



LOCAL PUBLIC TRANSPORT ROUTE PLAN

2019-2023

*Municipality of Santa Fe
Province of Romblon*



Republic of the Philippines
Province of Romblon
MUNICIPALITY OF SANTA FE
-oOo-
OFFICE OF THE MAYOR



M E S S A G E

The Municipality of Santa Fe is a premiere agri-tourism destination in southern part of Tablas Island. Santa Fe is politically subdivided into 11 barangays and there are several beaches and scenic spots to visit Santa Fe. However, it is said that the level of development of a municipality can be judged by its public transportation system.

The public transportation of our municipalities is in need of great attention. It is indeed of high importance for the whole economy, especially for businesses because without investment in the transportation, our municipality is becoming ensnarled meaning no progress can be made.

Therefore, one of the priorities of the Local Government Unit of Santa Fe is to formulate a Local Public Transportation Plan.

Let us all join hands to fulfill this endeavor.

Thank you.


ELSIE D. VISCA
Municipal Mayor

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Abbreviations

CDP	Comprehensive Development Plan
CLUP	Comprehensive Land Use Plan
DILG	Department of Interior and Local Government
DOTR	Department of Transportation
LGU	Local Government Unit
LPTRP	Local Public Transport Route Plan
LTFRB	Land Transportation Franchising Regulatory Board
LTO	Land Transportation Office
NGA	National Government Agency
PUJ	Public Utility Jeep
TDC	Tourism Development Cluster

Definition of Terms

Local Public Transport Route Plan (LPTRP) –a plan detailing the route network, mode, and required number of units per mode for delivering public land transport services. This is prepared by local government units and approved by the Department/ LTFRB. This plan shall serve as the basis of a comprehensive local transport plan.

Public Transportation – is a system of transport, in contrast to private transport for passengers by group travel systems available for use by the general public, typically managed on schedule, operated on established routes, and that charge a posted fee for each trip.

Route- a path with defined starting and ending points that a public transportation unit is authorized to operate, as defined in the unit's CPC.

Public Transport Terminals- any building or facility constructed or designated by the LGU primarily for the purpose of loading and unloading of its passengers and cargoes and for the necessary repair and maintenance of equipment to insure public safety.

Filcabs - Public utility vehicles with seating capacity of seven (7) to eleven (11) passengers and are meant to replace tricycle services in all national roads, highways, expressways, or any arterial road. This kind of service may also serve intra-zonal movements.

Stops- are strategically located points or areas within an authorized route that are officially designated and allocated for pick-up and drop.

Motorcycle/Habal – habal - locally known as *single*, can load up to 2-3 passengers

Round Trip – a trip from one destination to another and then returning to the starting location.

Chapter 1 – INTRODUCTION

1.1. Rationale

The passage of the Local Government Code of 1991 mandated national government agencies to coordinate, inform, and possibly involve local government units (LGUs) in the planning and implementation of their respective programs, projects, and activities. The Department of Transportation (DOTr), formerly known as the Department of Transportation and Communications (DOTC), required LGUs to issue a certification that attests the need for public transport services based on LGU development plans prior to designating and enforcing public transport routes. This process recognizes the mastery of LGUs of their own mobility and accessibility needs as well as of the local policies and ordinances that were established to address local transportation problems. As such, it is in the best interest of LGUs to widen their scope and take charge of local route planning.

It is along the abovementioned concept that the Local Public Transport Route Plan (LPTRP) was envisioned and delegated to LGUs to empower them in developing route-oriented transport plans.

Under the DOTr's Department Order No. 2017-011, also known as the "Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance," the DOTr shifts the determination and provision of public transportation services from the private sector to the public sector. This move empowers LGUs and, in effect, lessens their dependence on the private sector in initiating the planning of local, regional, and national transportation systems. To carry out this move, the LPTRP will guide LGUs in planning, designing, and implementing local public transportation routes.

The active role of LGUs in local transportation planning strengthens the DOTr and its associated agencies' mandate as the main government agency that authorizes, provides, and promotes adequate, safe, reliable, efficient, and environment-friendly public transportation for Filipinos.

The main objective of public transportation route planning is to reduce the reliance on private vehicle use and move toward environmentally sound mobility solutions. To achieve this, the DOTr shall develop and promote high-quality public transportation systems, including NMT modes, and ensure the prioritization of the movement of people and goods instead of vehicles. Moreover, the DOTr shall promulgate, administer, enforce, and monitor compliance with public land transportation policies, laws, and regulations, which promote mobility as a basic human need.

To help realize the abovementioned objectives, the LPTRPs to be prepared by LGUs should be easy to understand and responsive to the transport and mobility needs of one locality, providing public transportation in underserved areas and rationalizing areas where there is an oversupply of public transportation modes. The LPTRPs must also be in conformance with and integrated with other local plans such as the CLUP and the Comprehensive Development Plan (CDP). Lastly, the LPTRPs should be monitored and evaluated following the same cycle of CLUP review or as frequently required.

1.2. Legal Framework and Composition of LPTRP Team

BASIC POLICIES, PRINCIPLES and GUIDELINES IN PUBLIC TRANSPORT PLANNING

1. Department Order No. 2017-11, Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance
2. DILG-DOTr JMC No. 2017-001, Guidelines on the Preparation and Issuance of Local Ordinances, Orders, Rules and Regulations Concerning the Local Public Transport Route Plan (LPTRP)
3. DILG-DOTC JMC No. 1, series of 2008, Guidelines in the Review of Local Ordinances, Orders, Rules and Regulations concerning Public Transportation

PUV Modernization

- A transformational large-scale initiative and flagship project of President Duterte supported by the proposed Comprehensive Tax Reform Program of the Department of Finance
- It envisions a restructured, modern, well-managed, and environmentally sustainable transport sector where drivers and operators have stable, sufficient, and dignified livelihoods while commuters get to their destinations quickly, safely, and comfortably

Basic Policies (OFG)

- Reduce reliance on private vehicles and promote high quality preferably mass public transport systems to ensure efficient movement of people and goods
- LPTRP: Match infrastructure facilities and carrier services to serve the demand for movement of people and goods in an efficient manner

Road Public Transport should be:

- Comfortable – With comfortable seats and ideally no more than 5 persons/sqm standees. Free WiFi is encouraged.
- Accessible – Public transport must be available in every community, with accessibility for all segments of society including senior citizens, pregnant and PWDs.
- Reliable – predictable in terms of travel time, waiting time, and schedule.

- Environmentally sound – Public transportation vehicles with combustion engines should be EURO IV compliant. Other preferred vehicles use electric drives and/or run on alternative fuels, e.g. electric or solar.
- Safe – PT vehicles and services should comply with national standards and international safety conventions. Use of dashcam and CCTV is encouraged.

Hierarchy Transportation Modes

- In general, modes of public transportation shall follow the hierarchy of roads. Higher capacity modes shall have priority in terms of CPC allocation and transit right of way over lower capacity modes
- Taxis, TNVS, tourist transport services, and shuttle services are deemed door-to-door services and do not have fixed routes hence are excluded
- Tricycles should only be confined along city/municipal roads not national roads

Functional Hierarchy of Roads

- Expressways – Limited access roads with toll. Public Transport vehicles are not allowed to drop off or pick up passengers.
- Arterials – Roads that provide the highest level of service for long uninterrupted distances. Buses are the appropriate public transportation mode.
- Collectors – Medium speed and medium-flow roads. Jeepneys, UVs, Filcabs are appropriate.
- Local Roads – Slow speed/low-flow roads. Example are subdivision roads and barangay roads. Tricycles are appropriate.

Public Transport Mode Characteristics

- Capacity Estimates

Table 1 – Capacity Estimates

Transportation Mode	Typical Seated Capacity	Typical Travel Speed (kph)	Range of Frequency/ hour (headway in mins)	Passenger Capacity (pphpd)
Standard Bus	50	25-40	12-120(0.5-5)	600-6,000
Mini Bus	35	25-40	12-120(0.5-5)	420-4,200
Jeepney/UVs	18	20-40	12-60(1-5)	192-1,080
Filcab	12	20-30	12-60(1-5)	144-720
Tricycle	3	15-25	12-60(1-5)	36-180

Main Criteria for PT Route Rationalization

- Passenger demand patterns
- Road functional hierarchy
- Actual road configurations (existing/planned)
- Road capacities
- Transport mode characteristics

The development of the LPTRP Plan is in line with the decentralization thrust of Republic.

Republic Act No. 7160 or “The Local Government Code of the Philippines (LGC)” and the Comprehensive Land Use Plan (CLUP), mandating LGUs to provide access and mobility to people through public transportation services so that they can utilize and participate in the different socio-economic activities and amenities of LGUs.

The DOTr will assist LGUs in strengthening their capacities to prepare their own LPTRPs by drafting guidelines/manuals and conducting training workshops.

The DOTr will likewise be involved in preparing inter-provincial, inter-regional, and national public transportation plans, which will require the integration of the different LPTRPs of each province to establish seamless inter-provincial, inter-regional, and national public transport systems.

The Department of Interior and Local Government (DILG), through the “Joint Memorandum Circular (JMC) No. 001 Series of 2017,” will help the DOTr and the LTFRB in requiring all LGUs to prepare and submit their LPTRPs to DOTr and LTFRB.

The LTFRB shall retain its role as the economic regulator of the public transportation sector. It shall continue to take charge of the issuance of franchises based on, but not necessarily limited to, submitted local public transportation route plans from LGUs.

Prior to the conduct of the LPTRP, it is important that the chief of the LGU concerned forms a team through an executive order that will focus on the formulation of the LPTRP.

The recommended composition for LPTRP teams can be found below.

Composition of the LPTRP Team

Chairperson	:	-Municipal Mayor
Co- chair	:	-SB Member
Member	:	-Municipal Planning and Development Office
		-Municipal Engineering Office
		-Municipal Agriculturist Office
		-MDRRMO/Tourism Office
		-Philippine National Police
		-President, Liga ng Barangay
		-Representative, DPWH
		-Representative, LTO
		-Representative, LTFRB
		-Representative, Business Sector
		-Representative, Transport Group
		-Representative, Academe

The Local Chief Executive is the chair of the LPTRP team. The Head of the Transport Committee of the Legislative Council shall be the co-chair. On the other hand, the members of the team should be composed of officials and representatives from the LGU and national government agencies. Furthermore, it is strongly advised that representatives from the private sector, such as the transport sector, business sector, academe, etc., are included in the team.

Aside from the LPTRP Team, pursuant to the DILG-DOTr JMC No. 001 Series of 2017, LGUs should also secure the official inputs and/or comments of all the stakeholders within their respective jurisdiction in preparing the LPTRPs. Stakeholders include, but are not limited to, commuter groups, transport groups, and the academe.

1.3. LGU Brief History

The negritos who are also called aetas and locally known as “ati” or “agta” are believed to be the first settlers of the municipality of Santa Fe. They came to this place from Panay (Nayon) and Carabao Island during the Paleolithic period via causeway of rock. The next wave of migrants were the Malays who came around 12th century who now form the majority of the people in this municipality with an admixture of other racial strains of later colonizers.

Very little is known of the pre-Spanish history of the Islands in the Romblon Group. They were, however, known to the Spaniards as early as the time of Don Miguel Lopez de Legaspi, the first governor of the Philippines, the “Maestro de Campo” and better known as “El Adelantado”, but because of their being very sparsely populated, no record of interest was made of them. People must have lived in the islands centuries before the arrival of the Spaniards, but nothing has been written about them.

The first written history of Osigan (Tablas) island, where the municipality of Santa Fe is located, was in the year 1570 when Spaniard conquistadores and explorer Martin de Goiti, on orders of Miguel Lopez de Legaspi, explored and conquered the settlement and native villages in Osigan Island. He noted it to have a population of around 250 indios who lived by gathering wax, almacega, raising domesticated animals and in agriculture.

Also discovered was the presence of native pintados (painted a tattooed) Visayan Indios.

In the year 1582, the island of Osigan was again visited by another Spanish explorer Don Miguel Lopez De Loarca, who was a census officer dispatched by Spanish authorities to evaluate the vastness and wealth of their new conquered territory. He was the second European explorer to set-foot on the island of Osigan. He had almost the same observation of the island with that of Martin de Goiti. He also noted that the inhabitants had already been converted to Christianity. Loarca renamed the island from Osigan to Tablas. It happened when some of his men asked from the natives whom they met; “como se llama este sitio?” (What is the name of this place?) The natives did not understand what they were asking, but they saw native with finger pointed to a pile of lumber, table or tablas in Spanish, so from then on, the island was called Tablas.

The third European to set-foot in the island was a Spanish Missionary and explorer; Father Pedro Cubero Sebastian. He described Santa Fe as a rolling hills terrain, the island's lowest elevation.

Long before any settlement was founded in the island of Tablas, a large number of Panay Visayans have already lived long in the different parts of the interior of the island. It was known that, these people came as fugitives in most cases, so they preferred to live a nomadic life rather than settle in villages. Thus since the early days, the entire island, from the northern region of Andagao, (now Calatrava) to the southern seacoast of Sitio Cabalian in Santa Fe was peopled by wandering semi-civilized Panay Visayans, besides the Negritos and Mangyans.

As we know, the towns of Panay Island, like other towns of the Philippines, were victims of abuse on the part of the Spanish authorities, who made their absolute power unbearable to the people. In order to escape the tyranny of their officials, these people left their homes, went to the mountains and there lived the life of a “boyong” or outlaws. In many instances, these outlaws migrated to other islands where they expected to enjoy freedom. Many of this class of people found refuge in Tablas. They came on “baroto” or “paraw” by way of Boracay, Carabao Island or by crossing the Tablas strait.

Sometime in 1620, a boyong named Francisco Geguillan, native of presently known as Antique fled from the Spanish government because of the crime of killing his own son using baroto to traverse the treacherous Tablas Strait. Late in the evening, he drifted in the shore of what is now called Barangay Poblacion of the Municipality of Santa Fe. Feeling exhausted from the long and hazardous journey, he had fallen asleep the whole night. Upon waking, he exclaimed “Ay catalog takon” and from that time on, he called the place Catalog, which literally means the place where he slept. Later, Francisco met some ati who were his friends from Dalanas in Antique. They helped him build his house and made kaingin for rice, corn, camote and vegetables in the area where the present town is located. After the harvest, Francisco returned to Antique and took his family with him back to his new-found home in Catalog.

Sometime later, three unnamed fishermen from Panay (presently Aklan) were drifted ashore by huge waves caused by typhoon. They found out the fertile and vast plains of Catalog with few yet friendly inhabitants and considering the opportunity of rearing a family with ample livelihood, they fetched their respective families and opted to settle with the growing community of Catalog and other barrios of the municipality.

Among them also came Kapitan Andong and his wife Kapitana Embay who then occupied most plane of what is now called Barangay Pandan. The couple, not able to cultivate the area by themselves, decided that Kapitana Embay return to Antique and took with her Oafia and Rita Visca with their familia and made them their tenants in Pandan.

In the height of Moro piracy, Hindorokot Cove and Catalog bay were frequented by them. They found the place as good anchorage and source of fresh water and ample food supply collected from the inhabitants. Fearing these pirates, the early settlers moved to the interior of Catalog (Barangay Magsaysay today) which was also a settlement of the ati tribe in sitio Layog. Uncomfortable to mingle with domolo-ong or other race, the Ati tribe transferred to the interior of Tablas and settled their community at Patoo, a Barangay in Odiongan.

On May 31, 1837, Capiz, in the island of Panay, was classified as a province under the civil rule of the Spanish government, making Romblon as its territory. The province was governed by a “politico military commandanti”. People were obliged to concentrate in the barrios and to send their children to school where they were taught to read the cartilla. They forced to work for the government without just compensation and were made to pay their taxes.

In that same year, Ignacio Patino was the leader of the settlement of Catalog and 1842 Pedro Ganoria established Guinbirayan.

Legend relate that the present name of Catolog got its name from a beautiful, kind, “Maria Clara” type and lovely daughter of one of the early settlers, named Fe. The town people were charmed by this lady. Unfortunately, she was afflicted with an unknown disease and nobody could cure her, causing her dismal and untimely death. The people felt sad and they found it hard to forget her character worth remembering. To immortalize her memory, they renamed the place FE. Later, they added the word SANTA because of her venerable character.

By the year 1876, Santa Fe became a regular municipality by the Spanish government under a Gobernadorcillo. The first Gobernadorcillo of the municipality was Macario Antaran.

In 1886, the Spanish provincial governments were reorganized. Governors were appointed and were vested with executive powers. Don Jose Fernandez de Teran was appointed governor for the province of Capiz. During the “tiempo ni Teran”, Catolog was made a Barrio and was headed by a Cabeza del Barrio. During this time Governor Teran formally called the coastal part of Catolog to Santa Fe while the interior portion of the barrio remained as Catolog which was later became Barangay Magsaysay. Governor Terran also assigned the people their family names. He compelled them to plant more crops for local consumption and for trade. People from neighboring islands come to barter with their finished products such as sinamay clothes, bolos, ax, sugar, wines, etc. with the local produce, rice, corn, domestic animals, cattle and even with parcels of land thus making some migrants owners of huge parcels of land.

In the year 1898 the Spanish rule in the Philippines ended. They were defeated in the war against the Filipino and American soldiers. The pueblos were abandoned so with the barrios. The people returned to their respective homes and farms.

Most of the Spanish nationals returned to Spain but some Spaniards decide to stay in the country and married Filipino women. Among them were, Lucas Carralero, Domingo Lopez, Joaquin Villar and Francisco Casas who settled in the town of Santa Fe and established their business. Lucas Carralero put up a cattle ranch in Barangay Agmanic, Domingo Lopez at Barangay Mat-I, Joaquin Villar in Campong, Canyayo and Francisco Casas at Guinda, Barangay Pandan and at Palate, Layug, Maambong at Barangay Catolog. Santa Fe then was once known as “The Little Spanish Town”.

Immediately after the war, the Americans wanted the Filipinos to recognize the United States of America's sovereignty over the Philippines but the Filipinos refused. They (Filipinos) claimed that it was they who defeated the Spaniards. This ignited the war between the Filipino and American soldiers. Disunited, the Filipinos vowed to the superior American forces and finally surrendered in 1902. The Americans now in control, they established their government making Santa Fe a municipality with Guinbirayan, Agmanic, Busay, Agcogon and Lanas as its barrios.

The municipality was under a municipal president, like the Municipal Mayor of today and Juan Gutierrez, Sr. was appointed the municipal president of Santa Fe. Schools were constructed and classes were opened but enrolment was limited. Only very few children were able to go to school.

In 1906, the municipality of Santa Fe was reverted to a barrio status for the reason that its income did not warrant its continuance as a municipality and became a part of the municipality of Looc. Santa Fe being a barrio was ruled by a Teniente del Barrio.

In 1940, Santa Fe was made a Municipal District by virtue of Commonwealth Act No.485 which was formulated by Representative Leonardo Festin. Barrios Agmanic, Guinbirayan, Agcogon, Busay, Lanas and Poblacion were its territorial barrios. On January 1, 1941, Rafael Gomez was elected member of the ayuntamiento or district Councilor pursuant to Act 581. He was in-charged, with the powers and function of a Mayor, of the Municipal District of Santa Fe.

It was very early of a Monday morning of December 8, 1941, that the news of the bombing of Pearl Harbor reached the province of Romblon. Japan, without declaration of war, started a swift attack of the Pacific Islands. On the following day, Tuesday, the United States of America declared war against the Axis. The Philippines as an ally was involved in the war. The government was placed under military Control. School were closed and abandoned. In 1944, Rafael Gomez was appointed Police Inspector of the Province of Romblon and Juanito Sanchez was appointed Mayor to replace Rafael Gomez. Santa Fe regained its municipal status in the year 1948. In that same year, Gervacio Lopez was elected as its first elected municipal mayor until 1951. He was succeeded by Gaudencio Molina, Sr. in 1952-1959; Amador B. Medina in 1960-1967; Perfecto M. Condes, Jr. in 1968-1979; and Conrado M. Medina in 1980-1986. During the transitional government of President Corazon Aquino, Fred R. Dorado was appointed as OIC in July 1, 1986 to December 1, 1987; the 1988 election placed Leo M. Machon into the mayoralty until 1995; Asher C. Visca for 1995-2004; Elsie D. Visca, 2004-2007; and again Asher C. Visca, 2007 up to present. On June 23, 1969, under R.A. 3423, sponsored by Congressman Jose D. Moreno, Carabao Island with its five (5) barangays namely; Agcogon, Busay, Lanas, Lendero and Pinamihagan, was separated from Santa Fe and became the Island municipality of San Jose, Romblon.

Santa Fe has a population of 16,098 and 3,711 households with a land area of 7309.3217 hectares. It is composed of 11 Barangays: Agmanic, Canyayo, Danao Norte, Danao Sur, Guinbirayan, Guintigbasan, Magsaysay, Mat-I, Pandan, Poblacion and Tabugon. It is bordered by the municipality of Looc in North West; Alcantara in North East; Tablas Strait in the West; Sibuyan Sea in the East; and Tablas Strait in the South. Unhan/taga-unhan or inunhan, is the native tongue of the municipality's inhabitants. Indeed, Santa Fe has a colorful history which we can call our own. Knowing the past can make our future generations understand, be proud and love the place and its people more.

1.4 Geographical Location, Land Area, and Political Subdivisions

SANTA FE is a peninsular town on the southernmost part of Tablas Island, Province of Romblon. It is bounded on the northwestern side by the municipality of Looc, on the northeastern side by Alcantara, on the west by Tablas Strait and Santa Fe Bay, on the eastern and southern side by Sibuyan Sea and Guinbirayan Bay.

The municipality is geographically located at coordinates 12°9' latitude and 121°59' longitude. It is approximately 51 kilometers away from Odiongan, Romblon which is a growth center in the Island of Tablas. It is also accessible from Caticlan and Boracay Island via pump boat within 45 minutes to one (1) hour.

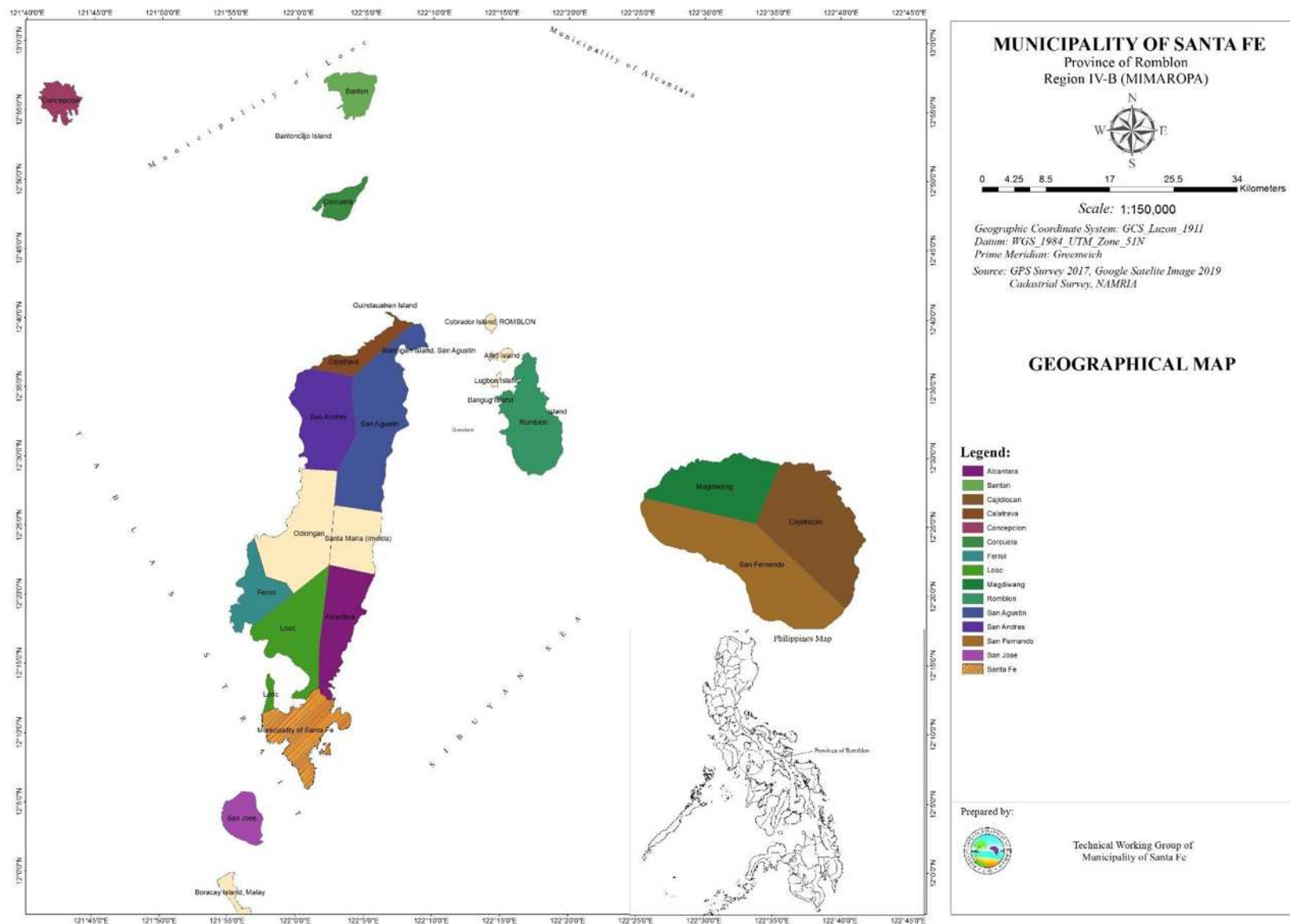


Figure 1. Geographical Map of Santa Fe

Table 2- Approximate Distance of Santa Fe from Other Municipalities of Romblon

Municipality	Distance from Santa Fe in Kilometers	Means of Transportation
Alcantara	12.1	PUJ, Habal-Habal or Single Motorcycle
Banton	90.7	PUJ, Motorboat
Cajidiocan	125.5	PUJ, Motorboat
Calatrava	53.6	PUJ, Mini Bus
Concepcion	112	PUJ, Mini Bus
Corcuera	71.9	PUJ, Mini Bus
Ferrol	21	PUJ, Habal-Habal or Single Motorcycle
Looc	12.1	PUJ, Habal-Habal or Single Motorcycle
Magdiwang	105	PUJ, Motorboat
Odiongan	27.3	PUJ, Mini Bus
Romblon	63.3	PUJ, Motorboat
San Agustin	48.4	PUJ, Mini Bus
San Andres	40.01	PUJ, Mini Bus
San Fernando	112.1	PUJ, Motorboat
San Jose	11.7	Motorboat
Santa Maria (Imelda)	45.1	PUJ, Habal-Habal or Single Motorcycle

Source: Google Earth (2017)

Land Area

The municipality of Santa Fe has a total land area of 7,309.3417 hectares. 95.27 percent or a total of 6,122.3818 hectares of their land area is an agricultural land. Coconut comprises the largest share of the agricultural sector of the municipality (2,181 hectares) and it is dominantly grown in all barangays. In order to optimize production, intercropping under coconut plantation is a common practice among farmers. The fully irrigated rice fields cover 50.63 hectares, rain-fed rice fields cover 514.80 hectares and pastureland covers 350 hectares. Timberland accounts for 1.98%. The uncultivated agricultural lands cover an area of 43.2%. Fruit trees, vegetables, banana, root crops and livestock are usually planted and raised throughout the municipality.

Santa Fe is one of the 17 coastal municipalities of Romblon province. It is composed of 11 barangays, only one of which is not coastal. The barangays of Poblacion and Guinbirayan are considered urban. The other nine barangays are considered rural. Among the barangays, Magsaysay has the largest area and Danao Sur has the smallest. There is also one small island (Cabangahan).

Chapter 2 – STUDY AREA/CORRIDORS

2.1 Population Trends

Considering a total population of 16,098 and total land area of 7,309.3437 hectares, the municipal gross density was computed at 2.20 persons/hectare. Highest population density was derived in Poblacion (6 persons/hectare) followed by Tabugon (5 persons/hectare). Magsaysay, Mat-I and Danao Norte has the least population density (1person/hectare). With this density, population is sparsely distributed in the municipality.

