**Re-enAll of these indications show that the REAP has been successful in reaching its goals. Baguio City may measure the success of its low carbon transportation programs and make sure that the objectives of the REAP are being met in terms of quantity, quality, and time by periodically evaluating key indicators and tracking progress over time.try Action Plan (REAP)**

The CaB-LCT Projects adopts the Re-entry Action Planning process to ensure that key learning/insights gained by the training participants are significantly applied to their respective organizations. The REAP IActivity is a proactive process that facilitates discussions and agreements between the training participants and training sponsor/provider on the strategies to be implemented following the training program.

A face-to-face REAP Workshop will be conducted to further enhance its contents.

The REAP will be evaluated based on the following:

1. Comprehensive assessment of the current situation
2. Clear identification of development objectives and success indicators
3. Realistic milestones in relation to competencies and other resources

| **PROFILE** |  |
| --- | --- |
| **Name/s of Training Participants Involved in REAP Preparation** | Thea V. Camiring, CEO  Steven Bruce Layugan, CPDSO  Rodrigo Samuel R. Martinez, CEO  Juanito Pasiliao, Jr., CDPSO  Support Group:  Donna Tabangin, CPDSO  Jan Vincent Niñalga, CEO  Amy Jane Calugay-Gas-ib, CEO  Irischille Joy Comila, CEO  Nico Parado, CEPMO  Sofronio Pascua, CEPMO  Ric Abad, CPDSO  Betty Lourdes Tabanda, SP Baguio  Mark Padcayan, SP Baguio  Arthur Lacbong,SP Baguio  Brent Olowan,SP Baguio  Jasmin Madayag, University of Baguio Academe |
| **Name of Organization** | **City Government of Baguio** |
| 1. **RELEVANCE OF THE REAP** |  |
| REAP Title | ***Driving Towards a Sustainable Future: Developing a Re-entry Action Plan for Low Carbon Transport in Baguio City*** |
| Problem/Opportunity | *Describe the following in detail:*  *-Current situation in terms of problems, challenges, and opportunities in the external environment/sector*  *-Current gap in the workplace or work unit/community that the REAP is expected to address or contribute to. '*  **Problem:**   * Inadequacy of infrastructure and services for public transportation and non-motorized transport, and travel demand management to effectively reduce private vehicle trips entering the city and within the city. * Increasing volume of vehicles also contribute to increasing pollution and urban heat in the city. * Inadequate road width to provide a separate lane for active transport. * Many visitors tend to bring their own vehicles, further exacerbating the problem.   **Opportunity:**   * Many residents utilize walking and public transport. * Enforce stricter emission standards for vehicles within the City. * Funding Opportunities- many governments and international support the development and implementation of LCT initiatives. * Sustainable Tourism- can boost the local economy by increasing the number of visitors and their spending. * Economic Benefits- Job Creation, Local Business Growth, Reduced Energy Costs. * Enhanced Reputation- enhances its reputation as a sustainable and forward-thinking place to live and do business. Which attracts investment and talent. |
| Description of Agency/LGU and its relation to REAP | *Describe the organization/ LGU/agency’s mandate and its role in implementing the REAP.*  **DPWH:**   * Involved in the development and implementation of Low Carbon Transport initiatives in Baguio City. This could include the construction of dedicated bicycle lanes, pedestrian-friendly infrastructure, and support for electric vehicle charging stations. * Involved in the infrastructure development aspects such as plans, which could include the construction or rehabilitation of roads, drainage systems, and other essential infrastructure to support the plan’s objectives. * Involved in road widening, signalization, and other measures to improve traffic flow.   **City Engineering Office:**   * Infrastructure Development: CEO can contribute to LCT by developing infrastructure that supports sustainable modes of transportation, such as bike lanes, pedestrian walkways, and public transportation systems like mini buses or trams. * Traffic Management- work on optimizing traffic management systems to reduce congestion and improve efficiency of public transportation. * Data Collection and Analysis- collect and analyze data related to transportation patterns, emissions, and other relevant factors to inform the development and adjustment of the LCT.   **City Environment and Parks Management Office:**   * Monitoring and Evaluation- responsible for monitoring progress, regular assessments of the plan and its impact in reducing carbon / transport emissions and improving air quality. * Resource Allocation- responsible for budgeting and resource allocation for initiatives related to LCT. Funding from various sources, such as grants or government programs. * Policy Compliance- transport-related policies and regulations are followed and enforcing any necessary penalties or incentives to encourage compliance. * Collaboration- collaboration with other government and non-government agencies, both local and national, as well as international bodies, can help access additional resources and expertise to support low carbon transport initiatives.   **City Planning, Development and Sustainability Office:**   * Long-term Planning- incorporating LCT goals into the City’s Master Plan and development Strategies. * Urban Planning and Design- involve designing and implementing infrastructure for pedestrians, cyclists, and public transportation systems. Involve redesigning roads and intersections to be more pedestrian and cyclist-friendly. * Policy Development and Implementation- promoting the use of electric vehicles, improving public transportation, and creating the incentivize low-emission transportation options.   **City Mayor’s Office:**   * Funding and Budget Allocation- coordinate with City Departments and seek external funding resources, such as grants or partnerships with non-governmental organizations (NGOs) and international agencies, to support sustainable transportation projects. * Policy Development- initiate and support the development of policies aimed at reducing carbon emissions from the city’s transportation sector. * Coordination- Ensuring that various City Departments, such as transportation, urban planning and design, and environmental services, work in harmony to implement LCT initiatives. * Advocacy- Lobby for policy changes and funding support from higher levels of government to further their sustainability goals.   **City Council (Sangguniang Panlungsod)**   * Policy Development-establish policies and regulations related to transportation within their jurisdiction. * Funding Allocation- control the budget for transportation projects and initiatives. Allocate funds to support the development of LCT infrastructure. * Regulatory Framework- enact and enforce regulations that encourage the adoption of LCT technologies and practices. * Advocacy-advocate for state or national policies and funding that support LCT and climate resilience efforts. * Legal Frameworks- establish frameworks and zoning regulations that promote sustainable urban development, including TOD that encourages the use of LCT options.   **DALAN NI TALTALLAK CONSORTIUM (Academe)**   * To support the LGU Baguio in research and innovation endeavors for safe, resilient, and sustainable cities, but not limited to the development of low carbon transport (LCT) System:   1. Conduct feasibility studies on low-carbon vehicles and EV charging stations;  2. Conduct of Advance research relative to low carbon transportation, that shall be use in designing and developing a reliable and resilient infrastructure to support the local government or economic development, such as but not limited to the following:  i. Design a charging station using renewable energy and identify the strategic locations for the charging stations;   * ii. Develop a low-cost e-bike and e-vehicle conversion and a safe bike lane using emerging technologies; * iii. Promote non-motorized transport in the city through data-driven policymaking; * iv. To propose systematic solutions to lowering greenhouse gas (GHG) emissions from fossil fuel-based vehicles in Baguio City. * v. other infrastructure designs needed for the improvement of transportation facilities in the LGU.   3. Assist in the validation and testing of low-carbon vehicles;  4. Design and develop a reliable and resilient infrastructure to support the local government for economic development;  5. Participate in initiatives facilitating access to clean energy using renewable energy for a clean and green community;  6. Conduct training and information dissemination about renewable energy.  b. To establish a joint platform for mitigating the climate impacts of greenhouse gas (GHG) emissions, particularly, but not limited to, road-based carbon emissions. |
| 1. **ACTION PLAN** |  |
