



Move As One Coalition’s Transport Budget Inputs for 2026

*Proposed Amendments and Interpellation
to the 2026 National Expenditure Program of the
Department of Transportation (DOTr)*

References:

- ✓ MAO Statement on the 2026 NEP - bit.ly/MAOBudget2026-PR
- ✓ MAO 2026 Proposed Budget Detailed Breakdown - bit.ly/MAOBudget2026-Breakdown
- ✓ MAO 2026 Proposal for the PTMP - bit.ly/MAO-PTMP-Proposal
- ✓ PIP 2023-2028 (MAO Summary) - bit.ly/MAOBudget2026-PIP

The Move As One Coalition lauds President Ferdinand Marcos Jr.’s pronouncement that the Philippines is moving away from a car-centric transport model and that the government is targeting shorter daily commutes for workers and commuters. The Coalition welcomes this pronouncement, which reinforces the declaration in the Philippine Development Plan (PDP) 2023-2028 that “pedestrians and cyclists will be accorded highest priority in the hierarchy of road users.” Only 6% of Filipino households own cars; 94% ride public transportation, walk, and ride bicycles.

However, the line items for transportation in the NEP 2026 reveal a different picture—one that reflects a misaligned prioritization, diverging from the president’s earlier pronouncements:

1. **DOTr’s budget doubles but Active Transport remains underfunded.** Active Transport is a priority in preliminaries and Presidential pronouncements, but not in figures. Implies marginal funding on the ATSMF which aims to institutionalize walkability and cycling infrastructures.
2. **Service Contracting and PTMP included but still not prioritized.** For the first time, service contracting is already included in the NEP (not just the GAA). However, the NEP budget for SC + PTMP is just 2% of the coalition’s proposal.
3. **An unbalanced investment mix will not meet PIP’s transport targets by 2028.** If this trend continues until 2028, the total investments for modernization / service contracting, road-based public transport infrastructure, and active transport will not even reach 10% of their respective PIP 2023-2028 targets as shown below in Table 1.

Table 1. Projected Transport Investments (2023–2028) Versus PIP Targets: Gaps in Key Sectors			
Budget Line Item	Total 2023-2026	PIP Target 2023-2028 (GAA Only)	Budget / Target (GAA Only)
Modernization / PTMP / Service Contracting	8,517,000,000	124,778,061,259	6.83%



Road Public Transport Infrastructure (e.g. BRTs)	4,830,925,000	245,214,118,492	1.97%
Active Transport (Cycling & Walking)	1,834,376,000	20,961,679,211	8.75%

In order to reverse decades of car-centric public budgeting and build a transport system that truly serves the Filipino people, we propose that the government allocate around 1% of GDP (around 200 billion pesos) annually to road-based public and active transport—correcting the historic underinvestment in these sectors. This investment should focus on three (3) strategic priorities:

1. expanding public transport supply to improve commuting outcomes for the 94% of Filipino households that do not own cars, including replicating the success of the EDSA Busway in other cities and municipalities;
2. paying our transport workers better through performance-based service contracts and increased equity subsidies, enabling a just transition under the PTMP; and
3. funding and prioritizing safe and sufficient pedestrian and cycling infrastructure as essential components of an inclusive and climate-resilient transport system.

The coalition's FY 2026 budget proposal for these initiatives are strategically distributed as follows: around **70% for ensuring a steady and reliable public transport supply** through service contracting; around **20% for road-based transport support infrastructure** such as stops, stations, and terminals; and around **10% for developing and maintaining active transport infrastructure.**

These investments can and should form part of the government's infrastructure spending target of 5% of GDP—directed towards building a safe, humane, and inclusive transport system for all Filipinos.



Proposed 2026 Road-Based Public Transport Budget

We need to allocate around 1% of GDP (around 200 billion pesos) annually to road-based public and active transport—correcting the historic underinvestment in these sectors. These investments can and should form part of the government’s infrastructure spending target of 5% of GDP—directed towards building a safe, humane, and inclusive transport system for all Filipinos. ([Detailed 2026 Budget Proposal](#))

