Republic of the Philippines
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
OFFICE OF THE SECRETARY
Manila

15 JUN 2017

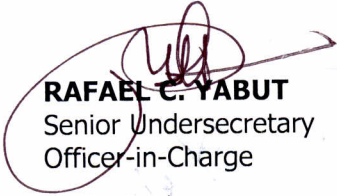|	
DEPARTMENT ORDER)	**SUBJECT:** Adoption of DPWH Performance Governance System (PGS) Strategy Map and Enterprise Scorecard 2017-2022

NO. 82

Series of 2017 07.05.17

In line with the Department's commitment to realize *Ambisyon Natin* 2040, the long-term vision of a better life for the Filipino family, by translating that vision into specific goals and milestones as supported by the current medium-term plan *Philippine Development Plan* 2017-2022, the **DPWH Performance Governance System (PGS) Strategy Map and Enterprise Scorecard 2017-2022** is hereby adopted to operationalize the refreshed strategy using PGS as a tool in the strategy formulation, execution and monitoring of results.

All Heads of Offices shall ensure that their respective unit's Strategic and Operational Plans and PGS Balanced Scorecards are strategically linked and aligned with the overall goals and strategies committed in the Department's PGS Balanced Scorecard.

This Order shall take effect immediately.

RAFAEL C. YABUT
Senior Undersecretary
Officer-in-Charge

Department of Public Works and Highways
Office of the Secretary

WIN7102938

Encl: DPWH Performance System (PGS) Strategy Map and Enterprise Scorecard 2017-2022 and Measure Profiles
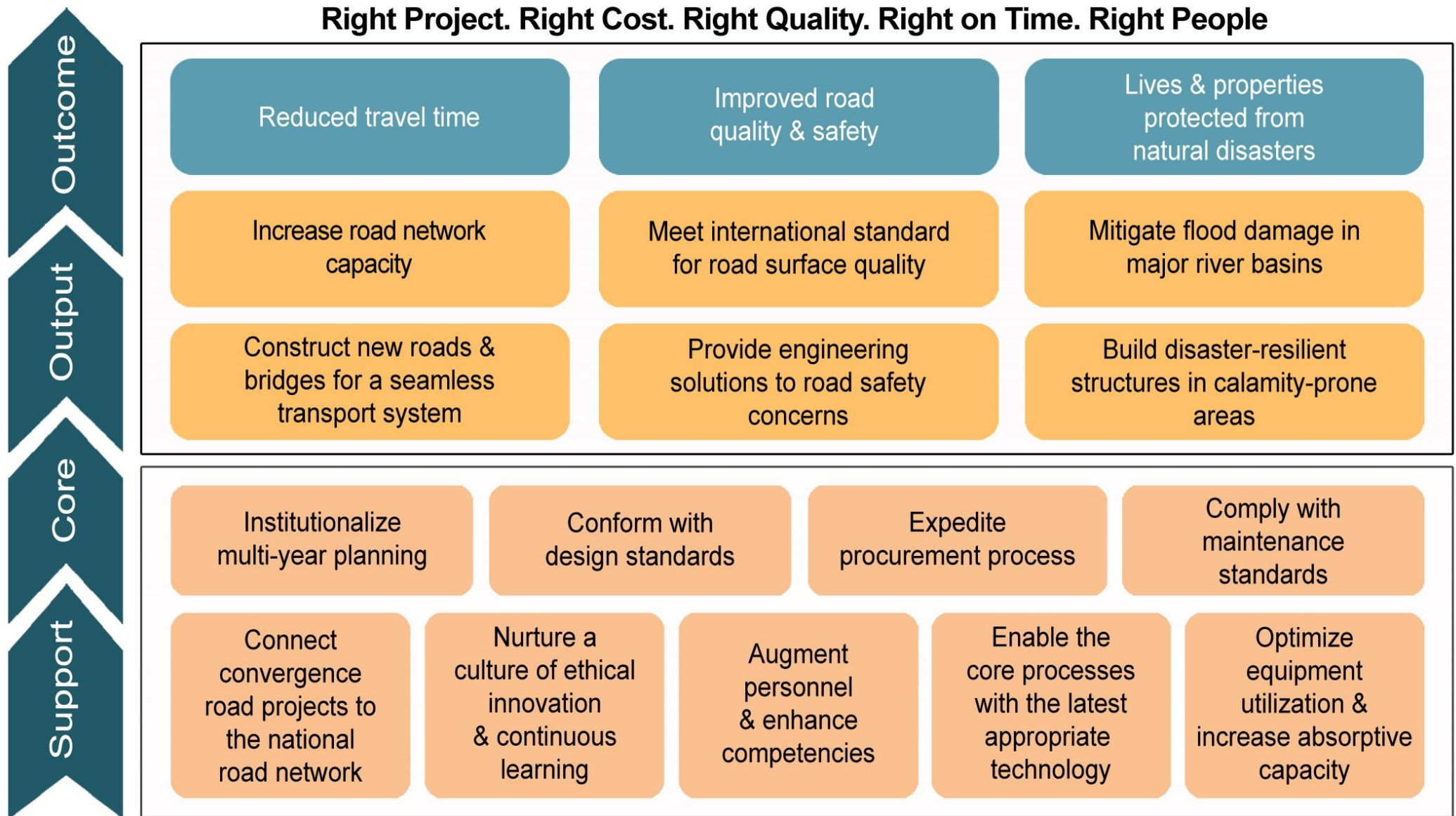
1.3 JCD/PVG/CALJr/RCA

VISION

By 2030, DPWH is an effective and efficient government agency, improving the life of every Filipino through quality infrastructure.

STRATEGY MAP 2022
Department of Public Works and Highways

Right Project. Right Cost. Right Quality. Right on Time. Right People

Outcome

- Reduced travel time
- Improved road quality & safety
- Lives & properties protected from natural disasters

Output

- Increase road network capacity
- Meet international standard for road surface quality
- Mitigate flood damage in major river basins

- Construct new roads & bridges for a seamless transport system
- Provide engineering solutions to road safety concerns
- Build disaster-resilient structures in calamity-prone areas

Core

- Institutionalize multi-year planning
- Conform with design standards
- Expedite procurement process
- Comply with maintenance standards

Support

- Connect convergence road projects to the national road network
- Nurture a culture of ethical innovation & continuous learning
- Augment personnel & enhance competencies
- Enable the core processes with the latest appropriate technology
- Optimize equipment utilization & increase absorptive capacity

MISSION

To provide and manage quality infrastructure facilities and services responsive to the needs of the Filipino people in the pursuit of national development objectives.

CORE VALUES

Public Service. Integrity. Professionalism. Excellence. Teamwork

		Objective	#	Measure	OPR	BL	17	18	19	20	21	22
Outcome	A	**Reduce travel time**	1	Percent reduction in travel time in every priority corridor		Refer to schedule			12.50%			25%
Output	B	**Increase road network capacity**	2	Kilometers of national roads along priority corridors widened to at least 4 lanes with complete features	IOs	1,308.736 4,498.695	+519.079 1,827.815 4,498.695	+569.739 2,397.554 4,498.695	+533.733 2,931.287 4,498.695	+564.375 3,495.662 4,498.695	+535.509 4,031.170 4,498.695	+467.525 4,498.695 4,498.695
			3	Number of bypass/diversion road and grade separation projects along priority corridors completed to at least 4 lanes with complete features	IOs	0 103	+6 6 103	+25 31 103	+29 60 103	+20 80 103	+14 94 103	+9 103 103
	C	**Construct new roads & bridges to enhance national road system**	4	Cumulative length in kilometers of expressways implemented through PPP completed, operated and opened to traffic	PPPS	129.65	+8.27 137.92	+13.38 151.30	+17 168.30	+35.2 203.50	+18 221.50	+66.61 288.11
			5	Kilometers of new roads constructed to close gaps in the national road network	IOs	0 1,782.532	+244.196 244.196 1,782.532	+331.577 575.773 1,782.532	+404.086 979.859 1,782.532	+290.597 1,270.455 1,782.532	+264.509 1,534.964 1,782.532	+247.568 1,782.532 1,782.532
			7	Long span bridges completed	IOs	0	0	0	0	0	+1 1	+3 4
Outcome	D	**Improve road quality & safety**	8	Number of pertinent regions/UPMO clusters with newly completed road projects in the priority corridors meeting an international roughness index (IRI) of no more than 3.00 m/km	BQS IOs	1	17	17	17	17	17	17
			9	Number of casualty accidents saved per year covered for every countermeasure implemented	BQS IOs	0	0	+144 144	+160 304	+176 480	+192 672	+208 880
Output	E	**Meet international standard for road surface quality**	10	% of newly completed road projects in the priority corridors meeting an international roughness index (IRI) of no more than 3.00 m/km	BQS IOs	24%	30%	40%	50%	60%	70%	80%
	F	**Provide engineering solutions to road safety concerns**	11	Number of accident black spots as per traffic accident data along national roads including priority corridors addressed with engineering interventions	BQS IOs	0	0	+180 180	+200 380	+220 600	+240 840	+260 1,100
			12	% of critical intersections along national roads in the priority corridors with completed traffic engineering interventions	BQS IOs	No Data	1%	6%	10%	15%	21%	26%

DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS
PERFORMANCE GOVERNANCE SYSTEM (PGS) ENTERPRISE SCORECARD 2017-2022

		Objective	#	Measure	OPR	BL	17	18	19	20	21	22
Outcome	G	Protect lives & properties from natural disasters	13	Mobility in the identified vulnerable areas unhampered during and after disasters	BOM IOs	To be verified after a natural disaster occurs in the identified vulnerable areas						
				13a % of vulnerable bridges retrofitted/replaced passable during and after disasters of magnitude within design parameters	BOM IOs	-	-	100%	100%	100%	100%	100%
				13b % of vulnerable roads with slope protection projects passable during and after disasters of magnitude within design parameters	BOM IOs	-	-	100%	100%	100%	100%	100%
				13c % of reported closed road sections after disasters cleared and opened to traffic within the required response time calibrated to the magnitude of the disasters	BOM IOs	-	25%	40%	60%	80%	95%	100%
			14	Reduced number of municipalities affected by flooding in the core areas of major and priority principal river basins	UPMO-FCMC IOs	To be verified after a natural disaster occurs in the core areas of major and priority principal river basins						
						0	0	0	+6 6	+29 35	+20 55	+62 117
Output	H	Mitigate flood damage in major river basins	15a	Number of completed flood control Master Plans/Feasibility Studies for major river basins	UPMO-FCMC	11	11	11	+7 18	18	18	18
			15b	Number of major river basins with completed flood control projects in the core areas as prescribed in the Master Plans/ Feasibility Studies	UPMO-FCMC	0	0	0	+1 1	1	1	+5 6
			16a	Number of completed flood control Master Plans/ Feasibility Studies for priority principal river basins (except major river basins)	UPMO-FCMC IOs	28	28	+23 51	+24 75	+12 87	+8 95	+4 99
			16b	Number of priority principal river basins (except major river basins) with completed flood control projects in the core areas as prescribed in the Master Plans/ Feasibility Studies	UPMO-FCMC IOs	1	1	1	+2 3	+11 14	+13 27	+23 50
	I	Build disaster-resilient structures in calamity prone areas	17	Number of bridges along the primary roads in the identified vulnerable areas made resilient	IOs	0	+39 39 509	+112 151 509	+94 245 509	+93 338 509	+87 425 509	+84 509 509
			18	Linear meters of slope protection along the primary roads in the identified vulnerable areas completed and compliant with the latest DPWH standards and specifications	IOs	0 54,752.520	+18490.92 18,490.920 54,752.520	+21122.6 39,613.520 54,752.520	+7170 46,783.520 54,752.520	+4141 50,924.520 54,752.520	+3128 54,052.520 54,752.520	+700 54,752.520 54,752.520

		Objective	#	Measure	OPR	BL	17	18	19	20	21	22
Core	J	Institutionalize multi-year planning	6	Number of feasibility studies for inter-island linkage projects (long span bridges) completed	PS	1	1	+3 4	4	+4 8	8	+3 11
			19	% of projects costing more than one (1) Billion pesos identified in the Master Plans* for medium-term implementation (2023 – 2028) with completed Feasibility Studies	PS	0	-	-	5%	20%	30%	50%
	K	Conform with design standards	20a	% of implementing offices with at least VS rating in the annual Design Audit Regional Offices District Engineering Offices	BOD IOs	94% 71%	100% 75%	100% 80%	100% 85%	100% 90%	100% 95%	100% 100%
			20b	% of implementing offices with at least Satisfactory (S) rating in the annual Quality Assurance Audit	BQS IOs	85%	87%	89%	91%	93%	95%	97%
	L	Expedite procurement process	21	% of implementing offices awarding at least 75% of total capital outlay for regular infrastructure by end of first semester	IOs PrS	60.8%	65%	70%	75%	80%	85%	90%
			22	% of total capital outlay for regular infrastructure with releases up to the end of 3rd quarter awarded by the end of the funding year	IOs PrS	84.7%	87%	90%	93%	95%	97%	100%
	M	Comply with maintenance standards	23	% of districts with at least VS rating as to compliance with maintenance policy guidelines on maintenance of roads and bridges, as validated	BOM IOs	73%	75%	80%	85%	92%	97%	100%
	N	Connect convergence road projects to the national road network	24	Lane kilometers of roads constructed/ improved connecting economic zones to the national road network as identified through the DTI-DPWH convergence	PS IOs	Targets based on projects downloaded by concerned agency						
			25	Lane kilometers of roads constructed/ improved connecting tourism areas to the national road network as identified through the DOT-DPWH convergence	PS IOs	Targets based on projects downloaded by concerned agency						
			26	Lane kilometers of roads constructed/ improved connecting new major seaports and airports to the national road network as identified through the DOTr-DPWH convergence	PS IOs	Targets based on projects downloaded by concerned agency						

		Objective	#	Measure	OPR	BL	17	18	19	20	21	22
Support	O	Nurture a culture of ethical innovation & continuous learning	27	Net Trust Rating	SRS	Negative	Negative	Negative	Neutral	Neutral	Neutral	Neutral
			28	Internal Stakeholders Approval Rating	HRAS	No Survey Conducted	Awaiting Results of Survey	25%	30%	35%	40%	45%
	P	Augment personnel & enhance competencies	29	% of civil works contracts handled by accredited DPWH Field Engineers and Materials Engineers (MEs)	BQS BRS IOs	88%	100%	100%	100%	100%	100%	100%
	Q	Enable the core processes with the appropriate technology	30	Number of prioritized applications developed	IMS	-	3 (DMA, CEA, FCIA)	4 (DDMS, ECPS, FMS, HRIS)	3 (BWA, IW, NGBI)	1 (PRMS)	1 (IROWMS)	2 (RWMS, RMMS)
			31	% of implementing offices meeting the ideal ratio of design office to set of licensed design software Regional Office (1:15) District Engineering Office (1:8)	BOD	 0% 0%	 0% 0%	 50% 30%	 100% 70%	 100% 100%	 100% 100%	 100% 100%
	R	Optimize equipment utilization and increase absorptive capacity	32a	% Equipment fleet utilization	BOE IOs	73%	75%	75%	78%	80%	82%	85%
			32b	% Equipment fleet availability	BOE IOs	72%	75%	77%	80%	83%	85%	85%
			33a	% Accomplishment of Equipment Fleet Requirements	BOE	36%	60%	74%	87%	95%	100%	100%
			33b	% of the 18 Major Rivers Assigned with Minimum Fleet of Dredges and Support Vessels	BOE	40%	72%	76%	85%	88%	95%	100%
			34	Disbursement rate (disbursement over allotment) for allotment releases as of end of 3rd quarter of fiscal year	FS IOs	65%	67%	68%	69%	70%	72%	75%
			35	Absorptive capacity including outside infrastructure projects (obligation over allotment) for allotment releases as of end of 3rd quarter of fiscal year	FS IOs	84%	85%	86%	87%	88%	89%	90%

MEASURE PROFILE   #1

What is the objective?
Quantify the reduction of travel time for the Priority Corridors[1]
What is the measure?
Percent of hours reduced in travelling the priority corridors

What is the reason behind choosing this measure?
This measure validates the effectivity of the outputs to which the reduction of travel time was established (i.e., road widening, Bypass, Diversion road, etc.) and if such improvements have really made an impact to the traveling public.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula
Baseline Data was initially obtained from the WAZE Application Database. However, Planning Service will conduct validation and provide the methodology used.