Table 3 - Population Density, Gross Density (2015)

BARANGAY	AREA (HECTARES)	POPULATION DENSITY
URBAN		
Guinbirayan	450.4863	4
Poblacion	363.534	6
RURAL		
Agmanic	618.1209	3
Canyayo	429.1914	4
Danao Norte	902.981	1
Danao Sur	184.5766	4
Guintigbasan	450.7415	2
Magsaysay	1987.6725	1
Mat-i	834.444	1
Pandan	702.7065	2
Tabugon	384.8869	5
TOTAL	7,309.3437	

Source: Land area was derived from the Cadastral Survey; Population from PSA Census of 2015

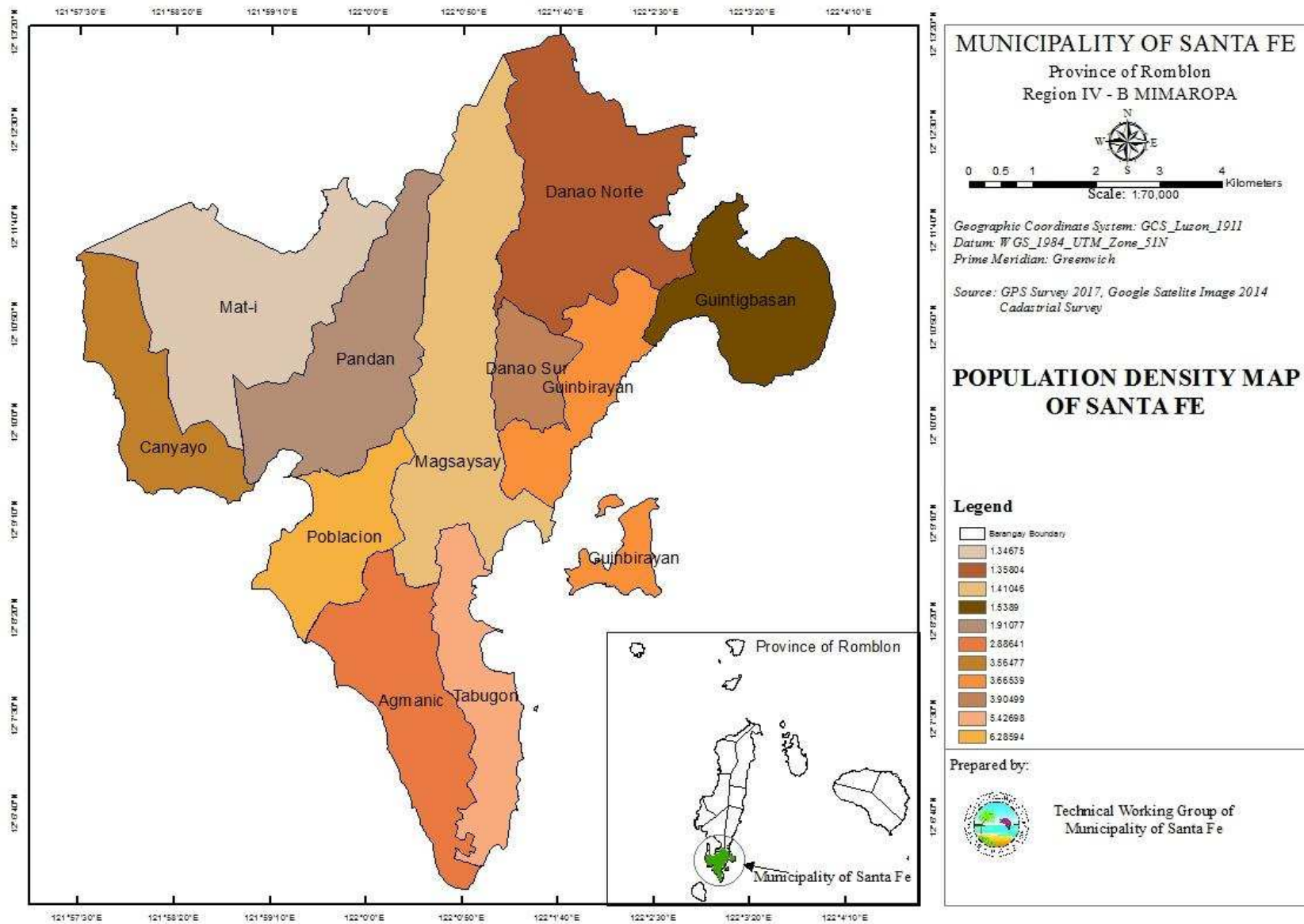


Figure 2. Population Density Map

Population Composition

Population by Age Group

The municipal population by age-group may be generally divided into three groups: school-going age, labor force, and dependents. Among these groups, those belonging to the labor force comprise the most number of individuals with 9,859 that corresponds to 61 percent of the total population of the municipality followed by dependents with 7,321 that corresponds to 45 percent while those school going age are accounted to 7,053 (44 percent).

On the other hand, children ages six to 12 years old have the most number among the school going age with 6,435 that corresponds to 17 percent of the total population of the municipality.

Table 4 -Population by Composition by School Age, Working Age, Dependent Age Groups and Sex, 2015

AGE-GROUP	BOTH SEXES	MALE		FEMALE		SEX RATIO
		No.	%	No.	%	
PRE-SCHOOL (3-6)	1,660	899	54.19	760	45.81	118
ELEMENTARY (7-12)	2,494	1,289	51.68	1,205	48.32	107
SECONDARY (13-16)	1,486	854	57.47	632	42.53	135
TERTIARY (17-21)	1,414	738	52.19	676	47.81	109
WORKING AGE (15-64)	8,773	4,475	51.01	4,298	48.99	104
Labor Force (15 years and over)	9,855	4,920	49.92	4,935	50.08	100
Young dependent (0-14)	6,239	3,301	52.91	2,938	47.09	112
Old dependent (65 and over)	1,082	445	41.13	637	58.87	70

Source: Computed based on the PSA 2015 on Household Population by Age Group using interpolation method

Population Projection by Age Group (2015-2024)

In the year 2025, the school-going population is projected to reach 7,445 when the population at 0.50 percent annually. On the other hand, the labor force and the dependent population is projected to come at 10,322 and 7,614 by year 2025, respectively. Table 5 would show other details on projected population by age group.

Table 5 - Projected School Age Population, Labor Force, and Dependent Population, 2015-2025

Grouping	Base Year (2015)	Participation	Projection						2028
		Rate	2020	2021	2022	2023	2024	2025	
POPULATION	16,098	1	16,504	16,587	16,670	16,753	16,837	16,921	17,176
SCHOOL GOING POPULATION	7,054	0.44	7,262	7,298	7,335	7,371	7,408	7,445	7,557
Pre Elementary	1,660	0.10	1,650	1,659	1,667	1,675	1,684	1,692	1,718
Elementary	2,494	0.15	2,476	2,488	2,501	2,513	2,526	2,538	2,576
Secondary	1,486	0.09	1,485	1,493	1,500	1,508	1,515	1,523	1,546
Tertiary	1,414	0.09	1,485	1,493	1,500	1,508	1,515	1,523	1,546
LABOR FORCE	9,855	0.61	10,067	10,118	10,169	10,219	10,271	10,322	10,477
DEPENDENT	7,321	0.45	7,427	7,464	7,502	7,539	7,577	7,614	7,729
Young	6,239	0.39	6,437	6,469	6,501	6,534	6,566	6,599	6,699
Old	1,082	0.07	1,155	1,161	1,167	1,173	1,179	1,184	1,202

Source: Computed based on the latest PSA data on Household Population

Age Dependency Ratio

In year 2015, there were 83 dependents for every 100 individuals in the working group. Child dependents in the same year accounts to 71 for every 100 children ages 0-14 while old dependents 12 for every 100 person ages 65 and over. There are more young dependents than old dependents in the municipality in the same censal year.

2.2. Educational Facilities and Enrolment

The municipality has a total of 20 schools, 17 of which are public schools and three (3) are private schools. The three (3) private schools offer pre-school education only while 14 public schools offer preschool and elementary education, and two (2) public schools offer secondary education. For tertiary education, the Romblon State University-Sta. Fe Campus in barangay Poblacion offers three degree courses namely, Bachelor of Science in Fisheries, Bachelor in Elementary Education, and Bachelor in Secondary Education.

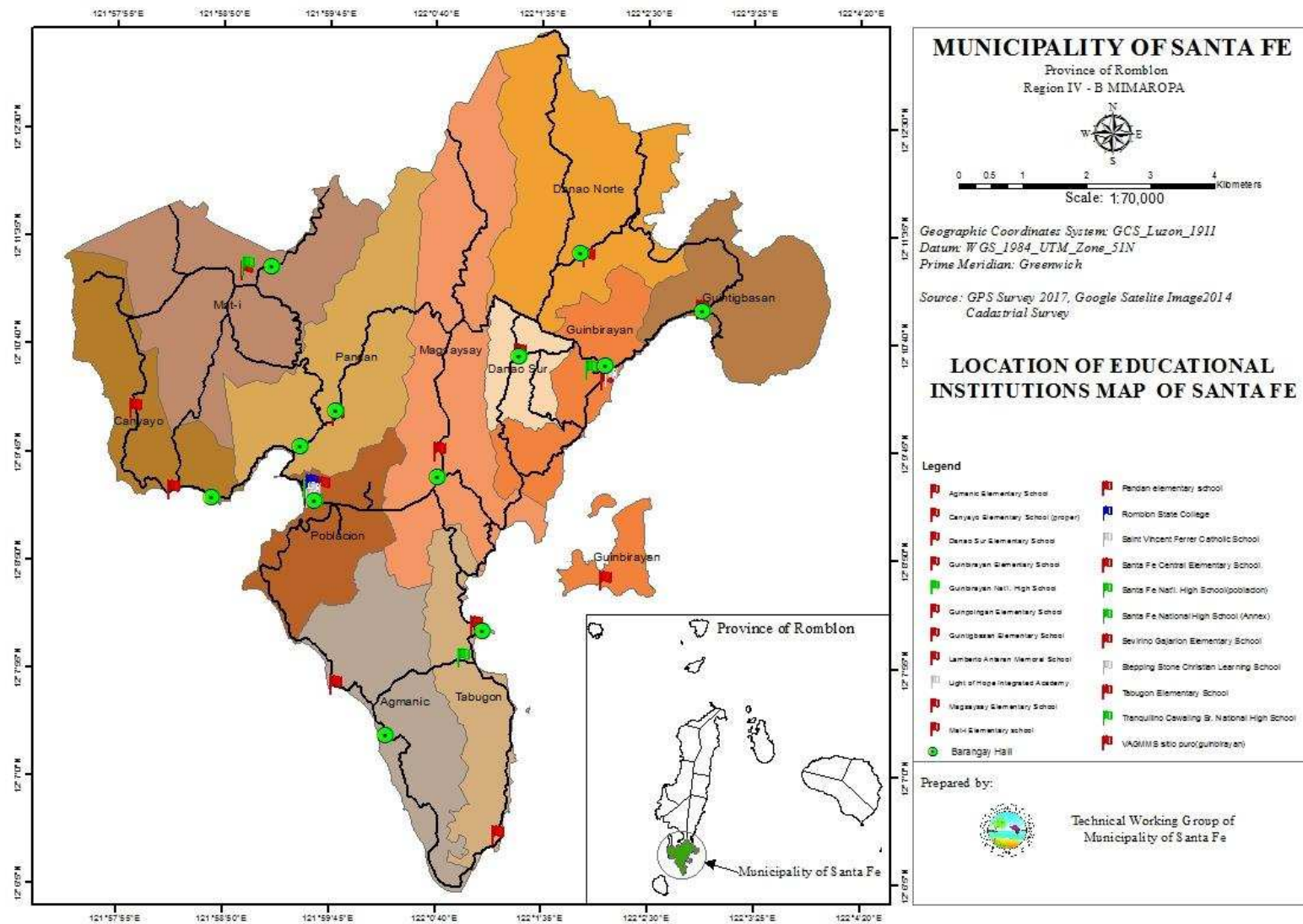


Figure 3. Location of Educational Institutions

Number of Enrolment

School records show that the total student population for the year 2015-2016 is 5,024, which is lower than the enrolment record of the academic year 2014-2015. The highest numbers of enrollees come from elementary and secondary with a total of 2,774 and 1,537 students, respectively. By academic year 2015-2016, all elementary schools showed a decrease in enrolment which can be attributed to the implementation of the K-12 Program. The program requires children aged three (3) to six (6) years old to enrol to Kinder I and Kinder II before enrolling at Primary Schools, thus, affecting the enrolment at Elementary Schools. On the other hand, for the secondary level, the Santa Fe National High School had an increase in its number of enrollee while the Guinbirayan National High School had maintained its number of enrollees for the year 2015-2016.

Table 6 - Historical Enrollment by Level for the Last Three (3) School Years

Type/Level	AY 2013-2014	AY 2014-2015		AY 2015-2016	
	Number	Number	Increase/ Decrease (%)	Number	Increase/ Decrease (%)
Pre-school					
Public					
Agmanic Elementary School	38	44	↑16	43	↓2
Canyayo Elementary School	11	30	↑173	11	↓63
Silvino G. Gajarion Elem. School (former Danao Norte Elementary School)	17	32	↑88	29	↓9
Danao Sur Elementary School	20	8	↓60	20	150
Guinbirayan Elementary School	46	40	↓13	45	13
Guintigbasan Elementary School	33	29	↓12		
Guinpoingan Elementary School	16	16	0	17	6
Lamberto Antaran Memorial School	31	25	↓19	23	↓8

Type/Level	AY 2013-2014	AY 2014-2015		AY 2015-2016	
	Number	Number	Increase/ Decrease (%)	Number	Increase/ Decrease (%)
Magsaysay Elementary School	29	27	↓7	22	↓19
Mat-i Elementary School	44	36	↓18	33	↓8
Pandan Elementary School	30	20	↓33	30	↑50
Santa Fe Central Elementary	38	26	↓32	41	↑58
Tabugon Elementary School	34	35	↑3	22	↓37
Vicente Anselma Gutierrez Montiel Memorial School	13	9	↓31	5	↓44

Private					
Light of Hope Integrated Academy, Incorporated	Not Yet Operational	Not Yet Operational	Not Yet Operational	7	No changes
St. Vincent Ferrer Catholic School of Sta. Fe, Romblon, Inc.	88	82	↓7	67	↓18
Stepping Stone Christian Learning School	24	27	↑13	25	↓7
Elementary					
Agmanic Elementary School	266	304	↑14	259	↓15
Canyayo Elementary School	75	91	↑21	85	↓7
Silvino G. Gajaron Elem. School (former Danao Norte Elementary School)	170	192	↑13	169	↓12
Danao Sur Elementary School	98	110	↑12	89	↓19
Guinbirayan Elementary School	292	330	↑13	278	↓16
Guintigbasan Elementary School	201	234	↑16	201	↓14
Guinpoingan Elementary School	160	153	↓4	135	↓12
Lamberto Antaran Memorial School	197	214	↑9	184	↓14
Magsaysay Elementary School	200	224	↑12	193	↓14
Mat-i Elementary School	241	244	↑1	210	↓14
Pandan Elementary School	200	221	↑11	183	↓17
Santa Fe Central Elementary	520	534	↑3	495	↓7
Tabugon Elementary School	241	266	↑10	231	↓13
Vicente Anselma Gutierrez Montiel Memorial School	61	72	↑18	63	↓13
Secondary					
Santa Fe National High School	1003	1032	↑3	1073	↑4
Mat-i Extension					
Tranquilino Cawaling Sr National High School (former Tabugon Extension)					
Guinbirayan National High School	467	464	↓1	464	0
Tertiary					
Romblon State University	157	206	↑31	252	↑22

Sources: DepEd, Secondary/Tertiary Schools (2017)

Enrollment Participation Ratio (EPR)

The total enrollment of all school levels for the academic year 2015-2016 is 5,597 with enrollment participation rate of 79 percent. To compute the EPR, interpolation technique was used.

- *Pre-School Education.* There 14 public elementary schools and three (3) private schools that offer pre-school education. For the academic year 2015-2016, the total enrollment for pre-school is 1,034 students with 83 percent EPR. This indicates that for 100 children aged 3-6 years old, there are about 83 children who actually attended pre-school.
- *Elementary Education.* There are 14 public elementary schools in the municipality. The total enrollment in elementary education for academic year 2015-2016 is 2,774 students with 95 percent EPR. This indicates that only five (5) out of 100 children aged 6-12 years old did not attend school.
- *Secondary Education.* There are two (2) public schools that offer secondary education in the municipality. The total enrollment in secondary education for academic year 2015-2016 is 1,537 students with 103 percent EPR.
- *Tertiary Education.* There is only one (1) school that offers tertiary education in the municipality. The total number of enrollment in tertiary education is 252 with only 18 percent EPR. This indicates that more than half of the school-going population aged 17-21 did not attend school in the municipality.

Table 7- Enrolment Participation Ratio (EPR), AY 2015-2016

Type/Level	School Going Age	Number Of Enrollees			EPR
		Public	Private	Total	
Pre-School (3-6)	1,246	935	99	1,034	83
Elementary (6-12)	2,907	2,774	—	2,774	95
Secondary (13-16)	1,486	1,537	—	1,537	103
Tertiary/Vocational (17-21)	1,414	252	—	252	18
TOTAL	7053			5,597	79

Source: Elementary/Secondary/Tertiary Schools

*Interpolated from the PSA 2015 census; age is adjusted to present age of enrolled students not employing the age groups in the HLURB 2nd Guidebook.

Student-Teacher and Student-Classroom Ratios.

The average student-teacher and student-classroom ratios in the pre-school level for the academic year 2015-2016 is 33:1 and 27:1, respectively. The recommended standards of the Department of Education is 25:1 which means these ratios are relatively higher indicating insufficiency of teachers and classrooms for pre-school level.

In the elementary level, the student-teacher and student-classroom ratios are 30:1 and 31:1, respectively. These ratios are satisfactory to the recommended ratio of the DepEd which is 35:1 indicating that there are sufficient teachers and classrooms in the elementary level.

Furthermore, the student-teacher and student-classroom ratios in the secondary level are 25:1 and 51:1, respectively. The student-teacher ratio is satisfactory to the DepEd recommendation of 40:1. It means there are sufficient teachers in the secondary level.

However, the student-classroom ratio is not satisfactory to the DepEd recommendation. It indicates that the classrooms are not sufficient to the population of high school students.

Table 8 - Student-Teacher and Student-Classroom Ratio by Level, AY 2015-2016

Type/Level	Number of Enrollees			No. of Teachers	No. of Classrooms	Student-Teacher Ratio	Student-Classroom Ratio
	Male	Female	Total				
Pre-School							
Public							
Agmanic Elementary School	31	12	43	1	1	43:1	43:1
Canyayo Elementary School	8	3	11		1		11:1
Silvino G. Gajarion Elem. School (former Danao Norte Elem. School)	15	13	28	1	1	28:1	28:1
Danao Sur Elementary School	9	11	20		1		20:1
Guinbirayan Elementary School	26	19	45	1	1	45:1	45:1
Guinbirayan Elementary School	17	12	29		1		29:1
Guinpoingan Elementary School	10	7	17	1	1	17:1	17:1

Type/Level	Number of Enrollees			No. of Teachers	No. of Classrooms	Student-Teacher Ratio	Student-Classroom Ratio
	Male	Female	Total				
Lamberto Antaran Memorial	14	9	23	1	1	23:1	23:1
Magsaysay Elementary School	10	12	22	1	1	22:1	22:1
Mat-I Elementary School	13	20	33	1	1	33:1	33:1
Pandan Elementary School	18	12	30	1	1	30:1	30:1
Santa Fe Central Elementary	25	16	41	1	1	41:1	41:1
Tabugon Elementary School	11	11	22		1		22:1
Vicente Anselma Gutierrez Montiel Memorial School	3	2	5	1	0	5:1	
Private							
Light of Hope Integrated Academy, Incorporated	6	1	7	1	1	7:1	7:1
St. Vincent Ferrer Catholic School of Sta. Fe, Romblon, Inc.	49	50	99	2	2	49:1	49:1
Stepping Stone Christian Learning School	20	5	25	1	1	25:1	25:1
Elementary							
Public							
Agmanic Elementary School	135	124	259	6	6	43:1	43:1
Canyayo Elementary School	50	35	85	3	3	28:1	28:1
Silvino G. Gajarion Elem.School (former Danao Norte Elem School)	72	96	168	6	6	28:1	28:1
Danao Sur Elementary School	46	43	89	4	4	22:1	22:1

Guinbirayan Elementary School	133	145	278	8	8	35:1	35:1
Guintigbasan Elementary School	93	108	201	6	6	34:1	34:1
Guinpoingan Elementary School	75	60	135	6	6	23:1	23:1
Lamberto Antaran Memorial School	101	83	184	6	6	31:1	31:1
Magsaysay Elementary School	109	84	193	6	6	32:1	32:1
Mat-I Elementary School	115	95	210	6	6	35:1	35:1
Pandan Elementary School	96	87	183	6	6	31:1	31:1
Santa Fe Central Elementary School	258	237	495	20	17	25:1	29:1
Tabugon Elementary School	125	106	231	6	6	39:1	39:1
Vicente Anselma Gutierrez Montiel Memorial School	34	9	63	3	3	21:1	21:1
Secondary							
Public							
Sta. Fe National High School	518	555	1073	44	18	24:1	60:1
Guinbirayan National High School	217	228	445	18	12	35:1	35:1
Tertiary							
Public							
Romblon State University	84	168	252	8	8	32:1	32:1

Source: Elementary/Secondary/Tertiary Schools

Inventory of Educational Facilities

Different school facilities should be available to the school-going population. Unfortunately, most of the schools in the municipality lack or need further improvement of their school facilities to be able to give an environment that is conducive for learning. Laboratories, libraries, shops, clinic, and rest rooms need further improvement.

In pre-schools, only one school has a library and the rest of the schools have rest rooms that are in good condition.

In elementary level, only four (4) schools have rest rooms that are still in good condition and the others need further improvement while only three (3) schools have a library while most have none. Santa Fe Central Elementary School is the only elementary school with almost complete facilities with canteen and computer room.

For secondary level, Guinbirayan National High School has complete facilities that need further improvement. The laboratory, library, and rest room facilities are all in good condition.

For tertiary level, the laboratory of Romblon State University-Santa Fe Campus is in critical condition and needs immediate action. The rest of the facilities are either in good condition or not available.

The table below would provide more school information with the condition of facilities.

Table 9 -School by Level, Type, Facilities, and Condition

Name of Schools	Location (Barangay)	Area Occupied (sq.m)	Facilities and Condition						
			Lab	Shop	Lib	Clinic	Rest Room	Play Ground	Others (Specify)
Preschool									
Private									
St. Vincent Ferrer Catholic School of Sta. Fe, Romblon, Inc.	Poblacion, Tabugon, Agmanic	15.5	N	N	N	N	G	N	—
Light of Hope Integrated Academy, Inc	Guinbirayan	300	N	N	G	N	G	P	—
Stepping Stone Christian Learning School	Poblacion	15.5	N	N	N	N	G	N	—
Elementary									
Public									
Agmanic Elementary School	Agmanic	1,007.224	N	N	—	N	N	N	—
Canyayo Elementary School	Canyayo	621.253	N	N	—	N	N	N	—

Silvino G. Gajarion Elem. School (former Danao Norte Elem. School)	Danao Norte	8,512	N	N	—	N	G	G	Reading Area
Danao Sur Elementary School	Danao Sur	4,298	N	N	—	N	N	N	—
Guinbirayan Elementary School	Guinbirayan	7,740	N	N	—	N	G	G	—
Guintigbasan Elementary School	Guintigbasan	270.591	N	N	—	N	N	N	—
Guinpoingan Elementary School	Guinpoingan, Tabugon	774.896	N	N	—	N	G	G	—
Lamberto Antaran Memorial School	Lunoc, Canyayo	10,000	N	N	—	N	N	N	—
Magsaysay Elementary School	Magsaysay	10,000	N	N	—	N	G	N	Computer Room, Office
Mat-I Elementary School	Mat-i	9,432	N	N	—	N	N	G	—
Pandan Elementary School	Pandan	5000	N	N	N	N	G	G	Computer Room
Santa Fe Central Elementary School	Poblacion	10,046	N	N	—	P	G	G	Canteen, Computer Room, Office
Tabugon Elementary School	Tabugon	708.932	N	N	—	N	N	N	—
Vicente Anselma Gutierrez Montiel Memorial School	Cabangahan, Guinbirayan	6,405	N	N	N	N	N	N	—
Secondary									
Public									
Sta. Fe National High School	Poblacion	4,280	G	N	G	N	G	G	—
Tranquilino Cawaling Sr. National High School (former Tabugon Extension)	Tabugon		N	N	N	N	G	N	—
Mat-i Extension	Mat-i		N	N	N	N	G	N	—
Guinbirayan National High School	Guinbirayan	1000	P	N	P	P	P	P	Canteen
Tertiary									
Public									
Romblon State University	Poblacion	500	C	N	G	N	G	G	N

Source: Elementary/Secondary/Tertiary School

*For public preschool, facilities and equipment are the same with public elementary

G – Good condition, P-poor, C- critical or requiring priority action, N- none or no such facility

Tertiary Education

The only tertiary school operating in the municipality is the Romblon State University- Santa Fe Campus located in Barangay Poblacion. RSU offers three (3) courses namely, Bachelor in Elementary Education, Bachelor in Secondary Education, and Bachelor of Science in Fisheries. It is a state university with P100 per unit tuition fee. Table below shows total enrolment for academic year 2015-2016 by course offered by RSU.

Table 10 - Tertiary and Technical/Vocational Schools by Type and Total Enrolment, AY 2015-2016

Barangay	Name of School	Area (sq. m)	Type	Number of Enrollees	Course Offered
Poblacion	Romblon State University	1,220	University	80	BS Fisheries
				98	Bachelor in Elementary Education
				74	Bachelor in Secondary Education
TOTAL				252	

Source: Romblon State University-Santa Fe Campus Records (2017)

Table 11- Education Sector Analysis Matrix

Technical Findings/ Observations	Implications (Effects)	Policy Options/ Interventions
Increase of students in 2019; Lack of Teachers; Lack of instructional room and other facilities	Lack of Classrooms; Teachers were overloaded; Overcrowded rooms	Request funds for construction of additional classrooms; Request additional teacher items; Request additional classrooms
Inadequate books and other references (reading materials)	Poor quality education	Request for book donors and funds for books distribution
Lack of computers and other equipment	Illiteracy of students as well as of teachers to technology	Request funds for provision of necessary school equipment
Unsafe and unsecured school environment due to: (1) sloppy areas that need to be ripped; (2) unfinished construction of perimeter fence; no building permit	Poor condition of learning environment and unsafe school facilities; accessible to thieves/ stray animals	Ask financial assistance from LGU and other stakeholders; enforce issuance of building permit

2.3. Employment

Projected Labor Force

There were 9,859 members of the labor force in the year 2015 as projected from the 2010 Census of Population by the PSA. It is projected that by the year 2025 those in the labor force shall reach 10,322.

Labor Force and Employment

The data from Community-Based Monitoring System (CBMS) were used to represent the section of employment. According to the 2015 data, there were 4,332 people aged 15 years old and above, about 70 percent were males (3,039) and 30 percent were females (1,293). The results showed that there were more males in the labor force than females. It also showed that 95.92 percent of the males and 93.21 percent of the females were employed.

2.4. Housing

The data used for analysing the housing situation was based on the 2015 survey of the municipality's Community-Based Monitoring System due to unavailable survey on housing by the PSA.

According to CBMS, the total number of households is 3,387 with 481 coming from Barangay Poblacion followed by 401 from barangay Tabugon. Highest numbers of informal settlers are from Barangays Poblacion and Guinbirayan with 27 and 12, respectively. Both barangays are considered urban barangays. 13 households in Barangay Canyayo are living in makeshift houses while 11 are from Barangay Pandan.

Table below shows the housing situation in 2015.