| REAP Objectives | *Must contribute to improving the current situation in the workplace/area of concern, useful to the workplace or community*  *Objectives must refer to results not activities or processes and should be SMART - Specific, measurable, attainable, result-oriented and with timeframe*  **Objectives:**  The objective of the Re-entry Action plan for Low Carbon Transport in Baguio City is to achieve a significant reduction in transport emissions by the year 2030, establish accessible facilities for active mobility by 2030, and designate the Central Business District (CBD) as a Green Zone exclusively for active transport users by 2026.  Decreasing transport emissions is crucial for improving public health, addressing climate change, preserving the City’s natural beauty, boosting the economy, enhancing the quality of life for residents, ensuring sustainability and resilience, and fulfilling global responsibilities. These reasons collectively highlight the paramount importance of this objective in the current state in Baguio.  **Decrease Transport emissions from 63% to 20% by 2030**  Baguio city frequently faces air quality issues due to its geography and urban development. High transport emissions contribute to air pollution, which can have adverse effects on public health, leading the respiratory diseases and other health complications.  Transport emissions, particularly from vehicle powered by fossil fuels, are a major contributor to greenhouse gas emissions. Addressing the issue aligns with global efforts to combat climate change and its associated impacts, including extreme weather events and shifting weather patterns.  Reducing emissions contributes to the long-term sustainability and resilience of the city. It reduces vulnerability to impacts of climate change, such as flooding and extreme weather events, which can be exacerbated by emissions.  **Provide facilities for Active Mobility by 2030**  Baguio City often experiences traffic congestion, especially in its central areas. By promoting active mobility, such as walking and cycling, the city can reduce the number of cars on the road, easing traffic congestion and improving overall transportation efficiency.  Active mobility modes produce zero emissions. By reducing the reliance on motorized vehicles, Baguio can decrease air pollution levels, leading to cleaner and healthier air for residents and visitors.  Developing facilities for active mobility, such as pedestrian walkways and dedicated bike lanes, can make it easier for people to access essential services, schools, workplaces, and recreational areas without the need for a car. This can enhance accessibility and reduce transportation-related barriers, particularly for marginalized communities.  **Declare the CBD as a Green Zone for Active Transport users by 2026**  Baguio’s CBD often experiences severe traffic congestion, which not only wastes time but also contributes to air pollution and increases fuel consumption. promoting active transport in this area can significantly alleviate congestion, making commuting more efficient for all.  The CBD has some of the highest levels of air pollution due to traffic emissions. Encouraging active transport reduces the number of vehicles emitting pollutants, leading to cleaner air and improved public health.  Baguio City is known for its cultural heritage and scenic beauty. Promoting active transport in the CBD can reduce the need for expansive parking lots and excessive road construction, preserving the City’s cultural and environmental assets.  Promoting active transport in the CBD aligns with sustainable urban planning principles. It encourages mixed-used development, reduces urban sprawl, and makes the city walkable and bike-friendly. |
| Activities and outputs  (Timeline: 6 months up to 2 years) | *What are the specific outputs expected from the implementation of the REAP*  *based on the objectives with timelines*   1. ***Passage of the Local Public Transport Route Plan (LPTRP) adopting ordinance and full implementation of the LPTRP***   *Timeline:* ***2025***  The LPTRP provides a structured and organized framework for the city’s public transport system. It identifies optimal routes, schedules, and modes of transport, ensuring a more efficient and reliable transportation network.  It formalizes and regulates the public transport sector, reducing the prevalence of informal and unregulated transport services, which can be unsafe and unreliable.  The passage and full implementation of the Local Public Transport Route Plan (LPTRP) in Baguio is essential for creating a more efficient, safe, and sustainable transportation system.  Declaring the CBD as a Green Zone for Active Transport users in Baguio is important for reducing traffic congestion, improving air quality and public health, promoting physical activity and community interaction, reducing carbon emissions, preserving cultural heritage, boosting the local economy, enhancing safety, and aligning with global sustainability trends.   1. ***Reconvene Anti smoke belching campaign TWG, clean air monitoring committee.***   Timeline: Quarterly updating of the plans, programs and activities of the Anti-smoke belching campaign technical working group.  These committees play a crucial role in monitoring and controlling air pollution caused by smoke-belching vehicles. Reestablishing them demonstrates a commitment to improving air quality, which directly impacts public health and well-being.  The committees can ensure that vehicles comply with emissions standards and regulations. This helps maintain the integrity of environmental laws and regulations, promoting a culture of compliance among vehicle owners and operators.  Reconvening these committees allows for community involvement and engagement in air quality improvement efforts. It encourages residents to take an active role in reporting smoke-belching incidents and participating in clean air initiatives.  The reconvening of the Anti Smoke Belching Campaign TWG and Clean Air Monitoring Committee is essential for safeguarding public health, protecting the environment, ensuring regulatory compliance, raising awareness, collecting data, engaging the community, enforcing emissions standards, promoting long-term sustainability, and realizing economic benefits.   1. ***Reduce Traffic Congestion-congestion fee (applies to outside BLISTT) ordinance & implementation.***   Timeline: **2025**  Baguio City frequently grapples with severe traffic congestion, especially during peak tourist seasons and holidays. A congestion fee can help alleviate this problem by discouraging non-essential trips and reducing the number of vehicles on the City’s roads.  By discouraging non-essential trips from outside the BLISTT area, a congestion fee can reduce traffic related disruptions to local businesses. This can help support the local economy by ensuring that residents and tourists can access business more easily.  Implementing a congestion fee ordinance, particularly one that applies to vehicles coming from outside the BLISTT area, is important for reducing traffic congestion, improving air quality, conserving fuel, promoting sustainability, and aligning with global urban planning trends.  ***a.3. Reduce usage of private vehicle***  Reducing the usage of private vehicles in Baguio City is essential for addressing traffic congestion, improving air quality, reducing greenhouse gas emissions, preserving the City’s natural beauty, promoting active transport, enhancing road safety, and aligning with global sustainability goals.  ***a.3.1. Amending existing the City’s number coding scheme and strict implementation of the existing Number Coding Ordinance of Baguio***  Amending the strictly implementing the existing Number Coding Ordinance of Baguio City is important for reducing traffic congestion, improving air quality, conserving fuel, enhancing quality of life, supporting the local economy, promoting sustainability, ensuring road safety and aligning with the global urban planning trends.  ***a.3.2. Road usage charging for those using routes at the CBD***  Implementing road usage charging for routes in the CBD of Baguio is crucial for addressing traffic congestion, improving air quality, reducing fuel consumption and emissions, enhancing quality of life, supporting the local economy, promoting sustainability, and aligning with global urban planning trends.  ***a.3.3. Implement Parking Charging for all on-street public car park***  Implementing parking charges for all on-street public car parks is vital for managing traffic, optimizing space, promoting alternative transportation, reducing pollution, generative revenue, supporting local businesses, improving urban planning, reducing, congestion, enhancing accessibility, influencing behavioral change, conserving the environment, and aligning with global best practices in urban management.  ***a.4. Park and ride Facilities***  Timeline: **2026**  Park and ride facilities are essential for reducing traffic congestion, improving air quality, promoting sustainable transportation, efficient land use, reducing fuel consumption, increasing transit ridership, and supporting urban planning goals.  ***b. Making Public Transport the Choice Mode of Travel***  Timeline: **2026**  Making public transport the preferred mode of travel is vital for addressing a wide range of urban challenges, including traffic congestion, environmental sustainability, economic growth, social equity, and improved quality of life.  ***b.1. Independent Public Transport Council***  An independent Public Transport Council is important for promoting efficient, equitable, and sustainable urban transportation systems. It helps ensure that transportation decisions are made objectively, transparently, and in the best interest of the community.  ***b.2. Adoption of PUV Service Contracting Model to Ensure Quality of Service***  Timeline: **2026**  Adopting a PUV service contracting model is important for improving the quality, safety, and sustainability of public transportation services. It encourages competition, accountability, and innovation while ensuring that passengers have access to reliable and high-quality transportation options.  ***b.3. Improvement of sidewalk access to PUV stops and amenities***  Timeline: **2026**  The improvement of sidewalk access to PUV stops and amenities is essential for enhancing safety, accessibility, and convenience, while also promoting sustainable urban planning, economic vitality, and overall well-being within a community.  ***b.4.*** ***Provide integrated services for all PUV Travels***  Timeline: **2026**  Improving sidewalk access to PUV stops and amenities is vital for promoting safety, accessibility, sustainability, and efficiency in urban transportation systems.  ***b.5. PUV Priority Schemes***  Timeline: **2025**  PUV priority schemes are essential for addressing the challenges of urban congestion, promoting sustainability, enhancing accessibility, and supporting economic development.  ***c. Reduce and Redistribute Travel Demand***  Reducing and redistributing travel demand are essential components of sustainable urban planning and transportation management.  ***c.1. Reshape the City to Manage Travel Demand***  Timeline: **2025**  Reshaping the city to manage travel demand is critical for addressing urban challenges, reducing environmental impacts, improving public health, enhancing economic vitality, and creating more livable and equitable urban spaces.  ***c.2. Relocation of Non-essential Traffic Induced Activities***  Timeline: **2026**  The relocation of non-essential traffic-induced activities in the City, can lead to reduced traffic congestion, improved air quality, enhanced safety, economic benefits, and a better quality of life for residents.  ***d. Improve Public Transport System Efficiency***  Improving the efficiency of a public transport system is not only a transportation issue but also a fundamental aspect of sustainable urban development and quality of life in cities.  ***d.1. Leverage on Technologies to improve Efficiency of Public Transport System such as adoption of fleet management technologies to improve public transport fleet operation efficiency and reliability***  Timeline: **2026**  The adoption of fleet management technologies and other innovative solutions is crucial for the efficiency, reliability, and sustainability of public transport systems. These technologies not only benefit passengers but also operators, governments, and the environment.  ***e. Leverage on Technologies to maximize capacity and Efficiency of Road Network and Parking Resources***  Timeline: **2025**  Leveraging technology to maximize the capacity and efficiency of road networks and parking resources is essential for addressing urban transportation challenges, reducing environmental impact, enhancing safety, and improving the overall quality of life in the City.  ***e.1. Advanced Traffic Management System***  Timeline: **2025**  Advanced traffic management systems are pivotal in addressing urban transportation challenges, improving safety, reducing environmental impact, and enhancing the overall quality of life in the City.  ***e.2. Smart Parking Management System***  Timeline: **2026**  Smart parking management systems are essential for optimizing the use of urban parking resources, reducing congestion, enhancing user experience, and promoting sustainable transportation.  ***e.3. Intelligent Traffic Signal Control***  Timeline: **2025**  Intelligent traffic signal control systems are vital components of modern urban transportation management. They contribute to reduced congestion, improved safety, enhanced environmental sustainability, and a higher quality of life for residents and commuters in the City.  ***f. Leverage on Mobile App as a means to provide integrated services for the Baguio City Commuters (integrated service, information and payments for all mobility services)***  Leveraging a mobile app to provide integrated services for Baguio City commuters not only enhances the user experience but also contributes to more efficient and sustainable urban transportation. Promotes informed travel decisions, reduces congestion, improves safety, and supports data-driven urban planning efforts, ultimately creating a more livable and efficient city for residents and visitors alike.  ***g. Reduce Traffic Violation and Improve Driving Behavior***  Timeline: **2025**  Reducing traffic violations and improving driving behavior have wide-ranging benefits that extend beyond road safety. They impact economic, environmental, and public health outcomes while fostering a culture of responsible and considerate road use. Road safety initiatives and law enforcement efforts to improve driving behavior are essential for creating safer, more sustainable, and more efficient transportation systems.  ***g.1. Enhancing Traffic Violation Enforcement Regime (Automated Traffic Enforcement System)***  Timeline: **2025**  Implementing an Automated Traffic Enforcement System is a valuable tool for improving road safety, promoting responsible driving, and enhancing overall transportation management.  ***h. Improve Road Safety and Responses to Traffic Incident***  Improving road safety and responses to traffic incidents is essential for preserving lives, reducing economic costs, and enhancing the overall well-being of communities. These efforts not only save lives but also contribute to more efficient traffic flow, environmental sustainability, and public trust in emergency services, making roads safer for everyone.  ***h.1. Provides better monitoring and responses to traffic incidents***  Timeline: **2026**  Providing better monitoring and responses to traffic incidents is essential for preserving lives, reducing economic cost, and enhancing the overall well-being of communities.  ***Full implementation of the Hop On Hop Off transportation for tourists***  Timeline: **2025**  The full implementation of a Hop-on, Hop-off transportation system for tourists can significantly enhance the tourist experience, promote tourism, reduce congestion and environmental impact, and contribute to the economic and sustainable development of a destination.  ***5% of City Government fleets are converted to hybrid vehicles and/or full electric vehicle***  Timeline: **2030**  Converting a portion of the City government’s fleet to hybrid and electric vehicles is a proactive and sustainable initiative. It promotes environmental stewardship, reduces operating costs, improves air quality, and sets an example for residents and businesses, contributing to a cleaner, more sustainable, and resilient urban environment.  ***Improved Bike Lanes & Facilities by 2026***  Timeline: **2030**  Improving Bike Lanes and Facilities in Baguio by 2026 is a forward-thinking and vital initiative. Contributes to sustainability, health, safety, and economic growth while promoting a more inclusive and vibrant urban environment.  ***Construction of Multi-level Parking and Reduction of Roadside Parking by 2024***  Timeline: **2022-2026**  ***Increased Sidewalk Reclamation by 2026 & the Promotion of Pedestrianization in the CBD***  Timeline: **2023-2024**  Increased sidewalk reclamation and the promotion of pedestrianization in Baguio’s CBD by 2026 are essential for creating a more liveable, sustainable, and economically vibrant city.  ***Pedestrian Safety Ordinance (prioritize pedestrian safety by manadating crosswalks, pedestrian underpass or bridges, and sidewalks)***  Timeline: **2026**  Pedestrian Safety Ordinance that mandates crosswalks, pedestrian underpass or bridges, and sidewalks is crucial for creating safer, more accessible, and more sustainable urban environments. These measures prioritize the well-being of pedestrians, encourage active transportation, and contribute to economic vitality, while also aligning with global efforts to improve road safety and promote urban livability. |
| Required Resources | *Budgetary requirements and identified source of funds EXAMPLE: Bike lanes and pedestrian facilities* ***Budget Requirements:*** *Manpower for implementation Signages and other infrastructure (lighting, road markings, parking, etc.)*  *Social marketing..* ***Source of Funds:*** *Violation Tickets Integrate with DPWH projects National/Local Development Funds Partner with International Organizations..*  **Budget Requirements:**   1. **Funding on the quarterly meeting of the TWG; Additional manpower and equipment for the monitoring of air quality and reduce the emission of vehicles;**   Funding is integral to the success of the re-entry action plan for Low Carbon Transport in Baguio City. It enables the TWG to allocate resources, hire qualified personnel, acquire advanced equipment, collect and analyze data, enforce regulations, educate the public, and ensure the long-term sustainability of efforts.   1. **Letter to the City council on the amendment of the provisions of the City ordinance on volume reductions by increasing the number of private vehicles not allowed to pass the Central Business District;**   Formulation of letter to the City Council to propose an amendment to restrict private vehicles in the CBD is a critical step in formulation of the Re-Entry Action Plan for Low Carbon Transport, engages the community, ensures legal compliance, and promotes transparency and sustainability.   1. **Review of the proposed ordinance on congestion fee charging;**   The review of the proposed ordinance on congestion fee charging is a vital step in the Re-Entry Action Plan for Low Carbon Transport. It directly contributes to reducing traffic congestion, lowering emissions, generating revenue for sustainable transportation initiatives, promoting behavior change, and ensuring that the plan is equitable and legally compliant.   1. **Proposed additional on-street regulated parking within CBD;**   The proposal to implement additional on-street regulated parking within the CBD is integral to the formulation of the Re-Entry Action Plan for Low Carbon Transport. It contributes to traffic management, emissions reduction, sustainable transportation funding, behavioral change, and the overall success of the plan in promoting low-carbon and environmentally friendly modes of transportation within the urban area.   1. **Construction of facilities within the CBD that will be beneficial to the working sector and students;**   Constructing facilities within the CBD that cater to the needs of the working sector and sectors is a strategic component of the Re-Entry Action Plan for Low Carbon Transport. It promotes accessibility, active transportation, public transit use, community well-being, economic growth, and sustainability. Such construction supports the plan’s objectives of reducing carbon emissions and creating a more environmentally friendly and efficient urban environment.   1. **Approved Local Public Transport Route Plan;**   The Approved Local Public Transport Route Plan is a cornerstone of the Re-Entry Action Plan for Low Carbon Transport. It promotes efficient, accessible, and sustainable public transportation, which is crucial for reducing carbon emissions, mitigating traffic congestion, improving air quality, and fostering a more sustainable and livable community.   1. **Attractive business model relative to service contracting to Ensure QoS;**   Attractive business model, such as service contracting, is essential for ensuring Quality of Service (QoS) in the Re-Entry Action Plan for LCT. It promotes reliability, customer satisfaction, sustainability, efficiency, and accountability in public transportation services, all of which are crucial for reducing carbon emissions, improving mobility, and creating a successful and sustainable low-carbon transport system.   1. **Recovered road-right of ways for the construction of sidewalks and PUV stops amenities and funding for the construction;**   Recovering road right-of-ways for the construction of sidewalks and PUVs stop amenities, along with securing funding for these projects, is essential for the REAP for LCT. These initiatives improve safety, accessibility, and efficiency, promote public transit use, reduce car usage, and contribute to a more sustainable and environmentally friendly urban environment.   