What data is required in calculating the measure? Where/how was it acquired?

Planning Service Methodology on Validation of Travel Time

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?

Who is responsible for tracking and reporting targets?
Development Planning Division, Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
(Please see attached Baseline Data)			12.50%			25%	

[1] *Please see Annex "A"*

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MEASURE PROFILE   #2

What is the objective?
Reduce travel time by increasing road network capacity by means of road widening

What is the measure?
Kilometers of the Priority Corridors[1] widened to at least 4 lanes with completed features[2]

What is the reason behind choosing this measure?
To enhance the national road system by increasing road network capacity, therefore increasing mobility of vehicles and reducing travel time.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Kilometer

How is the measure calculated? Clarify the terms in the formula

Extracted Report from Road Widening Validation Forms on the number of lanes in the National Road Network. Completeness of features willl include the ff:

[2] Features:
Drainage
Sidewalk
Curb and Gutter
Shoulder
Pavement Markings
Signage
Bike Lanes (base on existing standards on Highway Design)

NOTE: Bridges are not included in the targets for this Measure

What data is required in calculating the measure? Where/how was it acquired?
Updated Inventory of National Road Network from RBIA and validated by the DEOs and ROs using the validation forms of DPD.

Note: Road sections that are already 4 lanes and up are already considered as accomplishment, unless these projects also have complete features. Road Widening projects outside the Priority Corridors shall be evaluated in the existing guidelines relating to Regular Infrastructure Program. Implementation shall be based on the approved GAA, however shall not be reported in this measure.

Is information about the measure available?
☐ Currently available
☒ With minor changes
☐ Still to be formulated

When will this information be available?

Jun-17

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
1,308.736 4,498.695	+519.079 1,827.815 4,498.695	+569.739 2,397.554 4,498.695	+533.733 2,931.287 4,498.695	+564.375 3,495.662 4,498.695	+535.509 4,031.170 4,498.695	+467.525 4,498.695 4,498.695	

[1] Please see Annex "A"

What is the objective?
Reduce travel time by increasing road network capacity by means of Bypass/Diversion Roads and Grade Separation projects.

What is the measure?
Number of bypass/diversion road and interchange projects completed along Priority Corridors[1] to at least 4 lanes with completed features[2]

What is the reason behind choosing this measure?
This is an alternative solution for traffic decongestion to reduce travel time and to increase the National Road Network Capacity if Road Widening is not feasible.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

The number of By-Passes to be constructed is based on the Project Profile and Multi-Year Plans submitted and proposed by ROs and DEOs for funding. Accomplishments will be based on completion of criteria (at least 4-lanes and complete features2) and open to traffic.

[2]Features:
Drainage
Sidewalk
Curb and Gutter
Shoulder
Pavement Markings
Signage
Bike Lanes (base on existing standards on Highway Design)

What data is required in calculating the measure? Where/how was it acquired?

Number of proposed and on-going By-Passes projects based on Multi Year Plans and Project Profiles for By-Passes

Note: Road sections that are already 4 lanes and up are already considered as accomplishment, unless these projects also have complete features.
Bypass/Diversion Roads and Grade Separation projects outside the Priority Corridors shall be evaluated in the existing guidelines relating Regular Infrastructure Program. Implementation shall be based on the approved GAA, however shall not be reported in this measure.

Is information about the measure available?
☐ Currently available
☒ With minor changes
☐ Still to be formulated

When will this information be available?

Jun-17

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET							
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
N/A	+6 6 97	+22 28 97	+29 57 97	+19 76 97	+13 89 97	+8 97 97	

MEASURE PROFILE   #4

What is the objective?
Safe, seamless and high standard expressways
What is the measure?
Cumulative length of expressways, implemented through PPP,
completed, operated and opened to traffic.
What is the reason behind choosing this measure?
To be able to achieve the benefits of the completed expressway such
as reduced travel time.

How often is the measure updated/calculated?
Quarterly

What is the unit of measure used?
Kilometers

How is the measure calculated? Clarify the terms in the formula

Total length of expressway operated and opened for public use

What data is required in calculating the measure? Where/how was it acquired?
Toll Operation Permit (for substantially completed projects) and Toll Operation Certificate (for
completed projects) issued by the Toll Regulatory Board

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Undersecretary for Planning and PPP
Who is accountable for targets?
PPP Service Director
Who is responsible for tracking and reporting targets?
PPP Service Director and concerned Division Chiefs

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
129.65 km	+8.27 km 137.92 km	+13.38 km 151.30 km	+17.00 km 168.30 km	+35.20 km 203.50 km	+18.00 km 221.50 km	+66.61 km 288.11 km	

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MEASURE PROFILE

What is the objective?
Reduce travel time by constructing new roads & bridges to enhance national road system.

What is the measure?
Kilometers of new roads constructed to close gaps in the national road network

What is the reason behind choosing this measure?
Constructing new roads to close the gaps increases the connectivity within the National Road Network and therefore reduce the travel time.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Kilometers of concreted road

How is the measure calculated? Clarify the terms in the formula
The targets for Missing Gaps/Links is based on the Project Profile and Multi-Year Plans submitted and proposed by ROs and DEOs for funding.

What data is required in calculating the measure? Where/how was it acquired?

Kilometers of proposed and on-going Missing Gaps/Links projects based on Multi Year Plans and Project Profiles for Missing Gaps/Links

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

Jun-17

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
N/A	+244.196 244.196 1,782.642	+331.577 575.773 1,782.642	+404.086 979.859 1,782.642	+290.597 1,270.565 1,782.642	+264.509 1,535.074 1,782.642	+247.568 1,782.642 1,782.642	

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MEASURE PROFILE

What is the objective?
Reduce travel time

What is the measure?
Number of feasibility studies completed for inter-island linkage projects (long span bridges)

What is the reason behind choosing this measure?
To enhance the national road system and link islands to increase connectivity

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

Upon FS completion of any of the following projects:
1. Panguil Bay Bridge (completed, baseline)   7. Luzon-Samar Link Bridge
2. Panay - Guimaras Bridge   8. Leyte-Surigao Link Bridge
3. Guimaras - Negros Bridge   9. Bohol-Leyte Link Bridge
4. Cebu-Bohol Link Bridge   10. Cebu-Negros Link Bridge
5. Mindoro-Batangas Super Bridge   11. Guicam Bridge
6. Camarines-Catanduanes Friendship Bridge

What data is required in calculating the measure? Where/how was it acquired?
Completed Feasibility Study(ies) reviewed and accepted by Project Preparation Division, Planning Service

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Project Preparation Division, Planning Service
Who is accountable for targets?
Project Preparation Division, Planning Service
Who is responsible for tracking and reporting targets?
Project Preparation Division, Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
1	1	+3 / 4	4	+4 / 8	8	+3 / 11	

MEASURE PROFILE   #7

What is the objective?
Reduce travel time
What is the measure?
Number of inter-island linkage projects (long span bridges)
completed
What is the reason behind choosing this measure?
To enhance the national road system and link islands to increase
connectivity

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

Upon completion of any of the following projects:
1. Panguil Bay Bridge
2. Panay - Guimaras Bridge
3. Guimaras - Negros Bridge
4. Guicam Bridge

What data is required in calculating the measure? Where/how was it acquired?
Certificate of Completion of the projects by the Implementing Office

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Project Preparation Division, Planning Service
Who is accountable for targets?
Project Preparation Division, Planning Service
Who is responsible for tracking and reporting targets?
Implementing Office/UPMO

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0	0	0	0	+1 1	+3 4	11

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MEASURE PROFILE   #8

What is the objective?
Meet international standard for road surface quality

What is the measure?
Number of pertinent regions/concerned UPMO clusters with newly completed road projects in the Priority Corridors[1] meeting an international roughness index (IRI) of no more than 3.00 m/km.

What is the reason behind choosing this measure?
To produce a smooth pavement constructed along the defined Priority Corridors[1]

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical Count

How is the measure calculated? Clarify the terms in the formula
Number of Implementing Offices[2] (IOs) complying with the required IRI value

What data is required in calculating the measure? Where/how was it acquired?
Result of IRI survey reports of completed projects consolidated at end of each year along the defined priority corridors.

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

2017

Who is responsible for setting targets?
Bureau of Quality and Safety
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Bureau of Quality and Safety

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
1	17	17	17	17	17	17	

[1] Please see Annex "A"

[2] DPWH Regional Offices (less NCR and Region IV-B), UPMO-RMC1 and RMC2, with newly completed road projects in the Priority Corridors[1]

Revision No. 2017-00

MEASURE PROFILE #9

What is the objective?
Improve road quality and safety

What is the measure?
Number of casualty accidents saved per year covered for every countermeasure implemented.

What is the reason behind choosing this measure?
Ensure that right road safety projects are identified and prioritized through ABI/Accident Reduction Program, funded and implemented to generate yearly casualty accident savings.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Cumulative Numerical count

How is the measure calculated? Clarify the terms in the formula
1) Annual No. of Casualty Accidents saved per year = number of blackspots x minimum average number of casualty accidents saved per year per blackspot
Minimum average number of casualty accidents saved per year per blackspot = **0.8** (per attached sample computation)
2) Cumulative No. of Casualty Accidents saved per year covered for every countermeasure implemented = Annual No. of Casualty Accidents saved per year (Previous year) + Annual No. of Casualty Accidents saved per year (Current year)

What data is required in calculating the measure? Where/how was it acquired?
Data required: Blackspots from TARAS (CY 2013) + Nominations from ROs/DEOs
Accident Blackspot Investigation Reports, list of blackspots with engineering interventions implemented from ROs/DEOs

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

2018

Who is responsible for setting targets?
Implementing Offices, Bureau of Quality and Safety
Who is accountable for targets?
Implementing Offices, Bureau of Quality and Safety
Who is responsible for tracking and reporting targets?
Implementing Offices, Bureau of Quality and Safety

BASELINE		TARGET					
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0	+144 144	+160 304	+176 480	+192 672	+208 880	

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MEASURE PROFILE   #10

What is the objective?
Meet international standard for road surface quality

What is the measure?
Percent of newly completed primary roads in the Priority Corridors[1] meeting an IRI of not more than 3.0 m/km

What is the reason behind choosing this measure?
To produce a smooth pavement constructed along the defined Priority Corridors[1]

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
% of newly completed projects

How is the measure calculated? Clarify the terms in the formula

$$n = \frac{n_{comply}}{\text{Total number of projects}} \times 100\%$$

Where,
n = Measure in percent
n_{comply} = number of projects completed along the priority corridors, pertaining to targets set on Measure #2 and Measure #3, that have undergone IRI survey and met the required IRI of not more than 3.0 m/km

What data is required in calculating the measure? Where/how was it acquired?

Result of IRI survey reports of completed projects consolidated at end of each year along the defined priority corridors.

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

March 2017

Who is responsible for setting targets?
Implementing Offices
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Bureau of Quality and Safety

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
23.53%	30%	40%	50%	60%	70%	80%	100%

[1] Please see Annex "A"   Revision No. 2017-00

MEASURE PROFILE   #11

What is the objective?
Provide the engineering solution to road safety concerns.

What is the measure?
Number of accident blackspots as per traffic accident data along national roads including priority corridors addressed with engineering interventions.

What is the reason behind choosing this measure?
By focusing resources in the most hazardous sites, the likelihood of achieving the most beneficial road safety outcome for the community for each peso spent on blackspot projects will be maximized.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Cumulative Numerical count

How is the measure calculated? Clarify the terms in the formula
Identified Blackspot investigated and prioritized through B/C ratio analysis implemented with engineering interventions
Multi-year Program to address **1,100** blackspot locations.
Baseline= TARAS (CY 2013) + Nominations from ROs/DEOs = **1, 100 (Network Level Data)**

What data is required in calculating the measure? Where/how was it acquired?
Data required: Blackspots from TARAS (CY 2013) + Nominations from ROs/DEOs
Accident Blackspot Investigation Reports, list of blackspots with engineering interventions implemented from ROs/DEOs

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

2018

Who is responsible for setting targets?
Implementing Offices, Bureau of Quality and Safety
Who is accountable for targets?
Implementing Offices, Bureau of Quality and Safety
Who is responsible for tracking and reporting targets?
Implementing Offices, Bureau of Quality and Safety

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0 0	+180 180	+200 380	+220 600	+240 840	+260 1100	

MEASURE PROFILE   #12

What is the objective?
Provide engineering solutions to road safety concerns

What is the measure?
Percent of critical intersections along national roads in the Priority Corridors[1] with completed traffic engineering interventions.

What is the reason behind choosing this measure?
Reduce intersection accident, congestion and travel time through traffic engineering intervention.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage will be used when all data from the the Implementing offices are consolidated. However, the numerical count of intersections shall be used in the Scorecard commitments of the Implementing Offices.

How is the measure calculated? Clarify the terms in the formula
% of critical intersections along national roads in the priority corridors with completed traffic engineering interventions
= (Cummulative Number of Critical Intersections along national roads in the priority corridors with completed traffic engineering interventions) / (Number of Critical Intersections along national roads in priority corridors with VCR ranging from 0.66 to 1.20)
Number of Critical Intersections along the national roads in the priority corridors with VCR varying from 0.66 to 1.20 = **943 intersections (Network Level Data)**

What data is required in calculating the measure? Where/how was it acquired?
Data required: Annual Average Daily Traffic (AADT) and Vehicle Capacity Ratio (VCR) to identify critical intersections , list of critical intersections with completed traffic engineering interventions
Where/How is it acquired: RTIA Database, Observation Reports, List of critical intersections with completed traffic engineering interventions from ROs/DEOs

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

2017

Who is responsible for setting targets?
Implementing Offices, Bureau of Quality and Safety
Who is accountable for targets?
Implementing Offices, Bureau of Quality and Safety
Who is responsible for tracking and reporting targets?
Implementing Offices, Bureau of Quality and Safety

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	+10 10 1%	+43 53 6%	+45 98 10%	+47 145 15%	+49 194 21%	+52 246 26%	

[1] Please see Annex "A"

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MEASURE PROFILE

What is the objective?
Protect lives and properties from natural disasters

What is the measure?
Mobility in the identified vulnerable areas unhampered during and after disasters.

What is the reason behind choosing this measure?
Roads with critical slopes and bridges applied with mitigating measures should be passable during and after disasters of magnitude within design parameters. Agency performance for all other road sections shall be the response time calibrated based on the magnitude and scope of damage from disasters.

How often is the measure updated/calculated?
After the occurrence of every disaster

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

The measure shall be divided into three (3) parts, as follows:

13.a - For Bridges subjected with Mitigating Measures as committed in Measure#17
13.b - For road sections with slope protection as committed in Measure#18
13.c - All other bridges and road sections

What data is required in calculating the measure? Where/how was it acquired?
Situational Reports (BOM-SDMCD Form 2015-03; D.O. 15 series of 2015) submitted by the Regional/District Engineering Offices affected by the occurrence of Hydro-meteorological or Geophysical Disasters.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Strategic Planning Committee

Who is accountable for targets?
Implementing Offices (Regions & Districts)

Who is responsible for tracking and reporting targets?
Safety & Disaster Management and Coordination Division, Bureau of Maintenance

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	*Refer to Measure 13.a, 13.b and 13.c for the targets*						

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MEASURE PROFILE   #13.a

What is the objective?
Protect lives and properties from natural disasters

What is the measure?
Mobility in the identified vulnerable areas unhampered during and after disasters.

