL GOVERNORS, CITY/MUNICIPAL
 MAYORS, PROVINCIAL/CITY/MUNICIPAL
 ENGINEERS, PROVINCIAL/CITY/MUNICIPAL
 PLANNING AND DEVELOPMENT COORDINATORS,
 AND OTHER OFFICES CONCERNED OF THE LOCAL
 GOVERNMENT UNITS (EXCEPT NCR AND BARMM)**

**SUBJECT : GUIDELINES ON THE ENHANCEMENT OF THE
 LOCAL ROADS NETWORK DEVELOPMENT PLAN
 (LRNDP)**

I. BACKGROUND

The total local road network in the country is approximately 190,000 kilometers under the jurisdiction of 81 provinces, 146 cities, 1,488 municipalities, and 42,045 barangays based on the current inventory done by the Local Government Units (LGUs) and consolidated by the Department of the Interior and Local Government (DILG) through the Office of Project Development Services (OPDS), which makes it vital to the Philippine economy. Ideally, these road networks link national roads to areas of economic development, provide access to basic and social services, and serve as an important conduit during conflict, crises and calamities. However, the study from the Philippine Institute of Development Studies (PIDS) says that the state of the Philippine local roads is generally of poor quality and condition. Furthermore, our local roads have inadequate connectivity to the main arterial or national secondary road network which causes poor access to the

basic and social services, thus, hampers the Philippine economic growth and development.

At present, several local road programs are being supported by the National Government Agencies, including the Department of Agriculture (DA), Department of Agrarian Reform (DAR), Department of Environment and Natural Resources (DENR), Department of Public Works and Highways (DPWH), Department of Tourism (DOT), Department of Social Welfare and Development (DSWD) and other agencies, to address the issue of national - local roads connectivity. Generally, these programs try to utilize a *bottom-up approach* in road project identification originating at the local level, but there is no significant collaboration and integration among the programs in the implementation of road network projects.

In FY 2015, the DILG, with assistance from the Provincial Road Management Facility (PRMF), provided technical assistance to Provincial Local Government Units (PLGUs) to help the provinces formulate their Provincial Road Network Development Plan (PRNDP) as reference in identifying their respective priority road projects funded under the 2016 *Konkreto at Ayos na Lansangan and Daan Tungo sa Pangkalahatang Kaunlaran* (KALSADA) and the 2017 Conditional Matching Grant to Provinces Programs. Subsequently, in FY 2017, the DILG with assistance from The Asia Foundation through the CMGP Program, has led the PLGUs in updating their respective PRNDPs into Local Road Network Development Plan (LRNDP) 2018–2022 to expound the identification of provincial core roads applying the Value Chain Analysis and the digitized maps of the provincial, city, municipal and barangay roads as provided by the National Mapping and Resource Information Authority (NAMRIA). The importance of connectivity of local road networks from the national down to the barangay level was highlighted to ensure facilitation of the economic development in the provinces.

The creation of integrated LRNDP encompassing provincial, city, municipal and barangay roads is very important to facilitate the

assessment of connectivity and viability of local road projects within their respective locality. Thus, LRNDP shall be enhanced incorporating all road priority projects in all levels of LGUs in a multi-year investment programming which shall be aligned to the Philippine Development Plan (PDP) and to the international development goals, i.e., the Sustainable Development Goals.

The enhanced LRNDP (2021-2025) shall adopt spatial planning for total connectivity between road networks and land uses, including Value Chain Analysis – ensuring roads are planned to include total length of upgrading, rehabilitation, improvement and maintenance (including RBIS road markers, safety features, climate resilience and geotechnical stability), using GIS tools; and be guided by the national standard design matrix of appropriate intervention works corresponding to different road conditions and traffic volumes.

The LRNDP is an integrated 5-year development plan for the sustainable development and maintenance of local road networks. It supports efforts of LGUs to improve local competitiveness through adequate and well-maintained roads infrastructure and better roads connectivity to ease movement of people and goods, and spur local economic development.