Table 12 - Housing Situation, 2015

Barangays	Household	Number of Informal Settlers	Number of Houses Living in Makeshift Houses
Agmanic	330	5	2
Canyayo	347	2	13
Danao Norte	253	1	2
Danao Sur	173	2	1
Guinbirayan	393	12	6
Guintigbasan	176	5	3
Magsaysay	304	1	0
Mat-I	245	4	3
Pandan	284	13	11
Poblacion	481	27	4
Tabugon	401	8	7

Source: Community-Based Monitoring System (2015)

Tenure Status by Housing Units and Lots

From the records of CBMS for tenure status, there are 2,285 housing units owned, 23 are being rented, 115 are being occupied for free with consent of owner, and three (3) are being occupied for free without consent of owner as of 2015 CBMS census. No housing unit is being amortized as of 2015 CBMS census. Refer to Table 13 for more information on tenure status by housing units and lots.

Table 13 - Tenure Status by Housing Units and Lots

Tenure of Status	Housing Unit		Lot	
	No.	%	No.	%
Owned	2285	67.46	2285	67.46
Being Amortized	—	—	—	—
Rented	23	0.68	10	0.30
Own house, rent lot	10			
Own house, rent-free lot, with consent of owner	890	—	—	—
Own house, rent-free lot, without consent of owner	19	—	—	—
Being Occupied for Free with Consent of owner	115	3.40	115	3.40
Being Occupied for Free without Consent of Owner	3	0.09	3	0.09
Living in a public space with rent	2	—	—	—
Living in public space without rent	57	—	—	—
Total	3,404	—	2413	—

Source: Community-Based Monitoring System (2015)

Table 14 - Housing Sector Analysis Matrix

Technical Findings/ Observations	Implications (Effects)	Policy Options/ Interventions
More than half of population in each of six (6) barangays, namely : Agmanic, Canyayo, Danao Norte, Guintigbasan, Mat-I, and Pandan, are living in dwelling units made from light materials	Higher sensitivity of these barangays to hazards	Retrofit houses
Settlements in flood and/or landslide prone areas	Residents are exposed to natural calamities	Relocate residents living in high risk areas

2.5. Commercial and Industrial Establishments

Based from the List of Business with Permits issued by the Business Permit and Licensing Office (BPLO), the total business in year 2016 is 418 which declined by 35.49

percent from year 2015 with 648 and 1.18 percent from year 2014 with 423 registered business. The significant decline of business permits from the preceding years is due to the unlisted businesses who get permits late but collection from business revenue has increased from year 2015 to 2016.

Fees collected from business owners includes the local tax and fees for regulatory and charges. Local taxes include the gross sale tax, tax on delivery vans/trucks, tax on storage for combustible/flammable or explosive substances, and tax on signboards or billboards, if any. While the regulatory fees and charges is subdivided into the mayor's permit fee, garbage charges, sanitary inspection fee, building inspection fee, electrical inspection fee, mechanical inspection fee, plumbing inspection fee, signboard or billboard renewal fee, storage and sale of combustion, flammable, or explosive substances, sticker, and document stamp. This falls on the category of other receipts of the cash flows which constitutes the 26.60 percent of the cash inflows.

For retailers such as sari-sari stores, the rate of two percent per annum shall be imposed on sales not exceeding 400,000 pesos while the rate of 1% per annum shall be imposed on sales in excess of the first 400,000. However, barangays should have the exclusive power to levy taxes on stores whose gross sales or receipts of the preceding calendar year does not exceed 30,000 subject to existing laws and regulations.

Inventory and Distribution of Commercial Establishment by Type

Based from the list of business permits CY 2016, commerce and trade concentrates in the two urban barangays, Poblacion and Guinbirayan. Poblacion, being the municipal town center has the most number of commercial establishment which has a total of 143 out of 297 establishments in the municipality. Most of the business located in the municipal town center are stores (52), dry goods (15), and business related to food services (13). Business establishments that are only located in the town proper are drugstores, funeral services, billiard halls, birthing home, boarding houses, cockpits, computer shops, general merchandise, banks and pawnshops, and private school. A commercial strip managed by the local government unit is located in Sitio Proper along the sea wall which can be rented for selling purposes. Commercial establishments located in rural barangays are usually sari-sari stores. Among the rural barangays, Magsaysay has the most number of commercial establishments with 33 structures. The total area devoted for business establishments excluding the sari-sari stores is 0.8632 hectares. Businesses which are categorized as non-establishment, or those that do not need a structure in order to operate includes rice mills, chainsaw, motor boats, and other registered fishing equipment such as fish nets and fishing boats. This accounts to the 119 business with permit from the mayor thus, subjected to payment of fees.

From year 2015 to 2016, the most frequent nature of business is categorized under wholesale and retail trade. Particularly sari-sari stores, commodities sold are bought from the Municipality of Odiongan. Table CT-14, shows the changes on the number of commercial establishments in year 2015 and 2016 categorized per economic activity.

Aside from wholesale and retail trade all other type of economic activity under commerce and trade has retained or increased. 7.65% of the labor force or 758 individuals depend on commerce and trade as their source of income.

Table 15 - Inventory of Commercial Establishments by Economic Activity, 2015-2016

Economic Activities	2015	2016	Increase/ Decrease(%)
	Number of Establishments	Number of Establishments	Number of Establishments
Wholesale and Retail Trade	310	226	27.0968 ↓
Hotel and restaurants, Transport & Storage	2	5	150↑
Communication	2	2	same
Financial inter-mediation	7	8	14.28571↑
Real Estate renting and Business activities	4	6	50↑
Education	1	1	same
Health and Social work	2	3	50↑
Other Community, Social and Personal Services Activities	32	46	43.75↑
TOTAL	360	297	17.5↓

Source: Business Permit and Licensing Office

Table 16 - Employment by Type/Classification of Business and Trade, 2016

Type/ Classification /Kind of Business and Trade	Number of Employment	Revenue (Peso)
Whole Sale Trade and Rental	440	13,478,040.00
Banking And Finances	23	4,200,303.75
Real estate/construction service	31	1,142,000.00
Others	264	4,983,638.00
TOTAL	758	23,803981.80

Source: Municipal Mayor's Office

GROWTH PATTERN

Forty eight (48.15%) of the commercial establishments are located in Barangay Poblacion with a total area of 0.52 hectares. This is followed by Guinbirayan and Magsaysay having 33 registered establishments each with approximately 0.12 hectares each. Commercial centers or markets are located in Barangay Poblacion and Guinbirayan but most of the products are traded in the municipal town center along G. Molina Boulevard, R. Gomez Street, and P. Condes. Majority of the business for personal service such as parlors, funerals, and drugstores can only be found in the municipal center.

Inventory of Industries by Type

Agriculture, being the top source of income for most of the constituents of the municipality reflects the availability of the industries present in the municipality. The most frequent industry type in the municipality is rice mill, accumulating 14 out of the 20 industries in the municipality. Four of these are situated in Magsaysay where most of the crops are harvested. Other industries present in the municipality are hollow block making and weaving which produces native products such as hats, bags, baskets and mats which are made of palm leaves. These industrial activities serve as source of income for 14 individuals or 0.14% of the labor force. Most of the identified industries (14) are classified as I₂ intensity classification or industries that are pollutant but non-hazardous.

Table 17 - Inventory of Existing Industrial Businesses by Intensity and Employment, 2016

Barangay	Name of Industrial Business	Area (ha)	Intensity Classification	Employment
Danao Norte	Alcantara Travelling Rice Mill	Unidentified	I ₂	3
Danao Norte	Lorenzo Alcantara Travelling Rice Mill	Unidentified	I ₂	1
Danao Sur	Carlos Fillarca's Mobile Rice Mill	Unidentified	I ₂	3
Danao Sur	Gado's Bakery	Residential	I ₁	1
Guinbirayan	Merlinda Lerog Rice Mill	Unidentified	I ₂	1
Guinbirayan	Lito Yap's Rice Mill	Unidentified	I ₂	1
Magsaysay	ACV Stationary Rice Mill	Unidentified	I ₂	1
Magsaysay	ACV Hollow Block Making	48 sq.m.	I ₁	2
Magsaysay	Razel Asis' Stationary Rice Mill	Unidentified	I ₂	1
Magsaysay	Stationary Rice Mill	Unidentified	I ₂	2
Magsaysay	Super Vince Rice Mill	Unidentified	I ₂	2
Mat-i	Saturnino Cahilig's Stationary Rice Mill	Unidentified	I ₂	1
Mat-i	JCA Rice Mill	Unidentified	I ₂	3
Mat-i	Mila Rice Mill	Unidentified	I ₂	3
Pandan	Perfas Native Products	20 sq.m.	I ₁	1
Pandan	Eva Fernando's Travelling Rice Mill	Unidentified	I ₂	3
Poblacion	Ambassador's Bakery	6 sq m	I ₁	2
Poblacion	Bilog's Bakeshop	24 sq.m.	I ₁	4
Tabugon	Yuan's Bakery	18 sq.m.	I ₁	3

Source: BPLO, Mayor's Office

GROWTH PATTERN

There are seven Barangays with industrial activities, namely, Danao Norte, Danao Sur, Magsaysay, Mat-I, Pandan, Poblacion, and Tabugon. In terms of area, only six out of the 20 industries require an area devoted for it to operate. These are the hollow block making in Magsaysay, *Perfas* Native Products made in Pandan but sold in Poblacion, and the bakeries. Other types of industries in the municipality use their residential areas. Seen as Barangay Magsaysay harvests most of the agricultural products, makes it reasonable why most of the rice mills (4) are located in the barangay. In chronological order, barangays with industries are Magsaysay (5), Danao Norte and Mat-I (3), Danao Sur, Guinbirayan, Pandan, and Poblacion (2), and Tabugon (1).

2.6. Transport Corridors and Facilities

Transportation is an important criterion in a municipal development. With good condition, services may reach the municipality more accessible thus, make development faster. Having concretized roads instead of dirt roads or earth roads will make the transportation of services easier and will make the municipality accessible from other municipalities. From Santa Fe, there are two accessible routes to Odiongan. One is passing through Looc which is the normal route taken by public utility vehicles and another is passing through Alcantara which is usually taken by private vehicles especially trucks used for delivery.

The aggregated road length is 79.45 kilometers which is constituted of 38.60% provincial road, 3.41% municipal roads, and 57.99% barangay roads. Provincial roads traverse all municipality except in Barangay Canyayo. The provincial road is composed of 55% concrete and 45% earth road. Municipal roads, on the other hand, are 100% concrete with a legal right of way of 10 meters but only 6 meters is left in actual which is the same for provincial roads. Most of the concrete part of barangay roads are in good condition. Concrete roads with poor condition are located in Guinbirayan and in Danao Norte with a total length of 1.99 kilometers. Due to impediment on transportation, especially during rainy seasons, earth surface roads are considered fair to poor in condition. (See Table No.22)

There are 13 existing bridges in the municipality where 11 of these are concrete where in four are fair and five are in good condition. The only footbridge is made of timber which is located in Barangay Guinbirayan and is in fair condition. Pandan bridge, made up of steel, has the most torrential capacity with 15 tons among the bridges.

2.7. Spatial Development Framework

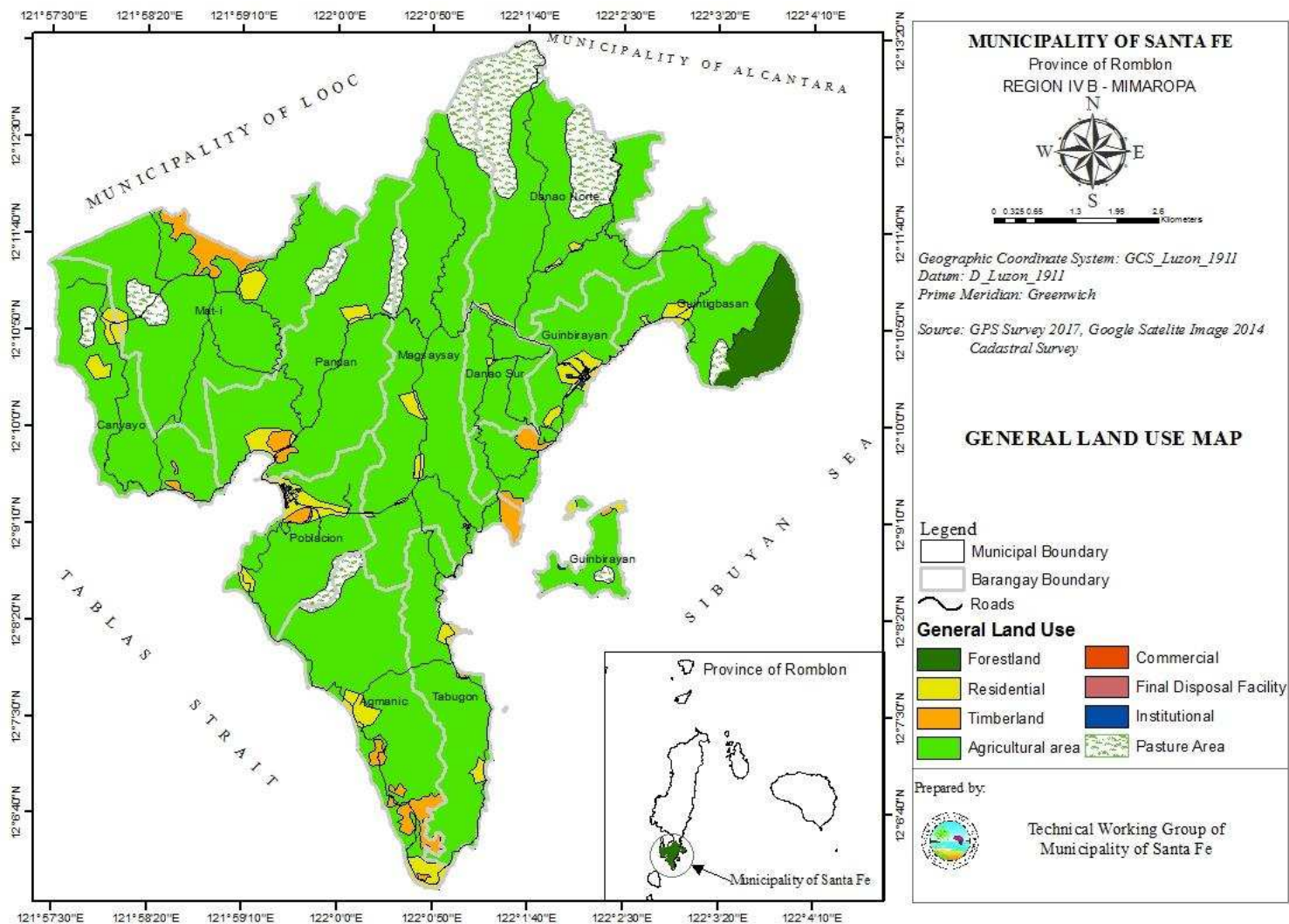


Figure 4. Inventory of Existing Land Uses

Using the GIS software, ground surveying, and participatory mapping with the TWG and Punong Barangays, the existing land uses were identified and as follows:

LAND USE:

Table 18 - Inventory of Existing Land Uses in Santa Fe, Romblon

Existing Land Use Category	Area (HA)	% to Total Land Area
Urban Use		
• Residential	128.303	1.9902%
• Commercial	1.38421	0.0215%
• Institutional		0.1287%
• Agro-Industrial	0.00821	0.0001%
• Cemetery	1.45913	0.0226%
• Parks and Open Spaces	0.14609	0.0023%
Agriculture Use		
• Irrigated Riceland	55.3968	0.8593%
• Non-irrigated Riceland	266.449	4.1331%
• Mixed Crops	4,787.61	74.2639%
Forest Use	133.901	2.0770%
Grassland	792.429	12.2919%
Infrastructure		
• Roads	40.3102	0.6253%
• Seaport		
Inland Water Use		
• Swamp/Wetland	81.5475	1.2649%
• Rivers and Creeks	28.5209	0.4424%
• Mangrove	58.2583	0.9037%
• Fishpond	62.2715	0.9659%
Other Use		
• Dumpsite	0.46205	0.0072%
TOTAL		100%

Source: Google Satellite Image, 2014

Urban land use. It comprises the basic traditional uses such as residential, commercial, agro-industrial/industrial, and institutional. In total, it has 139.60 hectares. Combination of all these urban uses can only be observed in the two urban barangay. Combined satellite image, participatory mapping, and ground survey was utilized for this purpose.

- Residential areas are distributed fairly in all barangays. Danao Sur, having the least area devoted for residential area is considered as medium type residential density with 216 persons per hectare which is highest among the barangays while the lowest is Pandan with 34 persons per hectare. All barangays have above 35 percent dwelling units made of light materials (e.g. wood, cogon, bamboo) which in total is 45.62 percent of households of the municipality. Informal settlers are usually constituents with land titles in the upland areas but choose to live in other's property due to their source of income.
- Commercial areas include the public market, commercial strips or *talipapa*, merchandise stores, lodging, and other business establishments. There are about 1.38421 hectares of commercial area which are concentrated in Poblacion with 143 or 48.15 percent of the commercial establishments. Commercial areas in rural barangays are usually composed of sari-sari stores which are situated in respective residential areas. Correspondingly, most of the commerce and trade present in the municipality is classified as retail and trade according to the list of businesses with permit in year 2016.

Among the rural barangays, Magsaysay poses a potential on the commercial businesses. As of 2016, it has a total of 33 registered businesses which is the same with the other urban barangay, Guinbirayan.

- Institutional areas include schools (elementary, secondary, and tertiary), municipal and barangay halls, police station, fire station, churches, and rural health units. Elementary schools are distributed in all barangays while secondary schools can be found in four barangays only, namely, Guinbirayan, Mat-i, Poblacion, and Tabugon. On the other hand, the only school that offers tertiary education which is the Romblon State University is located in Poblacion. Other common institutional uses are barangay halls which are more often accompanied by public mini plazas and/or basketball courts. Institutional facilities in Barangay Poblacion such as health and protection were also accounted under this category. A total land area being accounted for institutional use is approximately 8.29645 hectares.
- Agro-industrial areas are those food processing shops, rice mills, and native production businesses found in the area, which has a total of 0.00821 hectares. Aside from the four bakeries, there are two food processing industries in the municipality which are the *baliksaw* which is boneless fish paste, locally known as *bagoong*, processing industry under the *Samahan ng mga mangingisda ng Kulasi, Tabunak, at Sabang* (SAMKUTSA) cooperative since 2013. Another is the Community-based Veggie and Fruit Snacks Processing Facility operated by the *Kalipunan ng Liping Pilipina* (KALIPi), an assisted project thru the DOLE Integrated Livelihood and Emergency Employment Program (DILEEP).
- Cemeteries are located in the two urban barangays. There are two public and two private cemeteries with an accumulated area of 1.45913 hectares. These burial grounds are vault type tombs.

- Parks and Open Spaces are structures/areas that are allotted for recreational purposes which are composed of billiard halls, cockpit arena, and children parks. Barangay courts are not grouped under this category since they are mostly entwined with barangay halls which are therefore considered as institutional units. These then constitute a total of 0.14609 hectares.
- Dumpsite is located in Magsaysay with an area of 0.46205 hectares.

Agriculture Use. 79.99 percent of the entire municipality is being utilized for food production. Top agricultural producers are Magsaysay, Agmanic, Danao Sur, and Danao Norte.

- Irrigated Rice fields. About 55.3968 hectares of the total agricultural land are irrigated rice field. The National Irrigation Association provides irrigation utilizing the water from the rivers and creeks of Magsaysay, Danao Norte, Guinbirayan, Danao Sur and Pandan. Barangays with irrigated rice fields are Magsaysay, Danao Sur, and Pandan.
- Rain-fed Rice fields. Aside from Canyayo barangays have rain-fed rice fields which totals to 266.449 hectares. Agmanic has the widest land utilized for unirrigated rice fields. Some of these rice fields use water pumps to supply needed water on the crops.
- Mixed trees. Large portion of agricultural areas are scattered with diverse crops with an accumulated area of is 4,787.61 hectares. Majority of these land contains coconut intercropped with banana, mango, limes, and vegetables.

Forest Use. The only considered forest in the municipality is located in Barangay Guintigbasan. Mount Calatong is classified as rolling to hill slope with an area of 133.901 hectare. It serves as the water source of Guintigbasan, Guinbirayan, and Magsaysay. It is also endowed with chalk mine and marble.

Grassland. Seen as the municipality has a hilly topographical attribute, the abundance of grasslands can be widespread observed. Currently, Canyayo is known as an exporter of cogon grass to Boracay. Grasslands total to 792.429 hectares wherein some are used as pasture lands for remnants.

Infrastructure. Sea port and road networks constitute the infrastructure use which is estimated at an aggregate area of 40.3102 hectares. Road width ranges from 3 to 15 meters for interior and major roads (provincial roads), respectively. 22.17 hectare or 55 percent of the roads is concrete while the remaining is earth surface. The presence of a circumferential road that connects all the barangay is a strength of the municipality but the condition of the road is in poor.

INLAND WATER USE

- Swamp/Wetland. Located in Barangays Mat-I, Canyayo, Pandan, Poblacion, Agmanic, and Magsaysay, swamps/wetlands have a total area of 81.5475 hectares.
- Rivers and Creeks. According to the cadastral map, there are five rivers in the municipality, namely, Pandan River, Catolog River, Atic River, Danao Sur River, and Guinbirayan River. Creeks, on the other hand are Capdang Creek, Bulucawe Creek, Guintigbasan Creek, Manhac Creek, and Binaluca Creek. Water networks within the residential areas, however, are limited to agricultural purposes due to its quality. Water in the upland portion are sometimes used for swimming and drinking based from the actual use of the constituents.
- Mangroves. Area for mangrove is continuously expanding, although some parts are encroached with residential areas, due to the rehabilitation program promoted in the municipality with assistance from DENR especially on areas that are prone to tsunami. Barangays with a mitigating measure in the form of mangroves are Magsaysay and Tabugon. Currently, the total area of mangrove is 58.2583 hectares where the activity of mari-culture is planned to be integrated.
- Fishponds. Nine of the 11 barangays have fishponds with an accumulated area of 62.2715 hectares. However, conversion of fishponds into urban uses such as residential areas due to being inoperative has increased from year 2014.

STRUCTURE PLAN

To identify the hierarchy of barangays in terms of economic, infrastructure, and social functions, an inventory of various facilities in every barangay was undertaken for scalogram analysis. The result shows primacy of Poblacion followed by Guinbirayan, and Tabugon. This helped in conceptualizing the structure plan for the municipality of Santa Fe. Among the different functions which were considered in scalogram analysis are education facilities (primary to tertiary schools), health, police and fire protection stations, drugstore, cemetery, church, market, and other commercial functions.

- **Major Growth Center**

Centrality indices derived from scalogram analysis revealed that Barangay Poblacion holds a lot of potential for growth since it is where the headquarters of the local government is situated. Growth of commercial establishments followed that makes it the heart of commerce and trade for the entire municipality. Facilities that are exclusive in the municipality include the municipal hall, the municipal police station, the only rural health unit, and a university. Essential infrastructures relevant to economic growth are also present in this barangay such as banking institutions, financial intermediaries, sea port, public market, recreational facilities, and tourism establishments such as restaurants and boarding houses.

Expansion areas with proximity to Poblacion proper directs southward to Magsaysay and Pandan.

- **Secondary Growth Node**

Guinbirayan ranks next to Poblacion in terms of providing social and economic services. As an urban barangay, it was also perceived as the fastest growing barangay in the municipality capacitated to deliver more than the basic daily requirements of the local community aside from Poblacion.

Social services that are present in Guinbirayan includes primary and secondary schools, churches, market, health center, sub-police station, cemetery, post-harvest facilities, resort, barangay hall, water station, covered court, and a communication tower. Evidently, it can cater to the needs of people living in adjacent barangays such as Danao Norte, Danao Sur, and Guintigbasan.

- **Rural Growth Node**

Among the rural barangays, Tabugon poses highest potential for rural growth. It's slowly advancing economic status evidenced with the presence of vital infrastructures such as covered court, two primary schools and a secondary school, and commercial establishments. Among the rural barangays, what contributed to the advancement of Tabugon is the presence of a secondary school which is only available in four barangays.

- **Production Areas**

All the barangays contributed to sustaining food production in the locality. Crops are produced and present in all barangays.

- Marine products are harvested in all barangays. Leading barangays in fishing industry are Tabugon, Guinbirayan, Agmanic, and Canyayo.
- Palay/Rice is largely produced in Magsaysay, Danao Sur, Agmanic, and Guinbirayan.
- Banana production mostly comes from Barangay Tabugon and Agmanic but is planted in all barangays.
- Coconut and rootcrops are harvested in all barangays but leading suppliers are Barangay Magsaysay and Danao Norte.
- Most of the corn are harvested in Barangay Mati and Danao Norte
- Mangoes are usually harvested in Barangay Mat-I and Magsaysay
- Production of livestock and poultry takes place in all barangays but the leading producers are Danao Norte, Magsaysay, and Agmanic.

- **Tourism Development Areas**

The natural wonders within the jurisdiction of Santa Fe are not only meant to be admired but to be responsively developed as well. To develop systematic tourism activity in the

municipality, different tourism-related infrastructures shall be constructed near the identified tourism sites.

- Construction of ports in Agmanic, Tabugon, and Danao Norte for passenger boats transporting tourists
- Establishment of roads from Agmanic to Tabugon, from Tablas Point to Lictinon beach leading to eco-park, with biking and trekking lane
- Improvement and opening of road from Magsaysay going to *Sitio* Capdang
- Improvement of road from *Sitio* Campong to By the Sea Resort
- Establishment of trail in Danao Norte going to Guintigbasan for trekking
- Opening of Road from Provincial road to Sabang Cove Port
- Rehabilitation of provincial roads going to Memorial Park connected to an eco-park in Agmanic-Tabugon boundary
- Establishment of aqua-silvi culture and eco-park in Poblacion
- Parks and Open space development in Poblacion

White beaches in its natural state lie along the coastlines of Canyayo, Agmanic, Tabugon, Guinbirayan, and Danao Norte while underwater paradise can be found at Barangays Agmanic, Canyayo, Tabugon, Guinbirayan, and Guintigbasan. Different activities offered by these sites include snorkeling, diving, swimming, kayaking, and others. In addition, an inland body of saltwater locally called as "*Tinagong Dagat*" can be found in Agmanic conducive for water sports such as wakeboarding and the likes.

Other tourism sites are also identified in Agmanic, Tabugon, Magsaysay, Danao Norte, and Mt. Calatong in Guintigbasan. These areas shall provide upland adventures like biking, trekking, and camping as well as cultural visits to the mystical Mount Calatong.

• **Conservation and Protection**

Sustainable development by definition is utilizing available resources without compromising the future generation. For development and nature to co-exist, it calls for actions that will safeguard the preservation of certain natural resources. Some of these resources are essential to human survival and can even serve as fuel towards advancing to the desired economic growth. In order to meet the desired level of water supply for drinking, domestic, and irrigation purposes, Mount Calatong will be declared as natural reservoir. The area should be maintained and reforested to ascertain non-occurrence of cases such as depletion or permanent dry-up of water source. The same scenario applies to bodies of surface water like rivers and creeks wherein attention is required to avoid contamination and siltation.

Technically, marine products derived from the municipal water is dependent on the size of mangrove cover providing shelter and breeding grounds for fingerlings as well as feeding sites for many commercially important fish species (mullet, tilapia, eel, and especially milkfish), shrimps, prawns, mollusks, crabs, and sea cucumbers). Different mangroves species are sporadically grown along the coastal barangays including marsh and swamps. Presently, the Department of Environment and Natural Resources is now on the process of rehabilitating the mangrove areas.

The only established marine protected area is located at Charles Islet in Cabangahan Island which serves as spawning area for different marine species. The Municipal Fisheries and Aquatic Resource Management Council (MFARMC) and Bantay Dagat is doing its best to maintain and protect this valuable resource. It has a total area of 225 hectares which surrounds the islet. Three other fish cages present in the municipality are located in Pandan, Danao Norte and Mat-i which are monitored by RSU, SAMKUTSA and LGU, respectively.

To cope with the growing need of the populace and capture a portion of the market share in terms of agricultural products, aggressive and modern methods must be employed to increase food production. Although at present, produce coming from all barangays contribute to the aggregate volume of 81.64 metric tons (*Municipal Agricultural Records*), it does not imply that measures should not be undertaken to maximize the use of agricultural lands. For instance, there is an identified area estimated at about 500 hectares feasible for planting upland rice, cassava, banana, corn and vegetables. These resources haven't been tapped for the past years and sat idly for quite a long time thereby forfeiting its value. The existing benefits derived from agricultural lands can dramatically increase if maximized to its full potential through the provision of certified seeds, rehabilitation and provision of additional irrigation system, micro-financing, provision of pre/post-harvest facilities and construction/rehabilitation of farm-to-market roads. In addition, strategic marketing scheme must be put in place to compete in the local market.