What is the reason behind choosing this measure?
It is the Department's mandate to ensure that all national road networks are passable during and after disasters. This will also validate the resiliency measures that were designed to be incorporated in the identified bridges in Measure#17.

How often is the measure updated/calculated?
After the occurrence of every disaster.

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$PMOB = \frac{N_{BR}}{T_{BR}} \times 100$$

PMOB - measure in percentage
N_{BR} - number of bridges with mitigating measures in the identified vulnerable areas unhampered during and after disasters of magnitude within design parameters (as targeted on Measure #17)
T_{BR} - total number of bridges with mitigation measures in the identified vulnerable areas (as targeted on Measure #17)

What data is required in calculating the measure? Where/how was it acquired?
Bridges with mitigating measures in the identified vulnerable areas reported by the DEOs/ROs to the Bureau of Maintenance as affected/damaged by disasters.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Strategic Planning Committee
Who is accountable for targets?
Implementing Offices (Regions & Districts)
Who is responsible for tracking and reporting targets?
Safety & Disaster Management and Coordination Division, Bureau of Maintenance

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0	100% (7/7)	100% (85/85)	100% (168/168)	100% (262/262)	100% (366/366)	100% (480/480)

Revision No: 2017-00

MEASURE PROFILE   #13.b

What is the objective?
Protect lives and properties from natural disasters

What is the measure?
Mobility in the identified vulnerable areas unhampered during and after disasters.

What is the reason behind choosing this measure?
It is the Department's mandate to ensure that all national road networks are passable during and after disasters. This will also validate the designed slope protection on the identified vulnerable road sections in Measure#18.

How often is the measure updated/calculated?
After the occurrence of every disaster

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$PMOB = \frac{N_{RS}}{T_{RS}} \times 100$$

PMOB - measure in percentage

N_{RS} - linear meters of road sections with mitigating measures in the identified vulnerable areas unhampered during and after disasters of magnitude within design parameters. (as targeted on Measure #18)

T_{RS} - total linear meters of road sections with mitigation measures in the identified vulnerable areas (as targeted on Measure #18)

What data is required in calculating the measure? Where/how was it acquired?
Road sections with mitigating measures in the identified vulnerable areas reported by the DEOs/ROs to the Bureau of Maintenance as affected/damaged by disasters.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Strategic Planning Committee

Who is accountable for targets?
Implementing Offices (Regions & Districts)

Who is responsible for tracking and reporting targets?
Safety & Disaster Management and Coordination Division, Bureau of Maintenance

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0	100% (22,219.14/ 22,219.14)	100% (36,837.74/ 36,837.74)	100% (41,415.74/ 41,415.74)	100% (43,499.74/ 43,499.74)	100% (43,974.74/ 43,974.74)	100% (44,254.74/ 44,254.74)

Revision No. 2017-00

MEASURE PROFILE   #13.c

What is the objective?
Protect lives and properties from natural disasters

What is the measure?
Mobility in the identified vulnerable areas unhampered during and after disasters.

What is the reason behind choosing this measure?
It is the Department's mandate to ensure that all national road networks are passable during and after disasters. This will be the agency performance for all other road sections in terms of response time calibrated based on the magnitude and scope of damage from disasters.

How often is the measure updated/calculated?
After the occurrence of every disaster

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$P_{MOB} = \frac{N_{RC}}{T_{RC}} \times 100$$

P_{MOB} - measure in percentage

N_{RC} - number of reported closed national road sections cleared and opened to traffic within the required response time

T_{RC} - total number of national road sections reported closed

What data is required in calculating the measure? Where/how was it acquired?
Reports of ROs/DEOs on national road sections closed to traffic during disasters and cleared/opened within the required response time as submitted to Bureau of Maintenance and the Matrix for Response Time.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Strategic Planning Committee
Who is accountable for targets?
Implementing Offices (Regions & Districts)
Who is responsible for tracking and reporting targets?
Safety & Disaster Management and Coordination Division, Bureau of Maintenance

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	25%	40%	60%	80%	95%	100%	100%

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MEASURE PROFILE   #14

What is the objective?
Protect lives and properties from natural disasters

What is the measure?
Reduced number of cities/municipalities affected by flooding in core areas* of priority river basins due to the completed flood control projects. Once these projects have been completed, all municipalities that are circumscribed by the river basin shall be counted.
Core areas are areas vital to the socio-economic activities and development of the city/ municipality/region.

What is the reason behind choosing this measure?
This serves as an indicator on the effectiveness of the completed flood control projects in the mitigation of floods in the core areas.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?

Numerical count

Note: Municipality/City that will not be counted as targets since 2 or more River Basins are within its area, thus, before it will be counted, all projects in the core areas of all River Basins within that Municipality/City

How is the measure calculated? Clarify the terms in the formula
Number of cities/municipalities affected by flooding**.

***Flooding caused by overflow of the main channel of the priority river basin regardless of resulting inundation depth.*

What data is required in calculating the measure? Where/how was it acquired?

NDRRMC, local DRRMC reports, situational reports, news

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
UMPO-FCMC
Who is accountable for targets?
UPMO-FCMC Project Director and Regional Directors
Who is responsible for tracking and reporting targets?
UPMO-FCMC and Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	(0) 0	(0) 0	(+6) 6	(+29) 35	(+20) 55	(+62) 117	
	To be verified after a natural disaster occurs in the core areas of major and priority principal river basins						

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MEASURE PROFILE

#15a

What is the objective?
Mitigate flood damages in core areas of major river basins.

What is the measure?
Number of completed flood control Master Plans/Feasibility Studies for major river basins

What is the reason behind choosing this measure?
This serves as an indicator on the preparedness/readiness of IOs to implement comprehensively planned flood control projects.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

By the number of completed Master Plans/Feasibility Studies for major river basins.

What data is required in calculating the measure? Where/how was it acquired?

Availability of completed Master Plan/Feasibility Study Reports in the IOs.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
UMPO-FCMC
Who is accountable for targets?
UPMO-FCMC Project Director
Who is responsible for tracking and reporting targets?
UPMO-FCMC and Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
11	(0) 11	(0) 11	(+7) 18	(0) 18	(0) 18	(0) 18	

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MEASURE PROFILE

#15b

What is the objective?
Mitigate flood damages in core areas of major river basins.

What is the measure?
Number of major river basins with completed flood control projects in the core areas* as prescribed in the Master Plans/Feasibility Studies.
*Core areas are areas vital to the socio-economic activities and development of the city/ municipality/region.

What is the reason behind choosing this measure?
This serves as an indicator on the progress of implementation of comprehensively planned flood control infrastructures in the major river basins.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

Number of major river basins with completed flood control projects in the core areas as prescribed in the Master Plans/Feasibility Studies

What data is required in calculating the measure? Where/how was it acquired?

Inventory of Flood Control Structures from the Regional Offices, UPMO-FCMC and the Bureau of Maintenance.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
UMPO-FCMC
Who is accountable for targets?
UPMO-FCMC Project Director
Who is responsible for tracking and reporting targets?
UPMO-FCMC and Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	(0) 0	(0) 0	(+1) 1	(0) 1	(0) 1	(+5) 6	

MEASURE PROFILE

#16a

What is the objective?
Mitigate flood damages in core areas of priority river basins.

What is the measure?
Number of completed flood control Master Plans/Feasibility Studies for priority principal river basins (except major river basins)

What is the reason behind choosing this measure?
This serves as an indicator on the preparedness/readiness of IOs to implement comprehensively planned flood control projects.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula

By the number of completed flood control Master Plans/Feasibility Studies for priority principal river basins (except major river basins)

What data is required in calculating the measure? Where/how was it acquired?

Availability of completed Master Plan/Feasibility Study Reports in the Ios

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
UMPO-FCMC & Regional Offices
Who is accountable for targets?
UPMO-FCMC Project Director & Regional Directors
Who is responsible for tracking and reporting targets?
UMPO-FCMC, Regional Offices and Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
26	(0) 26	(+42) 68	(+23) 91	(+8) 99	(0) 99	(0) 99	

MEASURE PROFILE

#16.b

What is the objective?
Mitigate flood damages in core areas of priority river basins.

What is the measure?
Number of priority principal river basins (except major river basins) with completed flood control projects in the core areas* as prescribed in the Flood Control Master PlansFeasibility Studies. ***Core areas are areas vital to the socio-economic activities and development of the city/ municipality/region.**

What is the reason behind choosing this measure?
This serves as an indicator on the progress of implementation of comprehensively planned flood control infrastructures in the major river basins.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula
Number of priority principal river basins (except major river basins) with completed flood control projects as prescribed in the Master Plans/Feasibility Studies

What data is required in calculating the measure? Where/how was it acquired?

Inventory of Flood Control Structures from the Regional Offices, UPMO-FCMC and the Bureau of Maintenance.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
UMPO-FCMC & Regional Offices
Who is accountable for targets?
UPMO-FCMC Project Director & Regional Directors
Who is responsible for tracking and reporting targets?
UMPO-FCMC, Regional Offices and Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
1	(0) 1	(0) 1	(+2) 3	(+11) 14	(+13) 27	(+23) 50	

MEASURE PROFILE   #17

What is the objective?
Protect lives & properties from natural disasters - Build disaster-resilient structures in calamity prone areas

What is the measure?
Number of bridges along the primary roads made resilient

What is the reason behind choosing this measure?
Resilient Bridges along the National Road Network will ensure mobility and accessibility in the affected areas along the national road network during and after occurrence of natural disasters.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula
All the Bridges along the Primary Road Network within the Provinces with Medium to Very High Level of Risk to Geophysical Disasters identified by DENR without Previous Fundings is to be subjected for Retrofitting or Replacement.

What data is required in calculating the measure? Where/how was it acquired?

Number of proposed bridges along the Primary Road Network using the BMS validation forms of DPD submitted by DEOs and ROs

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

Jun-17

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
N/A	+39 39 509	+112 151 509	+94 245 509	+93 338 509	+87 425 509	+84 509 509	

MEASURE PROFILE   #18

What is the objective?
Protect lives & properties from natural disasters - Build disaster-resilient structures in calamity prone areas

What is the measure?
Linear meters of slope protection completed and compliant with the latest DPWH standards and specifications in the primary roads

What is the reason behind choosing this measure?
Completion of Slope Protection projects along primary roads will ensure mobility and accessibility in the affected areas along the national road network during and after occurrence of natural disasters.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Linear Meter

How is the measure calculated? Clarify the terms in the formula
The Linear meter of Slope Protection Projects is based on the annual Road Slope Survey of proposed Road Slope Protection projects

What data is required in calculating the measure? Where/how was it acquired?

Updated Inventory of the Annual Road Slope Survey under the Road Slope Management conducted by DEOs and ROs

Is information about the measure available?

☐ Currently available

☒ With minor changes

☐ Still to be formulated

When will this information be available?

Jun-17

BASELINE	TARGET							
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
N/A	+18,490.92 18,490.92 54,752.52	+21,122.6 39,613.52 54,752.52	+7,170 46,783.52 54,752.52	+4141 50,924.52 54,752.52	+3,128 54,052.52 54,752.52	+700 54,752.52 54,752.52	

Who is responsible for setting targets?
Development Planning Division, Planning Service
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

MEASURE PROFILE   #19

What is the objective?
Institutionalize multi-year planning

What is the measure?

% of projects costing more than one (1) Billion pesos identified in the Master Plans* for medium-term implementation (2023 . 2028) with completed Feasibility Studies

What is the reason behind choosing this measure?
The Master Plan that will be created will determine the priority projects that needs to be implemented within 2012-2018. Therefore to ensure the project's readiness in implementation and identify their viability in different aspects, feasibility study should be conducted.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula

Upon completion of any of the projects costing more than one (1) Billion pesos as identified in the Master Plans* for medium-term implementation (2023 . 2028)

What data is required in calculating the measure? Where/how was it acquired?
Completed Feasibility Study(ies) reviewed and accepted by Project Preparation Division, Planning Service

Is information about the measure available?

☐ Currently available

☐ With minor changes

☒ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Project Preparation Division, Planning Service
Who is accountable for targets?
Project Preparation Division, Planning Service
Who is responsible for tracking and reporting targets?
Project Preparation Division, Planning Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0	0	0	5%	20%	30%	50%	100%

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MEASURE PROFILE   #20.a

What is the objective?
Conform with Design Standards

What is the measure?
% of DPWH Regional Offices (ROs) with at least Very Satisfactory (VS) rating in the Design Audit.

What is the reason behind choosing this measure?
To ensure the compliance of ROs with the latest edition of the DPWH Design Guidelines, Citeria and Standards (DGCS) and other existing applicable laws, codes and Department Orders/Issuances.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula

Percentage = (Pd / Pt) x 100

where,

Pd - Number of Regional Offices compliant to design standards
Pt - Total Number of Regional Offices assessed

What data is required in calculating the measure? Where/how was it acquired?

● Number of Regional Offices compliant to design standards
   Total Number of Regional Offices Assessed
   BOD and Regional Offices

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Bureau of Design
Who is accountable for targets?
Regional Offices
Who is responsible for tracking and reporting targets?
Design Management Division

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
94%	100%	100%	100%	100%	100%	100%	100%

Revision No. 2017-00

MEASURE PROFILE   #20.a

What is the objective?
Conform with Design Standards

What is the measure?
% of DPWH District Engineering Offices (ROs) with at least Very Satisfactory (VS) rating in the Design Audit.

What is the reason behind choosing this measure?
To ensure the compliance of DEOs with the latest edition of the DPWH Design Guidelines, Citeria and Standards (DGCS) and other existing applicable laws, codes and Department Orders/Issuances.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula

  Percentage = (Pd / Pt) x 100

  where,

  Pd - Number of DEOs compliant to design standards
  Pt - Total Number of DEOs assessed

What data is required in calculating the measure? Where/how was it acquired?

● Number of DEOs compliant to design standards
  Total Number of DEOs Assessed
  BOD and DEOs

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Bureau of Design
Who is accountable for targets?
District Engineering Offices
Who is responsible for tracking and reporting targets?
Design Management Division

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
71%	75%	80%	85%	90%	95%	100%	100%

Revision No. 2017-00

MEASURE PROFILE   **#20.b**

What is the objective?
To strengthen the Quality Assurance Program of the Department through monitoring of quality control/assurance in project implementation

What is the measure?
Percent of implementing offices with at least Satisfactory (S) rating in the annual Quality Assurance Audit

What is the reason behind choosing this measure?
An efficient quality assurance in project implementation can maximize the life span of the infrastructure and reduce construction cost.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$n = \frac{\text{Number of Implementing Offices with at least Satisfactory Rating}}{\text{Total number of Implementing Offices}} \times 100\%$$

Where,
n = Measure in percent

What data is required in calculating the measure? Where/how was it acquired?

From the quarterly assessment of Quality Assurance Units (QAUs) of the Central Office to all Implementing Offices, the Bureau of Quality and Safety (BQS) shall evaluate the QA reports and provide rating per office with its underlying adjectival rating

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

2017

Who is responsible for setting targets?
Bureau of Quality and Safety
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Bureau of Quality and Safety

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
85%	87%	89%	91%	93%	95%	97%	100%

MEASURE PROFILE

#21

What is the objective?
Expedite Procurement Process

What is the measure?
Percent of implementing offices awarding at least 75% of total civil works component for Regular Infrastructure by the end of the first quarter of the current calendar year.