The LRNDP contains priority road development activities over a rolling 5-year period supported by a multi-year financing plan or Investment program.

II. PURPOSE

This policy is issued to guide all local government units (LGUs), within the area of their component units, in preparing the LRNDP, in collaboration with business sector organizations and other stakeholders.

III. LEGAL COMPLIANCE

Section 17(a) and 17(b) (3)(vii) of Republic Act (RA) No. 7160 or the Local Government Code (LGC) of 1991 mandates LGUs to provide basic services and facilities, including infrastructure such as roads and bridges.

Section 17 (f) of the LGC, however, provides that the National Government (NG) may augment the basic services and facilities assigned to an LGU when these are inadequate to meet the requirements of its inhabitants.

Section 3(e) of General Provision of the LGC provides that Provinces with respect to component cities and municipalities, with respect to component barangays, shall ensure that the act their component units area within the scope of the prescribed powers and function. This is in relation to the preparation of an integrated local road network development plan for sustainable development and maintenance.

Section 2 (c) of General Provision of LGC provides that the National Government to require all national agencies and offices to conduct periodic consultations with appropriate local government units, non- governmental and people's organization, and other concerned sectors of the community before any project or program is implemented in their respective jurisdictions.

IV. SCOPE/ COVERAGE

All provinces, including cities, municipalities and barangays, shall be covered by these Guidelines.

V. DEFINITIONS

For purposes of this Memorandum Circular, the following definitions shall apply, unless otherwise stated:

1. **Agriculture** is one of the economic drivers of the province, which

includes crops, livestock, poultry, forestry and forest products, inland fishing and fishing, and mariculture.

2. **Core Road Network** is a strategic road link or chain of connected road segments that may be under the administrative responsibility of different bodies or LGUs but connect important locations and/or components of the economic drivers of the province, such as agro-industry and other key production areas, logistics hubs, eco-tourism, and social services, among others.
3. **Conditional Matching Grant to Provinces (CMGP)** addresses underinvestment in local roads and improves national-local roads connectivity by improving capacities of PLGUs for local roads management (LRM) and public financial management (PFM).
4. **Critical Road Asset** is a damaged, destroyed road section leading to a particular village without alternative routes that causes traffic delays and congestion that it will lead to high customer dissatisfaction and economic costs.
5. **Economic Drivers** refer to either or combination of agriculture, industry and services that provide the most optimal potential of the province to support local economic development, sustainable growth, and/or poverty reduction, aligned with the strategic goals and directions of the province.
6. **Industry** is one of the economic drivers of the province, which includes manufacturing, mining and quarrying, water, light and energy, and construction.
7. **Local Road Infrastructure Investment Program** is a prioritized list of investments for the local road sector based on the situational analysis and addressing the issues of the local road sector, which should ultimately lead to the LGU attaining its vision.
8. **Local Road Asset Management (LRAM)** is an integrated approach involving planning, finance, engineering, operations, accounting, and other functions of the local government unit to effectively manage existing and new road assets through lifecycle management.
9. **Local Roads Management (LRM)** is one of the two key reform components of CMGP that covers Local Road Information Management, Local Road Network Development Plan, Local Road Construction and Maintenance, and Local Road Asset

Management.