Another area that deserves a second look is seaweeds farming. With the possible side effects brought about by the use of synthetic materials, the manufacturing of products using natural ingredients has taken its leap. This resulted to the sudden demand for dried seaweeds necessary in the manufacturing of beauty products and other forms of food items. With the abundance of sea water, technically surrounding most parts of the municipality, seaweeds farming is definitely an opportunity which should not be passed on. Taking into account the ease of growing seaweeds which only requires a minimal capitalization coupled with the help of the natural environment, residents can easily shift to this kind of business venture. In order to excel in this field, all it requires is the provision of technical assistance, proper identification of marine areas suitable for this kind of vegetation, and establishment of linkages for marketing purposes. It also requires strengthening of laws governing this activity specifically the delineation of boundaries for seaweeds farming. Areas considered fit for this agricultural prospect lies along the coastline of Agmanic, Canyayo, Danao Norte, Guinbirayan, Guintigbasan, Magsaysay, Poblacion, and Tabugon.

• **Proposed and On-going Major Infrastructure Projects**

Road Improvement

- Road Opening and Improvement in Sitio Maambong to Sitio Capdang, Agmanic
- Proposed Road Opening from Agmanic barangay road to proposed Sea Port in Sitio Torrel
- Proposed 1.01485-hectare road opening in Sitio Mandaragat, Danao Norte

- Road improvement of the Mat-I to Campong access road in Sitio Tabuk, Mat-i
- Road improvement in Pandan to Sitio Campong (Canyayo)
- Proposed 0.40 kilometer road opening in Sitio Proper, Poblacion
- Proposed 4.55 kilometers road in Sitio Bayanihan, Danao Norte (Hacienda-Malaya)
- Proposed road improvement from Cambiao to Sabang with an aggregated length of 1.38 kilometers, Danao Norte
- Proposed 1.85 kilometer road improvement in Sitio Calatong, Guintigbasan
- Proposed road improvement to Kalam-kalam beach in Sitio Hinaklupan, Magsaysay
- Proposed road improvement of Kapinayan Road and road opening in Sitio Guinda, Pandan
- Proposed road improvement of the Cahawagan road in Tabugon
- Proposed road opening from Provincial Road to Sitio Bunga, Danao Norte

Hazard Mitigation Measures

- Proposed 0.44 kilometer break water in Sitio Punta, Canyayo
- Rehabilitation of drainage system in Poblacion and Guinbirayan.
- Construction of sea wall in Sabang Cove, Danao Norte

Socialized Housing Development

- Construction of a 2.62 hectare Socialized Housing at Sitio Barusbos, Poblacion

Agri and Eco-tourism Projects

- Development of demo farms in Guinbirayan, Magsaysay, Danao Norte, and Danao Sur
- Development of fish sanctuary in Cabangahan Island in Guinbirayan
- Development of pearl farm in Tabun-ac, Guintigbasan
- Development of eco-park in Agmanic-Tabugon, Danao Norte, Magsaysay, and Guintigbasan

DEMAND AND SUPPLY ANALYSIS

SUPPLY ANALYSIS

In identifying the total areas suitable for urban development, numerous policies pertaining to land uses should be considered. Hereunder are the significant laws and policies applicable to Santa Fe. In compliance therewith and in principle the following areas should not be allocated for urban development.

1. **RA 10121 (Disaster Risk Reduction and Management).** Integrating the Climate and Disaster Risk Assessment (CDRA) to local plans will help devise necessary measures to mitigate impact. Using the Geographic Information System (GIS) method, the total land area of Santa Fe based in google earth satellite image 2015 was computed at 6,426.40 hectares. The MGB geo-hazard data revealed that the following are basically not suitable for urban development due to its susceptibility to landslide, flooding and tsunami.
 - LANDSLIDE SUSCEPTIBILITY. Approximately 984.75363 hectares is highly susceptible; 1,894.76145 hectares is moderately susceptible and 3,372.87565 hectares is low susceptible to landslide.
 - FLOOD SUSCEPTABILITY. With regards to flooding, about 336.28811 hectares was identified to be highly susceptible, 99.13922 hectares was moderately susceptible and 48.01436 hectares has low susceptibility
 - TSUNAMI SUSCEPTIBILITY. About 347 hectares of land area is prone to tsunami.
2. **Development and Management of Mangrove Resources or DAO 15-90.** All windbreaker and coastal protection, fish habitat mangrove and mangrove resource must be protected and shall not be utilized for economic gain and/or any other purpose except for its natural purpose, and breeding ground and ecological balance. Based from the existing land use, there are 58.258265 hectares of mangrove ecosystem in the municipality.
3. **The Revised Forestry Code of PD no. 705.** All areas having a slope of 18% and above shall be non-alienable and disposable land and shall not be subject to land titling and ownership. The slope map provided by the BSWM shows that 18% and above slope covered 4,686.87539 hectares but due to the scarcity of land when overlaid, only the Mount Calatong will be protected and used for water reservoir.
4. **Philippine Water Code or PD 1067.** Inland waters that include rivers, creeks, nipa/swamp areas, mangroves and fishponds shall be deducted from suitable urban expansion area. Santa Fe has accounted a total 230.598119 hectares which falls under this category.
5. **Agricultural Fishery and Modernization Act and AO 20 or RA 8435.** It mandated all local government units to protect all productive agricultural lands from reclassification and conversion specifically those areas with irrigation and areas which are irrigable.

As per AFMA, 55.396801 hectares should be accounted protected/irrigated production areas which are intended for food production. The same area shall not be subjected to reclassification or conversion of agricultural lands into non-agricultural uses.

6. **Existing Settlement Area.** These areas are already occupied by structures for various purposes, therefore should not be considered as expansion area for new development. Urban areas of the municipality based on existing land use are 128.30337 hectares.

Land use accounting of the available supply ideally suitable for urban development shows that approximately hectares are suitable for future development (irrigated rice fields are also excluded). Area distribution by barangay and the location are identified in suitable land for future urban development map.

Table 19 - Area Available for Development

Barangay	Total Land Area (hectares)	Available Area for Development (Hectares)
Agmanic	599.01348	426.034
Canyayo	453.3705	380.2819
Danao Norte	883.62288	194.0155
Danao Sur	192.31759	121.3628
Guinbirayan	467.6166	201.3489
Barangay	Total Land Area (hectares)	Available Area for Development (Hectares)
Guintigbasan	481.51001	50.21093
Magsaysay	998.9829	507.2062
Mat-i	884.3496	593.736
Pandan	711.75294	426.18
Poblacion	372.57745	246.4442
Tabugon	388.6199	311.192
Total		3,458.01

Demand Analysis

Based on future development direction, current development trend and existing situation in Santa Fe, it is crucial that the demand analysis should not focus on urban requirement only considering the demand for water and the fast deterioration of water resources. Thus, the protection area which plays vital role in the supply of resources to support urban development was integrated in the demand analysis.

RESIDENTIAL AREA: About 558 households are due for relocation considering the hazard on flood risk map. These households, identified by the TWG as the most vulnerable among all the barangays that are moderate at risk, resides at Barangay Poblacion and Pandan. However, with good infrastructure intervention the site development strategy may be effective.

Considering the above list and a minimum lot size of 24 square meters per household, approximately 1.3 hectares is required to relocate the 558 households into low risk area. Whereas, additional residential area required due to increase in population

was computed using an average lot size per household in each barangay. Taking into account additional households of 1,540 by 2028, the additional residential area of 1.145316 hectares is needed. Barangay Canyayo, Danao Norte, Danao Sur, and Pandan, on the other hand will decrease in population in 2018.

Below is the table showing the need for residential area per barangay due to increase in population.

Table 20 - Additional Residential Areas per Barangay Due to Increase in Population

Barangay	Population increase by 2018	Area (ha)
Agmanic	92	0.602875
Guinbirayan	36	0.108288
Guintigbasan	273	0.0824
Magsaysay	92	0.058045
Mat-i	57	0.173533
Poblacion	460	0.077341
Tabugon	530	0.042833

PARKS, OPEN SPACE AND RECREATION AREA: Though the municipality of Santa Fe already has recreational area, it is projected that these areas would not be enough in the future considering the increasing population trend. Using the standard ratio of 500 square meters/1000 population, the municipality is expected to provide at least 0.8672 hectares for parks and open space. In addition to that, the 20 meters on both sides of all the river system traversing agricultural and 3 meters of the same traversing urban areas shall be used either as functional open space or protection buffer. The latter also serves as adaptation measures to reduce riverbanks erosion that widens the river waterways in anticipation of increase in surface run-off due to increase in precipitation brought by climate change.

PUBLIC CEMETERY: Current situation indicates demand for the expansion of the existing municipal public cemetery in Poblacion. Considering the trend in number of deaths and the minimum plot size of 1.0 meter by 2.44 meters, the municipality needs less than 0.021541 hectare. However, it is best that the future public cemetery will comply with the standard design requiring bigger space. For long term use and reasonable design, at least one hectare should be allocated for the expansion of the existing municipal public cemeteries if developing new one will be challenging.

INSTITUTIONAL AREA: Due to physical constraint, congestion is anticipated in Agmanic in the succeeding years when expected tourism development starts to take-off. The current development phase as perceived relative to tourism development entails more spacious vicinity for institutional use to better serve the general public. A minimum additional one hectare for government center is recommended not only for better public service but in order to decongest the Poblacion proper by redirecting urban growth by creating new development site.

EVACUATION CENTER: Based on a study conducted by Gagnon, et. Al (2007) for the establishment of emergency evacuation shelters, short term evacuation should have a capacity of 6 sq.m. per person. This will be used for computing the area requirement for evacuation center until concerned agency releases guidelines for establishing the same. Considering the total number of vulnerable population, the LGU needs to provide at least five hectares for permanent evacuation center. This intends to prevent disruption of classes when temporary evacuation is necessary. This is also to comply with the Section 4 of RA 10821 requiring all LGUs to provide evacuation center.

SANITARY WASTE DISPOSAL: Despite existence of RA 9003, the municipality cannot implement site development for sanitary waste disposal due to absence of suitable and permanent area for such purpose. Municipality of Santa Fe intends to provide sanitary waste disposal site to comply with RA 9003 and to uphold health protection. Considering the no. of population, waste generation, and waste disposal facilities, the municipality is expected to allocate at least 0.82263 hectare for residential but for other waste contingency, a minimum of one hectare will be required.

PROPOSED LAND USES

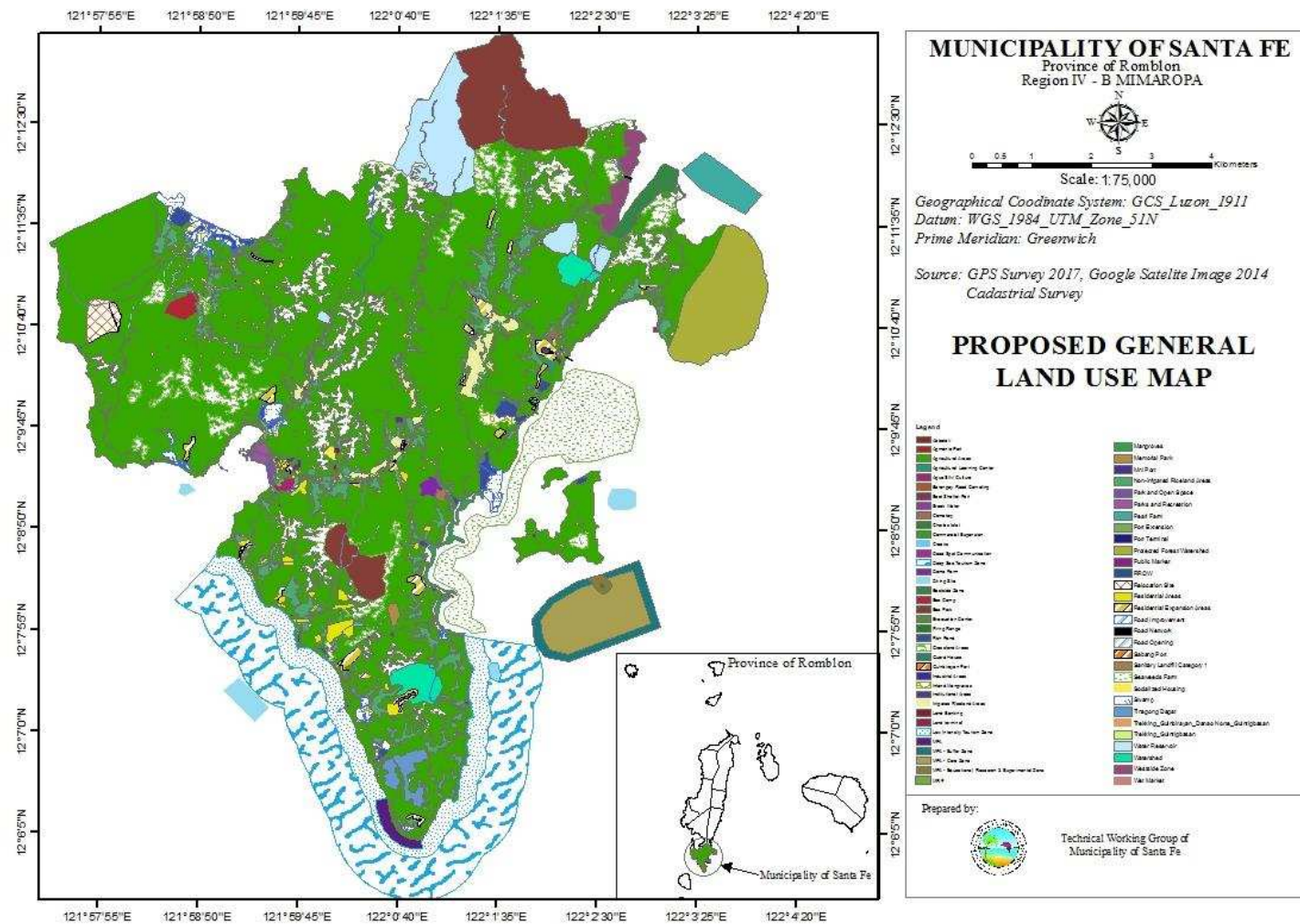


Figure 5. Proposed Land Uses

The inventory of existing urban land uses in Santa Fe shows dominance of a traditional land uses which may be generally categorized into residential, commercial, institutional, and infrastructure. Future land uses will practically require for the same category but shall create contiguous development in some areas. Basically, the following assumptions will influence future land use pattern as well as the general urban growth, thus, considered as the fundamental guide in allocating future land uses:

- Population growth will tend to locate along the provincial road traversing the municipality;
- Power supply, potable water, accessibility to basic social services and telecommunications services will be the basic consideration to create urban growth;
- Convergence areas will tend to develop into growth nodes;
- Tourism industry will impact on development of Agmanic, Tabugon, Guinbirayan, and Guintigbasan within the planning period, however, major economic leap is yet expected;
- Inherent economic value of natural environment will be enhanced by local actions related to protection and conservation; and
- Agriculture will remain as the backbone of the local economy.

With regards to determining the site location for settlement development and other urban related activities the following were considered as the general site criteria:

- Available land supply;
- Free from hazard specially flooding, landslide and erosion;
- Not located within the prime agricultural areas; With access to basic goods and services;
- Within the anticipated development path; and
- With safe and convenient access

Designated Growth Areas

Based from the land supply analysis, barangays with abundant land area suitable for development are Guinbirayan, Tabugon, Magsaysay, and Agmanic. However, the LGU chose to retain Poblacion as the major growth center of the municipality. Thus, major urban development will be directed in three development areas namely Poblacion, Guinbirayan, and Tabugon. Due to the low growth rate of the municipality, the TWG intended to focus the municipality's development in line with the regional development role – agriculture and tourism for the next ten years.

POBLACION: Based from the hazard susceptibility maps released by MGB and PhilVolcs, Poblacion is prone to flood and landslide. However, Climate and Disaster Risk Assessment result indicated that areas exposed to flooding in Poblacion are moderate at risk while areas susceptible to landslide have low to moderate risk. CDRA shows that despite risk to multiple hazards, Poblacion is still the best option to be the major growth center, having the highest centrality index. The following were identified as major development driver

requiring ample space in Barangay Poblacion. The low demand due to low population growth rate makes Poblacion still inevitable for urban development.

- A total area of 5.794201 hectares shall be allotted for residential expansion which are located in Sitio Proper, Sitio Barusbos, and Sitio Tipolo.
- A socialized housing will be constructed in Sitio Barusbos with an area of 2.62 hectares.
- Reclamation of 10.04 hectares will be used for parks and open space (7.05 hectares), space for sports and recreation (2.95 hectares), and a wet market (0.04 hectares) shared with Barangay Pandan.
- Development of a 1.05 hectare park and open space in Sitio Proper shared with Barangay Pandan in Sitio Baybay.
- Expansion of the existing public cemetery in Sitio Tabuk into 0.74 hectares.
- Development of the swamp in Sitio Proper into an aqua silvi-culture and eco-park in coordination with the Romblon State University with a total area of 5.21 hectares.
- Proposed a road opening with a length of 0.29 hectares in Sitio Proper
- Construction of an abattoir in Sitio Tabuk with an area of 0.22 hectares.
- Land banking 4.19 hectares in Sitio Barusbos for future developments.
- Proposed commercial expansion with an area or 1.40 hectares in Sitio
- Proposed institutional expansion area of 1.95 hectares in Sitio
- Proposed 0.02-hectare Material Recovery Facility in Sitio
- All other existing land uses in urban core shall be maintained with proper regulation.

GUINBIRAYAN: As an urban barangay, urban development is expected to sprawl in Guinbirayan as the demand of the constituents from the barangay and its adjacent barangays such as Danao Norte, Danao Sur, and Guintigbasan increases. Presence of a detached island which is the Puro or Cabangahan Island is a factor which should be considered in the development of the barangay. Hazard exposure denotes that Guinbirayan has a large area suitable for urban development with its moderate risk to flood and low risk to landslide areas.

Guinbirayan is also a leading production area of rice and seaweeds. To maximize the barangay's potential, an organic agricultural learning center will be developed in Purok Pag-asa with an area of 2.35 hectares. This will be coordinated with TESDA and the Agricultural Training Institute. Currently, Guinbirayan ranks second next to Tabugon in seaweed farming. Activity of seaweed farming will retain in a designated area of 314.76 hectares which stretches to Magsaysay and Tabugon.

Residential expansions are also proposed within Sitio Bagong Buhay and Sitio Pag-asa with a total land area of 13.94 hectares. Expansion of the public cemetery in Sitio Taging Ilog to 1.98 hectares is also proposed that will service Danao Sur, Danao Norte, and Guintigbasan.

A natural water reservoir with an area of 0.53 hectare is proposed in Sitio Taging Ilog which will be used for domestic and irrigation purposes. Construction of a port in Sitio Taging Ilog will be used as an alternative berthing place during *habagat*.

TABUGON: Due to its geographical location, Tabugon is prone to flood, landslide, and tsunami. However, considering the extent affected by hazards and the areas for protection, Tabugon, still, has ample area suitable for development. This barangay is most prominent for seaweed farming which will still be developed in the coastal areas of the barangay.

Having the second highest growth rate among the barangays, Tabugon is perceived to increase corresponding social demands in the future. A total of 10.07 hectares will be allotted for residential expansion in Sitio Liwayway, Masikap, and Mangingisda. A building for senior high school is also proposed in Sitio Masikap with an area of 0.06 hectares.

A memorial park and a water reservoir shared with Barangay Agmanic is proposed with an area of 3.49 and 17.40 hectares, respectively. Bypassing the water reservoir is a 0.10 hectare proposed road within Sitio Masikap and Sitio Mangingisda.

A demo farm is also proposed in Sitio Masikap with an area of 0.01 hectare which is expected to cater national trainings and attract tourism. Development of the *Tinagong Dagat* into an area for sports and recreation is proposed with an area of 0.705 hectare which will also help in tourism activities shared with Barangay Agmanic. Moreover, a beach area dedicated for tourism will also be developed with an area of 0.03 hectares. To accommodate tourist visits, a mini port is proposed in Sitio Liwayway with an area of 0.00027 hectare.

Tourism Growth Area

Agmanic. This barangay is considered as the tourism gateway of the municipality. Tourism development will largely locate in Barangay Agmanic bringing huge economic impact affecting its land uses. Agmanic will locate its tourist areas along Tablas Strait, in Sitio Capdang, Sitio Bulucawe and Sitio Cabalian, and along its boundary with Tabugon. Establishing a 0.231-hectare port and terminal with tourism information center is one of the major tourism development plans in this barangay. The plan is to have areas for souvenir shops and parking spaces enough to accommodate tourists coming in and out of Santa Fe. There will also be road development along G. Rufon Street and from Magsaysay going to Sitio Capdang, and development of tourism-related establishments with land area of 0.5554 hectare.

An inland body of water located in Sitio Cabalian, locally known as *Tinagong Dagat*, will be developed as a recreation site conducive for water sports such as wakeboarding, boating, and kayaking. The proposed improvements include road construction to make the access easy. The area of this recreation site is 32.33 hectares.

An ecopark will also be established with a land area of 66.98 hectares. It shall feature activities like horse-back riding, and zip line among others. The ecopark shall be surrounded by (pine) trees and shall serve as a mini forest located along the boundaries of Agmanic and Tabugon, from Tablas Point to Lictenon beach. Another sports and recreation facility will also be established near the boundaries of Agmanic and Magsaysay. A road opening to be established near this facility may be developed for tourism, connected to the eco-park wherein bicycle and trekking lanes will be established as well.

A memorial park along Agmanic and Tabugon boundary, along the terrains of Sitio Cambiao and Sabang, will also be established. The land area is approximately five (5) hectares and the access roads going to the memorial park shall be constructed and the provincial road shall be rehabilitated, connecting to the ecopark. There is also a proposed residential expansion in Sitio Capdang and Sitio Bulucawe with an area of 16.07 hectares.

Danao Norte. Tourism development shall also take place in Barangay Danao Norte. The proposed tourism sites include an ecopark in Sitio Bayanihan more known to locals as Hacienda. The plan is to establish a road opening for trekking and biking wherein the trail shall end in Barangay Guintigbasan. The activities in the ecopark shall also include horseback-riding, nature-viewing, camping, ATV and cable car, and zip line connected to Mt. Calatong in Barangay Guintigbasan. A viewing deck shall be constructed on top of the hills to provide a better 360-degree view of Panay Island, Carabao Island, Sibuyan Island, Romblon Island, Alcantara, and Guintigbasan bay. A port will also be constructed in Sabang Cove, between Danao Norte and Guintigbasan. This not only intends to provide convenience to tourists but also provides safe docking area and/or temporary shelter for pump boats during *Habagat* season. The plan also includes putting up a floating restaurant near the RSU fish cage in this cove.

A demo farm also exists in Sitio Progreso which shall feature tourism activities like farm tour and demonstration of organic farming. The tourism development in Danao Norte should be low-impact to protect the three (3) natural reservoirs located in the barangay.

Guintigbasan. The proposed tourism development in barangay Guintigbasan should maintain a low-impact development since the place is believed by locals to be home of mystical creatures, therefore, being naturally protected. The proposed tourism activities in Mount Calatong include trekking from Guinbirayan to the ecopark in Danao Norte ending in Guintigbasan, thus, trail from these barangays shall be established for that purpose. Tourists shall be accompanied or guided by locals of the barangay because performing rituals before entering the area has been part of their culture. There will also be a zip line connected from the ecopark in Danao Norte to Mount Calatong, over Sabang Cove. Camping site in Calatong must also be established for tourists who wish to stay overnight in the mountain. This tourism site will be named "Enchanted Mountain of Calatong".

In addition, tourism development includes a Pearl Farm located in Tabun-ac Bay Guintigbasan Bay near Sabang cove. The pearl farm aims to culture oysters, mussels, and clams.

Table 21 - List of Proposed Land Uses per Barangay

	<u>Proposed Land Utilization</u>
CANYAYO	▪ Proposed residential expansion of 3.76 hectares in Sitio Punta
	▪ Proposed 0.005762 kilometer break water in Sitio Punta
	▪ Proposed 31.22 hectares relocation site in Sitio Campong
	▪ Proposed RROW in Sitio Campong
	▪ Proposed 119.86 hectares tourism estate shared area with Mat-i

	<ul style="list-style-type: none"> Proposed Mat-I – Campong – By the Sea Resort access road
DANAO NORTE	<ul style="list-style-type: none"> Proposed 264.63 hectares Eco-park in Sitio Bayanihan
	<ul style="list-style-type: none"> Proposed 4.55 kilometers road opening in Sitio Bayanihan
	<ul style="list-style-type: none"> Proposed 1.01 hectare road opening in Sitio Mandaragat
	<ul style="list-style-type: none"> Proposed Sabang port with 0.034 hectare in Sitio Mandaragat
	<ul style="list-style-type: none"> Proposed residential expansion of 3.30 hectares in Sitio Bayanihan and Progreso
	<ul style="list-style-type: none"> Proposed water reservoirs in Sitio Progreso and Sitio Mandaragat with a total area of 32.57 hectares
	<ul style="list-style-type: none"> Proposed road improvement from Cambiao to Sabang with an aggregated length of 1.38 kilometers
DANAO SUR	<ul style="list-style-type: none"> Proposed residential expansion in Sitio Ilaya, Centro, and Kaliwayan with a total area of 7.64 hectares
MAGSAYSAY	<ul style="list-style-type: none"> Proposed water reservoir in Sitio Palate with 172.25 hectares
	<ul style="list-style-type: none"> Proposed 2.95 hectare residential expansion area in Sitio Banderehan East, Banderehan West, and Maambong
<u>Barangays</u>	<u>Proposed Land Utilization</u>
	<ul style="list-style-type: none"> Proposed road opening and improvement from Maambong to Capdang with an aggregated length of 3.12 kilometers
	<ul style="list-style-type: none"> Proposed demo farm in Sitio Hinaklupan with a total area of 8.19 hectares
	<ul style="list-style-type: none"> Proposed Sanitary Landfill Category 1 in Sitio Hinaklupan with a total area of 2.57 hectares
	<ul style="list-style-type: none"> Proposed road improvement to Kalam-kalam beach in Sitio Hinaklupan
	<ul style="list-style-type: none"> Proposed sea weed farming area within the coast which contributed 34.7 hectares of the total 316 hectare proposed seaweed area
MAT-I	<ul style="list-style-type: none"> Proposed construction of the Mat-i- Campong- By the sea resort access road in Sitio Tabuk
	<ul style="list-style-type: none"> Proposed 163.94 hectares tourism estate in Sitio Tabuk shared with Canyayo
	<ul style="list-style-type: none"> Proposed 17.04 hectare eco camp in Sitio Bulagsong
	<ul style="list-style-type: none"> Proposed residential expansion in Sitio Centro with an area of 1.16 hectare
PANDAN	<ul style="list-style-type: none"> Proposed 4.47 residential expansion area in Sitio Libudon
	<ul style="list-style-type: none"> Proposed 2.12 hectares parks and open space shared with Poblacion in Sitio Baybay and a reclamation area of 0.48 hectares as an extension of the park and open space and a 0.20 hectare land terminal situated beside the Poblacion Port
	<ul style="list-style-type: none"> Proposed 0.000017 hectare land terminal
	<ul style="list-style-type: none"> Proposed road improvement/road opening of Kapinayan Road and road opening in Sitio Guinda
	<ul style="list-style-type: none"> Proposed Port Extension of 0.30 hectares
	<ul style="list-style-type: none"> Proposed water source in Sitio Guinda with an area of 3.20 hectares

Chapter 3 – EXISTING ROAD CONDITIONS AND PUBLIC TRANSPORT ROUTES

3.1. Existing Road Network and Traffic Conditions

The aggregated road length is 79.45 kilometers which is constituted of 38.60% provincial road, 3.41% municipal roads, and 57.99% barangay roads. There are two lanes per road network with a designed carriageway width of 8 meters for provincial roads, 6 meters for municipal roads and 4 meters for barangay roads. Provincial roads traverse all municipality except in Barangay Canyayo. The provincial road is composed of 55% concrete and 45% earth road. Municipal roads, on the other hand, are 100% concrete with a legal right of way of 10 meters but only 6 meters is left in actual which is the same for provincial roads. Most of the concrete part of barangay roads are in good condition. Concrete roads with poor condition are located in Guinbirayan and in Danao Norte with a total length of 1.99 kilometers. Due to impediment on transportation, especially during rainy seasons, earth surface roads are considered fair to poor in condition.