What is the reason behind choosing this measure?
The measure is a quantifiable means of showing the absorptive capacity of the Department.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula
% = (No. of Implementing Offices awarded at least 75% of total civil works component of the Regular Infrastructure budget by the end of first semester of the current calendar year) ÷ (No. of Implementing Offices under GAA of current calendar year) * 100

What data is required in calculating the measure? Where/how was it acquired?

1. List of Projects under GAA of the current calendar year generated from MYPS through IMS.
2. Amount of civil works component under awarded contracts per implementing offices generated from PCMA through IMS.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Mar-17

Who is responsible for setting targets?
Procurement Service Director
Who is accountable for targets?
Implementing Offices/BAC/Procurement Service
Who is responsible for tracking and reporting targets?
Procurement Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
60.8%	65%	70%	75%	80%	85%	90%	100%

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MEASURE PROFILE   #22

What is the objective?
Expedite Procurement Process

What is the measure?
Percent of capital outlay regular infrastructure projects with budget releases up to the end of 3rd quarter awarded by the end of the funding year.

What is the reason behind choosing this measure?
To ensure proper utilization of the programmed budget

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula
% = (No. of projects procured by the end of the current calendar year) ÷ (No. of projects w/budget released up to the end of 3rd quarter of the current calendar year) * 100

What data is required in calculating the measure? Where/how was it acquired?

1. Number of Projects with budget releases up to the end of 3rd Quarter of current calendar year through the Programing Division (PD), Planning Service.
2. Number of Projects under Awarded Contracts per Implementing Office generated from PCMA through IMS.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Procurement Service Director
Who is accountable for targets?
Implementing Offices/BAC/Procurement Service
Who is responsible for tracking and reporting targets?
Procurement Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
84.7%	87%	90%	93%	95%	97%	100%	100%

Revision No. 2017-00

What is the objective?

Comply with maintenance standards.

What is the measure?

% of districts with at least VS rating as to compliance with policy guidelines on maintenance of roads and bridges, as validated.

What is the reason behind choosing this measure?

To further improve the maintenance service delivery to the public.

How often is the measure updated/calculated?

Semi-Annually

What is the unit of measure used?

Percentage (%)

How is the measure calculated? Clarify the terms in the formula.

$$PRM = \frac{NVS}{TND} \times 100$$

PRM - measure in percentage

NVS - number of district offices with at least VS rating as to compliance with policy guidelines on maintenance of roads and bridges, as validated.

TND - total number of district offices

What data is required in calculating the measure? Where/how was it acquired?

Individual rating of district offices calculated from the result of BOM's validation, using the Point system under Annex "3B" of D.O. No. 41, s. 2016. Breakdown of adjectival rating vs point system is shown below:

Outstanding	94.000	100
Very Satisfactory	87.000	93.999
Satisfactory	81.000	86.999
Fair	75.000	80.999
Unsatisfactory	<75.000	

Is information about the measure available?

When will this information be available?

[X] **Currently available**

[ ] **With minor changes**

[ ] **Still to be formulated**

Who is responsible for setting targets?

Strategic Planning Committee

Who is accountable for targets?

Implementing Offices (Regions & Districts)

Who is responsible for tracking and reporting targets?

Bureau of Maintenance

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
73%	75%	80%	85%	92%	97%	100%	100%

MEASURE PROFILE #24

What is the objective?
Identify, prioritize, and implement road infrastructure projects leading to various industries and economic zones to provide ease of access upon transporting of goods and services across the country.

What is the measure?
Lane kilometers of roads constructed/ improved leading to various industries and economic zones as identified through the DTI-DPWH Convergence Program.

What is the reason behind choosing this measure?
By providing road infrastructure projects connecting various industries and economic zones, balanced development will be further facilitated. Industries will be dispersed away from urban areas towards the rural areas, which will result to more jobs and income opportunities to more Filipinos.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Lane Kilometers

How is the measure calculated? Clarify the terms in the formula

Currently, the DTI-DPWH Technical Working Group is on the process of evaluating key projects that will be committed on the PGS Scoreboard.

What data is required in calculating the measure? Where/how was it acquired?

Is information about the measure available?

☐ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
DTI-DPWH Central Technical Working Group
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
				Targets based on projects downloaded by concerned agency			

MEASURE PROFILE   #25

What is the objective?
Enhance access to tourism gateways, service centers and tourism sites

What is the measure?
Lane kilometers of roads constructed/ improved connecting tourism gateways, service centers and tourism sites identified and developed jointly by Department of Tourism (DOT) and Department of Public Works and Highways (DPWH)

What is the reason behind choosing this measure?
By enhancing tourism access, through the construction and improvement of road infrastructure, rural and value chain development toward increasing agricultural and rural enterprise productivity and rural tourism are being promoted.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Lane Kilometers

How is the measure calculated? Clarify the terms in the formula
The targets in the PGS Scorecard for Tourism Roads are based on the Multi-Year Profiles that are submitted by ROs to the Planning Service. Currently, the DOT-DPWH Convergence Team is on the process of evaluating new package of tourism road projects in addition to the ongoing tourism projects being implemented by the Department. Thus, the targets for the succeeding years can not be projected.

What data is required in calculating the measure? Where/how was it acquired?

Is information about the measure available?

☐ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
DOT-DPWH Central Technical Working Group
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
			Targets based on projects downloaded by concerned agency				

MEASURE PROFILE   #26

What is the objective?
Connect convergence road projects to the national road network.

What is the measure?
Lane kilometers of roads constructed/ improved providing ease of access to seaports and airports from arterial road network as identified through the DOTr-DPWH Convergence.

What is the reason behind choosing this measure?
Through construction/improvement of road infrastructure that connects major seaports and airports, accessibility and travel will be improved which promotes economic growth and development.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Lane Kilometers

How is the measure calculated? Clarify the terms in the formula
The DOTr will submit an endorsement of their list of priority airports and seaports to the DPWH, and DPWH will identify and evaluate the road infrastructure projects that must address the traffic issues leading to that specific airport/seaport.

What data is required in calculating the measure? Where/how was it acquired?

Is information about the measure available?

☐ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
DPWH
Who is accountable for targets?
Implementing Offices
Who is responsible for tracking and reporting targets?
Implementing Offices

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
				Targets based on projects downloaded by concerned agency			

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MEASURE PROFILE

What is the objective?

Under the Strategic Goal : Nurture a culture of ethical innovation and continuous learning.

What is the measure?

 Trust Rating

What is the reason behind choosing this measure?
To gauge the level of trust and satisfaction of the public on DPWH performance.

How often is the measure updated/calculated?
Annually, preferably, during the Fourth Quarter of the year.

What is the unit of measure used?
Percentage

How is the measure calculated? Clarify the terms in the formula

Results shall be based on the formula being used by the outsourced Third Party survey firm.

What data is required in calculating the measure? Where/how was it acquired?
Survey sampling

Survey shall be done using a sample of n number of respondents (TBD by the 3rd party Survey Firm); 18 years old and above, defining the Philippines into four general geographic areas: National Capital Region, Luzon, Visayas, and Mindanao, with each area being assigned *n* number of randomly drawn respondents.

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Fourth Quarter of the Year in Review

Who is responsible for setting targets?
Executive Committee
Who is accountable for targets?
Stakeholders Relations Service
Who is responsible for tracking and reporting targets?
Stakeholders Affairs Division-SRS

BASELINE	TARGET						
YEAR 2016	**YEAR 2017**	**YEAR 2018**	**YEAR 2019**	**YEAR 2020**	**YEAR 2021**	**YEAR 2022**	**VISION YEAR 2040**
Negative	Negative	Negative	Neutral	Neutral	Neutral	Neutral	Positive

MEASURE PROFILE   #28

What is the objective?
Facilitate the nurturing of a corporate environment with a shared mission.

What is the measure?
Internal Stakeholders approval rating.

What is the reason behind choosing this measure?
To gauge DPWH overall performance from the point of view of its officials and employees.

How often is the measure updated/calculated?
Annually.

What is the unit of measure used?
Percent.

How is the measure calculated? Clarify the terms in the formula

$$\% \text{ Rating} = \frac{\text{\# of respondents satisfied*}}{\text{Total \# of respondents}} \times 100$$

*Respondents satisfied - employees gave a rating of more than 50% in the Internal Stakeholders Satisfaction Survey (I.S.S.S.)

What data is required in calculating the measure? Where/how was it acquired?
Survey data results.

Is information about the measure available?

☐ Currently available

☐ With minor changes

☑ Still to be formulated

When will this information be available?

March 31, 2017 is the deadline of rating of I.S.S.S.

Who is responsible for setting targets?
EXCOM
Who is accountable for targets?
U/Sec. for Support Services
Who is responsible for tracking and reporting targets?
HRAS

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
No survey conducted	Awaiting Results of Survey (from IMS)	25%	30%	35%	40%	45%	

1. I.S.S.S in the Central Office was not conducted for 2016.
2. New targets set in view of the revision of I.S.S.S survey form.

MEASURE PROFILE   **#29**

What is the objective?

Augment personnel and enhance competencies.

What is the measure?

Percent of civil works contracts handled by accredited DPWH Field Engineers and Materials Engineers.

What is the reason behind choosing this measure?

To ensure that competent and accredited personnel are being assigned to projects.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$P_m = \frac{NCWC_{w/AccFE\&ME}}{T_{NCWC}}*$$

Where,

P$_m$ – Measure in percent

NCWC$_{w/AccFE\&ME}$ – Number of Civil Works contracts handled by an accredited Field Engineers **AND** Materials Engineer

T$_{NCWC}$ – Total number of Civil Works contracts implemented for each funding year

If a contract that is handled by an accredited Field Engineer and a non-accredited Materials Engineer, or vise versa, will not be counted. Both should be inclusive of every Civil Works contracts.

What data is required in calculating the measure? Where/how was it acquired?
System generated report of Project and Contract Management Application (PCMA) regarding the total number of civil works contracts with assigned field engineers and materials engineer implemented for each funding year.

Is information about the measure available?

☐ Currently available

☑ With minor changes

☐ Still to be formulated

When will this information be available?

2017

Who is responsible for setting targets?
Implementing Offices (UPMO, Regions & Districts)

Who is accountable for targets?
Implementing Offices (UPMO, Regions & Districts)

Who is responsible for tracking and reporting targets?
Bureau of Quality and Safety & Bureau of Research and Standards

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
88%	100%	100%	100%	100%	100%	100%	

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MEASURE PROFILE   #30

What is the objective?
Enable the core processes with the appropriate latest technology

What is the measure?
It represents the number of prioritized applications by the Reform Institutionalization and Management Support Systems (RIMSS) Steering Committee deemed necessary to support the processes of the Department.

What is the reason behind choosing this measure?
To ensure that priority applications are being created and developed to support agency processes in terms of efficiency, data storage reliability and analytics.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Numerical count

How is the measure calculated? Clarify the terms in the formula
- Measure is updated/calculated with the actual number of prioritized applications developed at the end of the year, based from the set targets.

What data is required in calculating the measure? Where/how was it acquired?

None

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
Reform Institutionalization and Management Support Systems (RIMSS) Steering Committee

Who is accountable for targets?
Director, IMS

Who is responsible for tracking and reporting targets?
Business Innovation Division, IMS

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
	+3 (DMA, CEA, FCIA)	+4 (DDMS, ECPS, FMS, HRIS)	+3 (BWA, IW, NGBI)	+1 (PRMS)	+1 (IROWMS)	+2 (RWMS, RMMS)	

MEASURE PROFILE

#31.a

What is the objective?
Enable the core processes with the appropriate latest technology

What is the measure?
Percent of implementing offices meeting the ideal ratio of design office to set of licensed design software.

What is the reason behind choosing this measure?
To ensure timely preparation/approval of plans using the appropriate design software and technology.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula
Percentage = (Pa/Pi) x 100%
Pi = Total number of Regional Offices
Pa = Actual number of Regional Offices meeting the ideal ratio of design office to set of licensed design software (1:15)

What data is required in calculating the measure? Where/how was it acquired?

● Total Number of Regional Offices
   Actual number of Regional Offices meeting the ideal ratio of design office to set of licensed design software (1:15)
   BOD and Regional Offices

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
BOD Director
Who is accountable for targets?
BOD
Who is responsible for tracking and reporting targets?
Design Management Division

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0%	0%	50%	100%	100%	100%	100%	100%

Revision No. 2017-00

MEASURE PROFILE   #31.b

What is the objective?
Enable the core processes with the appropriate latest technology

What is the measure?
Percent of implementing offices meeting the ideal ratio of design office to set of licensed design software.

What is the reason behind choosing this measure?
To ensure timely preparation/approval of plans using the appropriate design software and technology.

How often is the measure updated/calculated?
Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula
Percentage = (Pa/Pi) x 100%
Pi = Total number of District Engineering Offices
Pa = Actual number of District Engineering Offices meeting the ideal ratio of design office to set of licensed design software (1:8)

What data is required in calculating the measure? Where/how was it acquired?

● Total Number of District Engineering Offices
  Actual number of District Engineering Offices meeting the ideal ratio of design office to set of licensed design software (1:8)
  BOD and District Engineering Offices

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
BOD Director
Who is accountable for targets?
BOD
Who is responsible for tracking and reporting targets?
Design Management Division

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
0%	0%	30%	70%	100%	100%	100%	100%

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MEASURE PROFILE   #32.a

What is the objective?
- To measure the Implementing Offices̓ optimum equipment and resources utilization in supporting the Infrastructure Asset Maintenance and Disaster Quick Response
- To achieve the Return on Investment based Life Cycle Costing Analysis (LCCA)
- To measure the commitment of Implementing Offices to ensure discipline in the proper utilization of the DPWH equipment in carrying By-Administration Tasks and Disaster Response

What is the measure?
It shows the proportion of the total available time for operation, expressed in percentage, that the equipment is operating, that is, the operation is not prevented by equipment malfunction, operational delays, or scheduled downtimes (e.g. preventive maintenance).

What is the reason behind choosing this measure?
It is a critical measure of equipment/motor vehicle performance that shows the following:
1.) Any unit in the existing DPWH Equipment utilization is being optimized based on actual demand, specific to tasks and duration of use; and,
2.) Commitment of both the end users and Implementing Offices to ensure discipline on the proper utilization of the DPWH equipment in carrying By-Administration Tasks and Disaster Response.

How often is the measure updated/calculated?
Quarterly

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

% Equipment Fleet Utilization = % Weight (BHME Utilization) + % Weight (DF Utilization) + % Weight (MVF Utilization)

% Equipment Fleet Utilization = 40% x (BHME Utilization) + 40% x (DF Utilization) + 20% x (MVF Utilization)

where,

BHME Utilization = (Actual Utilization/Benchmark)*100%
DF Utilization = [(Actual Dredging Hours/month) / (# of days under Status "A.1"+"B") * 8 hrs/day)]*100%
MVF Utilization = (Actual Utilization/Benchmark)*100%

What data is required in calculating the measure? Where/how was it acquired?

- Prescribed measure under DO Nos. 64 & 134, both S2016
 - Utilization of Implementing OfficesqBasic Highway Maintenance Equipment (BHME) Fleet and Dredging Fleet (DF), and Central Office Assigned Motor Vehicle Fleet (MVF)

Is information about the measure available?

☒ Currently available
☐ With minor changes
☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
Bureau of Equipment
Who is accountable for targets?
Bureau of Equipment
Who is responsible for tracking and reporting targets?
BOE, Ros and DEOs

BASELINE	TARGET							
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
73%	75%	75%	78%	80%	82%	85%	

With Additional Attachments

Revision No. 2017-00

MEASURE PROFILE   #32.b

What is the objective?
- To extend the operating life of the DPWH Equipment Fleet as determined thru Life Cycle Costing Analysis (LCCA).
- To measure the Implementing Offices'discipline and commitment in performing Maintenance Program and reduction in Corrective Maintenance.
- To make the fleet available and operable at any given time versus the Implementing Offices'current and actual demand.