10. **Local Road Management Team (LRMT)** is a team organized by the PLGUs that is responsible for the overall implementation of CMGP projects in the province, geared towards the attainment of the envisioned reforms in LRM and PFM.
11. **Local Road Network Development Plan (LRNDP)** is an integrated 5-year plan for the sustainable management of local road networks, supported by multi-year Investment Program. The LRNDP is a requirement for provinces to access funding for road infrastructure development under the CMGP Program.
12. **Local Public Transportation Route Plan (LPTRP)** is a plan detailing the route network, mode, and required number of units per mode for delivering public land transport services. This is prepared by local government units and approved by the Land Transportation Franchising and Regulatory Board (LTFRB).
13. **Monitoring and Evaluation** is to determine how far the actions are effective and efficient, and whether the implementation of the Local Road Network Development Plan (LRNDP) is contributing to the over-all LGU development vision.
14. **Local Road Planning** involves defining land use, mapping local road network, conducting road inventories, prioritizing road investments, and including road projects in annual works programs.
15. **Local Road Infrastructure Investment Program** is a prioritized list of investments for the local road sector based on the situational analysis and addressing the issues of the local road sector, which should ultimately lead to the LGU attaining its vision.
16. **Payapa at Masaganang Pamayanan (PAMANA)** is the National Government's focused development program for isolated, hard to reach, conflict-affected/conflict-vulnerable communities.
17. **Provincial Development and Physical Framework Plan (PDPFP)** is a 6-year document that integrates, synchronizes, and relates the most rationale use of land resources and socio-economic programs in a single document. The Plan capitalizes on the six economic drivers, namely: Economic, Population and Settlement, Physical Resources, Income/Access to Services and Poverty, Land Use, and Local Governance.

18. **Public Financial Management (PFM)** is another key reform component of CMGP that includes Internal Audit, Budgeting, Revenue Generation and Expenditure Management, and Procurement.
19. **Road and Bridge Information System (RBIS)** web-based system designed to capture local roads and bridges inventory data. Supports the DILG in providing information for policy formulation, budget allocation, monitoring and reporting. Likewise, supports the LGUs in road planning and priority setting of road improvements and maintenance.
20. **Road Levels of Service of Standards of Service Delivery** are descriptions of what the LGU aims to deliver in terms of road network service and normally relates to quality, reliability, responsiveness, sustainability, timeliness, accessibility, and consistency.
21. **Road Improvement** are other physical or civil works on the road system that is more than the required scope of work for road rehabilitation or maintenance. It usually involves improvement of roads to enhance accessibility and mobility.
22. **Road Rehabilitation** are works necessary to restore to "good" condition the existing road pavement that has deteriorated to "poor" or "bad" condition. Road rehabilitation can include the provision of road drainage and other appurtenances.
23. **Services** is a sector that is one of the economic drivers of the province, which includes banking; commerce and trade; finance and insurance; transport, storage, and communication; real estate; community, social and personal services; and tourism.
24. **Unified Mapping Project (UMP) of National Mapping and Resource Information Authority (NAMRIA)** contains the geo-referenced ortho-image maps that can be used for road network mapping among others. The LGUs will provide more detailed information for the attributes.
25. **Value Chain Analysis** is the process of analyzing a set of activities to determine the most benefit, advantage, impact or value that an intervention or activity produces, which helps local decision-makers agree on the best value of a peso investment. In the case of local road investments under CMGP, the analysis generates information and consensus as to which roads intervention or activity produces

the best value for the PLGU, in support of its key economic drivers that an organization carries out to create value for its customers.

VI. POLICY CONTENTS AND GUIDELINES

1. General principles that shall govern the formulation of LRNDPs with multi-year local roads investment funded by the LGUs, as well as other national and local sources.
 - 1.1 **Principle of local roads connectivity.** Emphasis is given on *connectivity* of all local roads within the province. As such, the local road investment priorities include upgrading, improvement, rehabilitation and maintenance that comprise a segment of, or vital to the core local road network/s, supporting province-wide economic drivers and/or connected to national road networks. Likewise, regular updating of RBIS and UMP is necessary particularly on the quality and condition of local road access to local communities, basic services and market opportunities, thus, help influence the investment decision.
 - 1.2 **Principle of sustainable local roads.** Building capacities of LGUs for sustainable maintenance of local roads, in collaboration with local communities and other local partners, is paramount. Adopt local road asset management framework to sustain road network in safe and comfortable condition.
 - 1.3 **Principle of local economic development.** Emphasis is also given on local roads, whether provincial, city, municipal or barangay roads, that support local agriculture, industry, public access to infrastructure and basic services driving the Province's economic development, sustainable growth, and/or poverty reduction.
 - 1.4 **Principle of good local governance.** Improving local roads management is not only about infrastructure provision to raise local competitiveness, but also a good local governance commitment in the pursuit of LRM and PFM reforms. Maintaining selected roads as part of an integrated local road network encompassing city, municipal and barangay roads.
 - 1.5 **Principle of environmental compliance and social soundness.** Observance of environmental and social safeguards to ensure that infrastructure development will not

result to degradation of the environment and that social welfare will be promoted and sustained.