Table 22 - Inventory of Roads by System Classification and Type of Pavement, 2016

Roads By System Classification	Road Surface Type						Right of Way (km)	Total Length (km)
	Concrete			Earth				
	Km	%	C	Km	%	C		
PROVINCIAL ROAD	16.87	55	Good	13.80	45	Fair	6	30.67
MUNICIPAL ROAD	2.71	100	Good	-	-	-	6	2.71
Agmanic	2.33	35	Good	4.33	65	Fair	4	6.66
Canyayo	1.38	25	Good	4.13	75	Fair	4	5.51
Danao Norte	0.55	20	Poor	2.22	80	Poor	4	2.77
Danao Sur	2.58	85	Good	0.45	15	Fair	4	3.03
Guinbirayan	1.44	35	Poor	2.67	65	Fair	4	4.11
Guintigbasan	0.15	15	Good	0.86	85	Fair	4	1.01
Magsaysay	2.98	40	Good	4.47	60	Poor	4	7.45
Mat-I	0.84	35	Good	1.57	65	Poor	4	2.41
Pandan	2.33	55	Good	1.90	45	Fair	4	4.23
Poblacion	4.20	85	Good	0.74	15	Poor	4	4.94
Tabugon	2.37	60	Good	1.58	40	Poor	4	3.95
TOTAL								79.45

Source: Office of the Municipal Planning and Development/Google Earth via Arc GIS (2017)

There are 13 existing bridges in the municipality where 11 of these are concrete where in five are fair and five are in good condition. The only footbridge is made of timber which is located in Barangay Guinbirayan and is in fair condition. Pandan bridge, made up of steel, has the most torrential capacity with 15 tons among the bridges.

Table 23 - Inventory of Bridges by Location, Type, Capacity and Condition, Year 2016

Bridge Name	Location	Type	Road Capacity (Tons)	Physical Condition
Sitio Capdang Bridge	Agmanic	Concrete	5	Fair
Atic Bridge	Guinbirayan	Concrete	10	Fair
Danao Sur Bridge	Danao Sur	Concrete	5	Good
Santol Bridge	Danao Norte	Concrete	10	Good
Guinbirayan Bridge	Guinbirayan	Concrete	10	Good
Guba Footbridge	Guinbirayan	Timber	1	Fair
Magsaysay Bridge	Magsaysay	Concrete	10	Fair
Palati Bridge	Magsaysay	Concrete	10	Good
Pandan Bridge	Pandan	Steel/I-BEAM	15	Poor
Magsaysay-Pandan Bridge	Pandan	Concrete	10	Good
Sitio Longa-og Bridge	Poblacion	Concrete	10	Fair
Barusbos Bridge	Poblacion	Concrete	5	Good
Tabok Bridge	Poblacion	Concrete	5	Excellent

Source: Office of the Municipal Planning and Development

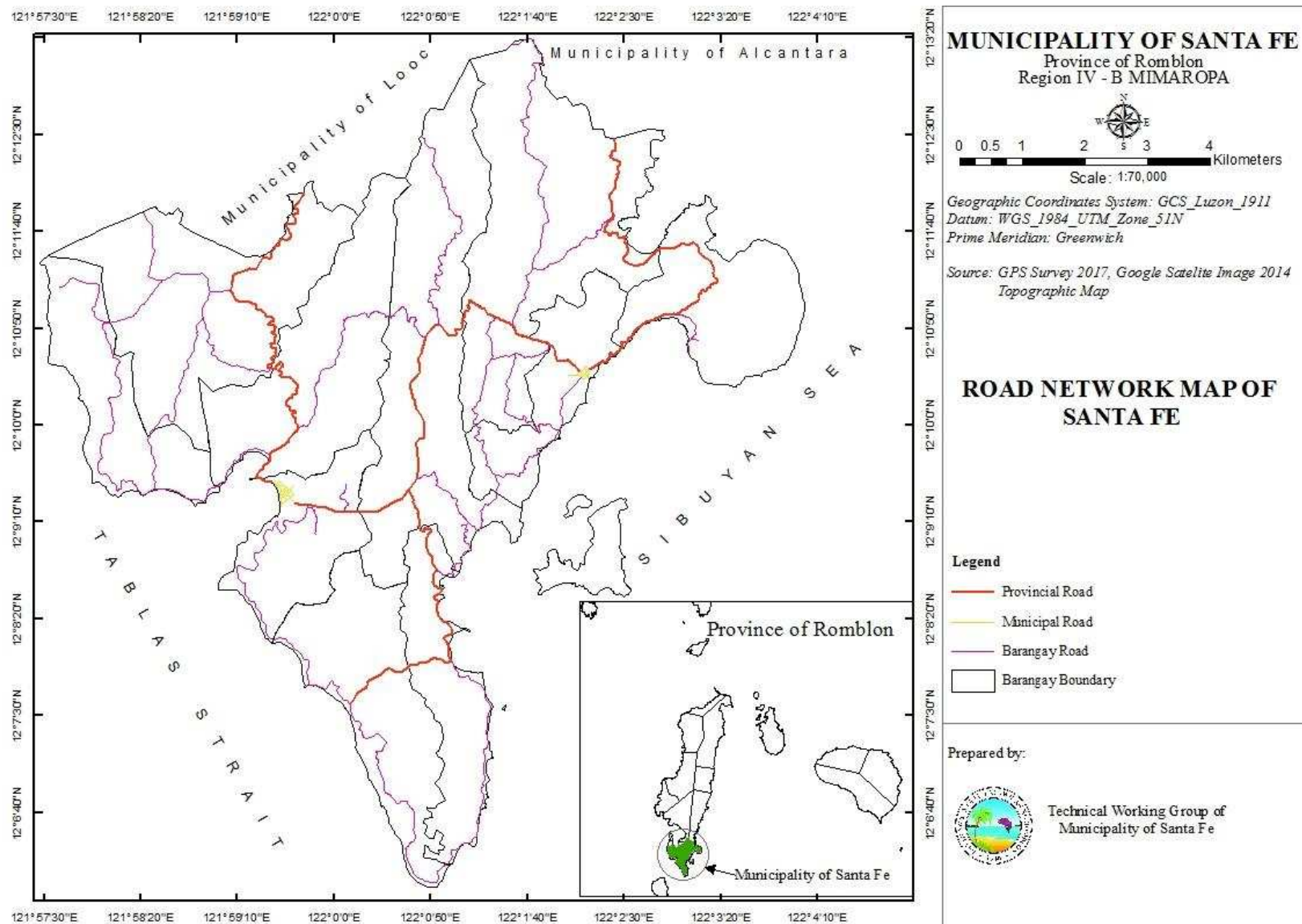


Figure 6. Road Network in the Municipality

3.2. Public Transport Routes and Operators

The main entry to the Island of Tablas is the Poctoy Port in the Municipality of Odiongan. There are two major shipping lines that transport goods and passengers from Batangas Port, namely, 2GO Travel and Montenegro Shipping Line. 2GO, via Saint John de Padua, departs from Batangas Port every Thursday and Sunday at 10:00 AM and docks at Poctoy Port 5:00 PM the same day; and every Monday at 9:00 PM and arrives at Odiongan by 4:00 AM the following day. Roro vessels of 2GO crosses the Batangas Gulf, Verde Island Passage, and Tablas Strait for seven hours while Montenegro Shipping lines travel approximately for nine hours departing from Batangas port by 5:00 PM every day and arrives at Odiongan the following day. From Poctoy Port, commuters will have to ride a public utility jeepney which can be found in the port terminal or in Odiongan land Terminal in Dapawan, about 10 minutes away from the sea port via tricycle.

Santa Fe is about 45 kilometers via Limon Road and 40 kilometers via Malilico away from Odiongan Proper which takes approximately two hours of travel time passing through the Municipalities of Alcantara and Looc via public utility vehicle. However, a private car or motorcycle can reach Odiongan in an hour.

For inter-provincial destination, a sea port in San Agustin accommodates small sea vessels. From Romblon, Romblon, the M/V Maria Querubin sails daily at 1:00 PM and docks in San Agustin Port at 2:00 PM. From Sibuyan, people have to ride another ferry from Romblon, Romblon.

For air transport, Cebu Pacific Airlines is the only airline that transports from Manila to Tablas Island landing at Tugdan port in the Municipality of Alcantara. It leaves every Monday, Wednesday, Friday, and Sunday at 12:05 PM and arrives at 1:20 PM. On Tuesdays and Saturdays, the plane leaves at 8:30 AM and every Thursday leaves at 7:55 AM. Aside from the identified route, the municipality is also very accessible through pump boats since 10 of its barangays are coastal areas. There is also a port in the municipality which caters pumpboats from Caticlan, Boracay, and San Jose.

Table 24 - Municipal Accessibility

Route	Means of Transportation	Travel Time
Tugdan, Alcantara-Santa Fe	Motorcycle	1 hours
Tugdan, Alcantara- Looc	PUJ	20 minutes
Looc- Santa Fe	PUJ	45 minutes
San Agustin –Looc	PUJ	2 hours
Odiongan-Santa Fe	PUJ/Mini Bus/Van/Motorcycle	1.5 hours

Currently, as per record of LTFRB, the municipality has five franchised PUVs (4 PUJs, 1 Mini-bus) plying in the municipality with inter-municipal routes, however, these PUVs have no authorized intra-municipal routes and no existing transport terminals. Please refer to *Annex IV for PUVs with franchised Inter-municipal operation*. Likewise, there are no authorized tricycle, trisikad, padyak, pedicab and horsedrawn plying as public transportation in municipality, but there are tricycles used for private purposes only. All existing intra-municipal routes in Santa Fe, Romblon are not authorized, however, Guinbirayan to Mat-I

and Poblacion to Mat-I routes are being passed through by PUVs having Odiongan Pier to Guinbirayan via Looc, Odiongan pier to Sta. Fe via Looc and Odiongan to Sta Fe via Looc franchise. Please refer to *Table 27- Existing Intra-municipal Routes (PUV) and Its Number of Units*, for the list of non-franchised intra-municipality routes.

Table 25 - Inventory of Public Transport Vehicles by Mode and Service Routes, 2016

Type of Public Utility Vehicle	Total No.	Seating Capacity	Frequency of Service/Trips	Route	Travel Time	No. of registered vehicle
Mini Bus	2	35-40 passengers	Once a day	Santa Fe- Odiongan	2 hours	0
Jeepney	14	22-26 passengers	Once a day	Santa Fe- Odiongan	2 hours	3
Van	2	16 passengers	Once a day	Santa Fe- Odiongan	2 hours	0
Passenger Boat	5	20-30 passengers	One Pump boat/day (depends on Schedule)	Santa Fe- Boracay,	1 hour	2
	4	45-55 passengers		Santa Fe - Caticlan,	1 hour	
	3	40-45 passengers		Santa Fe- San Jose	30 minutes	

Source: Office of the Municipal Planning and Development

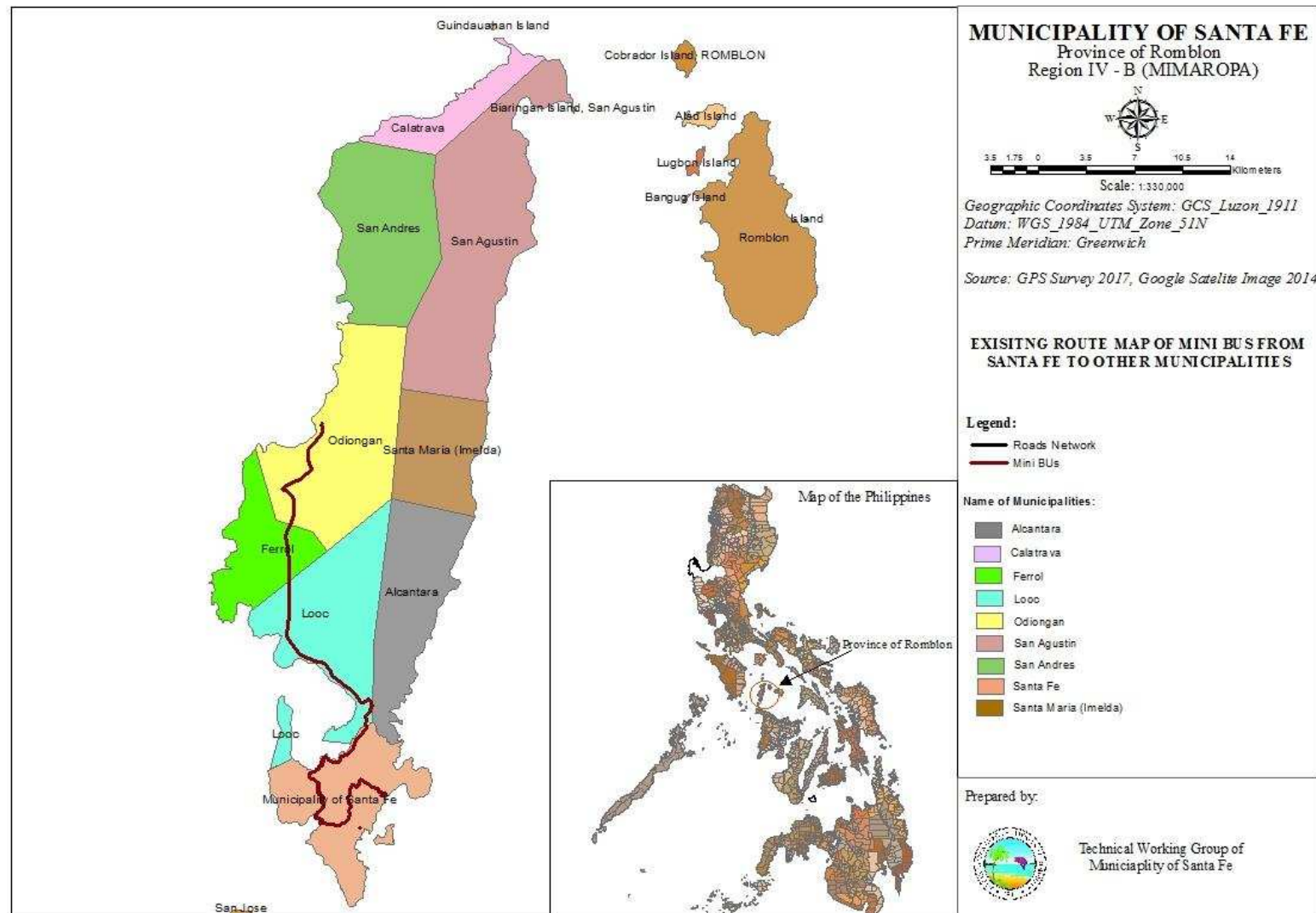


Figure 7. Existing Route of Minibus from Santa Fe to other Municipalities

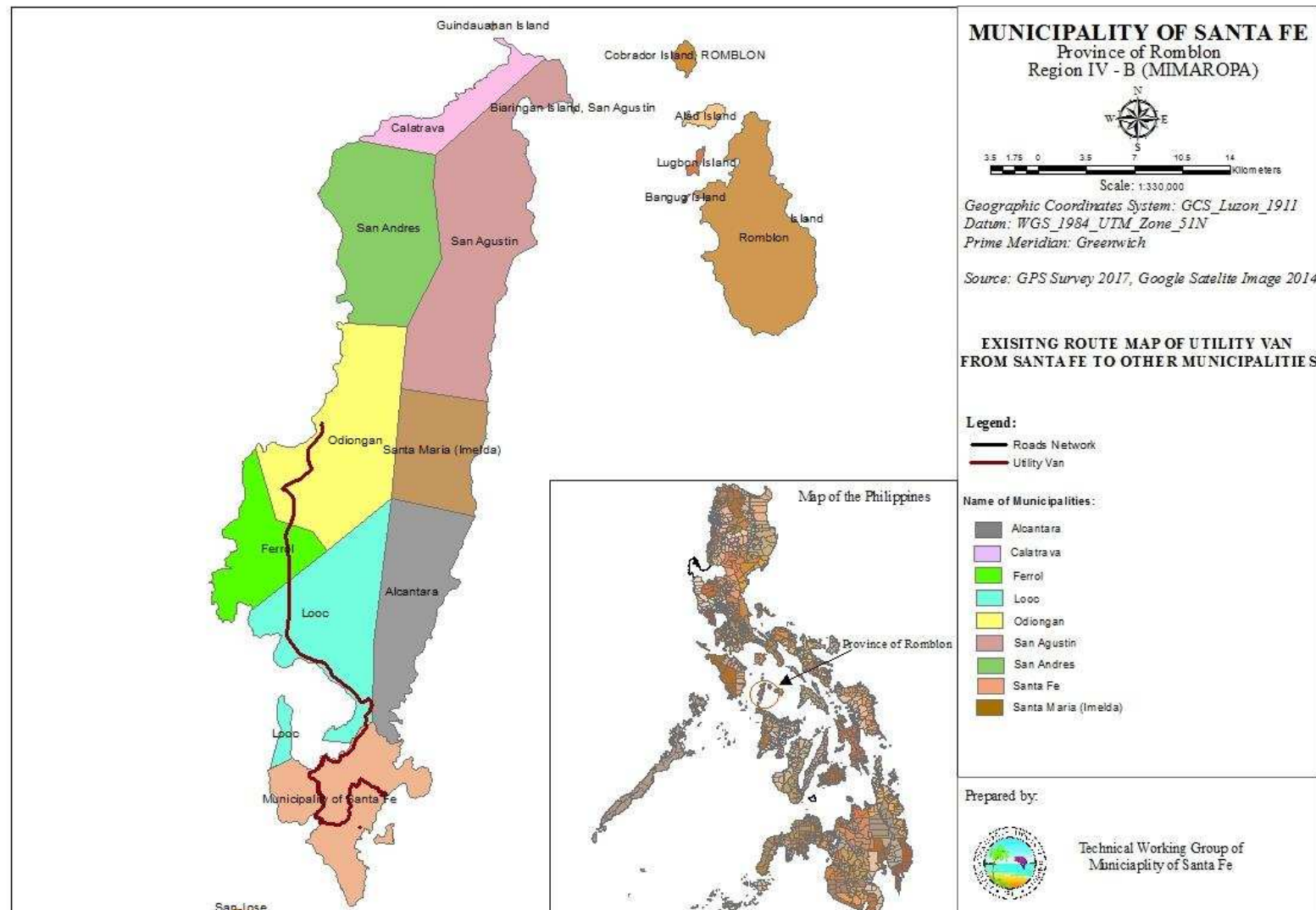


Figure 8. Existing Route of Utility Van from Santa Fe to other Municipalities

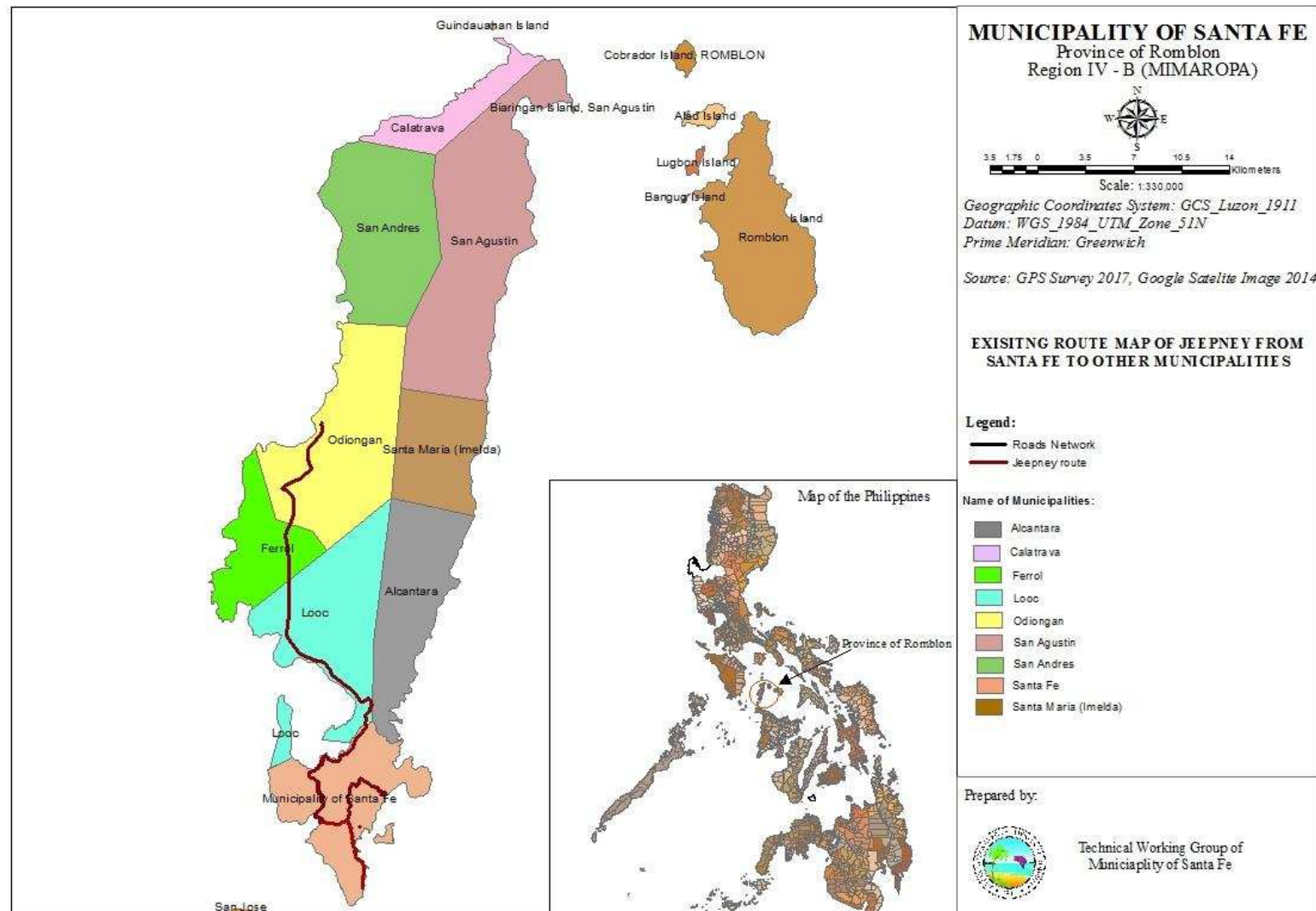


Figure 9. Existing Route of Jeepney from Santa Fe to other Municipalities

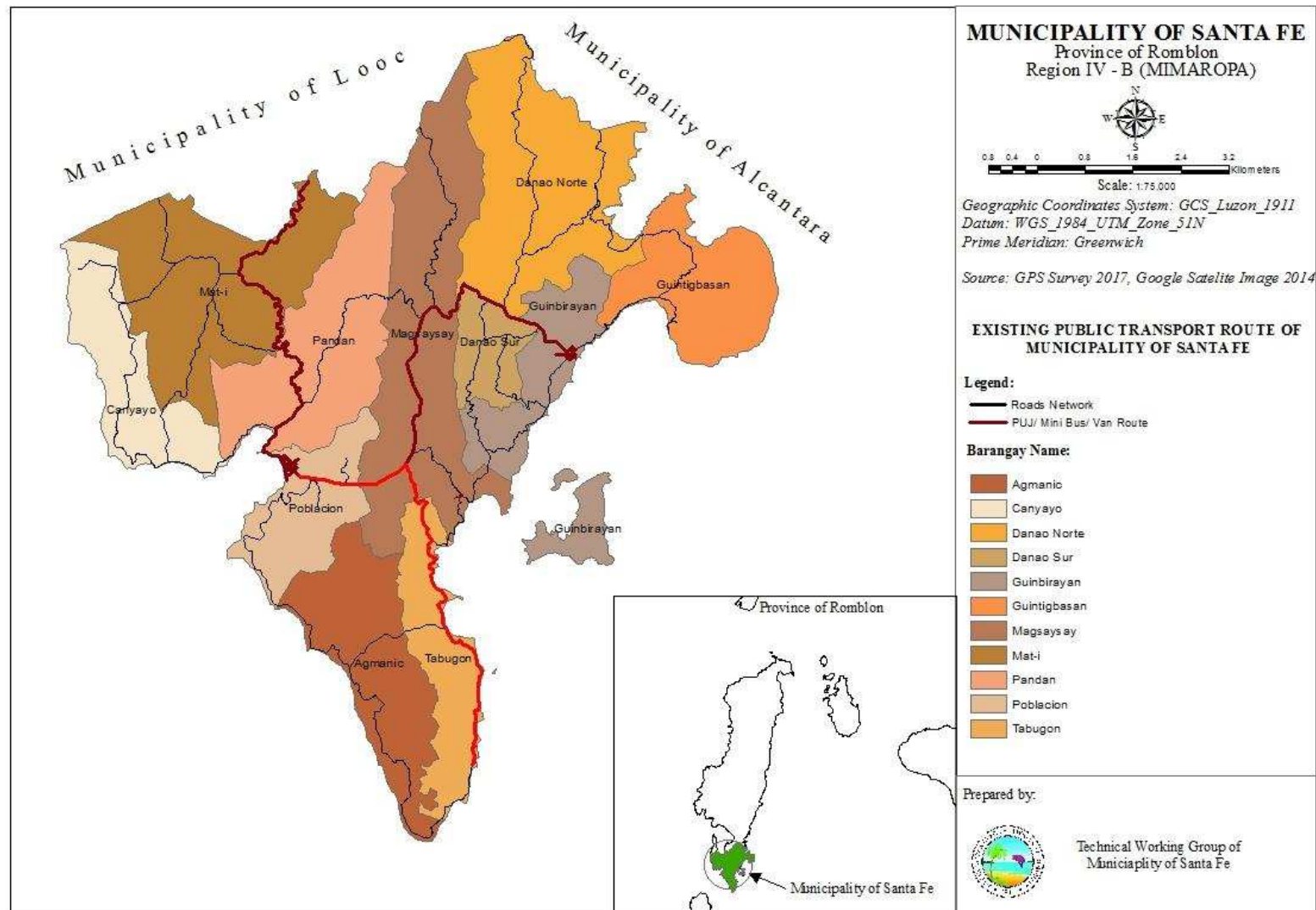


Figure 10. Existing Unauthorized Transport Routes of Municipality of Santa F

Chapter 4 – Assessment of Existing Public Transport Operations

4.1. Public Transport Performance by Route

The primary mode of public transportation in the municipality is through jeepneys and motorcycles. A total number of 14 jeepneys offer transportation services traversing the Santa Fe-Looc-Odiongan route. Aside from transporting passengers, these jeepneys also offer transportation of goods that could be dropped along the way. These public utility vehicles travel to Odiongan from 5:30 AM to 9:00 AM, once a day. Meanwhile, jeepneys from Odiongan are available until 1:00 in the afternoon. There are also two mini buses and two vans which take the same route as the jeepneys every day. Motorcycles, locally called “*single*”, has a number of more than a hundred. *Single* could accommodate at most three passengers to be transported within Tablas but is more expensive compared to jeepney and bus fare. Tricycles are also available in the municipality but are usually for family use only.

The LGU has no data on authorized number of units per mode operating within the municipality. The only mode of transportation operating within the municipality, which has franchise is the Public Utility Jeepney (PUJ), however the municipality has no data on authorized number of units and its routes. The LPTRP Team has sent a letter addressed to the LTFRB and DOTr thru e-mail, dated July 16, 2020, requesting data on authorized number of units and routes operating in the municipality of Santa Fe, Romblon. Unfortunately, their data base is currently updating.

Based on PUV Route Inventory of LTFRB as of October 30, 2020, the Santa Fe has five authorized units (4 PUJ, 1 Minibus) with franchise (See Annex V) and these units has an inter-municipality routes. Therefore, 11 units of PUJs, 1 minibus, 2 vans touching LGU or with end-route ending in LGU were no franchise. Tricycle traveling within LGU has no franchise, no routes and for private use only.