1. **Painting of dedicated lanes for PUJs plying at Marcos Highway and Naguilian Road;**   Painting dedicated lanes for PUJs on Marcos Highway and Naguilian Road is an essential element of the Re-Entry Action Plan for Low Carbon Transport. It supports efficient and reliable public transit, encourages public transit use, reduces emissions and congestion, and promotes a more sustainable and environmentally friendly urban environment.   1. **City Traffic and Transportation Management Office;**   City Traffic and Transportation Management Office is a central agency for implementing the Re-Entry Action Plan for Low Carbon Transport. Its responsibilities encompass traffic management, public transportation coordination, infrastructure development, safety enhancement, data analysis, public education and more. By effectively fulfilling this role, CTTMO can contribute significantly to the success of Low-Carbon Transport initiatives and the creation of a sustainable, efficient, and environmentally friendly urban transportation system.   1. **Revised Comprehensive Land Use Plan;**   Revised Comprehensive Land Use Plan is a foundational element of the Re-Entry Action Plan for Low Carbon Transport. It helps shape the Physical Development of the City to encourage sustainable transportation, reduce car dependence, improve urban livability, and support the plan’s objectives of reducing carbon emissions and traffic congestion.   1. **Smart Mobility System;**   Smart Mobility system is a critical enabler of the Re-Entry Action Plan for Low Carbon Transport. It enhances the efficiency and sustainability of transportation networks, reduces car dependence, improves air quality, and supports the plan’s objectives of reducing carbon emissions and traffic congestion.   1. **Smart Command Center that provides Centralized Management for Incident Response**   Smart Command Center that provides centralized management for incident response is a fundamental component of the Re-Entry Action Plan for Low Carbon Transport. It enhances transportation efficiency, safety, and resilience while reducing carbon emissions and economic impact of incidents. Such a center is emissions and the economic impact incidents. Such a center is indispensable for creating a sustainable and reliable transportation system in support of low-carbon objectives.   1. **LGU Owned vehicle compliant to the guidelines of Public Utility Vehicle Modernization Program (PUVMP)**   LGU-owned vehicles compliant with the guidelines of the Public Utility Vehicle Modernization Program (PUVMP) are instrumental in advancing the goals of the Re-entry Action Plan for Low Carbon Transport. They contribute to reduced emissions, improved public transportation services, cost savings, and a sustainable and environmentally friendly transportation system, all of which are central to the success of the Low Carbon Transport Plan.   1. **Purchase of Hybrid Government Service Vehicles;**   The purchase of hybrid government service vehicles is a strategic and environmentally responsible decision in the context of the Re-Entry Action PLan for Low Carbon Transport. It supports emissions reduction, cost savings, improved air quality, and a green image for government agencies, all of which are central to the success of the low carbon transport plan.   1. **Creation of TWG or implementing body for active transport;**   The creation of a TWG or implementing body for active transport is pivotal in the Re-entry Action Plan for Low Carbon Transport. It ensures that walking and cycling are given due attention, resources, and expertise, promoting sustainable and low-carbon transportation options that benefit both the environment and the well-being of residents.the creation of a TWG or implementing body for active transport is pivotal in the Re-entry Action Plan for Low Carbon Transport. It ensures that walking and cycling are given due attention, resources, and expertise, promoting sustainable and low-carbon transportation options that benefit both the environment and the well-being of residents.   1. **Support and Implementation of the Sanggunian Panlungsod of the Ordinances regarding Bike Lanes, facilities and active transport;**   Actively supporting and implementing the ordinances enacted by the Sanggunian Panlungsod regarding bike lanes, facilities, and active transport is a fundamental and practical way to advance the Re-entry Action Plan for Low Carbon Transport. These ordinances provide the legal and structural framework necessary for creating a more sustainable and environmentally friendly transportation system.   1. **Additional manpower/TWG to monitor and implement the ordinance;**   Additional manpower or a dedicated TWG is instrumental in the successful implementation of ordinances associated with the Re-entry Action Plan for Low Carbon Transport. Their role includes coordination, monitoring, data analysis, community engagement, and advocacy, all of which are critical for achieving the plan's objectives of reducing carbon emissions, improving transportation sustainability, and creating a more livable urban environment.   1. **Engage in PPPs to fund the identified sites for Parking Building & Growth Node Intermodal Transport Terminal;**   It's important to note that PPPs should be carefully structured to ensure that they are in the public interest, maintain transparency, and adhere to legal and regulatory standards. Detailed agreements should address issues such as cost-sharing, revenue-sharing, maintenance responsibilities, dispute resolution mechanisms, and performance metrics.   1. **Support from Sanggunian Panlungsod in crafting the necessary resolutions and ordinances;**   To secure support from the Sanggunian Panlungsod, it's essential to engage in constructive dialogue, provide evidence-based arguments, and demonstrate the positive impact of the low carbon transport plan on the city and its residents. Collaboration with council members and active involvement in the legislative process can lead to the successful adoption of resolutions and ordinances that advance the goals of the plan.   1. **Annual Funding of Sidewalk reclamation projects and maintenance works;**   Annual funding for sidewalk reclamation projects and maintenance works is essential for promoting safe, accessible, and sustainable urban transportation. It aligns with the goals of the low carbon transport plan by reducing carbon emissions, improving public health, and creating a more livable and pedestrian-friendly urban environment.   1. **Funding, design and standards.**   Funding, design, and standards are essential pillars of the Re-entry Action Plan for Low Carbon Transport. Adequate funding ensures that the plan's initiatives can be realized, while thoughtful design and adherence to standards are critical for creating safe, accessible, and efficient transportation infrastructure and services. These components collectively contribute to the plan's success in reducing carbon emissions, promoting sustainable transportation, and improving the quality of life in urban areas.  **Source of Funds:**   1. **Local Government Unit (LGU) Funds:**  * **Baguio City Government:** The budget of the local government serves as the main source of funding. This includes earnings from local sources such as taxes, fees, and other income. A part of the LGU's budget is set aside to pay for the projects listed in the REAP.  1. **Grants from International Organizations:**  * **Asian Development Bank (ADB):** International agencies like the ADB frequently offer grants and loans to finance low-carbon and sustainable transportation initiatives in developing cities. Partnerships and ADB-accepted applications can be used to obtain these funds.  1. **Non-Government Institutions and Organizations:**  * **Local NGOs and Environmental Groups:** Local non-governmental organizations (NGOs) and environmental organizations may provide financial or technical support for initiatives that help sustainable mobility and emission reduction. * **Transportation Associations:** To develop low carbon transportation efforts, industry organisations in the transportation sector, such as cycling or electric vehicle associations, may offer funds or expertise.  1. **Private Sector Partnerships:**  * **Corporate Partners:** Businesses in the private sector with an interest in sustainable mobility, such as producers of electric vehicles, may provide cash or other resources in support of particular initiatives. * **Public-Private Partnerships (PPPs):** Joint ventures between public and private sector organizations can serve as a source of finance for the construction of infrastructure, such as networks for electric car charging stations.  1. **International Climate Funds:**   Baguio City has access to climate financing instruments including the Green Climate Fund (GCF), which offers cash for initiatives that lessen the effects of climate change. This can help programs to lower transportation emissions.   1. **Revenue Generation Mechanisms:**  * **Congestion Charges:** Implementing congestion charges or other forms of road pricing can bring in money that can be used to fund low-carbon transportation initiatives. * **Carbon Pricing:** Carbon pricing tools, including carbon taxes, can provide money for emission-reduction initiatives.  1. **Donations and Philanthropic Contributions:**  * **Philanthropic Foundations:** Contributions from charitable organizations that promote environmental concerns might help fund certain initiatives.  1. **Community Contributions:**   **Crowdfunding:** By including the neighborhood in crowdfunding efforts, smaller-scale projects or awareness campaigns may be able to raise money.  Baguio City must aggressively seek out and form alliances with these prospective financing sources. Each source may have its own set of requirements, methods for applying, and responsibilities in the project's execution. Collaboration with global organizations, regional NGOs, and the corporate sector can assist in securing the funding requirements for the REAP for Low Carbon Transport's effective implementation. |