What is the measure?
The % measure of degree to which the equipment is in operable and committable state at the point in time when it is needed.

What is the reason behind choosing this measure?
It is a critical measure of equipment/motor vehicle performance that shows the following:
1.) Any unit in the existing DPWH Equipment can used by both the end users and Implementing Offices at any given time without anticipating any downtime due to failure throughout its prescribed use duration;
2.) Commitment of both the end users and Implementing Offices to ensure discipline on the proper operations and maintenance of the equipment;
3.) Efficiency and effectiveness of the Central Office Motorpool, End users and Implementing Offices in carrying out and executing Fleet Preventive and Corrective Maintenance Program; and;
4.) Proper utilization of required resources in performing Fleet Preventive and Corrective Maintenance Program.

How often is the measure updated/calculated?
Quarterly

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

% Equipment Fleet Availability = % Weight (BHME Availability) + % Weight (DF Availability) + % Weight (MVF Availability)

% Equipment Fleet Availability = 40% x (BHME Availability) + 40% x (DF Availability) + 20% x (MVF Availability)

BHME Availability = [(# of days under Status "A"+"B")/ (# of days under Status "A"+"B"+"C"+"D")]*100%

DF Availability = [(# of days under Status "A"+"B")/ (# of days under Status "A"+"B"+"C")]*100%

What data is required in calculating the measure? Where/how was it acquired?
- Prescribed measure under DO Nos. 64 & 134, both S2016
- Availability of Implementing OfficesqBasic Highway Maintenance Equipment (BHME) Fleet & Dredging Fleet (DF), and Central Office Assigned Motor Vehicle Fleet (MVF)

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
Bureau of Equipment
Who is accountable for targets?
Bureau of Equipment
Who is responsible for tracking and reporting targets?
BOE, Ros and DEOs

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
72%	75%	77%	80%	83%	85%	85%*	

With Additional Attachments

*15% allowance for Equipment Downtime set by International Standards

Revision No. 2017-00

MEASURE PROFILE   #33.a

What is the objective?
- To continue the re-fleeting and modernization of DPWH land-based equipment fleet

What is the measure?
This measure (together with 33.b) is part of the 2017-2022 Medium Term Equipment Refleeting and Modernization Program. It will include the planned replacement of Bridge Inspection Vehicle by Multi-Rotor Drones. Additional units of Profilometers shall be acquired to equip all Regional Offices in determining the target annual IRI rating.
However, this does not include other highway maintenance, disaster/quick response, drones, specialized and support equipment, including non-highway maintenance service vehicles. Coupled with the acquisition program is the annual disposal of ageing/obsolete/beyond economic life equipment/service vehicles.

What is the reason behind choosing this measure?
- Measure the effectiveness of the 2017-2022 Medium Term Equipment Re-fleeting Program for Land-Based Fleet versus the Actual Annual Demand from the Implementing Offices
- New set of equipment are needed to be acquired for the upgrading and re-fleeting of existing inventories to ensure compliance to international standard, effectiveness and efficiency in infrastructure asset maintenance and disaster response
- Covers only the annual acquisition of BHME for use by the Implementing Offices

How often is the measure updated/calculated?
Quarterly

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

% Accomplishment of Equipment Fleet Requirements
= {[Actual BHME Fleet Size and Distribution per RO]/
= [Target BHME Fleet Size and Distribution per RO]} *100%

or

% Accomplishment of Equipment Fleet Requirements
= [Summation of {Actual over Target BHME Fleet Size and = Distribution per DEO / Number of DEOs} / Number of = Regions] * 100%

What data is required in calculating the measure? Where/how was it acquired?

MEDIUM TERM FIVE (5) - YEAR EQUIPMENT PROCUREMENT PROGRAM (CY 2017 - CY 2022)

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
Bureau of Equipment
Who is accountable for targets?
Bureau of Equipment
Who is responsible for tracking and reporting targets?
BOE, Ros and DEOs

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
36%	60%	74%	87%	95%	100%	100%	

With Additional Attachments

Revision No. 2017-00

MEASURE PROFILE   #33.b

What is the objective?
To continue the re-fleeting and modernization of DPWH water-based equipment fleet

What is the measure?
To support the Output - %Mitigate flood damage in major river basins.+Additional 112 units shall be added to the existing fleet until CY 2022, with 3 units on-going delivery, 8 units under the 2016 EPP for award, and for procurement 5 units under the 2017 GAA and 48 units under the 2017 Supplemental Budget.
If the requirement is urgent, dredging-by-administration is a key choice in the absence of dredging-by-contract, or it is not feasible. Acquisition of dredges and support vessels requires bigger capital outlay than land-based equipment. Target does not include Disposal Program, 3-Year Fleet Drydocking Cycle, surveying instruments, dumping scows and support vessels.

What is the reason behind choosing this measure?
- Measure the effectiveness of the 2017-2022 Medium Term Equipment Re-fleeting Program.
- New set of dredges are needed to be procured for the upgrading and re-fleeting of existing inventories to ensure compliance to international standard, effectiveness and efficiency in infrastructure asset maintenance and disaster response.
- Covers only the annual acquisition of Dredges and Support Vessels for deployment to 18 major rivers.

How often is the measure updated/calculated?
Quarterly

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

% of the 18 Major Rivers Assigned with Min. Fleet of Dredges and Support Vessels
 = {[Actual Dredging Fleet Size and Distribution per River Basin]/ [Target Dredging Fleet Size and Distribution per River Basin]} *100%

or

% of the 18 Major Rivers Assigned with Min. Fleet of Dredges and Support Vessels
 = [Summation of {Actual over Target Dredging Fleet Size   = and Distribution per River Basin}/18] * 100%

What data is required in calculating the measure? Where/how was it acquired?

- MEDIUM TERM FIVE (5) - YEAR EQUIPMENT PROCUREMENT PROGRAM (CY 2017 - CY 2022)
- CY 2017 SUPPLEMENTAL EQUIPMENT PROCUREMENT PROGRAM

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

-

Who is responsible for setting targets?
Bureau of Equipment
Who is accountable for targets?
Bureau of Equipment
Who is responsible for tracking and reporting targets?
BOE, Ros and DEOs

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
40%	72%	76%	85%	88%	95%	100%	

With Additional Attachments

Revision No. 2017-00

MEASURE PROFILE   #34

What is the objective?
Optimize Cash Utilization

What is the measure?
Disbursement Rate (disbursement over allotment)

What is the reason behind choosing this measure?
To determine the Budget Utilization Rate through Disbursement

How often is the measure updated/calculated?
Monthly and Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$\% = \frac{Total\ Disbursement\ as\ of\ Q4}{Total\ Allotment\ as\ of\ Q3} \times 100$$

What data is required in calculating the measure? Where/how was it acquired?
Statement of Allotment, Obligation and Balances (SAOB)
Monthly Disbursement Report

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Finance Service

Who is accountable for targets?
Implementing Offices (CO/UPMOs/Ros/DEOs)

Who is responsible for tracking and reporting targets?
Finance Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
65%	67%	68%	69%	70%	72%	75%	100%

MEASURE PROFILE   #35

What is the objective?
Optimize Cash Utilization

What is the measure?
Absorptive capacity including outside infrastructure projects (obligation over allotment)

What is the reason behind choosing this measure?
To determine the Budget Utilization Rate through Obligation

How often is the measure updated/calculated?
Monthly and Annually

What is the unit of measure used?
Percent

How is the measure calculated? Clarify the terms in the formula

$$\% = \frac{Total\ Obligation\ as\ of\ Q4}{Total\ Allotment\ as\ of\ Q3} \times 100$$

What data is required in calculating the measure? Where/how was it acquired?
Statement of Allotment, Obligation and Balances (SAOB)

Is information about the measure available?

☒ Currently available

☐ With minor changes

☐ Still to be formulated

When will this information be available?

Who is responsible for setting targets?
Finance Service

Who is accountable for targets?
Implementing Offices (CO/UPMOs/Ros/DEOs)

**Who is responsible for tracking and reporting targets?**
Finance Service

BASELINE	TARGET						
YEAR 2016	YEAR 2017	YEAR 2018	YEAR 2019	YEAR 2020	YEAR 2021	YEAR 2022	VISION YEAR 2040
84%	85%	86%	87%	88%	89%	90%	100%

Revision No. 2017-00

Annex A: Priority Corridors

| No.	Corridor Name	Type	Length
1	N1	-	2,826.23
2	Manila-Baguio	NEDA Identified	239.50
3	Manila-Pagudpud	NEDA Identified	551.96
4	Manila-Cagayan	NEDA Identified	467.54
5	Manila-Clark	NEDA Identified	77.20
6	Clark-Subic	NEDA Identified	74.79
7	Manila-Batangas	NEDA Identified	85.47
8	Iloilo-Capiz	NEDA Identified	112.24
9	Surigao-Davao	NEDA Identified	388.65
10	Butuan City-Iligan City	Additional Identified	293.48
11	Cagayan de Oro City-Davao City	Additional Identified	276.94
12	Bacolod-Dumaguete-Bayawan	Additional Identified	408.96
13	Danao-Cebu-Santander	Additional Identified	165.65