#	Item	NEP 2026	What the sector needs in 2026	What the proposed budget will fund
Road-based public transport				
1	Service Contracting (jeeps, buses, fare cards for automatic fare collection)	₱1,300,000,000	₱101,344,191,315	<ul style="list-style-type: none"> • 22,000 buses and 164,000 jeeps on service contracts • 6 million commuters given free fare cards • Project management and personnel costs
2	Road-based public transport infrastructure (PUV-only lanes, bus stops, terminals)	₱2,362,700,000	₱44,410,000,000	<ul style="list-style-type: none"> • 1,600 modular public transport stops • 662 km PUV only lanes for Metro Manila's trunk routes • 8 new Bus Rapid Transit feasibility studies • 3 new BRT corridors Detailed Engineering and Construction • 10 depots and 8 terminals • Technical assistance and capacity building



3	Just Transition for Transport Workers (P500,000 equity subsidy for Public Transport Reform, social support component, and other related activities)	₱1,232,000,000	₱16,400,000,000	<ul style="list-style-type: none"> 32,800 PUJ units on P500,000 just transition equity subsidy under the Public Transport Modernization Program (20% of PUJ fleet, with priority given to PUVs where service contracting/PTMP will be piloted)
4	Social Support for Elderly Transport Workers (transitioned out)	0	₱656,000,000	<ul style="list-style-type: none"> 100,000 lump sum retirement support for jeepney drivers at retirement age (estimated at 20 percent of 164,000 drivers) distributed over 5 years
5	Other Public Transport Reform-related activities	0	₱600,000,000	<ul style="list-style-type: none"> Route planning (LPTRP and Route Rationalization) Vehicle Useful Life Program pilot Industry consolidation workshops through the Office of Transportation Cooperatives, communications
Active transport				



6	Active Transport (protected bike lanes, safe pathways, at-grade crosswalks)	₱69,376,000	₱20,211,400,000	<ul style="list-style-type: none"> ● 3,900 km new bike lanes across the country (30 km for the 130 cities) ● 540 km upgrade of existing bike lane network length, with wider and better sidewalk and urban shade trees ● 10,000 bike racks; technical assistance and support for DOTr, DPWH, MMDA, LGUs ● project management and personnel costs
Other reforms				
7	Feasibility Studies Fund	₱950,000,000	₱2,310,000,000	<ul style="list-style-type: none"> ● DOTr-led strategic plans/roadmaps for active transport networks, service contracting/PUV modernization, and other transport modes ● Policy studies and surveys on active transport, service contracting/PUV modernization, and other transport ● Project feasibility studies for projects or studies not covered by official development assistance ● Other surveys, data collection, standards development



8	DOTr Road Transport Sector and Public Transport Reform Project Management Office	0	₱200,000,000	<ul style="list-style-type: none"> Staffing and MOOE budget (for LGU engagement, consultations, M&E) for the DOTr Road Transport Sector, Public Transport Reform project management office, and road safety office, in addition to the proposed project management and personnel costs under service contracting and active transport
9	Transport Institute	0	₱100,000,000	<ul style="list-style-type: none"> Creation of Transport Institute to improve central data collection of mobility metrics; institute to be created under the DOTr
10	National Road Safety Unit	0	₱100,000,000	<ul style="list-style-type: none"> Creation of a National Road Safety Unit to coordinate and oversee plans, programs, and activities for the Philippine Road Safety Action Plan 2023-2028
11	Local Transport Capacity Support Fund	0	₱2,023,000,000	<ul style="list-style-type: none"> 10% of provinces, cities, and municipalities given national government support to staff, build up, and put up their local transport and road safety offices, starting with LGUs where service contracting/PTMP will be piloted and active transport projects will be implemented
Proposed DOTr Budget		₱5,914,076,000	₱188,354,591,3150	