| Direct Beneficiaries | ***Who*** *is the main user and/or beneficiary of the REAP?*  *User could be within your workplace, work unit or community; and beneficiaries may be within and/or beyond your work unit.*  *Who will directly benefit from the implementation of your REAP? How many target beneficiaries does your REAP have? How will your REAP help your target beneficiaries?*   1. **Bikers**   The direct beneficiaries of a REAP that prioritizes bikers are the individuals who choose biking as their mode of transportation. However, the benefits of such a plan can extend beyond bikers to the broader community, including pedestrians and motorists, who benefit from reduced traffic congestion and improved air quality.  The number of target beneficiaries of a REAP can vary depending on the scope and scale of the plan, as well as the demographics and transportation patterns of the community. The plan may aim to attract a specific percentage of commuters to start biking or may have broader goals of promoting biking as a viable mode of transport for all residents.  Bikers can be a primary user group and beneficiaries of a REAP due to the numerous benefits associated with biking, including reduced environmental impact, improved health, and economic savings. However, the plan's positive effects can extend beyond bikers to benefit the entire community by reducing congestion and promoting a healthier and more sustainable urban environment. The specific number of beneficiaries and the impact will depend on the plan's objectives and the community it serves.   1. **Pedestrians**   Pedestrians are the main users and beneficiaries of a REAP focused on pedestrian infrastructure and safety. The plan aims to benefit them by creating safe, accessible, and enjoyable walking environments. The number of target beneficiaries can be extensive, encompassing all pedestrians within the community, and the plan's initiatives directly improve their safety, accessibility, and overall pedestrian experience.   1. **Commuters**   Commuters who choose sustainable transportation options such as public transit, biking, or walking are the direct beneficiaries. They will experience reduced travel costs, improved access to transportation options, and potentially better health outcomes due to increased physical activity.   1. **PWD’s**   PWDs are the main users and beneficiaries of a REAP focused on accessibility and inclusivity. The plan directly addresses barriers and challenges faced by PWDs, improving their quality of life and promoting their full participation in community life. The number of beneficiaries includes all PWDs within the community, and the REAP achieves its goals by implementing accessibility improvements, promoting inclusive practices, and raising awareness about disability rights.   1. **Residents**   All residents of the city, including those who may not be commuting, can benefit from improved air quality, reduced traffic congestion, and a more sustainable urban environment. These benefits contribute to an overall higher quality of life.   1. **Tourists**   Tourists are the main users and beneficiaries of a tourism-focused REAP. The plan aims to enhance their travel experiences through infrastructure improvements, safety measures, cultural attractions, and more. The number of beneficiaries varies based on tourism volume, and the plan's success is measured by its ability to attract and satisfy tourists, ultimately benefiting the local economy and community.   1. **Local Government**   The city's local government, including transportation and urban planning departments, will play a key role in implementing the REAP. They will oversee the development of infrastructure, policy changes, and public outreach.   1. **Environment**   The environment, including air quality and reduced greenhouse gas emissions, is a beneficiary of the REAP. Sustainable transportation options can help mitigate climate change and reduce the environmental impact of transportation.   1. **Public Health**   Public health is a significant beneficiary as the REAP encourages physical activity through walking and biking. This can lead to reduced rates of obesity and related health conditions.   1. **Local Businesses**   Businesses within the city can benefit from increased foot traffic and accessibility, especially if the REAP encourages non-motorized transportation like walking and biking. Reduced congestion can also lead to more efficient goods movement, benefiting the business community. |
| Women, Children, and other vulnerable sector | *Describe how will women and other marginalised groups (i.e., IP, PWD, LGBTQ++, etc.) benefit from the implementation of your REAP?*  *Cite if they are women, persons with disabilities and/or indigenous peoples, marginalized groups. Indicate number*  *Provide specific strategies to respond to the needs of the specific groups.*  A Re-entry Action Plan (REAP) should include particular methods and actions to guarantee that women and other disadvantaged groups, such as people with disabilities (PWD), indigenous peoples (IP), and LGBTQ++ people, profit from the plan's execution. Here are some benefits for these populations and methods to meet their needs:   1. **Women:**   **Benefits:**   * Increased security in public areas. * Increased availability of jobs and transportation. * More participation in urban planning decision-making processes.   **Strategies:**   * **Safe transit:** To improve the safety of women, particularly during evening and overnight travel, ensure well-lit, secure transit hubs and corridors. * **Public Education:** Launch campaigns to inform the public about the value of gender equality and the safety of women in public places. * **Women-Only Transport Options:** For the convenience and safety of female riders, consider implementing women-only transportation options or carriages on public transportation. * **Women should be included in the urban planning committee:** to guarantee that their viewpoints are taken into account when designing public places.  1. **Persons with Disabilities (PWD):**   **Benefits:**   * Increased ease of access to public services, facilities, and transportation. * A higher quality of life with more independence. * Improved economic potential because of open offices and shops.   **Strategies:**   * Implement and uphold accessibility requirements for public buildings, walkways, modes of transportation, and other infrastructure. * **Accessible Information:** To guarantee PWD have equitable access, provide information in a variety of forms, including braille, sign language interpretation, and accessible digital resources. * **Employment Opportunities:** Promote inclusive hiring practices among neighborhood companies to open up positions for people with disabilities. * **Transportation that is Accessible:** Ensure that public transportation is wheelchair-accessible and provides assistance to PWD.  1. **Indigenous Peoples (IP):**   **Benefits:**   * Preserved customs and cultural heritage. * Prospects for economic gain from cultural tourism. * Involvement in the planning process for land use and cultural preservation.   **Strategies:**   * Support programs that promote and protect indigenous cultures, languages, and customs within the neighborhood. * Develop programs for cultural tourism that enable IP communities to educate visitors about their history and customs, therefore enhancing both the community and the travel industry. * **Land Rights:** Promote and uphold IP communities' land rights, ensuring that they have a role in decisions about the use of their land.  1. **LGBTQ++ Individuals:**   **Benefits:**   * ​​More social inclusion and acceptability. * Services that are suited to LGBTQ++ needs. * Reduced violence and prejudice in public areas.   **Strategies:**   * **Anti-Discrimination Laws:** Establish and implement anti-discrimination laws that safeguard LGBTQ++ people in employment, in the provision of public services, and in housing. * Establish LGBTQ++ community centers or safe places where people may go for assistance, medical treatment, and social services. * **Public Awareness:** Launch public education programs to encourage tolerance and acceptance of LGBTQ++ people. * **Training and Sensitization:** To meet the unique needs of LGBTQ++ people, sensitivity training should be given to public service providers, including as medical staff and law enforcement.   Communities for women, PWD, IP, LGBTQ++, and other marginalized groups may be made more inclusive, egalitarian, and safe by incorporating these tactics and making sure they are represented in the REAP's goals and action plans. To successfully meet these communities' particular requirements, it is essential to include them in the planning and decision-making processes. |
| Development Impact (Theory of Change) | ***What*** *is the ultimate, strategic impact that the REAP wants to achieve?*  The Re-entry Action Plan (REAP) for Low Carbon Transport in Baguio City seeks to restructure the city's transportation system so that it is inclusive, ecologically sustainable, and supportive of active mobility. The following strategic effects are anticipated as a result of this transformation:  **Significant Reduction of Transport-Related Emissions (by 2030):** The REAP seeks to significantly decrease emissions associated with transportation by 2030. This strategic impact supports regional and local environmental initiatives to reduce air pollution and prevent climate change. By accomplishing this, the strategy helps to create a more hygienic and healthy urban environment.  **Establishment of Accessible Facilities for Active Mobility (by 2030):** The plan aims to build a city in which active transportation alternatives like walking and biking are not only practical but also available to all citizens and tourists. As it guarantees that everyone, including those with impairments, may engage in active transportation, its influence supports inclusive urban development.  **Designation of the Central Business District (CBD) as a Green Zone for Active Transport Users (by 2026):** The REAP seeks to lessen dependency on fossil-fuel powered automobiles within the city's economic and business centre by designating the CBD as a Green Zone specifically for active transport users. This strategic impact encourages a transition to low-carbon, sustainable means of transportation.  Fostering a low-carbon, inclusive, and sustainable transportation system in Baguio City is the REAP's ultimate, strategic impact. This transition boosts accessibility and encourages active transportation in addition to reducing emissions and preserving the environment, eventually enhancing quality of life for locals and making urban areas more appealing and livable. |
| 1. **SUSTAINABILITY OF THE ORGANISATIONAL OUTCOME OF THE REAP** | |