N1 CORRIDOR
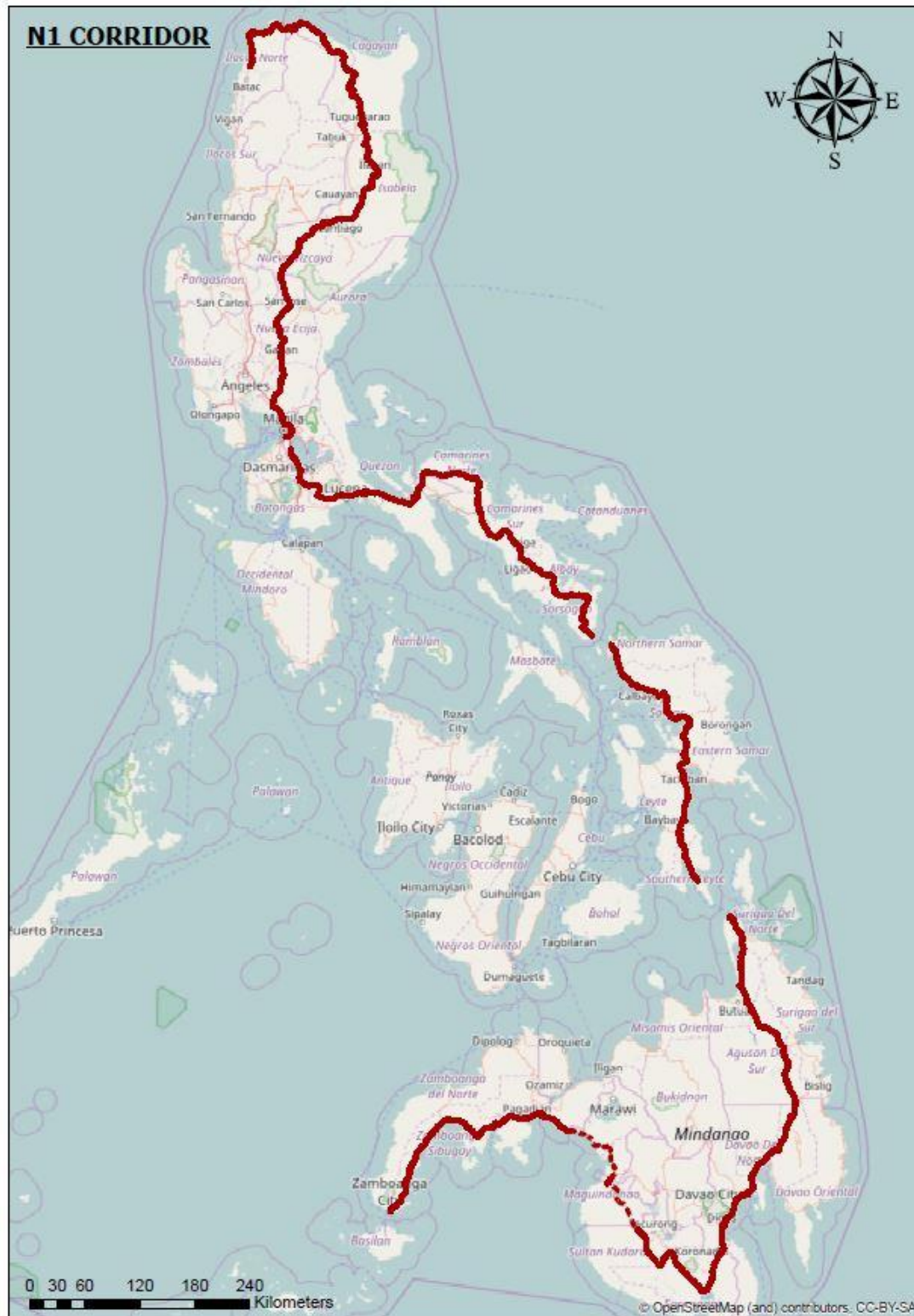
N1 CORRIDOR

REGION / ROUTE	LENGTH (in km)
Region I	**102.795**
LAOAG - PAGUDPUD/SANTA PRAXEDES	102.795
Region II	**472.322**
PAGUDPUD/SANTA PRAXEDES - TUGUEGARAO CITY	219.992
TUGUEGARAO CITY - ILIGAN CITY	67.275
ILIGAN CITY - CAUAYAN CITY	12.898
CAUAYAN CITY - SANTIAGO CITY	72.069
SANTIAGO CITY - SANTA FE/CARRANGLAN	100.088
Region III	**189.567**
SANTA FE/CARRANGLAN - SAN JOSE CITY - CABANATUAN CITY	84.414
CABANATUAN CITY - GAPAN CITY	39.260
GAPAN CITY - MEYCAUAYAN CITY/VALENZUELA CITY	65.893
NCR	**37.184**
MEYCAUAYAN CITY/VALENZUELA CITY - PASAY CITY	8.426
MEYCAUAYAN CITY/VALENZUELA CITY - PASAY CITY (ENTIRE EDSA)	22.948
MUNTINLUPA CITY - SAN PEDRO CITY	5.810
Region IV-A	**220.345**
SAN PEDRO CITY - CALAMBA CITY	24.550
CALAMBA CITY - SAN PABLO CITY	40.628
SAN PABLO CITY - TAYABAS CITY	33.234
TAYABAS CITY - CALAUAG/STA ELENA	121.933
Region V	**397.958**
CALAUAG/STA ELENA - LABO	84.613
LABO - NAGA CITY	104.098
NAGA CITY - IRIGA CITY	45.108
IRIGA CITY-LEGAZPI CITY (INDIRECT)	59.352
LEGAZPI CITY - SORSOGON CITY	60.586
SORSOGON CITY - MATNOG	44.201
Region VIII	**395.164**
ALLEN - CALBAYOG CITY	29.006
CALBAYOG CITY - CATBALOGAN CITY	96.043
CATBALOGAN CITY - TACLOBAN CITY	122.213
TACLOBAN CITY - LILOAN	147.902
Region XIII	**264.303**
SURIGAO CITY - BUTUAN CITY	127.887
BUTUAN CITY - TRENTO	136.416
Region XI	**217.694**
TRENTO - PANABO CITY	106.585
PANABO CITY - DAVAO CITY	29.533
DAVAO CITY - DIGOS CITY	53.362
DIGOS CITY - MALALAG/MALUNGON	28.214
Region XII	**196.963**
MALALAG/MALUNGON - GEN. SANTOS CITY	63.578
GEN. SANTOS CITY - KORONADAL CITY	55.926
KORONADAL CITY - ESPERANZA	70.450
COTABATO CITY PART (ISOLATED)	7.009
Region X	**34.082**
SULTAN NAGA DIMAPORO	34.082
Region IX	**297.853**
SULTAN NAGA DIMAPORO - PAGADIAN CITY	35.023
PAGADIAN CITY - SIAY	81.517
SIAY - ZAMBOANGA CITY	181.313
Total	**2,826.230**
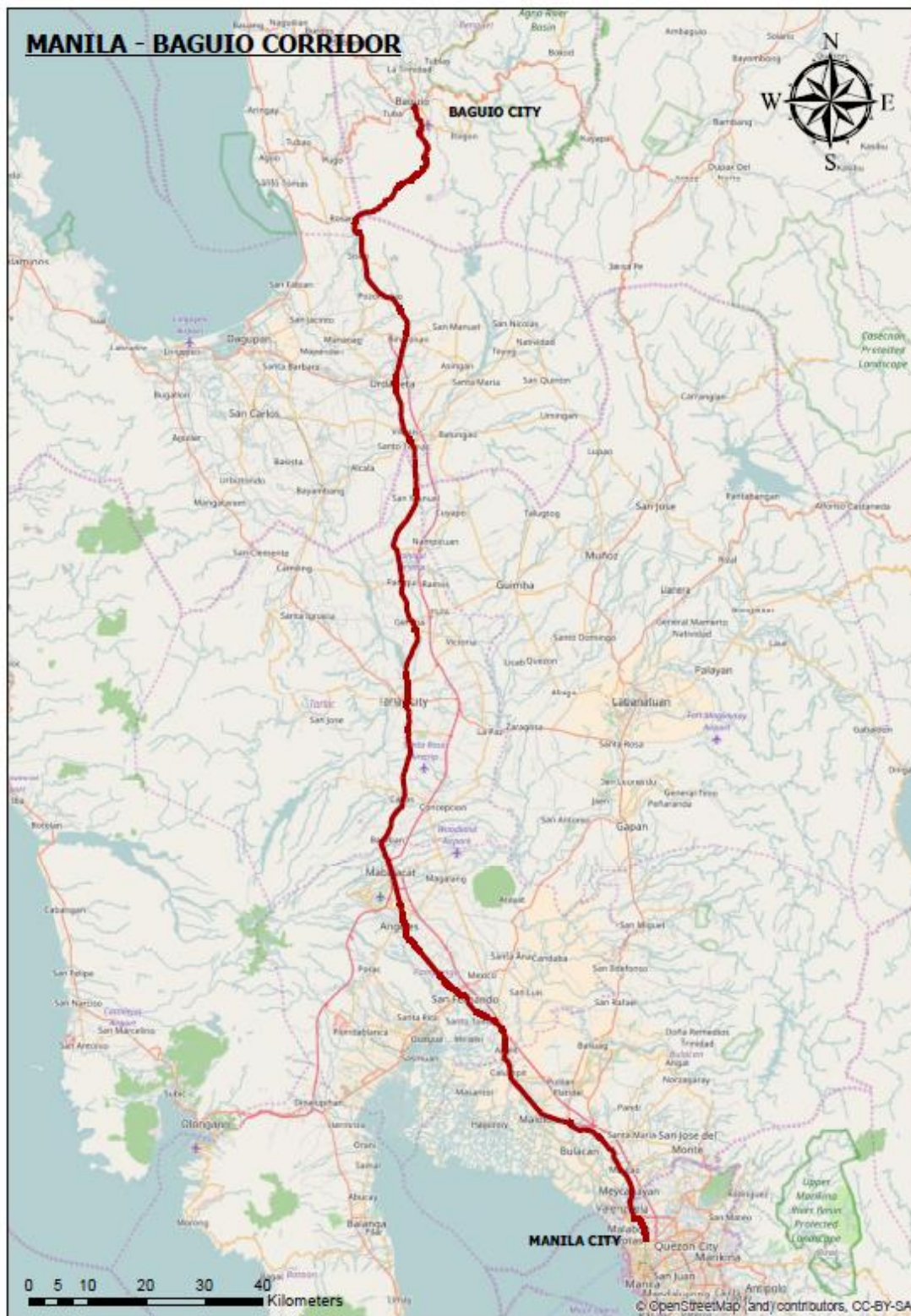
MANILA – BAGUIO CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
National Capital Region	**8.331**
MacArthur H-way	8.331
Region III	**152.249**
Manila North Rd	151.734
Daang Maharlika (LZ)	0.515
Region I	**46.837**
Kennon Rd	1.811
Manila North Rd	45.026
Cordillera Administrative Region	**32.080**
Gov Pack Rd	0.200
Kennon Rd	31.880
Total	**239.497**

MANILA - PAGUDPUD CORRIDOR
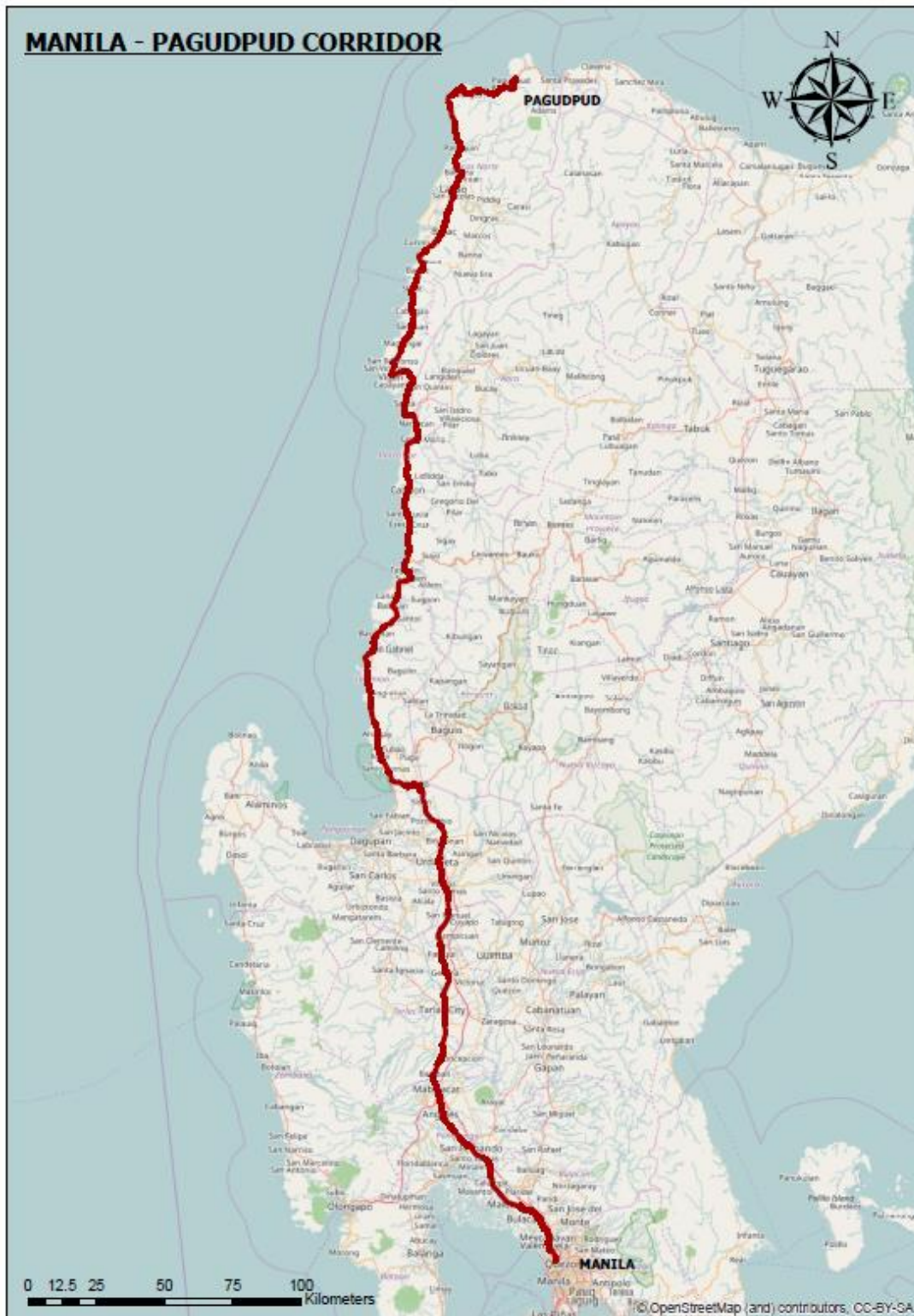
MANILA – PAGUDPUD CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
National Capital Region	**8.331**
MacArthur H-way	8.331
Region III	**152.329**
Manila North Rd	151.750
Daang Maharlika (LZ)/Tabang Service Rd #5	0.579
Region I	**391.300**
Manila North Rd	391.300
Total	**551.960**

MANILA – CAGAYAN (TUGUEGARAO CITY) CORRIDOR
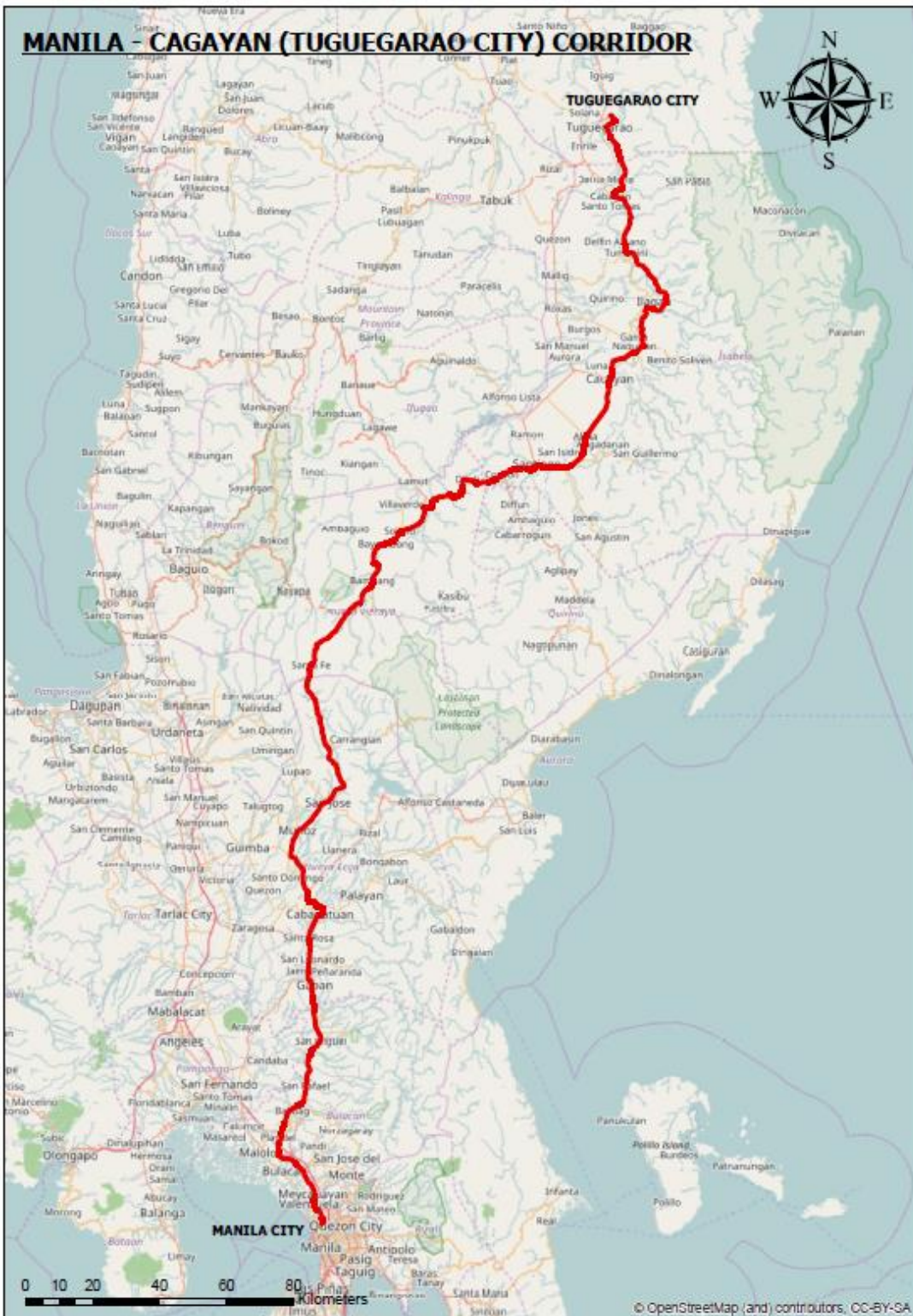
MANILA – CAGAYAN CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
National Capital Region	**8.331**
MacArthur H-way	8.331
Region III	**190.465**
Manila North Rd	18.463
Daang Maharlika (LZ)	172.002
Region II	**268.745**
Daang Maharlika (LZ)	252.330
Cagayan Valley Rd	16.415
Total	**467.541**

MANILA - CLARK - SUBIC CORRIDOR
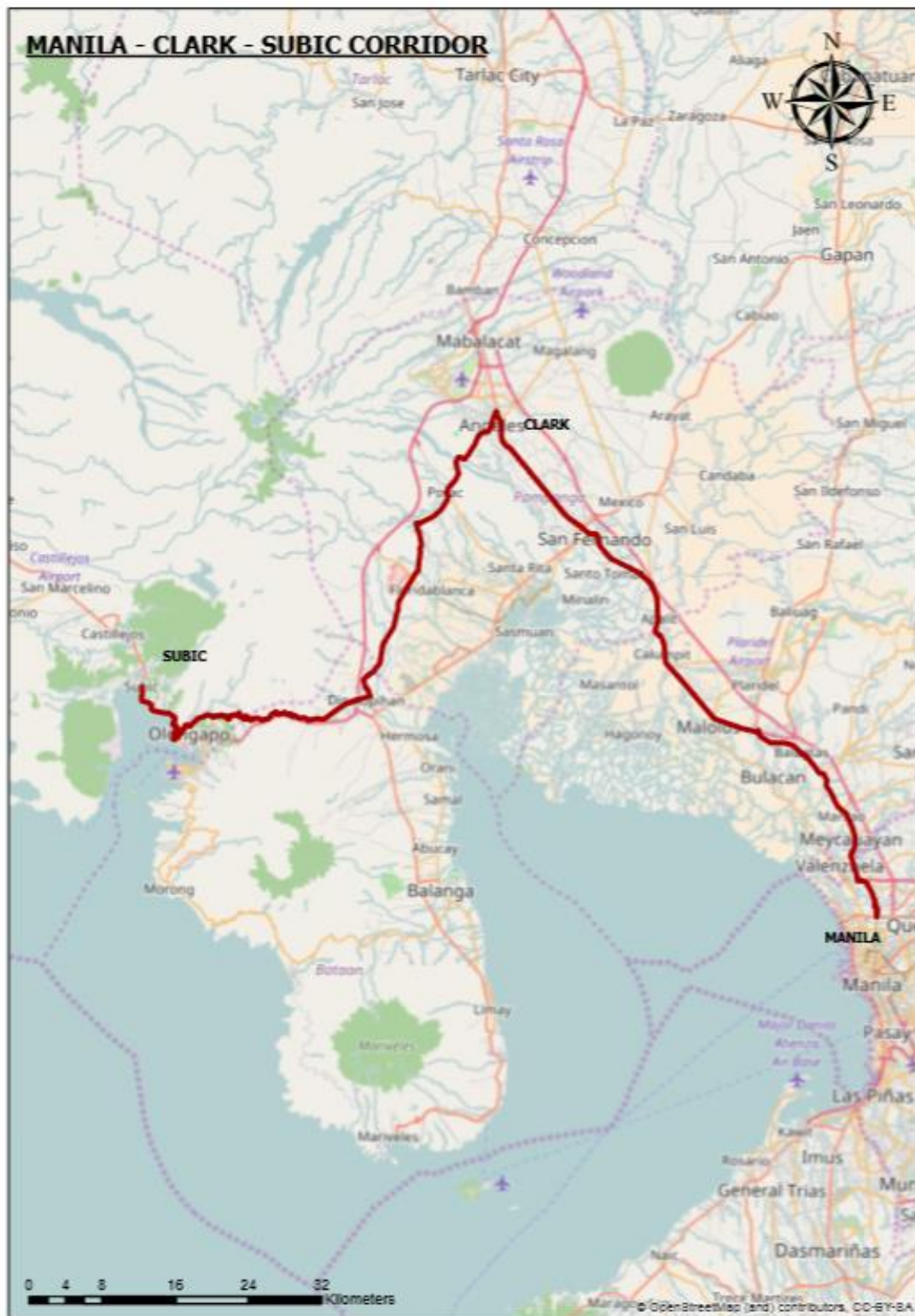
MANILA – CLARK CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
National Capital Region	**8.331**
MacArthur H-way	8.331
Region III	**68.868**
Manila North Rd	68.288
Daang Maharlika (LZ)/Tabang Service Rd #5	0.579
	77.199