2. The LRNDP shall be informed by:

- 2.1. The objectives of the Provincial Development and Physical Framework Plan (PDPFP), which sets out the strategic development directions of the Province. The LRNDP is an elaboration of the PDPFP's Transportation, Access and Circulation component focusing on developing and maintaining local roads in support of the development priorities of all levels of LGUs within the jurisdiction of the province.
- 2.2. Road investment priorities with strategic value to the economic drivers of the LGUs and promotes social welfare and development.
- 2.3. Adequate, accessible and reliable local roads information, including an assessment of the road network, including the performance and state of connectivity between national and local roads to support local economic development, as well as road development activities and financing from different sources, including but not limited to national and local governments, donors and other partners.
- 2.4. Holistic and informed investment and budget allocation decisions for new road construction, road improvement or rehabilitation, and road maintenance, including bridge construction and supporting infrastructure.
- 2.5. Other local government sectoral or thematic plans covering sectors or sub-sectors such as tourism development, land use and zoning, public transport and routes, disaster risk reduction-climate change adaptation and mitigation, environmental management, economic development and social welfare and development.

3. Objectives of the LRNDP

DILG issued Memorandum Circular No. 2017-159 mandating local chief executives (LCEs) to prepare LRNDPs as a comprehensive response to address the "decades-long underinvestment in local roads". The Guidelines intend to:

- 3.1 Support the objectives of the PDPFP by developing and maintaining core local roads over a rolling 5-year period that connect with national road networks in support of local economic development and poverty reduction;
 - 3.2 Contribute to the attainment of the Sustainable Development Goals (SDGs) particularly on the 11 road-related SDG indicators;
 - 3.3 Increase economic activity and improve public access to infrastructure and basic services by strategically developing and maintaining selected roads as part of an integrated provincial road network encompassing city, municipal, and barangay roads;
 - 3.4 Develop capacity of LGUs to sustain and improve the existing road network through investment planning and budgeting, systems improvement and human resource development;
 - 3.5 Develop systematic, repeatable and transparent selection processes and mechanisms to determine priority road investments with local stakeholders through community consultations as part of inclusive decision-making;
 - 3.6 Institutionalize a system for road rehabilitation and maintenance that are environmentally compliant and socially sound as a critical service of LGUs so that the road network is sustained in optimal condition with the efficient use of available resources;
 - 3.7 Eliminate political and partisanship in the prioritization of road projects, thus minimizing the pressure and intervention from various groups in project identification, prioritization, and implementation; and
 - 3.8 Ensure resource development, community involvement, environmental management, disaster risk reduction and climate change adaptation and mitigation.
- 4. Developing the LRNDP requires the following:**
- 4.1 A PDPFP that describes key local economic drivers and development strategies, including transport priorities;