Table 26 - Existing Unauthorized Routes within the Municipality of Santa Fe

Mode/Denomination: Minibus

Route Name	Route Structure (Street names, not barangay names)	Route Length (kms)	NAU (Number of Authorized Units)	Actual Number of Units (NU)	Average Number of hours in operation/day	Average Travel Speed (kph)	Terminal Waiting Time	Average No. of Round-trips/day	Average daily load factor	Average seating capacity
Guinbirayan to Mat-I	P.Madrid St, L.Yap St., P. Condes St, G. Lopez St., G. Molina Blvd.	16.83	0	1	8	40	1 hr	1	.70	35
Tabugon to Mat-i	P. Condes St, G. Lopez St., G. Molina Blvd.	13.59	0	1	8	40	1hr	1	.70	35

Mode/Denomination: Van

Route Name	Route Structure (Street names, not barangay names)	Route Length (kms)	NAU (Number of Authorized Units)	Actual Number of Units (NU)	Average Number of hours in operation/day	Average Travel Speed (kph)	Terminal Waiting Time	Average No. of Round-trips/day	Average daily load factor	Average seating capacity
Guinbirayan to Mat-I	P.Madrid St, L.Yap St., P. Condes St, G. Lopez St., G. Molina Blvd.	16.83	0	1	8	20	0.5hr	1	.70	18
Poblacion to Mat i	P. Condes St, G. Lopez St., G. Molina Blvd.	7.99	0	1	8	20	0.5hr	1	.70	18

Mode/Denomination: Jeepney

Route Name	Route Structure (Street names, not barangay names)	Route Length (kms)	NAU (Number of Authorized Units)	Actual Number of Units (NU)	Average Number of hours in operation/day	Average Travel Speed (kph)	Terminal Waiting Time	Average No. of Round-trips/day	Average daily load factor	Average seating capacity
Guinbiraya n to Mat-I	P.Madrid St, L.Yap St., P. Condes St, G. Lopez St., G. Molina Blvd.	16.83	0	5	8	20	0.33hr	1	.70	20
Tabugon to Mat-I	P. Condes St, G. Lopez St., G. Molina Blvd.	13.59	0	2	8	20	0.33hr	1	.70	20
Poblacion to Mat i	P. Condes St, G. Lopez St., G. Molina Blvd.	7.99	0	7	8	20	0.33hr	1	.70	20

Route structure has no specific street names, the listed street names are from urban barangays (Guinbirayan and Poblacion) where the routes pass through.

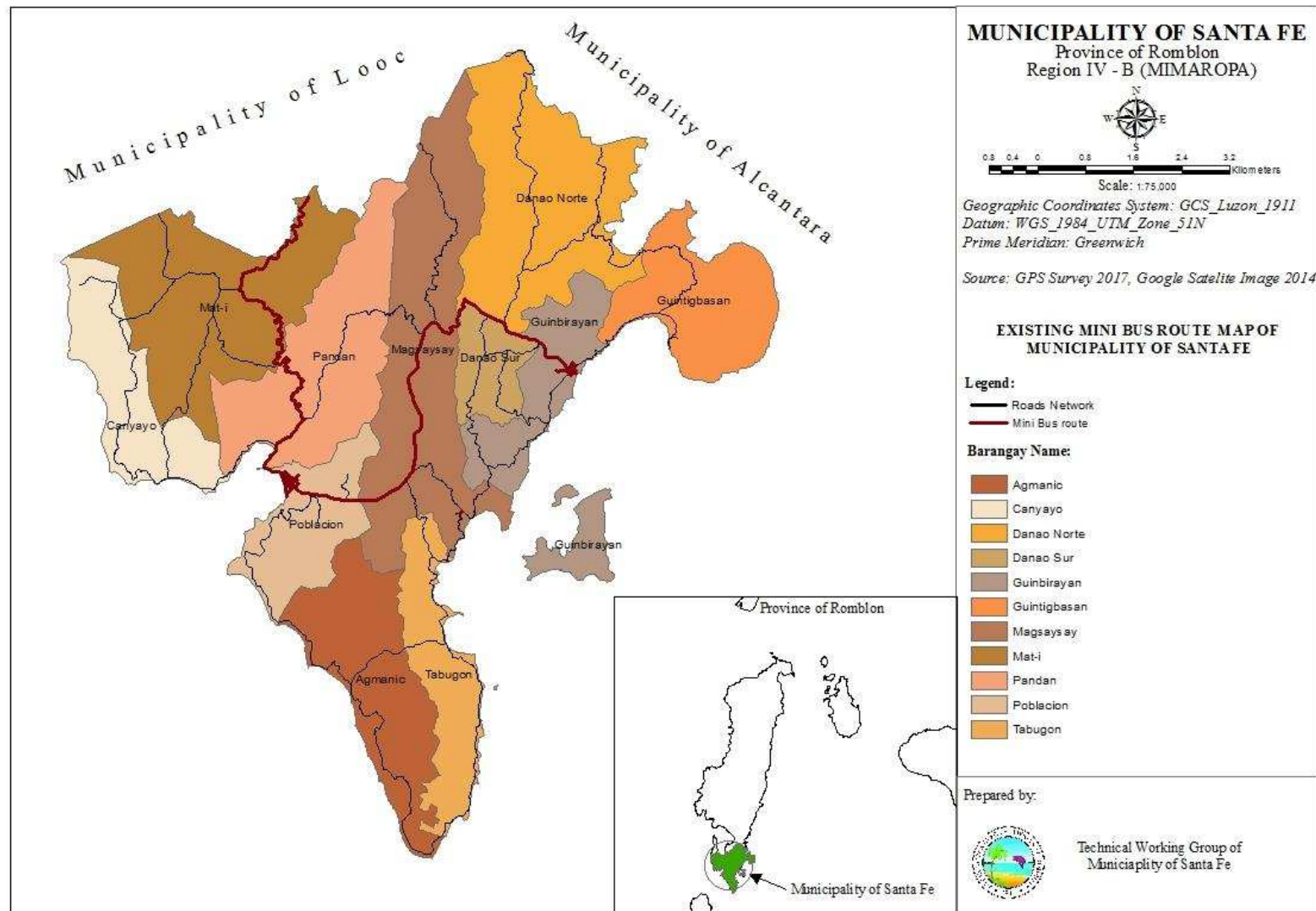


Figure 11. Existing Minibus Route Map

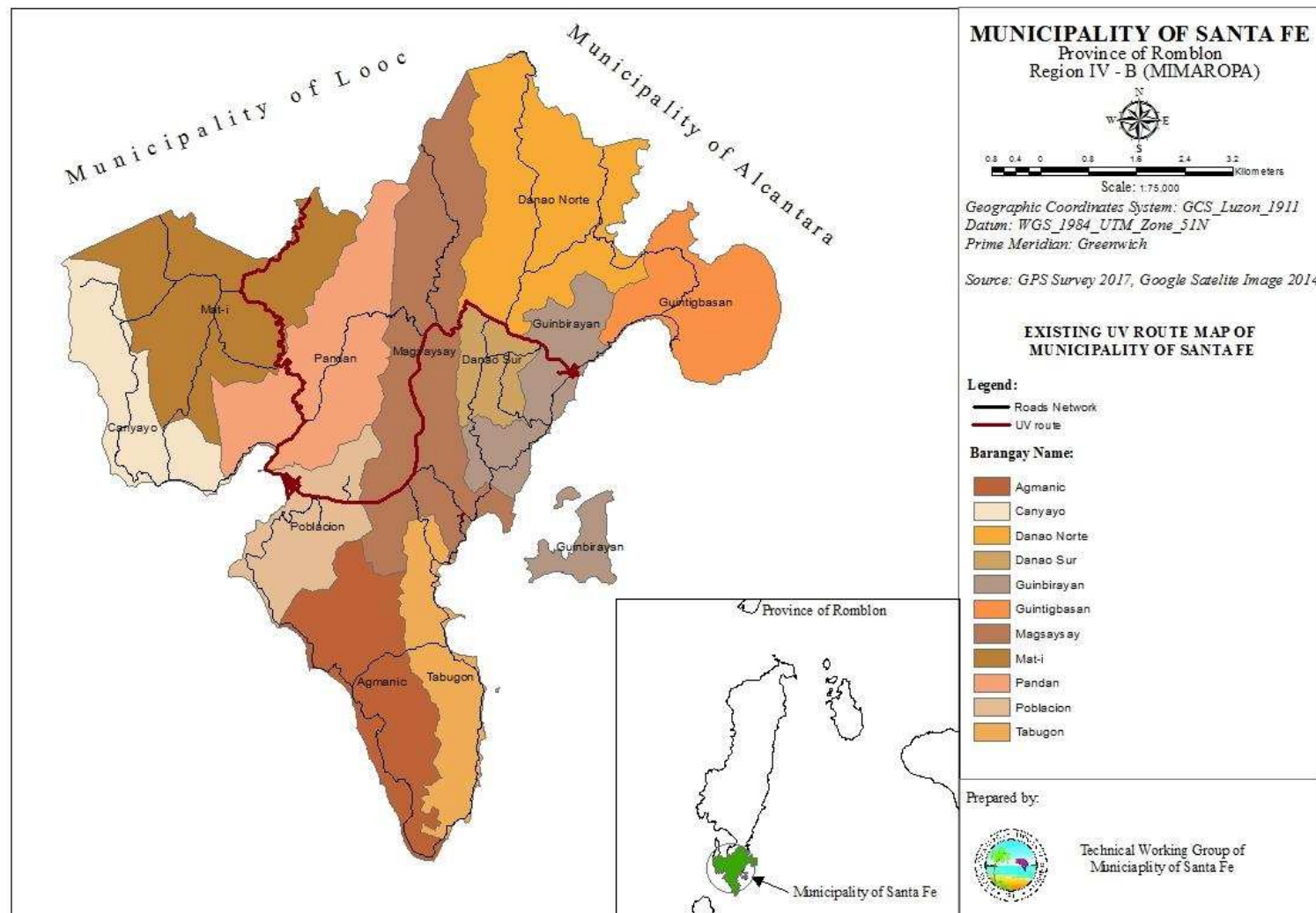


Figure 12. Existing UV Route Map

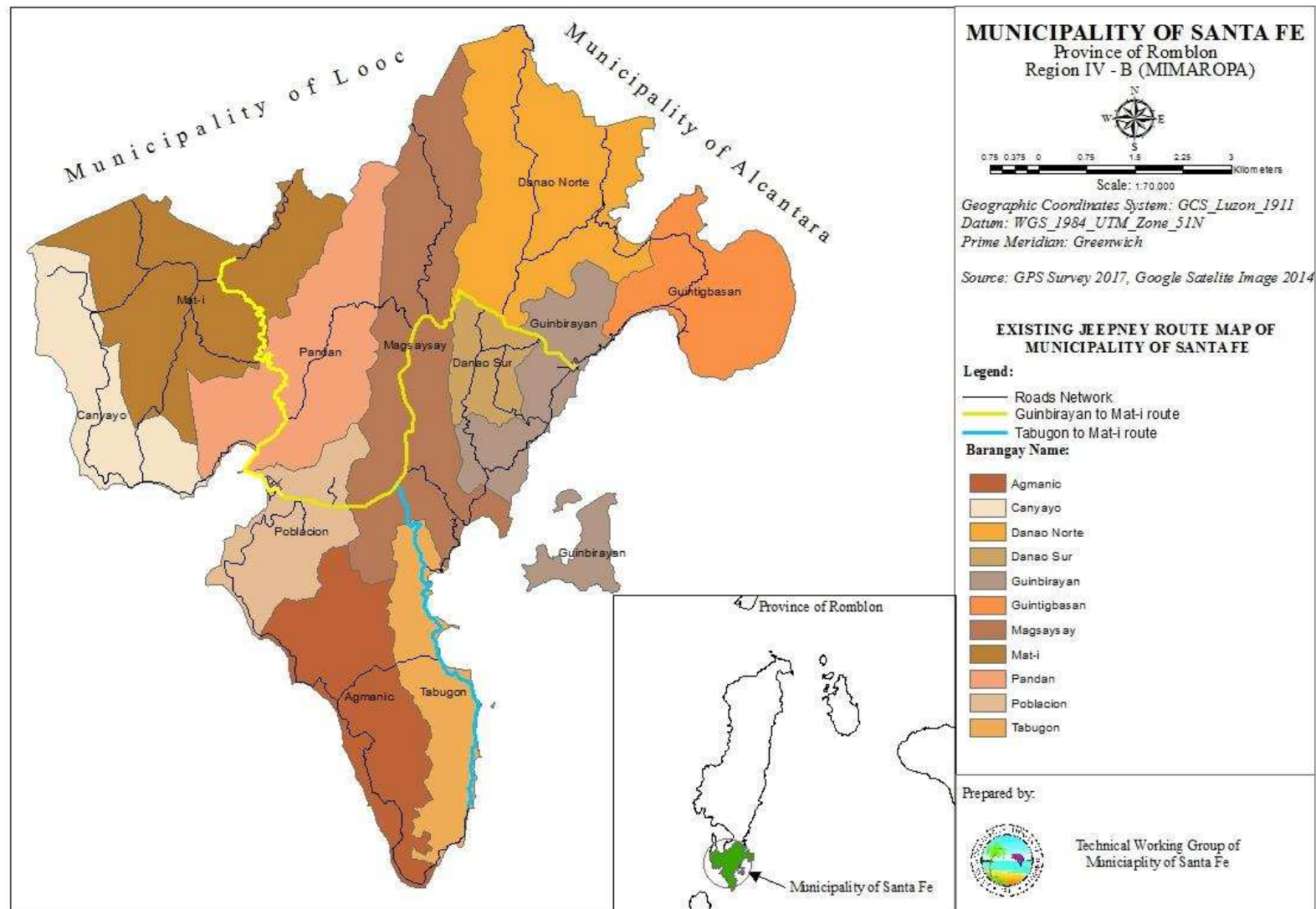


Figure 13. Existing PUJ Route Map

Table 27 - Existing Intra-municipal Routes (PUV) and Its Number of Units

Route Name	Route Length (km)	No. of Authorized Units	Actual No. of Units			Ave. No. of Round Trips per Day
			PUJ	Minibus	Van	
Guinbirayan to Mat-I	16.83	0	5	1	1	1
Tabugon to Mat-I	13.59	0	2	1	0	1
Poblacion to Mat-I	7.99		7		1	
Total	38.41	0	14	2	2	1

All existing intra-municipal routes in Santa Fe, Romblon are not authorized, however, Guinbirayan to Mat-I and Poblacion to Mat-I are being passed through by PUVs having Odiongan Pier- Guinbirayan via Looc, Odiongan pier- Sta. Fe via Looc in Romblon, and Odiongan- Sta Fe via Looc.

Table 28 - Inventory of Existing Public Utility Vehicle in Municipality of Santa Fe

Location	Type of PUV	Name of Jeepney	Name of Operator
Guinbirayan	Jeepney	Bulk Carrier	Jun Alojado
	Jeepney	Fuji	Jun Alojado
	Jeepney	Unknown (L300 design)	Jun Alojado
Magsaysay	Jeepney	God Know's	Rudy Madrid
	Jeepney	Mai- Mai Express	Cris Ballera
	Mini-Bus	Super Vince	Vincent Ballera
	Van		Diomar Ballera
Tabugon	Jeepney	Emma 3	Diosdado Cawaling
	Jeepney	Buragwak	Fernando Fernando
	Mini-Bus	Mandaragit	Sam Tandog
Poblacion	Jeepney	Jude Philip	Mr. Rufon
	Jeepney	Iris	Francisco Gomez
	Jeepney	Green Valley	Generito Gabay
	Jeepney	Batoting	Toto Mendoza
Pandan	Jeepney	J & Y Antonio	Jury Antonio
	Jeepney	Morning Star	Joven De Juan
	Jeepney	Unknown	Joven De Juan
	Van		Peter Miñano

4.2. Passenger Demand Estimates

Analysis of surveys appears that there is a total of 154 passenger demand per hour per direction in regular hours and an average of 239 passenger per hour per direction during peak hour (6:00am- 7:00am) based from the passenger count survey gathered from 5 stations equivalent to 5 routes. The accumulated passenger count were computed by different mode of vehicles used (private cars, jeepneys, van for hire, mini- bus, good vehicles, truck, motorcycle and tricycle). Based on the abovementioned, the LPTRP conclude that existing passenger demands in the municipality is minimal.

Table 29 - Passenger Volume on Peak Hour and Regular Hour

Route Name	Mode of Transportation	PEAK HOUR			REGULAR HOUR	
		Passenger Count on Peak Hour (6 am -7 am) for a week	Passenger per Hour per direction	Total Passenger Count for a week	Passenger Count Per day	Passenger demand per hour per direction
Poblacion-Mat I	All mode of transpo found in the municipality	328	47	1,689	250	20
Poblacion-Canyayo	All mode of transpo found in the municipality	176	25	1,450	208	17
Poblacion-Agmanic	All mode of transpo found in the municipality	322	46	2,613	373	31
Poblacion-Tabugon	All mode of transpo found in the municipality	219	31	2,175	314	26
Poblacion-Guinbirayan	All mode of transpo found in the municipality	630	90	4,986	736	59
Total		1,675	239	12,913	1,881	153

Source: Passenger Load Count Survey

For the detailed passenger volume per route section per mode type, please refer to Table 34- Survey Result of Passenger Load Count.

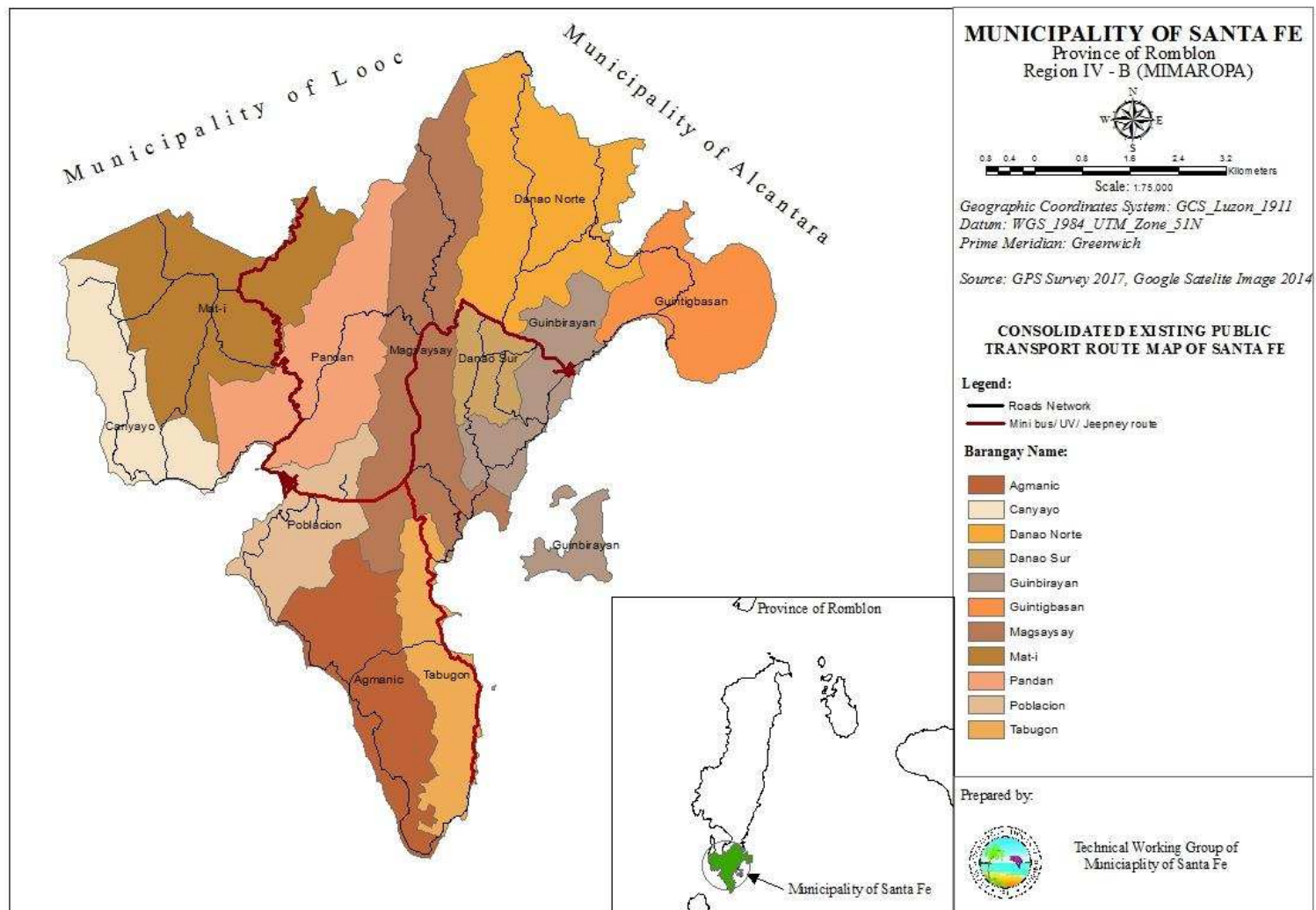


Figure 14. Consolidated Existing Public Transport Route Map

4.3 Traffic Impact Analysis in Critical Road Sections

The identified major intersection in the municipality wherein both private and public vehicles are traversing the most is in welcome arc of Santa Fe (G. Boulevard St., cor R. Gomez St). The said intersection are passable to route Poblacion via Pandan to Mat-I and Poblacion- Canyayo. As per result of conducted vehicle count survey of these two routes, it was identified that 6am to 7am is the peak hour volume.

The interpretation based on computation of VCR shows "In the zone of stable flow; drivers have reasonable freedom to select their speed.

Major Intersection: Welcome Arc (G. Boulevard St. cor R. Gomez St.)

Peak Hour: 6am-7am

(This is accumulated vehicle count survey done in 7 days)

Table 30- Traffic Impact Analysis

Location	Vehicle	6am-7am Vehicle Count	Pcu factor		
Welcome Intersection (G. Boulevard St. cor R. Gomez St.)	Private Cars	16	1	=	16
	Jeepney	17	1.5	=	25.5
	Motorcycle	220	0.5	=	110
	Tricycle	9	0.75	=	6.75
	Bus/Minibus	3	2.5	=	7.50
	Van	2	1.5	=	3
	Delivery Van	6	2	=	12
	Truck	2	3	=	6
					186.75

$$\text{VCR} = \frac{\text{Total Volume in pcu per direction}}{\text{Road Capacity}}$$

$$= \frac{186.75}{720}$$

$$\mathbf{0.259}$$

or

$$= \mathbf{0.26}$$

Level of Service B (In the zone of stable flow; drivers have reasonable freedom to select their speed)

Chapter 5 – PUBLIC TRANSPORT ISSUES AND PROBLEMS

5.1. Public Transport Issues and Problems

Santa Fe depends on transportation to compete globally and to help revive a sluggish domestic economy. Individuals depend on transportation not only to get to work but to shop, socialize, and access health care, among other goals. For all of its benefits to the nation and individuals, however, transportation imposes large costs—lost time in congestion, deaths and injuries from crashes, demand for imported petroleum, and the release of greenhouse gas emissions and other forms of pollution.

The following are the most identified transport issues and problems in the municipality:

1. *Increasing number of colorum Public Utility Vehicles.*

Based on the data from LTFRB as of October 15, 2020, there are only five (5) Number of Franchises and Number of Authorized Units (NAU) plying within the municipality, however upon inventory of existing public utility vehicles by the LGU, it was found that there are nineteen (19) PUVs operating in Santa Fe. Therefore, the LPTRP Team concluded that there are fourteen out of nineteen PUVs which are colorum.

2. *Not regulated transport fares specially during night time.*

Since there is no authorized intra-municipal routes in the municipality, the schedule of trips are not well-regulated as well as the transport fares. The schedule of trips depends on the availability of the vehicles and passengers. Most of the time, the operators decide for a schedule of trip if passengers' number is enough to compensate their expenses especially for fuel. Passengers who arrive early morning or late noon till night tend to pay higher fares, depends on the demand of the driver.

3. *No regular maintenance/ inspection of Public Utility Vehicles done by authority to ensure safety of riding public.*

Since maintenance and inspection of PUVs is not regularly and strictly done by the authorities, the LPTRP Team considers that there is a risk for commuters to ride in it. There are parts of the vehicles that are too old and needs to be replaced for the safety of the passengers. To ensure the public that the vehicle follows the standard maintenance, the Team suggests for regular maintenance and inspection.

4. *Increasing number of single motorcycles plying as public transport.*

Due to the rugged terrains and not passable roads for PUVs in some inner barangays and sitios, the demand for single motorcycles as public transport is continuously increasing. The passengers have no choice but to ride in motorbikes to ease their transportation.

Some cited issues are beyond the scope of jurisdiction of LGU. The LTFRB, provided with its mandates, have the authority to control the current concerns and issues of public transportation of the municipality.

In view of this, the LPTRP Team believes that by creating this Local Public Transportation Route Plan, the abovementioned transport issues and problems in the municipality will be regulated. See Chapter 6.5 *Public Transport Development Strategies*.

5.2. Development Constraints

Forty five percent (45%) or a total of 41.09km out of 91.31km of the road networks traversing the municipality is composed of gravel or dirt. Due to this, roads, particularly in *Sitio Lunoc* and *Campong* to name some, are impassable during rainy seasons. Aside from that, width of roads also limits the accessibility of some *sitios*. Circumferential roads within the municipality are also in poor condition that affects the quality of transportation system.

Chapter 6 – PUBLIC TRANSPORT DEVELOPMENT OBJECTIVES AND STRATEGIES

6.1. Socio-Economic Development Goals

1. Provide safe and convenient road network for the public to shorten travel times.
2. Ensure the safety and comfort of the travelers at all times.
3. Reduction or total elimination of colorum land transport vehicles.
4. Easy access to public utility vehicles.
5. Regular monitoring and implementation of the capacity of public transport for convenience.
6. Make LTO services and LTFRB accessible to the public.
7. Strict implementation of LTO policies, laws and regulations.

6.2. Transport Development Plan

Goal: A municipality that has efficient and extensive transportation services to support town development

Objectives:

- Ensure the maintenance of an efficient, reliable, and adequate transportation facilities and services.
- Improve and expand the existing transportation services.
- Provide adequate, dependable, and inexpensive transportation to all households.
- Provide a resilient road network to connect industrial, commercial, tourism, and residential areas.

Based from the Annual Investment Plan (AIP) 2017 and 2018 of the municipality, transport related projects are listed in table TR-27. Most of the projects approved are focused on the rehabilitation of roads. Installation of streetlights particularly the solar powered are also planned to be implemented. These projects are crafted for a more efficient and safer transportation system.