MANILA - CLARK - SUBIC CORRIDOR
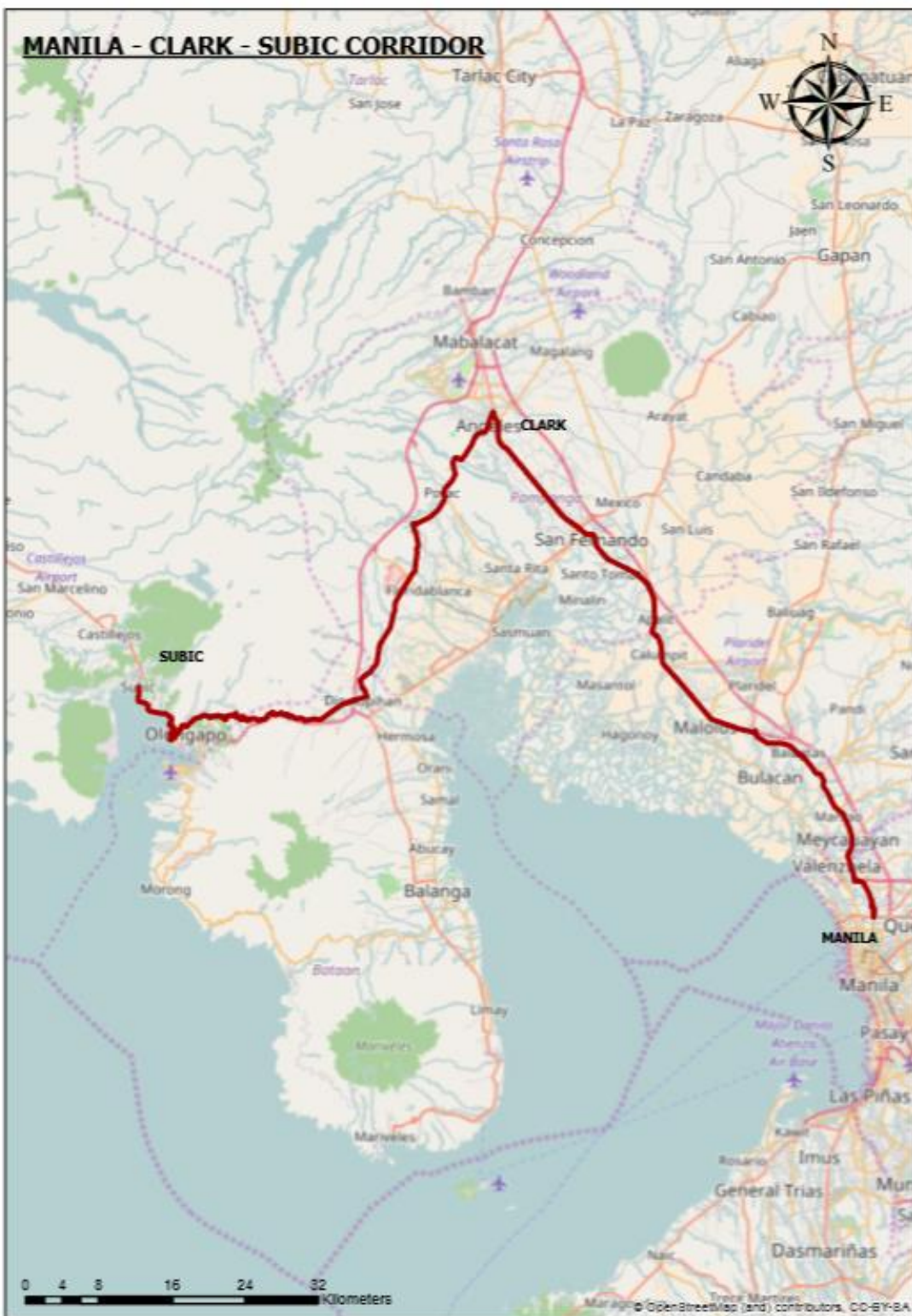
CLARK – SUBIC CORRIDOR

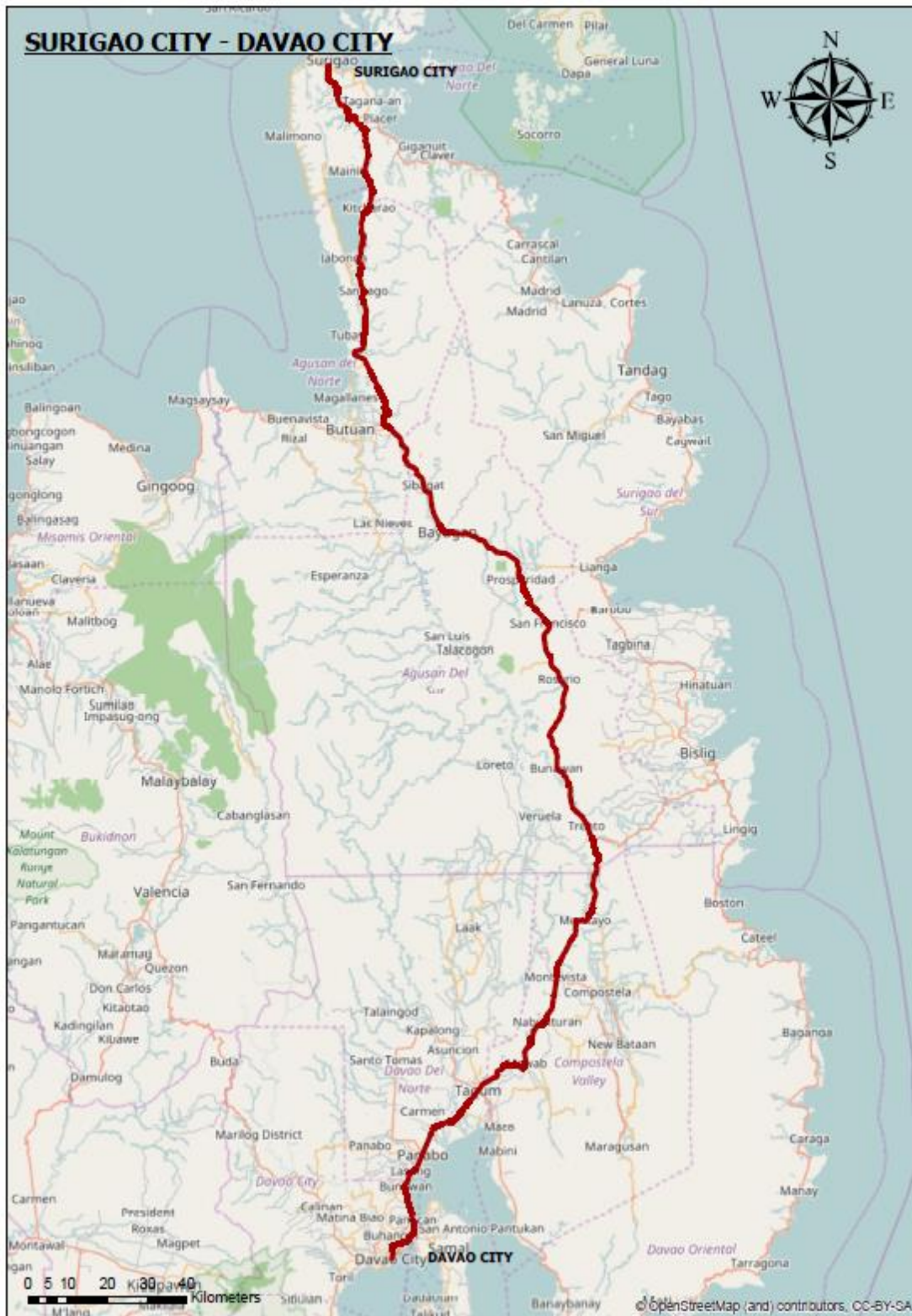| REGION / ROAD NAME	LENGTH (in km)
Region III	**74.786**
Olongapo-Bugallon Rd	11.587
Apo Rotonda Road	0.045
Jose Abad Santos Ave (JASA)	23.797
Tabacan Poblacion Rd	0.950
Angeles-Porac-Floridablanca-Dinalupihan Rd	36.299
Old Manila North Rd	2.108
Total	**74.786**

MANILA – BATANGAS CITY CORRIDOR
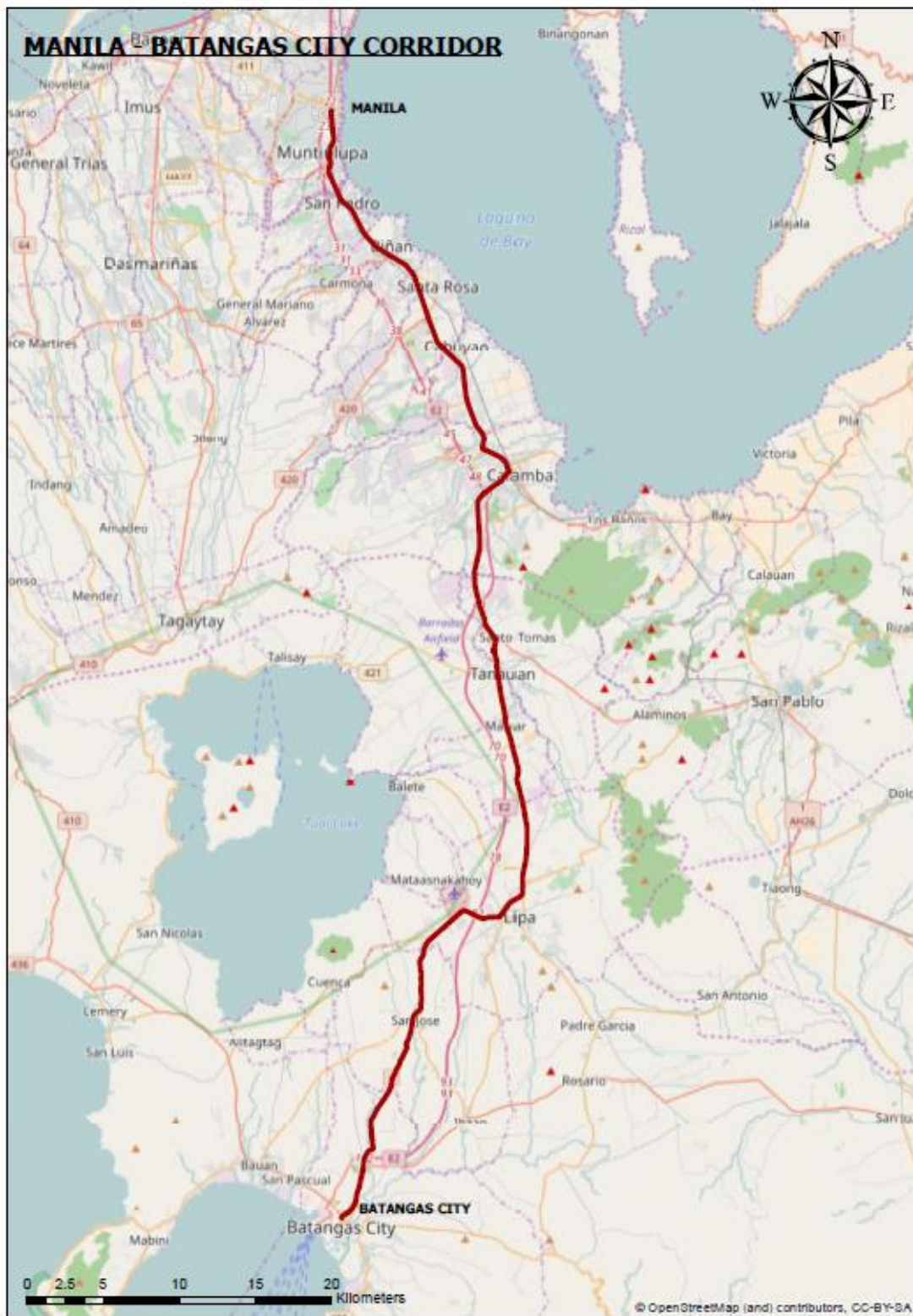
MANILA – BATANGAS CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
Region IV-A	**79.496**
Manila-Batangas Rd	44.011
Manila-Batangas Div Rd	0.730
Daang Maharlika (LZ)	10.205
Manila South Rd	24.550
National Capital Region	**5.971**
Daang Maharlika (LZ)	5.971
Total	**85.467**

ILOILO CITY - ROXAS CITY (CAPIZ) CORRIDOR
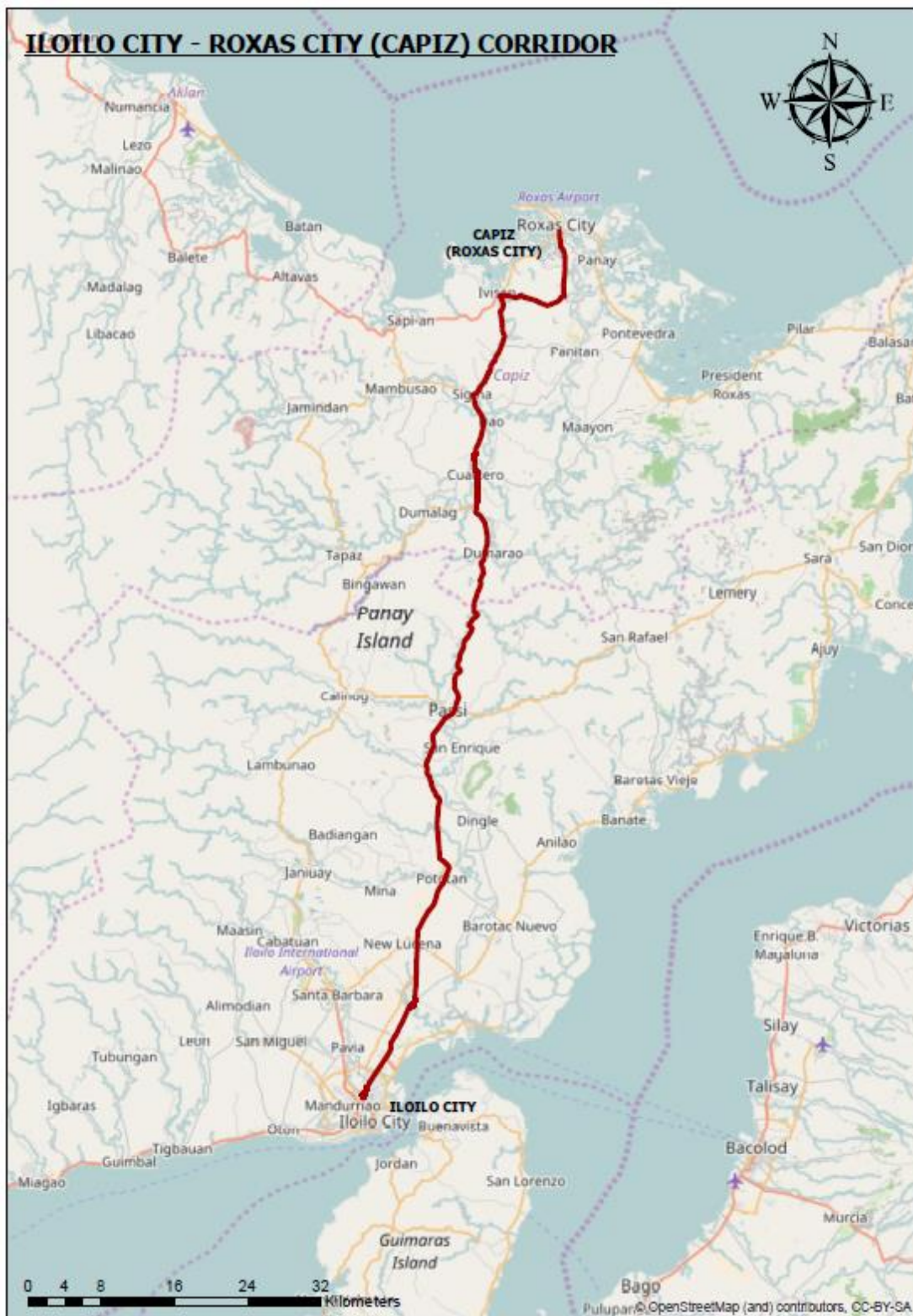
ILOILO – CAPIZ CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
Region VI	**2.376**
Jaro Spur Rd	0.570
Iloilo-Capiz (New Route)	41.786
Iloilo-Capiz Rd (New Route)	69.884
Total	**112.240**