Proposed DOTr Interpellation Questions

Interpellation Questions	Proposed Special Provision
RE: Insufficient Budget Provision for Active Transportation	
<p>1. How does DOTr intend to create safe, accessible, and sustainable active transport infrastructure that can cater to all pedestrians, cyclists, and commuters given that it allocated very minimal budget for active transportation?</p> <ul style="list-style-type: none"> ● <i>The 2023 Social Weather Stations survey on cycling has highlighted that:</i> <ul style="list-style-type: none"> –36% of Filipino households are using bicycles, mostly for essential activities –households that own bicycles outnumber households with cars by a factor of 4:1 –an estimated 17.4 million Filipinos are using bicycles –the number of households with bicycles rose from 29% to 36% in the past year –55% of Filipino cyclists use their bikes for essential activities (e.g. going to/from their workplace) ● <i>P20 billion is needed to continue the effort to construct and upgrade the bike lanes in Metro Manila, Cebu, and Davao, expand it to other equally important cities (together with pedestrian-friendly infrastructure), and institutionalize an Active Transport Project Management Office under DOTr to ensure sustainability of these efforts. A good start was made, but many “pop-up”, temporary bike lanes should be expanded and enhanced with durable materials. Many bike lanes, introduced only with paint, remain unsafe and require barriers</i> 	<p>SPECIAL PROVISION</p> <p>Establishment of Active Transport and Green and Safe Pathways Facilities in All Road and Bridge Projects and Establishment of the Active Transport Project Management Office.</p> <p>The DOTr, in coordination with the DPWH and priority cities where public transport supply is severely insufficient, shall aim to establish proper public transport stops for the benefit of commuters, and ensure that all projects pertaining to the construction, preventive maintenance, rehabilitation, reconstruction, upgrading, off-carriageway improvement, widening and/or paving of primary, secondary, tertiary, bypass and diversion roads. The construction, widening, or replacement of bridges shall be designed and implemented so as to allocate at least 50% of the road space for public transport, pedestrians, and bicycles/light mobility devices. This space shall include safe pedestrian pathways, sidewalks, and the planting of urban shade trees consistent with environmental laws and public health and safety regulations, Executive Order No. 774, s. 2008, NEDA Board Resolution No. 5, s. 2017, the DOH Active Transport Playbook, and all applicable guidelines issued by the executive branch on promoting active transportation.</p> <p>It shall upgrade existing pop-up bike lanes into permanent bike lanes and include safe pedestrian pathways, sidewalks, and the planting of</p>



<p><i>to separate cyclists from motor vehicles. These painted bike lanes in the middle of the rightmost vehicle lanes, without any adjustments made to the spacing of other lanes, are especially dangerous considering 1) vehicles will try to cram into the limited remaining space, crowding out bicycles; and 2) public utility vehicles still unload along these supposedly cordoned-off areas, forcing bicycles to cross over into other non-“protected” lanes.</i></p> <p>2. Numerous audits confirm that up to 80% of MRT/LRT stations still do not comply with accessibility standards, and that jeepneys, tricycles, bus stops, sidewalks, and elevated walkways remain largely inaccessible—excluding PWDs, seniors, children, caregivers, and pregnant women (<i>Rappler 2023; Manila Bulletin December 2024; Philstar 2020</i>). While DOTr states it has prioritized elevator repairs and universal-design for new projects such as the North-South Commuter Railway, Metro Manila Subway, EDSA Busway concourses, and provincial bus systems, existing infrastructure remains non-compliant nearly three decades after BP 344 and RA 7277 took effect.</p> <p>What concrete, measurable actions is DOTr undertaking now to retrofit existing transport systems to ensure compliance with standards?</p>	<p>urban shade trees.</p> <p>Pedestrian walkways and pedestrian crossings shall by default be at-grade for the inclusion of persons with disability, senior citizens, pregnant women, children in strollers, tourists with luggage, and parents with children, consistent with public health and safety regulations.</p> <p><u>The DOTr shall institutionalize the Active Transport Program with the creation of an Active Transport Project Management Office under the Office of the Secretary.</u></p> <p><u>The P22,700,000,000 shall be used as follows:</u></p> <p><u>P7,539,000,000 for permanent active transport infrastructure for Metro Manila</u></p> <p><u>P4,435,000,000 for permanent active transport infrastructure for other major cities</u></p> <p><u>P9,732,000,000 for new pop-up protected active transport infrastructure for other major cities</u></p> <p><u>P222,000,000 for the procurement of bike racks and end-of-trip infrastructure, P22,350,000,000 for the training and capacity development for LGU staff on active transport policy formulation and implementation,</u></p> <p><u>P55,000,000 for consultant services for technical support for DOTr and partner LGUs</u></p>
<p>RE: Only 4% for Road-Based Public Transport</p>	
<p>1. The vast majority of the DOTr's budget is allocated to rail projects, which primarily serve Metro Manila and its immediate surrounding provinces. Considering that the majority of Filipinos reside outside of the National Capital</p>	

Region and are heavily dependent on road-based public transport, how does the DOTr justify this massive spending imbalance? Instead of investing the bulk of this budget into long-term and capital-intensive rail projects, why not prioritize and significantly increase funding for more immediate, cost-effective, and geographically widespread solutions such as:

- a. **Pedestrian and cycling infrastructure**, which have been shown to be a high-return investment for public health, air quality, and local economies.
- b. **Modernized terminals and bus stops**, which are critical to improving the efficiency, safety, and comfort of the road-based transport system that serves the majority of commuters.
- c. **Service contracting**, which directly supports the drivers and operators who keep our country moving while providing stable, reliable service to the public.