- 4.2 A road inventory and map using Geographic Information System (GIS) that identifies the extent, use, connectivity, and condition of the local road network/s that include provincial, municipal, city and barangay roads;
- 4.3 Maps that show at the minimum, economic drivers and activities, population centers and/or hierarchy of settlements, and demographics, land uses, dominant landscape features, terrain, hydrology, and environmentally sensitive and hazard-prone areas;
- 4.4 Processes guides, survey tools and/or templates to guide information gathering and the development of the plan;
- 4.5 LRNDP Technical Working Group (TWG) created through an Executive Order duly signed by the Governor, who shall facilitate, provide inputs and recommendations on enhancing the LRNDP to ensure that all Local Road Investment Programs of all levels of LGUs within the jurisdiction of the province are included in the integrated LRNDP. The TWG shall consists of representatives from the following: Provincial Planning Development Office, Provincial Engineer's Office, Provincial Association of City/Municipal Planning Development Coordinators, Provincial Association of City/Municipal Engineers, Development Partners and Civil Society Organizations;
- 4.6 Approval of the Plan by the Governor; presentation to and approval and endorsement by the Infrastructure Development Committee (IDC) and the Provincial Development Council (PDC); and adoption by the Sangguniang Panlalawigan;
- 4.7 Application of appropriate tools and approaches, such as the Value Chain Analysis to sectors that drive the economy of the province and maps that show the location of significant value chain components, for each economic driver;
- 4.8 Participation of the City/Municipal LGUs in the formulation of LRNDP, especially in completing the roads database in shape file format with a minimal table using the UMP data of NAMRIA, the digitization of road network map that includes all local roads in the province and in the integration of city/municipal/barangay priority road networks to ensure connectivity with provincial and national roads; and

- 4.9 Participation and representation of the business sector and civil society organizations (identified by the PLGU) in the formulation of LRNDP and the adoption of applicable tools and approaches on socio-economic analysis to determine core road networks for investment.

5. Contents of LRNDP

The LRNDPs should contain the following:

- 5.1. A process for the selection and prioritization of local road investments that is systematic, repeatable, transparent and inclusive. The selection criteria may include accessibility to services, contribution to economic activity, environmental protection, building social capital, peace, social cohesion, and gender equality, among other factors. (See Annex A)
- 5.2. Identification of sectors and sub-sectors that drive the economy of the LGU, as well as the emerging and potential economic drivers.
- 5.3. A situational analysis that describes the baseline conditions or scenarios of the province's road sector; existing and projected supply and demand characteristics of the province's road network, main economic drivers, settlement expansions, environmental, social and cultural implications of road infrastructure.
- 5.4. A GIS data set of roads within the LGU, regardless of administrative ownership or delegation, reflecting an updated road inventory that details road names and road condition, and showing sections proposed for investment through rehabilitation, upgrading, and maintenance.
- 5.5. A list of key actors for each economic driver of the LGU, and an accompanying map showing the location of these key actors.
- 5.6. Identification of "core road networks" linking the actors of each of sector or subsector that are driving the economy of the whole Province, consistent with and in support of the PDPFP, CDP and/or the Philippine Development Plan.
- 5.7. Identification of segments in the core road network, and new road openings that are prioritized in the Investment Program

including bridges, slope protection, drainage, road safety, PWD access, and other factors. These proposed investments may “service” existing economic drivers, or “shape/lead” emerging and potential economic drivers.

- 5.8. The Local Road Infrastructure Investment Program over a five-year period, including the source of funds for each activity in the Plan, such as CMGP Program for provincial roads; Assistance to Municipalities (AM) Program for municipal roads; and PAMANA for municipal and barangay roads; farm-to-market roads of DA and DAR; tourism road infrastructure projects of DOT/DPWH, as well as locally-generated funds that feeds into the investment program of the development plans of the LGUs (e.g. CLUP for cities and municipalities , PDPFP for provinces).
 - 5.8.1. Identification of service delivery mechanisms and procurement requirements to implement the Plan.
 - 5.8.2. Results-based monitoring and evaluation shall be observed with the following processes: defining results chain, identifying performance indicators, formulating an M&E Plan, collecting and managing performance data, analyzing performance data, and using analyses to inform management decisions.
 - 5.8.3. A communication plan to demonstrate to key stakeholders and to the general public that LRNDP is an effective road network development plan to ensure sustainable development of local roads empowering local governments and improving access to public infrastructure and services in the entire country.
 - 5.8.4. The LRNDP shall be considered one of the documentary confirmations for the competitive and business-friendly dimension of the provinces for the Seal of Good Local Governance (SGLG). The PLGU’s budget for roads maintenance shall also be included in future indicators of the SGLG. In addition, the functionality of Local Development Councils will also be considered in the assessment of LGUs for the Seal.