SURIGAO CITY - DAVAO CITY

SURIGAO - DAVAO CORRIDOR

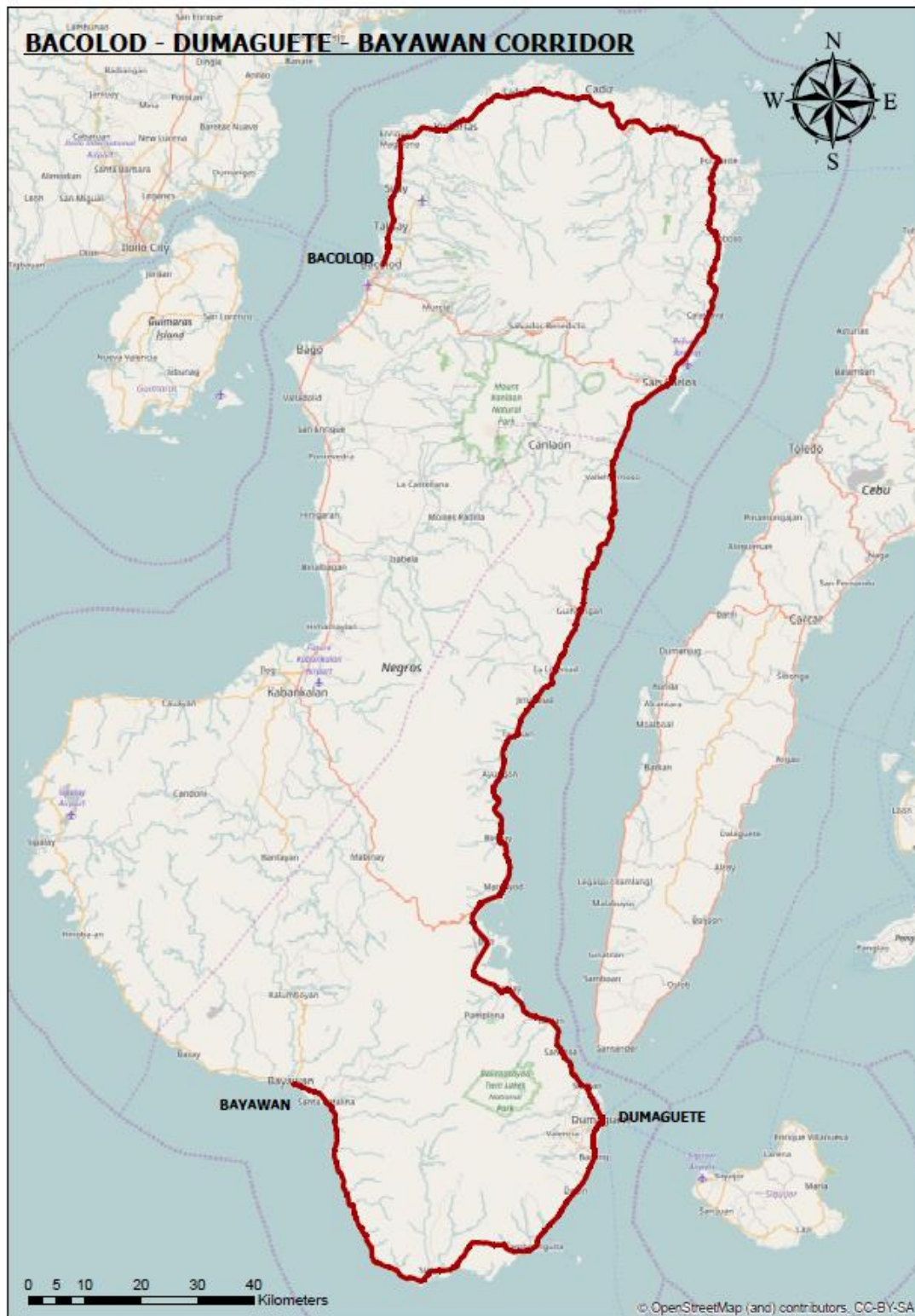| REGION / ROAD NAME	LENGTH (in km)
Region XI	**133.208**
Daang Maharlika (MN)	133.208
Region XIII	**255.441**
Daang Maharlika (Agusan-Davao Sect)/(Bayugan Rotunda)/(Sn Francisco Rotunda)	73.269
Daang Maharlika (Agusan-Davao Sect)	63.147
Daang Maharlika (Surigao-Agusan Sect)	119.025
Total	**388.649**

BUTUAN CITY - ILIGAN CITY (BCIR) CORRIDOR
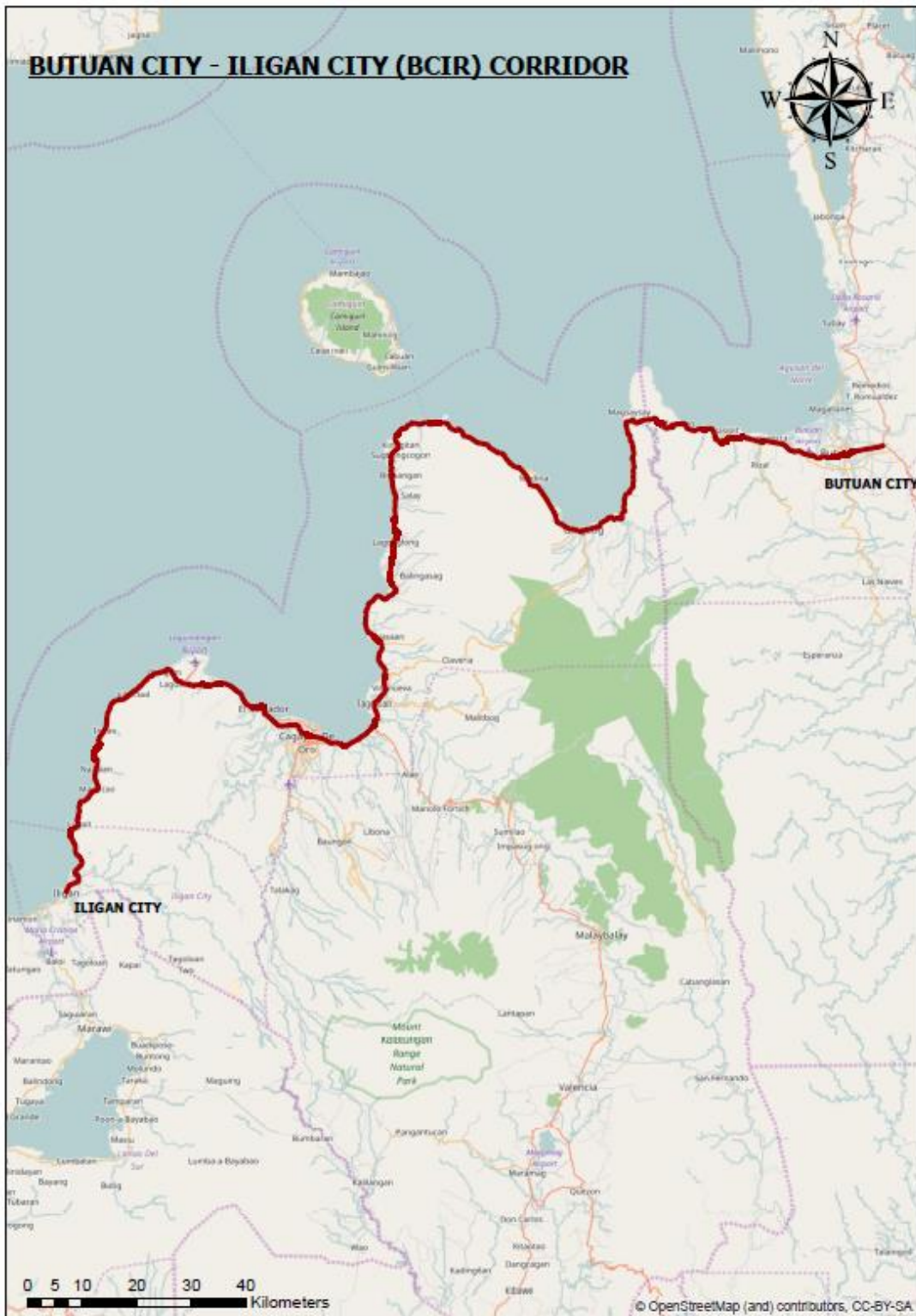
BUTUAN – ILIGAN CORRIDOR

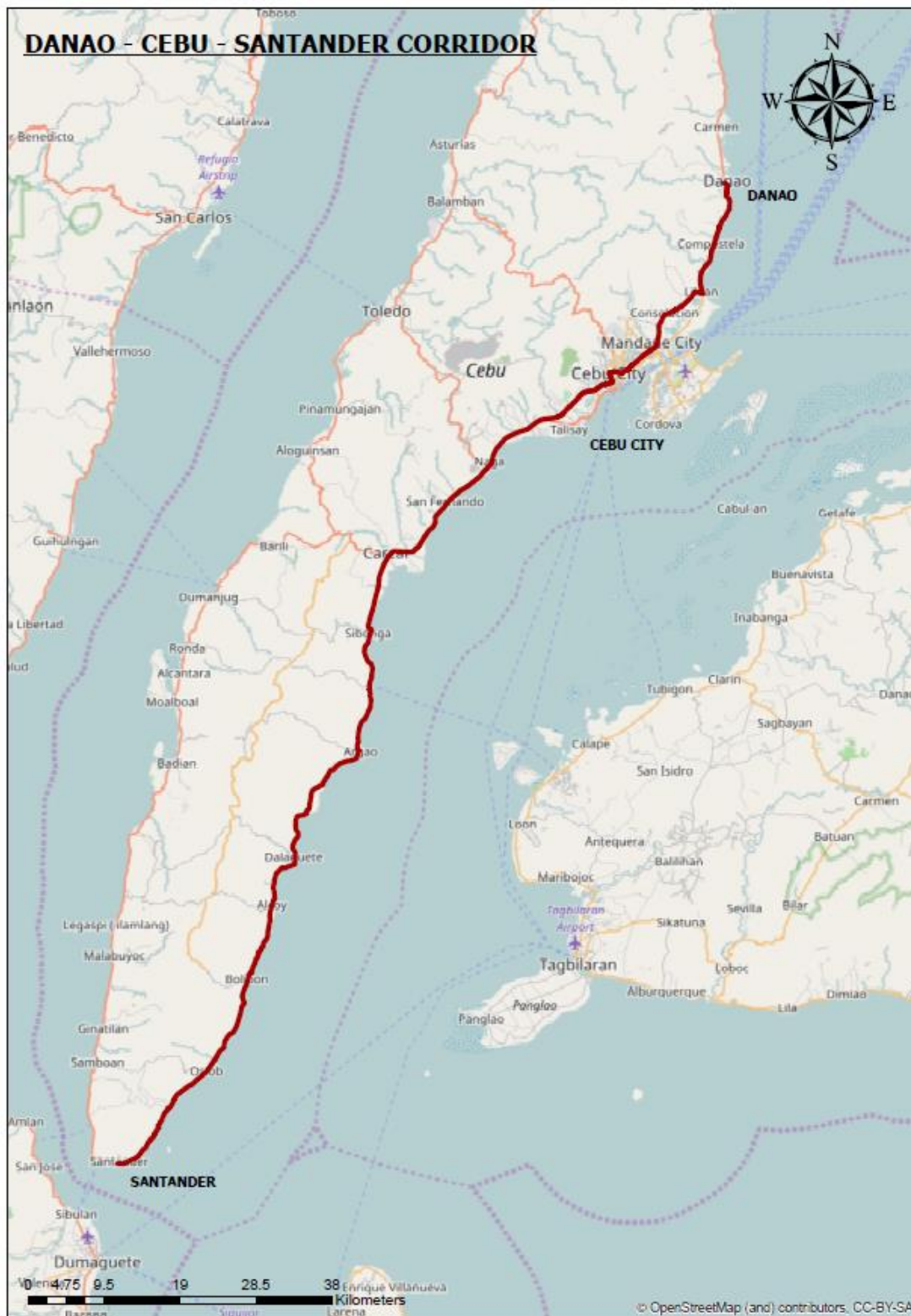| REGION / ROAD NAME	LENGTH (in km)
Region X	**47.315**
Misamis Oriental-Ma Cristina Bdry Rd	47.315
Butuan City-Cagayan de Oro City-Iligan City Rd	246.165
Region XIII	**232.026**
Butuan City-Cagayan de Oro City-Iligan City Road (Agusan-Misamis Or Rd)	14.139
Total	**293.480**

CAGAYAN DE ORO CITY - DAVAO CITY (SAYRE HIGHWAY)

CAGAYAN DE ORO – DAVAO CORRIDOR

REGION / ROAD NAME	LENGTH (in km)
Region XI	**81.324**
Davao-Bukidnon Rd	81.324
Region XI	**195.619**
Bukidnon-Davao City Rd	58.037
Sayre Highway	137.582
	276.943

BACOLOD - DUMAGUETE - BAYAWAN CORRIDOR

REGION / ROAD NAME	Length (in km)
Negros Island Region	**408.958**
Dumaguete South Rd	95.476
Dumaguete South Rd/Mayor Ramon T. Pastor Sr. St.	4.796
Dumaguete North Rd (Dumaguete-Jct Bais-Kabankalan)	50.724
Dumaguete North Rd (Jct Bais-Kabankalan-Negros Occ Bdry)	99.886
Bacolod North Rd	158.076
Total	**408.958**

DANAO – CEBU - SANTANDER CORRIDOR

REGION / ROAD NAME	Length (in km)
Region VII	**165.648**
N Bacalso Ave (Cebu South Rd)	132.041
Cebu North Rd	4.495
Cebu North Hagnaya Wharf Rd	29.112
Total	**165.648**