2. **Given that 84.3% of the proposed 2026 transportation budget is allocated to railways, while only 3.85% is for road-based public transport, how does the DOTr justify this massive disparity when the majority of Filipino commuters rely on buses, jeepneys, and tricycles?**

Is there a plan to rebalance this investment to provide more immediate and widespread benefits to the public, and what are the specific targets for increasing funding for road-based transport infrastructure and services in the coming years?

3. **Railways, while important, are expensive, long-term projects that take 8-10 years to become operational. How will the DOTr address the current and pressing daily struggles of commuters who use road-based public transport?** What specific, near-term projects or programs are



<p>included in this budget to improve the quality of life for millions of Filipinos now, rather than a decade from now?</p>	
<p>RE: Insufficient Budget Provision for Service Contracting and PTMP</p>	
<p>1. The proposed budget for the Public Transport Modernization Program (PTMP) is ₱400 million less than last year's, while many transport workers who joined the program are still struggling with debt and banks have been losing confidence in the program. How can the DOTr justify this budget cut and what concrete plans are in place to prevent the collapse of cooperatives and ensure the program's financial viability for existing and future participants?</p> <p>2. While we acknowledge the inclusion of a ₱1.3 billion budget for the Service Contracting Program is a big improvement from last year's zero budget, it seems that at first glance, only a tiny fraction of transport workers will actually benefit from this. How many drivers and operators can realistically benefit from this ₱1.3 billion budget? How does the DOTr intend to significantly expand this program to make a meaningful impact on the income of thousands of PUV drivers and provide quality service to commuters, given this severely limited funding?</p>	<p>PUV Service Contracting. Service contracting shall be implemented by the DOTr in partnership with priority local government units, to facilitate the broad engagement of public transport cooperatives, associations, or corporations operating within their jurisdiction.</p> <p>The DOTr shall ensure that existing PUV transport drivers, operators, cooperatives, or associations are prioritized and included in the program; PROVIDED THAT, using these Service Contracting funds, DOTr shall enter into agreements with priority LGUs to directly contract public transport cooperatives, associations, or corporations;</p> <p>PROVIDED, that the DOTr shall issue a policy that permits LGUs to collect fares;</p> <p>PROVIDED FURTHER that DOTr and LGUs prioritize the engagement of all public transport cooperatives, associations, or corporations within specific routes to demonstrate results;</p> <p>PROVIDED FURTHER that the service contracting program and the policy shift towards stable, long-term contracts and delivery of transport service will provide an additional and necessary mechanism to support the Public Transport Modernization Program (PTMP).</p>
<p>RE: Budget Success Indicators that Fail to Reflect People- and Nature-Centered Priorities</p>	
<p>1. Current DOTr success indicators are too focused on the movement of cars, not people.</p>	<p>We recommend a framework of performance measurement and evaluation that focuses on transport quality experience, transport</p>



To improve public transport, the key is not to increase vehicle movement, but to improve convenience for commuters, cyclists, and pedestrians. **How does the agency use its current indicators to effectively plan for people's mobility?**

- A successful public transport system would have the following success metrics:
 - Maximum **10-minute wait** for public transportation
 - Maximum **10-minute walk** to public transportation stop
 - **Minimum 15 kph** speed for public transportation at rush hour, even when raining
 - **Maximum 3 rides** for 20-km travel distance
 - Achievable, **door-to-door travel within one hour**: Fairview to Makati; San Pedro, Laguna to BGC; Cainta to Quiapo

infrastructure quality, and socio-economic and environmental sustainability.

Among others, success indicators should include:

- Commuter journey time: Waiting time, travel time, transfer time and last mile time
- Availability of transport
- Reliability of transport
- Quality and commuter satisfaction across multiple transport modes and covering, at minimum, safety, comfort, cleanliness and dignity
- Cost of transport
- Accessibility of transport (especially for vulnerable groups)
- Modal split of transportation per passenger-km
- Ratio of public and active transport to private transport trips on the road
- Number of road crashes which lead to injury and/or fatalities by transport type
- Reduction in journey times and changes in modal splits of transportation in passenger-km attributable to system investments or interventions (per affected area)
- Public transport availability in roads
- Humane labor conditions and just compensation for workers in the transport industry
- Road passenger transport investment
- GHG emissions of road passenger transport
- Cost of lack of public/active transport investment per capita (in terms of time lost, health, social and economic implications)