5.8.5. Strategic local roads that have inter-provincial linkages and/or national-local connectivity with intra- and inter-regional development implications are encouraged to be submitted to the Regional Development Council (RDC) for reference/programming support either through national infrastructure or sector-based priorities in the said region.

6. **Process of Preparing the LRNDP**

The process of preparing the LRNDP shall be dependent on the approach that LGUs would like to take. However, the following key principles shall be considered:

6.1. LRNDP preparation is a multi-stakeholder process. It shall involve several offices from within the local government; namely, the Local Planning and Development Office, Engineer's Office, Treasurer's Office, Assessor's Office, Accountant's Office, Internal Audit Office, Budget Office, Human Resource Management and Development Office, Agriculture Office, Environmental Office, among others. It shall also involve representatives from the academia, civil society, and the private sector, as well as national government agency representatives such as DA, DAR, DOT, DTI, DPWH, DENR and others. To ensure the integration of municipal and city road development priorities, the planning process should involve the participation of municipal and city planning and development coordinators and city and municipal engineers.

6.2. **LRNDP is a consultative and participatory exercise.** During stakeholder consultations, representatives from national government agencies, local government units, civil society, and the private sectors shall participate in determining the criteria for road selection and prioritization, as well as in the identification of road management strategies. Furthermore, the provincial, city and municipal governments shall consult and work together to integrate their respective five-year Local Road Infrastructure Investment Program in the LRNDP.

6.3. **LRNDP preparation is data-based.** The Plan shall be dependent on adequate, accessible and reliable local roads

information, including an assessment of the road network, the performance and state of connectivity between national and local roads to support local economic development, complementation with the DPWH High Standard Highway Master Plan, as well as road development activities and financing from different sources, including from national and local governments, donors and other partners.

7. Enriching the LRNDP with LRAM Principles

Specific road asset management components shall be included as part of the contents of the LRNDP:

- 7.1 Including levels of service as part of establishing objectives, or defining the vision/goal of the LGU on local road service delivery, as well as defining performance indicators and targets.
- 7.2 Including the discussion on the state of the road assets, including valuation, and key statistics
- 7.3 Highlighting provisions of lifecycle management, service level gaps and their relationship to maintenance strategies, as well as capital expenditure planning.
- 7.4 Firming up the M&E component of the plan by specifying specific performance indicators.

8. Selecting Priority Road Projects

The priority road projects of the local government should be core roads and critical road assets along the local road network.

The following shall be used to evaluate a local road and determine if it forms part of the network:

- 8.1. **Access and connectivity.** Local roads that provide general access to land use and connectivity from one land use to another. Access and connectivity as a selection criterion do not differentiate on the nature or type of land use.
- 8.2. **Access to social and health services.** Roads that facilitate social and health services to communities.

- 8.3. **Access/promote economic activities.** Roads that provide access to economic areas or activities and therefore promote local economic development. Areas with economic activities include agro-industrial, production, processing and tourism areas.
- 8.4. **Environment and hazard factors.** Roads should avoid environmentally critical areas and locations with geo-hazards. Or at the very least, road projects should be located to minimize environmental impacts.
- 8.5. **Road safety concerns.** Roads where there are minimal road safety issues. This also pertains to locating road projects that improves road safety concerns.
- 8.6. **Manageable road right-of-way issues.** Roads that are selected based on the manageability of issues in road right-of-way.
- 8.7. **Minimal cultural impact.** Roads where the cultural impact is at a minimum.
- 8.8. **Peace and order conditions.** Roads are selected to promote peace and order in the locality.
- 8.9. **Population and settlements.** Roads that serve areas with high populations and roads that direct population settlement to less environmentally critical areas or will contribute in decongesting highly populated settlements and creating new concentration of populations. This may also pertain to roads that have the largest number of settlements in the areas they serve.
- 8.10. **Poverty incidence.** Roads where poverty incidence is the highest and therefore, the largest potential for poverty alleviation.
- 8.11. **Road importance.** This is a combined metric in selecting roads where the more important road is deemed to be those that have higher traffic volume and more commercial and industrial activities.
- 8.12. **Road condition.** Roads are selected based on their

surface condition whether good, fair, poor and bad.