Table 31 - Transport Related Projects, Approved/Funded for Implementation

Name of Project	Location	Type	Implementing Office/ Department	Estimated Date of Start	Estimated Date of Completion
Road Networks:					
Rehabilitation of Canyayo Local Access Road	Sitio Proper, Canyayo	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Guinbirayan Local Access Road	Sitio Manamoc, Guinbirayan	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Guintigbasan Local Access Road	Sitio Punta, Guintigbasan	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Magsaysay Local Access Road	Magsaysay, Magsaysay	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Mat-i Local Access Road	Sitio Tabuk, Mat-i	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Tabugon Local Access Road	Purok Liwayway, Tabugon	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Feb 2017	Apr 2017
Rehabilitation of Agmanic Local Access Road	Sitio Capdang, Agmanic	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Canyayo Local Access Road	Sitio Nahi, Canyayo	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Danao Sur Local Access Road	Sitio Biga-a, Danao Sur	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Guinbirayan Local Access Road - Phase II	Sitio Manamoc, Guinbirayan	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Guintigbasan Local Access Road - Phase II	Sitio Punta, Guintigbasan	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Mat-i Local Access Road - Phase II	Sitio Tabuk, Mat-i	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Pandan Local Access Road	Sitio Ilaya, Pandan	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Poblacion Local Access Road	Sitio Tabuk, Poblacion	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Tabugon Local Access Road - Phase II	Purok Liwayway, Tabugon	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Rehabilitation of Municipal Roads (Poblacion)	M. Ataran St., Poblacion	Rehabilitation	Eng'g Office, LGU, Sta. Fe	Jan 2018	March 2018
Other Infrastructure Assets:					
Purchase and Installation of Danao Norte Solar Street Lighting System	Danao Norte	Purchase and Installation	Eng'g Office, LGU, Sta. Fe	May 2018	July 2018
Purchase and Installation of Magsaysay Solar Street Lighting System	Magsaysay	Purchase and Installation	Eng'g Office, LGU, Sta. Fe	May 2018	July 2018
Purchase and Installation of Pandan Solar Street Lighting System	Pandan	Purchase and Installation	Eng'g Office, LGU, Sta. Fe	May 2018	July 2018

Installation of Street Lighting System	Poblacion	Installation	Eng'g Office, LGU, Sta. Fe	May 2018	July 2018
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Source: Office of the Municipal Planning and Development

6.3. Proposed Transport Projects

- Proposed Road Opening from Agmanic barangay road to proposed Sea Port in Sitio Torrel
- Proposed 1.01485-hectare road opening in Sitio Mandaragat, Danao Norte
- Road improvement of the Mat-I to Campong access road in Sitio Tabuk, Mat-I
- Road improvement in Pandan to Sitio Campong (Canyayo)
- Proposed 0.40 kilometer road opening in Sitio Proper, Poblacion
- Proposed 4.55 kilometers road in Sitio Bayanihan, Danao Norte (Hacienda-Malaya)
- Proposed road improvement from Cambiao to Sabang with an aggregated length of 1.38 kilometers, Danao Norte
- Proposed 1.85 kilometer road improvement in Sitio Calatong, Guintigbasan
- Proposed road improvement to Kalam-kalam beach in Sitio Hinaklupan, Magsaysay
- Proposed road improvement of Kapinayan Road and road opening in Sitio Guinda, Pandan
- Proposed road improvement of the Cahawagan road in Tabugon
- Proposed road opening from Provincial Road to Sitio Bunga, Danao Norte
- Establishment of Land Terminal in Pandan/Poblacion

6.4. Public Transport Improvement Objectives

1. To improve the public transport level of service, passenger and commuter welfare;
2. To reduce the congestion especially in urbanized areas;
3. New jobs and opportunities; and,
4. To improve the driver, commuter, and passenger welfare.

6.5. Public Transport Development Strategies

1. Establishment and operations of new and existing transport terminals that will cater public utility vehicles;
2. Enforcement of routing schemes that will enhance the flow of transportation in accordance with the law;

3. Issuance of franchises to Public Transportation Vehicles to avoid the increase of colorum vehicles;
4. Implementation of local programs, projects and ordinances that will ensure public interest and welfare;
5. Proper planning, programming, prioritization and implementation of roads, bridges and drainage construction projects; and,
6. Proper maintenance of existing roads, drainage, bridges and signages.

Chapter 7 - TRANSPORT SURVEYS AND OTHER DATA COLLECTION

7.1. Survey Types and Methodologies

The following surveys were conducted:

- ❖ Origin and Destination Survey (Boarding and Alighting Survey)
- ❖ Interview to Drivers and Operators and Passengers
- ❖ License Plate Survey (Vehicle Count)
- ❖ Passenger Count Survey

The LPTRP Team used the Origin and Destination Survey to determine the current point of origin and destination of passengers within the LGU. Vehicle Count and Passenger Count Survey were used to determine the volume of passengers as well as the vehicles passing the roads. Also, data from Land transportation Office (LTO) will also be considered to determine the approximate number of vehicles in the entire municipality. (All survey forms was attached in Annex section).

7.2. Survey Results

Survey showed that the cost of transportation expenses cannot be enough for the drivers to do round trips therefore they choose to have one round trip only per day. Due to limited public utility vehicles and their trips, they sometimes had overloading with passengers.

Passengers peak hours are between six to seven in the morning where mostly composed of students and employees.

The detailed result of conducted survey was seen on Annex III.

Public Transport Operator/Driver's Interview

Table 32. Survey Result of Operator/Driver's Interview

Route Name	Mode of Transportation	Round Trip/day	Average Monthly Gross	Average Monthly Expenses	Monthly Net Income
Santa Fe via Looc - Odiongan	Jeepney	1	75,600	52,828.50	30, 271.50
	Van		45,000	13,470.00	31, 530.00
	Minibus		45,000	22,864.00	22, 137.00

Boarding and Alighting Survey

Table 33. Survey Result of Boarding and Alighting

Route Name	Major Stops and Destination
Guinbirayan - Mat - i Vice Versa	Guinbirayan Proper
	Danao Sur Crossing
	Danao Norte Crossing
	Magsaysay Crossing
	Poblacion
Poblacion - Tabugon Vice Versa	Sitio Cahawagan
	Tabugon Proper
	Magsaysay Crossing
	Poblacion
Poblacion - Mat- i Vice Versa	Poblacion
	Santa Fe Pier
	Pandan Center
	Pandan Centro Crossing
	Mat - i School Crossing
	Mat- i Center
	Boundary of Mat-i and Manhac

Passenger Load Count Survey

**This is accumulated count of passengers done in 7 days.*

Table 34. Survey Result of Passenger Load Count

Route Name	Time/ Hour	All Private Cars	Jeepney	Van	Minibus	Good Vehicle s	Truck (3 Or More Axle	Motorcycl e	Tricycl e
Mat-I, Pandan to Poblacion	6:00am-6:00 pm	68	148	23	24	40	19	1,372	52
Poblacion to Canyayo	6:00am-6:00 pm	35	32	0	0	6	0	1,423	52
Guinbiray an-via Magsaysa y to Poblacion	6:00a m-6:00p m	164	247	14	123	132	31	4,655	328
Tabugon to Poblacion	6:00a m-6:00p m	56	106	0	0	10	4	1743	49
Agmanic to Poblacion	6:00am-6:00pm	18	16	0	0	1	0	1,833	33

Vehicle Count Survey

Table 35. Survey Result of Vehicle Count

Route Name	Private cars	Jeepney	Motorcycle	Tricycle	Bus/Mini - bus	Van	Good Vehicles	Truck
Poblacion - Pandan - Mat - i (Vice Versa)	125	52	4363	220	7	1	6	2
Poblacion - Agmanic (Vice Versa)	8	1	1743	30	0	0	1	0
Poblacion - Tabugon (Vice Versa)	13	2	1062	21	0	1	5	2
Poblacion – Canyayo (Vice Versa)	8	0	847	7	0	0	0	0
Poblacion - Guinbirayan	60	17	3912	176	8	3	37	9

7.3. Transport and Traffic data from Other Sources

The LPTRP Team wished to request available records of vehicles registered to the Municipality at the Land Transportation office, however, their existing registration system does not support such detailed information.

Chapter 8 – EVALUATION OF PROPOSED ROUTE PLAN

8.1. Planning Considerations for Updated Route Structure

The following are the planning consideration for the Local Route Structures;

a. Passenger Demand

In general, passenger demand determines the appropriate supply and trip of vehicle per day. It is necessary to determine the peak hours in order to ensure that vehicles and its number of trips are sufficient for the needs.

Using the result of the Origin of Destination Survey and survey from school, it appears that Poblacion to Guinbirayan route has the highest demand followed by Poblacion to Tabugon, and Poblacion to Canyayo, has the least foreseen passenger demand. Poblacion is just a walking distance to its public offices and schools, however, passenger demand has drastically increase when residential and commercial development spread outwards and going to its inner sitios or purok.

b. Local Road Network Status

Considering the slope of the municipality, it is necessary to consider road network status especially those going to inner sitios and barangays. Road network status indicates the type of vehicles which could be considered in the route plan. Considering the goal of the PUV Modernization Plan to deliver public transport in a manner which is reliable, safe, accessible, environmentally friendly, dependable, efficient and comfortable, the capacity of such vehicle must be ensured that it could surpass to last in roads where slopes are considerably high.

c. Type of Vehicle to be used

The type of vehicle to be used for routes plan is the result of analyzing the present and future demand on public transport and the existing road condition. It is also a major consideration in choosing the type of vehicle its existing compliance with emission requirement as to contribute in slowing up global warming thru reduction of harmful carbon emission. For all the routes, it is proposed to use Filcab.

d. Land Use

Santa Fe has completed its Comprehensive Land Use Plan (CLUP) and approved by the Sangguniang Panlalawigan through the Provincial Land Use Committee (PLUC). Based from the usual LGU setting, transport traffic usually occur on residential, commercial, institutional (e.g. schools, government offices) and tourism areas. It is expected that density of residential occupancy will increase along the roads. Commercial areas are also allotted at Poblacion town proper and some areas in Guinbirayan and Magsaysay. Tourism development also stretches from Poblacion to Agmanic and Tabugon coastal areas. The municipality is planning to establish a land transport terminal at barangay Poblacion. The said transport terminal will also include a solar powered charging station for electric jeep and filcabs.

Table 36. Proposed Number of Units (NU) and Fleet Size (FS) per route for Filcab

Route Name	Mode of Service or Denomination	Route length (RL) (kms)	Passenger Volume (PV) (pax/day) Note: all transport	Average Seating Capacity (ASC) (depending on Mode of Service)	Average Travel Speed (ATS) (km/hr)	Terminal Waiting Time (TWT)(in hrs)	Average One-way Travel Time (TRT)(in hrs)	Average Time per Route Trip (TRP) (in hrs)	Number of Operating Hours (NOH) (in hrs)	Average Number of Round Trips per Day (NRT)	Variable Load Factor (VLF) (standard at 0.70)	Number of Units (NU)	Utilization Rate (UR) (standard at 80%)	Fleet Size (FS)
Poblacion to Mat-i	Filcab	8.45km	250	9	20 kph	0.33	0.42	1.51	15	10	0.7	4	0.8	5
Poblacion to Canyayo	Filcab	3.657km	208	9	20 kph	0.33	0.18	1.03	15	15	0.7	2	0.8	3
Poblacion to Agmanic	Filcab	6.642km	373	9	20 kph	0.33	0.33	1.32	15	12	0.7	5	0.8	6
Poblacion to Guinbirayan	Filcab	8.33km	736	9	20 kph	0.33	0.42	1.50	15	11	0.7	11	0.8	14
Poblacion to Tabugon	Filcab	8.25km	314	9	20 kph	0.33	0.41	1.49	15	11	0.7	5	0.8	7

Considering the capacity estimates of recommended transportation mode from LFTRB (see on Table 1 and Annex IV), the LPTRP Team proposed Filcab as mode of denomination, provided its characteristics suitable to the condition of roads in the municipality.

8.2. Demand Forecast per Route/Mode Type

Using the annual growth rate of 0.48% from 2015 Census of Population, the projected population of the municipality is expected to reach 16,753 on 2023 from 16,422 on 2019 with an increase of 331. Due to minimal increase in population, it shows that there will be a minimal demand on the use of public transport system in the municipality in the next five years. This may be due to minimal economic movement. But considering the number of motorcycles plying the roads of municipality and dependency of residents to it as mode of transportation, it is necessary to come up with the public transport plan and gradually establish a reliable, safe and comfortable public transport system.

The abovementioned projected population on 2023, would not create an increase in demand of public transportation since most ages in labor force choose to move in nearby municipalities which have more opportunities. Furthermore, since agriculture is a main source of income of most families, the development of subdivisions in the municipality is less priority. To forecast the passenger demand estimate in the next five years, we use the formula:

$$\text{Forecast Volume} = PV \times (1 + r)^n$$

Where:

PV = present passenger volume

FV= forecast passenger volume

r= annual growth rate in decimal

n= number of years from present

**All passenger volume was derived from the passenger load count survey using all mode of denomination.
(PV= pax /day)*

Route: Poblacion to Mat-I (250)

$$FV = PV \times (1 + r)^n$$

$$= 250 \times (1 + .0048)^5$$

$$= 250 \times (1.0048)^5$$

$$= 256$$

Route: Poblacion to Canyayo (208)

$$FV = PV \times (1 + r)^n$$

$$= 208 \times (1 + .0048)^5$$

$$= 208 \times (1.0048)^5$$

$$= 213$$

Route: Poblacion to Agmanic (373)

$$FV = PV \times (1 + r)^n$$

$$= 373 \times (1 + .0048)^5$$

$$= 373 \times (1.0048)^5$$

$$= 382$$

Route: Poblacion to Tabugon (314)

$$FV = PV \times (1 + r)^n$$

$$= 314 \times (1 + .0048)^5$$

$$= 314 \times (1.0048)^5$$

$$= 322$$

Route: Poblacion to Guinbirayan (736)

$$FV = PV \times (1 + r)^n$$

$$= 736 \times (1 + .0048)^5$$

$$= 736 \times (1.0048)^5$$

$$= 754$$

8.3. Required Number of Units per Route

As per result of survey conducted within the municipality, the average passenger volume per day is 1,881. The highest volume is in Poblacion to Guinbirayan route with a total of 735.57 passenger. Based on these results, the average passenger volume per route were used as basis for the computation of proposed number of Filcab units.

Table 37 - Passenger Load Count Survey Results

Route	Passenger Load Count								Total	Average Passenger Volume = Total Number of Passenger / 7 days
	Private Cars	Jeepney	Van for Hire	Minibus	Good Vehicles	Truck	Motorcycle	Tricycle		
Poblacion to Mat I	68	148	31	18	40	20	1,372	52	1,749	250
Poblacion to Canyayo	35	32	0	0	6	0	1,331	52	1,456	208
Poblacion to Agmanic	18	16	0	0	1	0	2,530	49	2,614	373
Poblacion to Tabugon	56	106	0	0	12	8	1,964	49	2,195	314
Poblacion to Guinbirayan	164	247	14	123	132	31	4,110	328	5,149	736
Total	341	549	45	141	190	59	11,307	530	13,163	1,881

The Proposed Number of Units per Route are as follows:

Table 38 - Proposed Number of Units and Mode of Transportation per Route

Route	Route Length(km)	Mode of Transportation	No. of Units	Fleet Size	Fuel Used	Average Seating Capacity
Poblacion to Mat-i	8.45	Filcab	4	5	Diesel/ Electric	9
Poblacion to Canyayo	3.657	Filcab	2	3	Diesel/ Electric	9
Poblacion to Agmanic	6.642	Filcab	5	6	Diesel/ Electric	9
Poblacion to Tabugon	8.25	Filcab	5	7	Diesel/ Electric	9
Poblacion to Guinbirayan	8.33	Filcab	11	14	Diesel/ Electric	9
		Total	27	35		9

Source: Passenger Load Count Survey

According to the survey results conducted to different perspective routes within the municipality, it showed that the highest demand is in Poblacion to Guinbirayan with a total unit of 11.

Based on the initial computation using the formula of:

$$NU = \frac{PV}{VLF \times ASC \times NRT}$$

Where:

PV = Passenger Volume

VLF = Viable Load Factor

ASC= Average Seating Capacity

NRT = Number of Round Trip

NRT was computed as follows:

$$NRT = NOH / TAT$$

Where NOH = no. of hours in operation per day (15 hours)

$$TAT = (TWT \times 2) + \frac{(RL \times 2)}{ATS}$$

Where:

TWT is average terminal waiting time (0.33 hour)

RL is route length in kms

ATS is average travel speed (20kph)

Fleet Size was computed as follows:

$$FS = NU/UR$$

Where:

NU = Number of Units

UR =Utilization Rate (0.80 assumed)

The results showed that the municipality needs 27 units of Filcab to accommodate our passenger demand, and with a total fleet size of 35 for the recommended five (5) routes.

The mode of transportation presented herein is Filcab, however, when availability of such kind of transportation vehicles are not yet affordable to the operators/cooperative, the usual type of vehicles such as jeep and tricycles will still be allowed, provided that specifications, designs and parameters set by appropriate government authorities are complied.

In barangays Danao Sur, Danao Norte, Pandan (inner sitios), Guintigbasan and Tabugon (Sitio Guinpoingan), and other interior areas of the municipality, habal-habal or single motorbikes and tricycle will be allowed to cater passengers since it is economic wise and not practical for the filcabs, not mentioning that these areas are hardly passable by vehicles.

Due to the absence of established public transport route, it would be practical if the Local Government will just provide the minimum number of units per route. It should also be put into consideration that six (6) out of eleven (11) barangays in the municipality is traversed by Provincial Road where passenger demand could be addressed by inter-municipal route to be formulated by the Provincial Government of Romblon

CHAPTER 9- PLAN MONITORING AND EVALUATION

As provided in the LPTRP Manual, the LPTRP Team must schedule semi-annual and annual monitoring and evaluation of the plan. Every three (3) years, there must be a comprehensive overall LPTRP evaluation. This is to ensure that updates on supply and demand of public transport system are properly addressed including complexities that may arrive thereon.

9.1 Monitoring and Evaluation System

The LPTRP Team of this Municipality will adopt the Monitoring and evaluation indicators as prescribed in the LPTRP Manual. Re-composition of the LPTRP is essential in order to include and solicit active participation of various stakeholders existing on the time of plan implementation.

Table 39 – Public Transportation Performance Indicators and Measures

Sustainability Aspect	Dimensions	Performance Indicators and Measures
Social	Safety	Accident rate, severity ratio, number of vehicles that are 15 years old and older
	Security	Availability of CCTV and GPS
Environment	Clean transport	Emission testing of vehicles, compliance to Clean Air Act, compliance to OFG
Economic	Affordable transport	Travel cost, fare rates
	Revenue Generation	Revenue per passenger per route, average monthly revenue per route, deadhead
Quality of Life	Comfort and Convenience	Passenger load factor, seat comfort, hours of service, transfer time
	Speed	Average running speed, average dwell time, average travel time
	On-time performance	Passenger waiting time, frequency of PUVs
	Reliability	Frequency of PUVs, scheduling adherence, service reliability, Public Transport Passenger survey
Resilience	Adaptability	Adherence to plan, flexibility ability to maintain service, quickly recover after interruption of disaster

9.2 Reporting and Revisions of the LPTRP

Although this LPTRP Plan starts from 2019 to 2023, reporting must be made at least annually, in line with the schedule of monitoring. After 3 years, the results of

Comprehensive LPTRP Evaluation must be submitted to the LTFRB by the monitoring and evaluation team. The LPTRP shall be revised atleast once every three years after the last approval, pursuant to Section 4 par. F of the DILG-DOTr JMC No. 001, s. 2017"

Chapter 10 – SUMMARY OF RECOMMENDED ROUTES TO LTFRB, PROVINCE AND DOTR

10.1 Summary of LGU Proposed Route Plan

The LPTRP Team cannot foresee a huge demand in public transportation due to minimal increase in population as projected in the next five years using the annual growth of 0.48% from 2015 Census of Population.

Based from the presentation of routes, the following are proposed as intra-municipal routes in the Municipality of Santa Fe:

Table 40. Summary of all Proposed Routes for Filcab

Route Name (Proposed Route)	Mode of Service/ Denomination	Passenger Volume	Distance	Computed Number of Units (NU)	Computed Fleet Size (FS)
Poblacion-Agmanic	Filcab	373	6.642 km	5	6
Poblacion-Canyayo	Filcab	208	3.657 km	2	3
Poblacion-Guinbirayan	Filcab	736	8.33km	11	14
Poblacion-Mat-I	Filcab	250	8.45km	4	5
Poblacion-Tabugon	Filcab	314	8.25 km	5	7

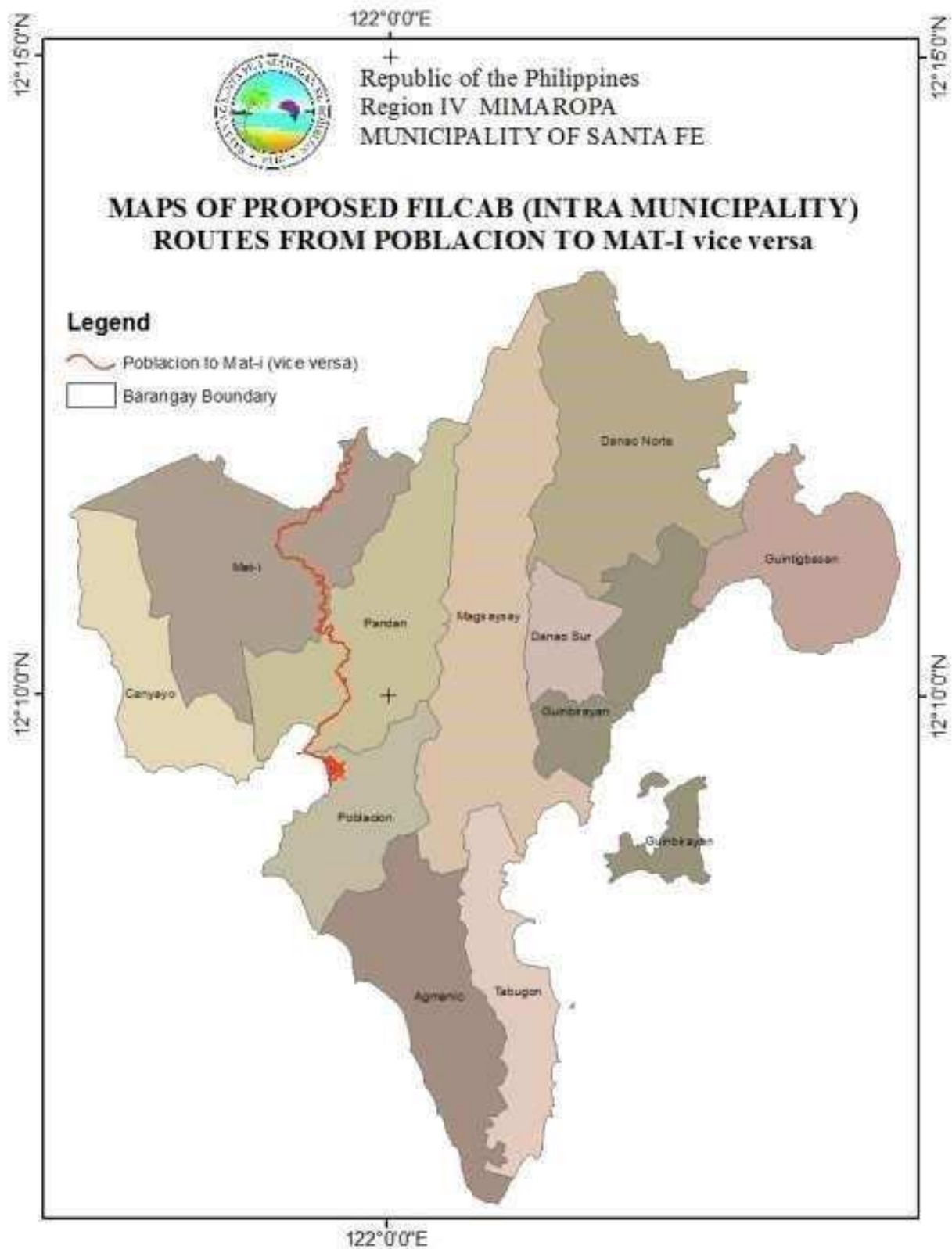


Figure 15. Map of Proposed Route 1

Route Description: From Poblacion Proper to Brgy. Pandan to Brgy. Mat- I (Sitio Aglantang) and Vice Versa

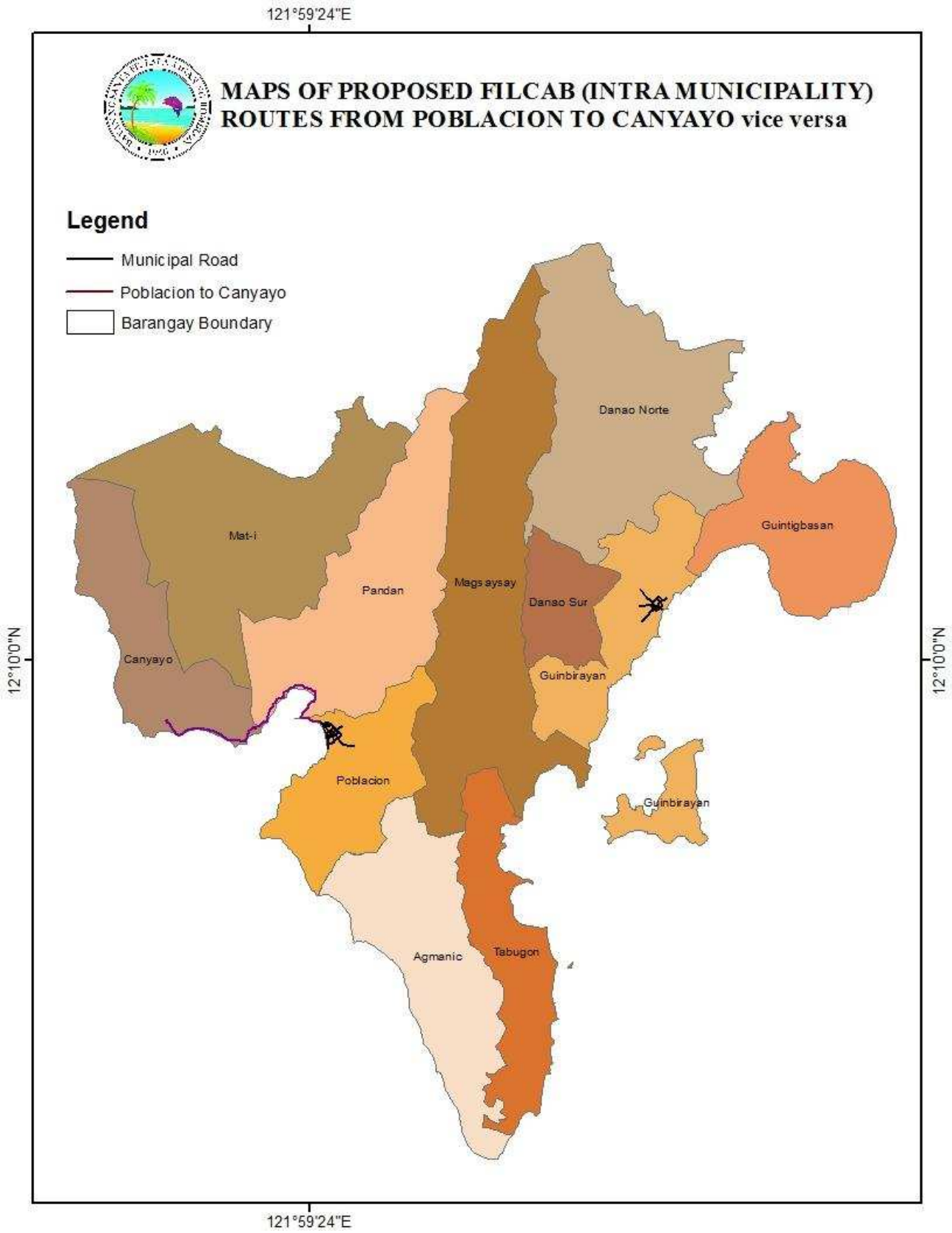


Figure 16. Map of Proposed Route 2

Route Description: From Poblacion Proper to Brgy Pandan (Sitio Baybay) to Brgy. Canyayo and Vice Versa