| **Organizational outcome** | *How will the REAP enable the LGU to implement LCT/integrate low carbon transportation in their existing and future plans?*  The Local Government Unit (LGU) in Baguio City has strategic goals in the Re-entry Action Plan (REAP) for Low Carbon Transport (LCT) that can help them implement LCT and incorporate low carbon transportation into their present and future strategies. The REAP can assist with this integration in the following ways:  **Establishing Specific and Measurable Goals:** The REAP sets clear goals and deadlines, such as lowering transportation emissions by 2030 and designating the CBD as a Green Zone by 2026. These goals offer a road map for the LGU to follow and take into account throughout its planning procedures.  **Environmental and Climate Commitments:** By joining the REAP, the LGU shows that it is dedicated to protecting the environment and combating climate change. This is in line with both domestic and global climate goals, assisting Baguio City in obtaining finance and backing for LCT activities.  **Infrastructure Development:** The REAP places a strong emphasis on the creation of facilities that are accessible for active mobility. The LGU can incorporate these infrastructure improvements into current and upcoming planning and development initiatives for metropolitan areas. Bike lanes, pedestrian-friendly sidewalks, and secure public transportation networks are examples of this.  **Green Zone Designation:** The designation of the CBD as a Green Zone exclusively for active transport users is a concrete step toward low carbon transportation. The LGU can collaborate with businesses, residents, and stakeholders in the CBD to implement and enforce this designation, which can serve as a model for other areas of the city.  **Public Awareness and Engagement:** The REAP encourages civic participation and public awareness. By utilizing this feature, the LGU may engage the public in LCT planning and gain support for its sustainable transportation initiatives.  **Integration of Policies:** The REAP can serve as a guide for the creation of new policies as well as the reform of current ones to support LCT. The plan may be used as a guide by the LGU for enforcing laws that support low carbon transportation, such as congestion charges, rewards for electric vehicles, and parking rules.  **Data Gathering and Monitoring:** The strategy places a strong emphasis on gathering and monitoring data to monitor progress. The LGU may include data collecting into routine procedures, enabling decision-making based on the best available information and the flexibility to change methods as necessary.  **Collaboration & Partnerships:** The REAP promotes partnerships with a range of stakeholders, such as governmental organizations, non-profit organizations, and the commercial sector. The LGU can make use of these alliances to get access to materials, information, and experience for LCT implementation.  **Opportunities for the economy:** Low-carbon transportation projects can boost economic expansion. The LGU may include these possibilities into its strategies for economic development, promoting employment growth and regional companies.  **Planning for the Long Term:** The REAP offers a long-term view and outlines objectives until 2030. These long-term goals may be included by the LGU into its extensive plans for infrastructure development, budgeting, and land use.  The City of Baguio can implement LCT and smoothly incorporate low carbon transportation into its current and future plans thanks to the REAP for Low Carbon Transport in Baguio City, which acts as a strategic framework. It fosters a sustainable and ecologically friendly transportation system for the city by offering defined objectives, policy advice, and possibilities for collaboration. |
| **Sustainability** | *What is your strategy to ensure that the gains of the REAP will be institutionalized and sustained beyond the REAP completion?*  Long-term success depends on ensuring that the benefits of the Re-entry Action Plan (REAP) for Low Carbon Transport in Baguio City are institutionalized and sustained after the REAP is finished. Here is a plan to do this:   1. **Integration into Local Policies and Regulations:**   **Policy Alignment:** Work with the Sangguniang Panlungsod, the local legislature, to incorporate the REAP's objectives and tactics into local laws and resolutions. Pass laws mandating automobile pollution standards or promoting active transportation, for instance.  **Land Use Planning:** To guarantee that urban development promotes sustainable mobility, include low-carbon transportation concepts into the city's Comprehensive Land Use Plan (CLUP). Zoning encouraging mixed-use development and giving pedestrian-friendly designs priority are two examples of this.  **Develop a long-term transportation master plan that is consistent with the goals of the REAP.** This strategy needs to direct the development and upkeep of the transportation network, with a concentration on low-carbon alternatives.   1. **Budget Allocation and Resource Planning:**   **Dedicated Funding:** Set aside a portion of the city budget just for the operation and upkeep of programs for low-carbon mobility. Make sure that these monies are safe and always accessible.  **Establish a sustainability fund or system that receives funding from sources like parking taxes, congestion charges, or carbon pricing.** These monies might be used again for eco-friendly transportation initiatives.   1. **Institutional Framework:**   **Create an agency or department specifically charged with managing and coordinating low-carbon transportation activities**. This office is capable of working on public awareness campaigns, project execution, and policy creation.  **Partnerships between the public and commercial sectors should be encouraged in order to share duties and resources in developing low-carbon transportation.** Collaborations may involve electric car charging stations, mobility services, and bike-sharing schemes.   1. **Monitoring and Reporting:**   **Performance Metrics:** To assess the effectiveness of the REAP's activities, create a set of key performance indicators (KPIs). Track and report on these measures' improvement on a regular basis.  Promote openness and public accountability by giving stakeholders and the general public regular information on the status of low-carbon transportation projects and their effects on emissions.   1. **Public Engagement and Education:**   Participate in decision-making with the community, including its members, companies, and advocacy organizations. Through discussions and feedback systems, promote public involvement in transportation planning.  Continue public awareness programs to inform citizens about the advantages of low-carbon transportation and the ways in which they may actively help to reduce emissions.   1. **Review and Adoption:**   **Periodic Review:** Review and evaluate the plans and initiatives of the REAP on a regular basis to determine their efficacy. Depending on the lessons learned and the evolving situation, modify the strategy as necessary.  **Flexibility:** Ensure that institutional rules and structure are adaptable enough to take into account changing transportation patterns and technological advancements.  In order to develop a sustainable and low carbon transportation system that continues after the REAP's conclusion, Baguio City may make sure that the benefits obtained via the REAP for Low Carbon Transport are incorporated into the city's governance structure, policies, and long-term planning. |
| **Risks** | *Identify the risks that might have an impact on the success of the Action Plan and how you plan to manage these to ensure success.*  The effectiveness of the Re-entry Action Plan (REAP) for Low Carbon Transport in Baguio City is susceptible to a number of possible threats. To ensure the success of the strategy, it is critical to recognize these risks and put mitigation methods in place. The following are some major hazards and the accompanying management techniques:   1. **Funding Shortfalls:**   **Risk:** The implementation of important projects and initiatives mentioned in the REAP may be hampered by insufficient finance.  **Mitigation Strategy:**   * Diversify Your Funding Sources: To raise more money, form collaborations with overseas donors, businesses in the private sector, and governmental organizations. * Project Prioritization: List high-impact initiatives in order of financing priority. * Create a Sustainability Fund: To support continuing activities, establish a fund that receives funding from sources like carbon pricing or congestion fees.  1. **Resistance to Change:**   **Risk:** The adoption of new laws and practices necessary for low carbon transportation may be hampered by resistance from numerous stakeholders, including companies and people.  **Mitigation Strategy:**   * **Engage the public:** Run significant public education campaigns and consultations to inform the public about the advantages of low-carbon transportation and to allay its opponents' worries. * **Cooperation:** In order to secure their support and participation in the transition to low-carbon transportation, collaborate with neighborhood businesses and community leaders. * Provide **incentives** for early adopters, such as tax rebates for companies encouraging active transportation or subsidies for electric automobiles.  1. **Infrastructure Challenges:**   **Risk:** The construction of accessible facilities for active mobility may be hampered by delays or challenges in building new infrastructure, such as bike lanes or pedestrian walkways.  **Mitigation Strategy:**   * **Phased Implementation:** To reduce delays and assure steady development, divide infrastructure projects into manageable segments. * **Planning for Maintenance:** Create a maintenance schedule to keep freshly built infrastructure in excellent shape. * **Continuous Assessment:** Monitor the progress of infrastructure projects and make required modifications as needed.  1. **Regulatory and Legal Hurdles:**   **Risk:** Specific low carbon transportation strategies may be slowed down or prevented by legal or regulatory restrictions.  **Mitigation Strategy:**   * **Support for Legislation:** Work with the local legislature to create and approve the appropriate ordinances and rules to back low-carbon transportation programs. * **Legal expertise:** To detect and handle any legal issues and make sure that existing laws are being followed, consult legal specialists.  1. **Technological Challenges:**   **Risk:** The implementation of new technology, such infrastructure for charging electric vehicles, may have technical difficulties and delays.  **Mitigation Strategy:**   * Launch pilot programs to test and improve innovative technologies prior to their widespread use. * **Technical knowledge:** Work together with professionals in pertinent disciplines to make sure that new technologies are successfully integrated.  1. **Changing Political Landscape:**   **Risk:** The dedication to and continuation of the REAP might be impacted by political or leadership changes.  **Mitigation Strategy:**   * Gain the backing of a large number of stakeholders to strengthen your resistance to political change. * **Institutionalization:** Integrate the REAP's objectives and tactics into local laws and regulations to make them more resistant to political change.   Baguio City can maximize the possibility that the REAP for Low Carbon Transport objectives can be effectively met, even in the face of potential obstacles, by proactively recognizing these risks and putting into place suitable mitigation methods. Long-term success will depend on regular monitoring and adaptability in the face of shifting conditions. |