8.13. **Surface type.** Roads are selected based on the type of pavement surface (e.g. earth, gravel, asphalt and concrete).

8.14. **Traffic volume.** This refers to selecting roads with the highest traffic volume or number of vehicles passing through.

9. Limitations and Assumptions

9.1. The regular updating of the RBIS and UMP maps, a road database containing road maps and local roads inventory, a data base on the conditions of roads and bridges under the respective jurisdictions of LGUs, preferably in the form of a Geographic Database (Geodatabase) that can be accessed and analyzed in a Geographic Information System (GIS), is essential in the preparation of the LRNDP.

9.2. Considering that Provincial Governments have uneven exposure and limited capacities on GIS and road database, there may be limitations to data availability, hence, it is a pre-requisite that the UMP maps and inventory should be completed before the updating of the LRNDP.

9.3. However, recent initiatives by the National Government, particularly the National Economic and Development Authority (NEDA) in training PLGU personnel in geo-tagging infrastructure projects, including provincial roads, supports the assumption that there is a ready information on local roads at the provincial level.

9.4. There are other initiatives of the National Government in capacitating local government units on the use of GIS such as the Participatory Geographic Information System – Space-based Technology (PGIS-SBT) of the Department of Social Welfare and Development (DSWD) through the Kapit-Bisig Laban sa Kahirapan Comprehensive and Integrated Delivery of Social Services-National Community-Driven Development Program (KC-NCDDP). The PGIS-SBT was implemented at the barangay level and has the potential of contributing significantly to the LRNDP by providing updated geographic data on barangay roads.

9.5. The Provincial Governments are required to prepare the

Local Public Transport Route Plan (LPTRP) which involves the conduct of surveys such as traffic forecasting, household surveys and Origin-Destination (OD) surveys that can be significant inputs to the LRNDP.

- 9.6. PLGU creates a Local Road Management Team (LRMT), preferably composed of the following: Provincial Administrator (PA), Provincial Planning and Development Coordinator (PPDC), Provincial Engineer (PE), Provincial Budget Officer (PBO) Provincial Environment and Natural Resources Officer (PENRO); Provincial Treasurer (PT), Provincial Accountant (PA), Provincial Human Resource and Management Officer, Provincial Social Welfare and Development Officer (PSWDO). Sangguniang Panlalawigan Representative (SP Rep), Civil Society Organizations (CSO) Rep. This is based on Appendix 8 of the DILG-DBM JMC No. 2017-2 dated 26 April 2017.

VII. AMENDMENTS

The DILG may amend or supplement this Memorandum Circular as may be necessary.

VIII. REPEALING CLAUSE

Any and all DILG issuances, which are contrary to or inconsistent with any of the provisions herein, are hereby deemed repealed.

IX. SEPARABILITY CLAUSE

If any part or provision of these Guidelines shall be held invalid or illegal by any competent authority, other provisions thereof, which are not affected thereby, shall continue to be in full force and effect.

X. EFFECTIVITY CLAUSE

This Memorandum Circular shall take effect immediately upon approval by DILG and after its publication in the Official Gazette or Newspaper of General Circulation.

XI. FEEDBACK

Inquiries concerning this document should be directed to the Office of Project Development Services, DILG, through the CMGP PMO by phone at (02) 8925 3844 and by email at kalsada.dilg@gmail.com for appropriate action.

XII. APPROVING AUTHORITY


USEC BERNARDO C. FLORECE, JR.
Officer-In-Charge

Date: 07 SEP 2020