| 1. **EFFECTIVENESS AND EFFICIENCY OF THE REAP PROJECT** | |
| Alignment of competencies | *Description of the required competencies/human resource needed to implement the REAP*  Like most plans the city is preparing, approved ordinances or resolutions are required for these to kick off. Funding is also crucial to fully implement the intended plans, programs , and activities to attain the city’s goal by 2030. Other resources are identified in each of the activities as summarized on each of the activities. This is to highlight also the relevance of the creation of a City Traffic and Transportation Management Office that will oversee the formulation, implementation, and enforcement of different plans and programs corresponding to smart mobility and road safety in coordination with other city and national departments, non-government organizations and volunteers.  Re-entry Action Plan (REAP) for Low Carbon Transport in Baguio City would need a variety of skills and human resources from different Philippine Civil Service Positions and government positions to be implemented successfully. The following list of essential roles and skills is provided:   1. **Planning Officers:**   **Competencies:** Experience in land use planning, knowledge of sustainable urban development, proficiency with transportation planning.   1. **Transportation Engineer:**   **Competencies:** Proficiency in traffic management, design and administration of transportation infrastructure projects, and transportation engineering experience.   1. **Environmental Planner:**   **Competencies:** Expertise in environmental management, practical understanding of completing environmental impact assessments, and familiarity with methods for monitoring air quality and cutting emissions.   1. **Policy Analyst:**   **Competencies:** Knowledge of legal frameworks, capacity to assess and create transportation policies and regulations, and abilities in policy analysis.   1. **Sustainability Officer:**   **Competencies:** Knowledge of climate change mitigation techniques, expertise in creating and overseeing sustainability programs, and planning and reporting abilities for sustainability.   1. **Public Relations Officer:**   **Competencies:** Effective stakeholder engagement, communication and public relations expertise, and public awareness campaign experience.   1. **Finance Officer:**   **Competencies:** Knowledge of budget planning and allocation, financial management, and the capacity to get funds through partnerships and grants.   1. **Project Evaluation Officer:**   **Competencies:** Knowledge of budget planning and allocation, financial management, and the capacity to get funds through partnerships and grants.   1. **Traffic Management Specialist:**   **Competencies:** Expertise in road safety measures, understanding of traffic management, and experience in maximizing traffic flow.   1. **Project Development Officer:**   Competencies include understanding of accessibility guidelines, expertise building transportation facilities, and planning and development of infrastructure.   1. **GIS Mapper/ Specialist:**   **Competencies:** Proficiency in mapping transportation networks, knowledge of Geographic Information Systems (GIS), and the capacity to gather and evaluate spatial data.   1. **Data Analyst:**   **Competencies:** Knowledge of data visualization tools, experience gathering and analyzing transportation-related data, and data analytic abilities.   1. **Legal Officer:**   **Competencies:** Legal knowledge, capacity to write and examine ordinances and laws pertaining to transportation, and familiarity with pertinent legal frameworks.   1. **Social Worker:**   Skills in community outreach and involvement, public consultation experience, and the capacity for resident input are all examples of competencies.   1. **Quality Assurance Officer:**   **Competencies:** Experience in reporting progress, monitoring and assessment abilities, and the capacity to judge the effects of low carbon transportation projects.  These roles and skills reflect a multidisciplinary strategy for putting the REAP for Low Carbon Transport into practice. To achieve the goals of the plan and guarantee a sustainable and low-carbon transportation system in Baguio City, effective coordination and communication amongst these professions would be essential. |
| Measurability | *What will serve as evidence of success of the REAP?*  *Cite what will show that the targets of your REAP are being realized.*  *This can be in terms of quantity, quality, and time? This may include % of usage of specific outputs, system or process, policy.*  *This can also include change in behavior of users or customers; improvements in the workplace’s/ community’s processes (and when possible, change in customers’ condition; Increase in revenue, etc.)*  By 2030, it is expected that the transport emissions will be decreased by 43%. It will be manifested by the full implementation of the stated activities under this objective.  In that same year, facilities intended to carry out active mobility among stakeholders were already in place such as improved bike lanes, multi level parking facilities, and reclaimed sidewalks. In addition, declaring the Central Business District as Green Zone for Active mobility is expected to be fully realized.  Numerous quantitative and qualitative indicators that show advancement in reaching the plan's objectives serve as proof of the effectiveness of the Re-entry Action Plan (REAP) for Low Carbon Transport in Baguio City. The following essential metrics, assumptions, and data can all be used to demonstrate the effectiveness of the REAP:   1. **Reduction in Transport Emissions:**   **Indicator:** Reduction in Baguio City's PM10 and PM2.5 readings by a percentage per year.  Baseline PM10 levels are 123.10 and PM2.5 levels are 109.15, both of which are considered to be of "fair" quality. The desired level of "good" air quality is below 54.  By 2030, Baguio City's PM10 and PM2.5 concentrations have continuously dropped below the "good" air quality standard, showing a considerable decrease in transportation-related emissions.   1. **Usage of Low Carbon Transportation Modes:**   **Indicator:** percent rise in low-carbon transportation use (such as bicycling, walking, and electric cars) over private vehicle use.  At the beginning of the REAP, 70% of daily travels in the city were made in private automobiles.  The use of private cars has dropped to 50% by 2030, while low-carbon modes have increased in parallel, signaling a transition toward sustainable means of transportation.   1. **Infrastructure Development:**   **Indicator:** completion and upkeep of active mobility-friendly infrastructure, such as the installation of electric car charging stations, pedestrian walkways, and bike lanes.  All envisioned infrastructure developments are operational and well-maintained by 2030, enabling active transportation and the use of electric vehicles.   1. **Central Business District (CBD) Designation:**   **Indicator:** Full enforcement of the CBD Green Zone designation, monitored by usage and enforcement statistics.  By 2026, the CBD Green Zone designation will be completely operational, limiting access for private vehicles at certain times.  By 2030, the CBD Green Zone is successfully implemented, leading to a large decrease in private vehicle traffic during the zone's set hours.   1. **Public Awareness and Behavior Change:**   **Indicator:** surveys that gauge the proportion of locals that are aware of and actively support low-carbon transportation measures.  30% of locals are aware of and supportive of such programs at the start of the REAP.  At least 70% of locals will be aware of and actively support low-carbon transportation projects by 2030, demonstrating a favorable shift in attitudes and behavior.   1. **Air Quality Improvement and Health Benefits:**   **Indicator:** Information about the decline in respiratory ailments and other health problems caused by air pollution.  Baguio City first sees a specific number of occurrences of respiratory ailments brought on by air pollution.  By 2030, there will be a discernible decline in the number of illnesses linked to air pollution, a sign that lower transportation emissions will have improved public health. |

**ACTION PLAN SUMMARY**

| Objectives | Activities | Timeframe | Inputs needed (material/human resource, etc) | Success indicator | Potential risks | Mitigation measures | Office in charge |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Decrease Transport emissions from \_\_\_\_ to \_\_\_\_\_ by 2030 | 1. Passage of the Local Public Transport Route Plan (LPTRP) adopting ordinance and full implementation of the LPTRP | 2025 |  | 95% of total required number of allowed Modernized PUJ Units are complied by the transport legal entities by 2025 | 1. Non-passage of LPTRP adopting Ordinance;  2. Transport Legal Entities lack of funding/disapproved bank loans to procure MPUJs; | Information Education Campaigns on the LPTRP implementation;  2. LGU to facilitate consultation with the banks providing loans to transport legal | CEO, CPDSO, LTFRB, SP Baguio, Banks providing loans to transport legal entities |
|  | 2) Reconvene Anti smoke belching campaign TWG, clean air monitoring committee | Quarterly updating of the plans, programs and activities of the Anti-smoke belching campaign technical working group | Funding on the quarterly meeting of the TWG;  Additional manpower and equipment for the monitoring of air quality and reduce the emission of vehicles; | Reduce apprehended motorists from 500 monthly to 20 motorists only per month by 2025. | 1. Conflict with the Land Transportation Office policy;  2. Motorists tend to ply to other routes where there is no monitoring team; | 1. MOA between LGU and LTO on the joint implementation of the anti-smoke belching campaign and clean air monitoring;  2. motorists shifting from fossil fuel driven to evs hybrids “emerging automotive technologies” | CEPMO, DOTr |
|  | 3) Reduce Traffic Congestion    congestion fee (applies to outside BLISTT) ordinance & implementation |  |  |  |  |  |  |
|  | a. Reduce Usage of Private Vehicles  a.1. amending existing the City’s number coding scheme and strict implementation of the existing Number Coding Ordinance of Baguio | 2025 | Letter to the City council on the amendment f the provisions of the City ordinance on volume reductions by increasing the number of private vehicles not allowed to pass the Central Business District and | Approved amendment of the ordinance by last quarter of 2024;  Zeroed number of apprehended motorists violating the number coding scheme from 2000 violators monthly by 2024 | Disapproval of proposed city ordinance | Public consultations, IECs | CEO, SP Baguio, BCPO TEU |
|  | a.2. Road usage charging for those using routes at the CBD | 2025 | Review of the proposed ordinance on congestion fee charging | Approval of the proposed ordinance by last quarter of 2024 | Disapproval of proposed city ordinance | Public consultations, IECs |  |
|  | a.3. Implement Parking Charging for all on-street public car park | 2025 | Proposed additional on-street regulated parking within CBD | Approved ordinance on the additional regulated on-street parking within CBD | Disapproval of proposed city ordinance; implementation of Department Order Number 88 of DPWH | Public consultations, IECs | CEO, SP Baguio, DPWH-BCDEO |
|  | a.4. Park and ride Facilities | 2026 | Construction of facilities within the CBD that will be beneficial to the working sector and students | One facility is constructed by 2024 | No avalible public space for such purpose | Private-public partnership | CPDSO, CEO, DPWH |
|  | b. Making Public Transport the Choice Mode of Travel | 2026 | Approved Local Public Transport Route Plan | Full implementation of the plans by 2025 | non passage of adopting LPRP Ordinance | Public consultations, IECs | CEO, SP Baguio |
|  | b.1.Independent Public Transport Council |  |  |  |  |  |  |
|  | b.2. Adoption of PUV Service Contracting Model to Ensure Quality of Service | 2026 | Attractive business model relative to service contracting to Ensure QoS | 95% of transport legal entities have opted to undertake service contracting model | Apprehensions of transport legal entities | Continuous consultations with legal entities to come up with a fair business model both for the transport sector and the provider | Transport Legal Entity, Service Provider |
|  | b.3. Improvement of sidewalk access to PUV Stops and amenities | 2025 | Recovered road-right of ways for the construction of sidewalks and PUV Stops amenities and funding for the construction | 20 constructed PUV stops and amenities and improved access sidewalks | Petition of those affected within the road right of way; unfunded proposed projects | Public consultations | SP Baguio, CEP, CPDSO |
|  | b.4 Provide integrated services for all PUV Travels | 2026 |  | All MPUJs adopts to the AFCS | Apprehensions of the public and Transport legal entities | Public consultation | DOTr, LTFRB, TTMD |
|  | b.5 PUV Priority Schemes | 2025 | Painting of dedicated lanes for PUJs plying at Marcos Highway and NAguilian Road | Painted/cordoned exclusive lane for PUJs plying Marcos Hughway and NAguilian Road by last quarter of 2024 | Insufficient resources for the conversion of a dedicated lane for PUJs | Inclusion of budgetary requirements for the dedicated lane at Naguilian Road and Marcos Highway |  |
|  | c. Reduce and Redistribute Travel Demand |  |  |  |  |  |  |
|  | c.1. Reshape the City to Mange Travel Demand | 2025 | City Traffic and Transportation Management Office | Creation of CTTMO to facilitate the study on how to reduce the use of public transport mode choice | Non approval of the CTTMO creation |  |  |
|  |  |  |  |  |  |  |  |
|  | c.2 Relocation of Non-essential Traffic Induced Activities | 2026 | Revised Comprehensive Land Use Plan | Full adaptation of the CLUP by \_\_\_\_\_\_\_\_ | Some communities are not willing to adopt the | Public consultation | CPDSO |
|  | d. Improve Public Transport System Efficiency |  |  |  |  |  |  |
|  | d.1. Leverage on Technologies to improve Efficiency of Public Transport System such as adoption of fleet management technologies to improve public transport fleet operation efficiency and reliability | 2026 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | e. Leverage on Technologies to maximize capacity and Efficiency of Road Network and Parking Resources | 2025 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | e.1 Advanced Traffic Management System | 2025 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | e.2. Smart Parking Management System | 2026 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | e.3. Intelligent Traffic Signal Control | 2025 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | f. Leverage on Mobile App as a means to provide integrated services for the Baguio City Commuters (integrated service, information and payments for all mobility services) | 2026 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO |
|  | g. Reduce Traffic Violation and Improve Driving Behavior | 2025 |  |  |  |  |  |
|  | g.1 Enhancing Traffic Violation Enforcement Regime (Automated Traffic Enforcement System) | 2025 | Smart mobility system | Implementation of the proposed Baguio City Smart Transport and Mobility Master Plan | Approval and funding of the proposed plan | Finalization of the contract for the Private-Public Project Partnership agreement between the City and the proponent | CMO, P4 Committee, CPDSO TTMD, BCPO-TEU |
|  | h. Improve Road Safety and Responses to Traffic Incident |  |  |  |  |  |  |
|  | h.1 Provides better monitoring and responses to traffic incidents | 2026 | Smart command center that provides centralized management coordination for Incident response | Baguio City Smart Command Center to be fully equipped with the smart traffic systems through improvement of CCTV ken road markings | Lack of funding to procure high end CCTVs and road markings  Non approval of budget | Inclusion of budgetary requirements for the purpose | CMO, SP, CPDSO, CEO |
|  | Full implementation of the Hop On Hop Off transportation for tourists | 2025 | LGU Owned vehicle compliant to the guidelines of Public Utility Vehicle Modernization Program (PUVMP) | HO-HO route and system is fully utilized by the city tourist | Compliant vehicle is not purchased;  Lesser number of tourists taking the HOHO bus | IEC, enticing packages for tourists to use the HOHO bus | City Tourism, TTMD, CPDSO |
|  | 5% of city government fleets are converted to hybrid vehicles and/or full electric vehciles | 2030 | Purchase of hybrid government service vehicles | All government owned service vehicles are hybrid or full EVs | funding | Yearly allocation of budget for the purchase of EV/hybrid vehicles | LGU Baguio |
| Provide facilities for Active Mobility by 2030 | **1) Improved Bike Lanes & Facilities by 2026**  -Implementation of Bike Route Master Plan  Phase 01: (implementation)  52.58 Km  Phase 02: 53.73Km  Phase 03: 25.38Km | 5 years  (2022-2026) | -Creation of TWG or implementing body for active transport.  Phase 01 (funded for 25M)  -Funding for Phase 02 & Phase 03 Bike Lanes, 25M & 13M respectively  -Support and Implementation of the Sanggunian Panlungsod of the Ordinances regarding Bike Lanes, facilities and active transport | Completion of **131.69 km** Bike Lane (Phase 01-03) by 2026 | -natural hazards  -jurisdiction issues | -integration into the CDRA  -proper coordination between offices | CPDO  CEO  GSO  CBO  CEPMO SP |
|  | -Implementation of Ordinance number 19 (s. 2019) | 5 years  (2022-2026) | -additional manpower/ TWG to monitor and implement the ordinance | -All Buildings, Establishments and Parking areas within Baguio City have Bike Facilities (Bike racks, Bike Parking, etc.) | -resistance from building/ establishment owners | -public consultations and IECs | CPDO  CEO  GSO  CBO  CEPMO SP |
|  | **2) Construction of Multi-level Parking and Reduction of Roadside Parking by 2024**  -Construction of Multi-level Parking Structures | 5 years  (2022-2026) | engage in PPPs to fund the identified sites for Parking Building & Growth Node  Intermodal Transport Terminal  support from Sanggunian Panlungsod in crafting the necessary resolutions and ordinances | Reduction of Roadside Parking/ On-street Parking in the CBD 2024 | -Space requirement issues/limited space  undocumented vehicle entry into the city | -innovative solutions (e.g. wall hung bike racks, etc.)  implementation of QR system, to limit vehicles entering the city |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Provide facilities for Active Mobility by 2030 | **1.b) Increased Sidewalk Reclamation by 2026 & the Promotion of Pedestrianization in the CBD** | 2 years  (2023-2024) | Annual Funding of Sidewalk reclamation projects and maintenance works | on street parking are fully converted into green areas/pedestrian spaces with complete facilities within the CBD by 2026 | force majeure prompting the non-implementation of projects  resistance from building owners who have encroached the RROWs | design the infrastructure as nature-based solutions | CPDO  CEO  GSO  CBO  CEPMO SP |
| Declare the CBD as a Green Zone for Active Transport users by 2026 | Pedestrian Safety Ordinance (prioritize pedestrian safety by manadating crosswalks, pedestrian underspass or bridges, and sidewalks) | Q1 2026 | Funding, design and standards | Implementation of the Ordinance | resistance from car-centric users | IECs | CEO  CPDO  CBAO  CBO  CEPMO  SP |

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