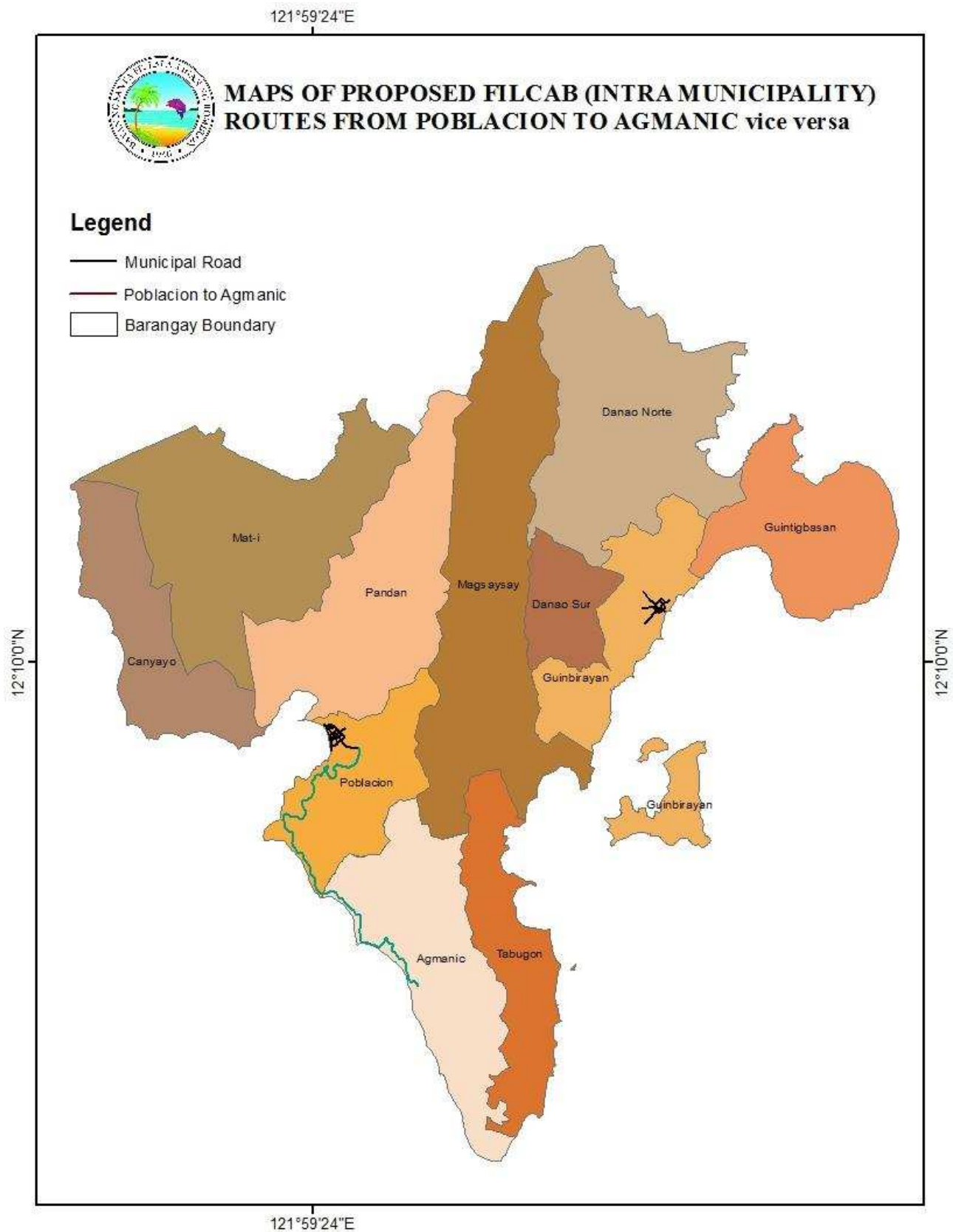


Figure 17. Map of Proposed Route 3

Route Description: From Brgy. Agmanic Proper to Sitio Tipolo to Poblacion Proper and Vice Versa

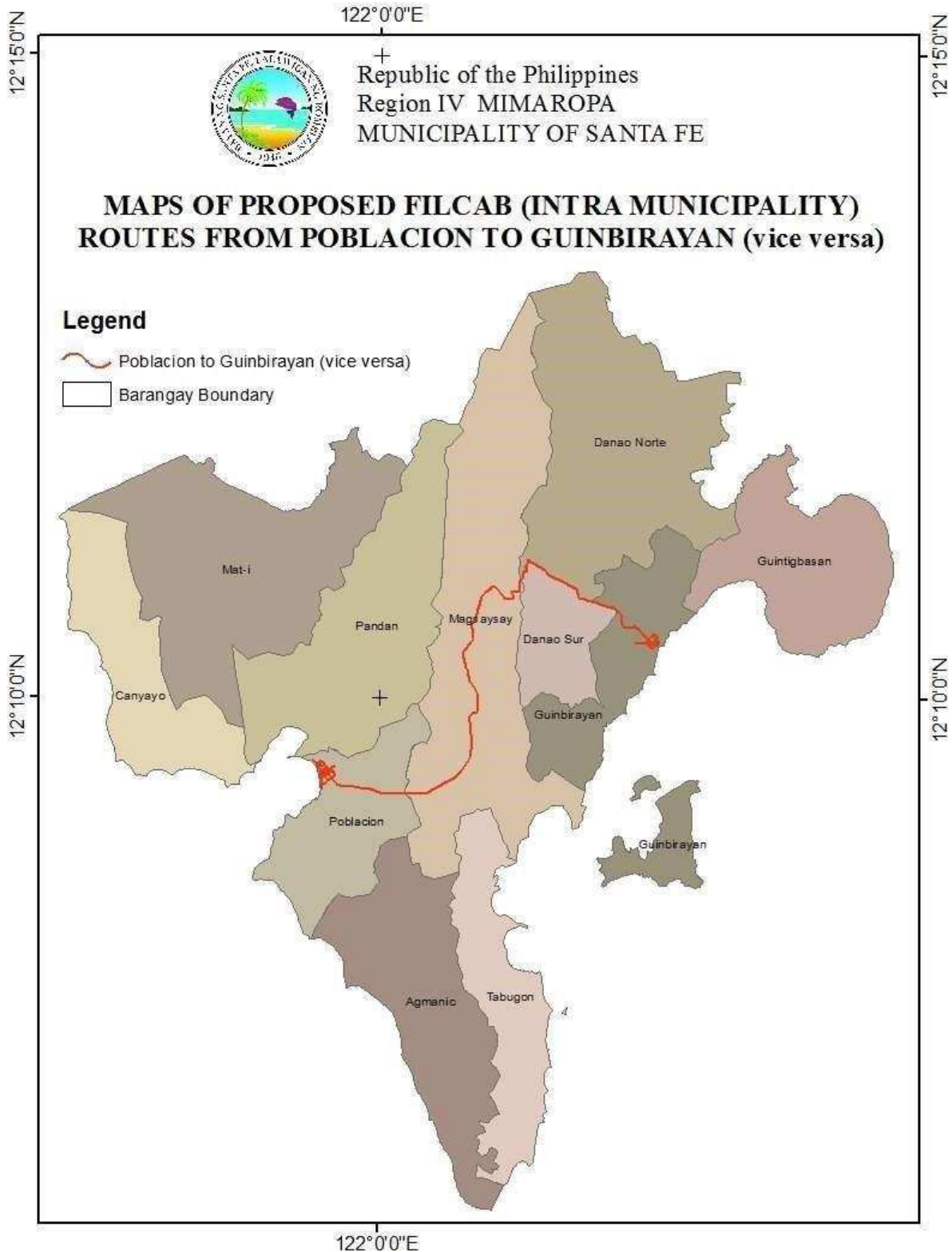


Figure 18. Map of Proposed Route 4

Route Description: From Poblacion Proper to Brgy. Magsaysay to Brgy. Guinbirayan Proper and Vice Versa

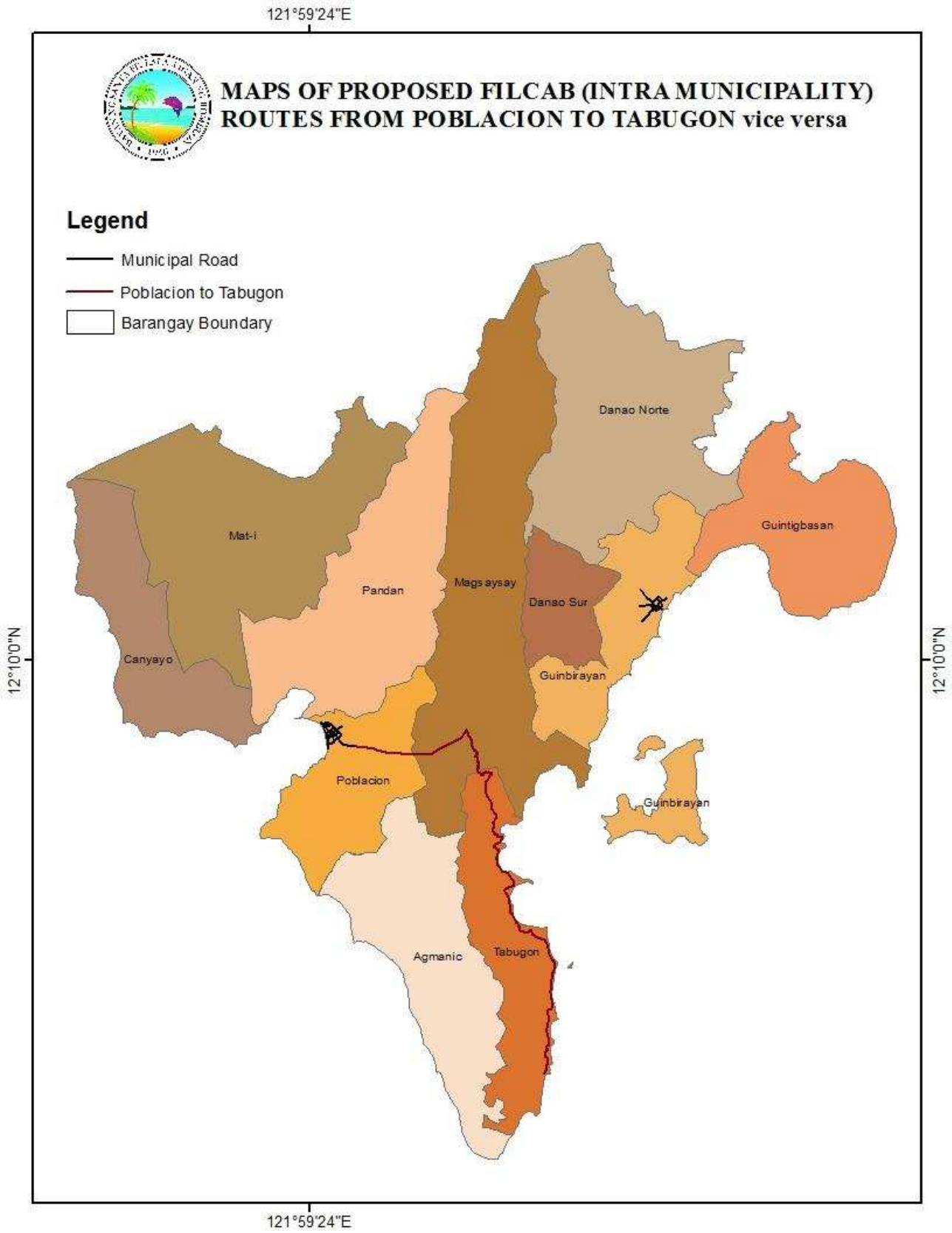


Figure 19. Map of Proposed Route 5

Route Description: From Poblacion Proper to Sitio Barusbos to Magsaysay Crossing to Brgy. Tabugon Proper and Vice Versa

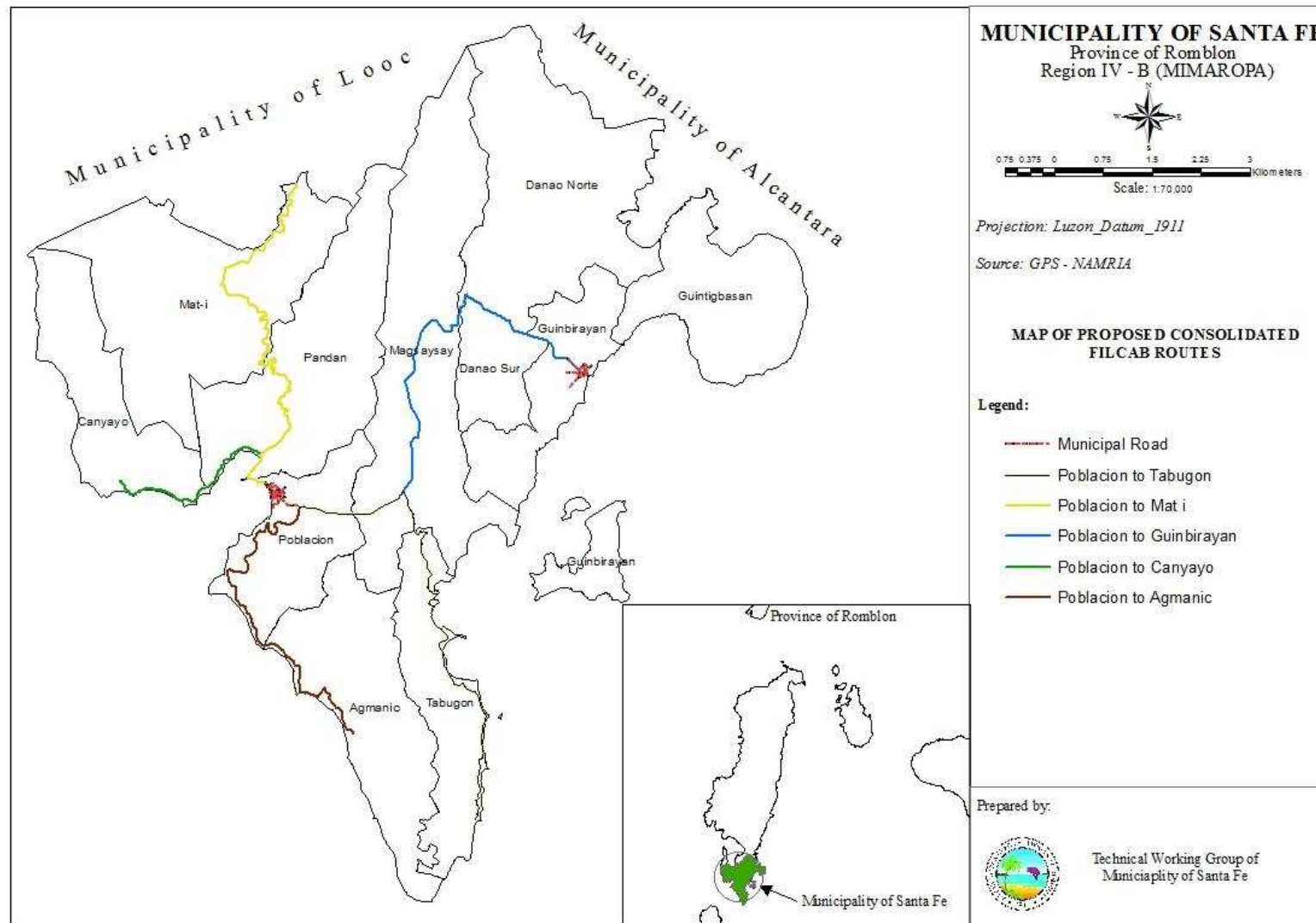


Figure 20. Map of Consolidated Proposed Routes

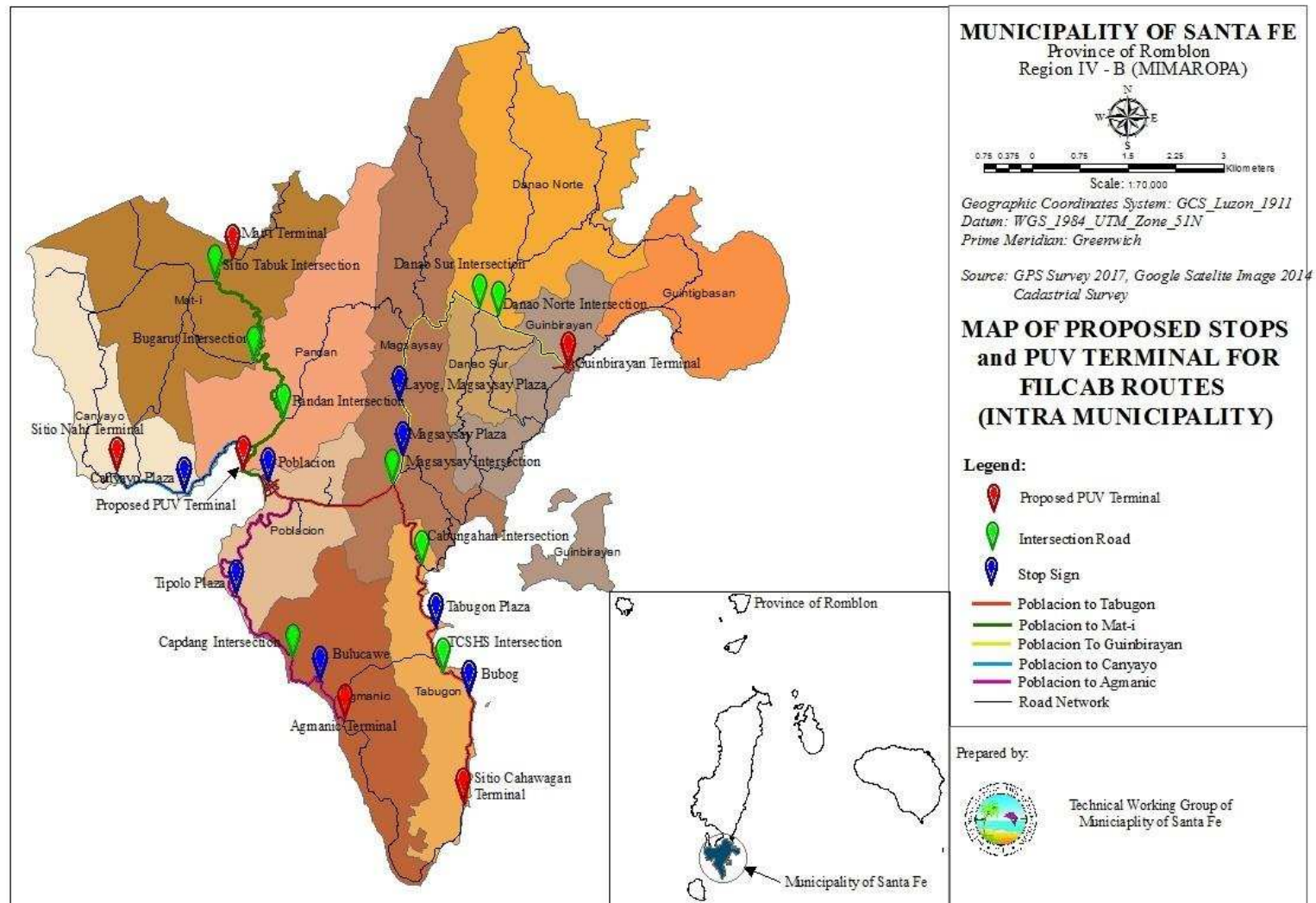


Figure 21. Proposed Location of Stops and PUV Terminal

Table 41- Proposed Stops per Route

Mode of Transportation: Filcab			
Origin	Destination	Major Stops and Destination	Distance from Origin (km)
Poblacion (Terminal)	Guinbirayan	Magsaysay Plaza	2.96
		Magsaysay Layog	4.41
		Danao Sur Intersection	7.35
		Danao Norte Intersection	7.66
		Guinbirayan Plaza	9.29
Poblacion (Terminal)	Tabugon	Magsaysay Intersection	2.75
		Cabungahan Intersection	4.44
		Tabugon Plaza	5.72
		TCSHS Intersection	6.55
		Bubog	7.00
		Cahawagan Plaza	8.47
Poblacion (Terminal)	Mat I	Pandan Centro Intersection	1.10
		Bugarut Intersection	2.84
		Tabuk Intersection	5.11
		Mat - I Plaza	5.57
Poblacion (Terminal)	Canyayo	Canyayo Plaza	2.47
		Nahi	3.23
Poblacion (Terminal)	Agmanic	Tipolo Plaza	2.98
		Capdang Intersection	4.35
		Bulucawe	5.57
		Agmanic Plaza	6.13

To enhance inter-municipal connectivity, the following routes are recommended for inclusion in the Provincial Public Transport Route Plan of Romblon and for appropriate action of the DOTR.

1. Route from Municipality of Santa Fe via Looc to Municipality of Odiongan
2. Route from Municipality of Santa Fe via Danao Norte - Comod-om (Alcantara) and Hacienda - Municipality of Looc to Municipality of Odiongan

To address the transportation needs of the barangays traversed by the Provincial roads, the schedule of trips from the Municipality of Santa Fe via Municipality of Looc to Municipality of Odiongan will be determined through close coordination with the transport coordinators. It will of great help for the municipality to serve as guide for aligning the schedule of trips municipal wide.

10.2 Summary of Recommended Route Plan

Medium Term (5th Year)

The LPTRP team proposes the same route and same location of terminal and stops in the next five years as these are the main road and due to minimal increase of population based on the projected population using the annual growth rate which is 0.48%, to identify the needed additional units we will be using the passenger demand forecast using the given formula. Since there is only minimal increase in the result of passenger demand forecast for the next 5 years, filcab will still be the proposed mode, based on the OFG.

For the computation of the proposed filcab in the next five years, please refer to annexes. The table below is the summary of the proposed plan in the next five years.

Table 42. Proposed Medium term (5th year) Route Plan

Route Name (Proposed Route)	Proposed Mode of Service/ Denomination	Forecast passenger Volume (5 th year)	Distance (km)	Computed Number of Units (NU)	Computed Fleet Size (FS)
Poblacion-via Tipolo-Agmanic	Filcab	382	6.642 km	5	6
Poblacion-Canyayo	Filcab	213	3.657 km	2	3
Poblacion-Guinbirayan	Filcab	754	8.33 km	11	14
Poblacion-Mat-I	Filcab	256	8.45 km	5	7
Poblacion-Tabugon	Filcab	322	8.25 km	5	7

Note: The forecasted passenger volume was computed (using the given formula) based on the present passenger volume of all mode of denomination. Also, the proposed mode of denomination was based on number of forecast passenger volume as provided in the OFG.

Annexes

- I. Executive Order Creating LTPRP Team
- II. Computation for Proposed Number of Units and Proposed Medium Term (5th year)
- III. Survey Results Tables
- IV. Survey Forms
- V. Data Sources and References

ANNEX I

Executive Order Creating LPTRP Team



Republic of the Philippines
Province of Romblon
MUNICIPALITY OF SANTA FE
-oOo-

OFFICE OF THE MAYOR

EXECUTIVE ORDER NO. 13, S-2018

ORGANIZING THE LOCAL PUBLIC TRANSPORT ROUTE PLANNING (LPTRP) TEAM

Whereas, the Local Government Code of 1991 mandated national government agencies to coordinate, inform, and possibly involve local government units (LGUs) in the planning and implementation of their respective programs, projects, and activities;

Whereas, the Department of Transportation (DOTr), formerly known as the Department of Transportation and Communications (DOTC), required LGUs to issue a certification that attests the need for public transport services based on LGU development plans prior to designating and enforcing public transport routes;

Whereas, this process recognizes the mastery of LGUs of their own mobility and accessibility needs as well as of the local policies and ordinances that were established to address local transportation problems. As such, it is in the best interest of LGUs to widen their scope and take charge of local route planning;

Whereas, it is along the abovementioned concept that the Local Public Transport Route Plan (LPTRP) was envisioned and delegated to LGUs to empower them in developing route-oriented transport plans;

Whereas, under the DOTr's Department Order No. 2017-011, also known as the "Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance," the DOTr shifts the determination and provision of public transportation services from the private sector to the public sector;

Whereas, this move empowers LGUs and, in effect, lessens their dependence on the private sector in initiating the planning of local, regional, and national transportation systems. To carry out this move, the LPTRP will guide LGUs in planning, designing, and implementing local public transportation routes;

Whereas, to improve the local transportation planning process, the new Omnibus Franchising Guidelines (OFG) empower LGUs to craft their own LPTRPs that reflect appropriate solutions to their public transportation service requirements;

Whereas, the Department of the Interior and Local Government (DILG), through the "Joint Memorandum Circular (JMC) No. 001 Series of 2017," will help the DOTr and the LTFRB in requiring all LGUs to prepare and submit their LPTRPs to the DOTr and the LTFRB;

Now therefore, by the power vested in me by law, I, **ELSIE D. VISCA**, Municipal Mayor of Santa Fe, Romblon do hereby order:

Section 1. Organization of Local Public Transport Route Planning (LPTRP) Team

Section 2. Composition of LPTRP Team:

Chairperson	:	HON. ELSIE D. VISCA	-	Municipal Mayor
Co-chair	:	HON. GILBERT G. RUFON	-	SB Member
Members	:	ENGR. DERRICK E. MAYOR	-	MPDC
		ENGR. RAYMOND M. MAYOR	-	Municipal Engineer
		ENGR. CHARLIE T. ANDRES, JR.	-	Municipal Agriculturist
		MR. HENRY F. MALUNES	-	MDRRMO/Tourism Officer
		P/CAPT REY FRANCIS MANITO	-	Chief of Police
		HON. MELANIA G. ALOJADO	-	President, Liga ng Barangay
		ARCH. JERRY Y. GONZALES	-	Representative, DPWH
		MS. EVA LIZA M. ASERON	-	Representative, LTO
		COL. RENWICK K. RUTAKUIO	-	Representative, LTFRB
		MR. JESSIE M. PUNZALAN	-	Representative, Business Sector
		MR. FRANCISCO D. GOMEZ	-	Representative, Transport Group
		DR. REY P. RASGO	-	Representative, Academe

Section 3. The LPTRP Team shall have the following functions;

1. Spearhead all activities and undertakings needed for the formulation of Local Public Transport Route Plan (LPTRP);
2. Coordinate with the national agencies and seek appropriate technical assistance;
3. Employ technical personnel if necessary, for the completion of the LPTRP; and,
4. Submit LPTRP to DOTr and LTFRB.

Section 4. The team shall meet at least once a year or as often as necessary;

Section 5. Funding shall be provided by the municipal government to support the program.

Section 6. This executive order shall take effect immediately.

Done this 27th day of November, 2018 in the Municipality of Santa Fe, Province of Romblon, Philippines.



ELSIE D. VISCA
Municipal Mayor

ANNEX II

Computation for Proposed Number of Units and for
the Medium Term (5th Year)

Proposed Number of Units									
Annex II-A									
Mode : Filcab									
Route : Poblacion to Mat I and Vice Versa									
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL x 2)	FS=	NU		
	VLF x ASC x NRT		TAT		ATS		UR		
=	$\frac{250}{.70 \times 9 \times 10}$	=	$\frac{15}{1.505}$	=	$(0.33 \times 2) + \frac{8.45 \times 2}{20}$	=	$\frac{4}{0.8}$		
=	$\frac{250}{63}$	=	9.97	=	$0.66 + \frac{16.9}{20}$	=	5.00		
=				=	0.66 + 0.845	=	5		
=	3.97								
=	4			=	1.505				

Proposed Number of Units									
Annex II-B									
Mode: Filcab									
Route : Poblacion to Tabugon and Vice Versa									
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL X 2)	FS=	NU		
	VLF x ASC x NRT		TAT		ATS		UR		
=	$\frac{314}{.70 \times 9 \times 11}$	=	$\frac{15}{1.485}$	=	$(0.33 \times 2) + \frac{(8.25 \times 2)}{20}$	=	$\frac{5}{0.8}$		
=	$\frac{314}{69.3}$	=	10.1	=	$0.66 + \frac{16.5}{20}$	=	6.25		
=				=	0.66 + 0.825	=	7		
=	4.53			=					
=	5			=	1.485				

Proposed Number of Units							
Annex II-C Mode: Filcab							
Route : Poblacion to Agmanic and Vice Versa							
NU=	PV VLF x ASC x NRT	NRT=	NOH TAT	TAT=	(TWT x 2) + (RL X 2) ATS	FS=	NU UR
=	$\frac{373}{.70 \times 9 \times 12}$	=	$\frac{15}{1.324}$	=	$(0.33 \times 2) + \frac{(6.642 \times 2)}{20}$	=	$\frac{5}{0.8}$
=	$\frac{373}{75.6}$	=	11.33	=	$0.66 + \frac{13.28}{20}$	=	$\frac{6.25}{6}$
=	4.93			=	0.66 + 0.664		
=	5			=	1.324		

Proposed Number of Units							
Annex II-D Mode: Filcab							
Route : Poblacion to Canyayo and Vice Versa							
NU=	PV VLF x ASC x NRT	NRT=	NOH TAT	TAT=	(TWT x 2) + (RL X 2) ATS	FS=	NU UR
=	$\frac{208}{.70 \times 9 \times 15}$	=	$\frac{15}{1.026}$	=	$(0.33 \times 2) + \frac{(3.657 \times 2)}{20}$	=	$\frac{2}{0.8}$
=	$\frac{208}{94.5}$	=	14.62	=	$0.66 + \frac{7.314}{20}$	=	$\frac{2.5}{3}$
=	2.2			=	0.66 + 0.366		
=	2			=	1.026		

Proposed Number of Units							
Annex II-E Mode: Filcab							
Route : Poblacion to Guinbirayan and Vice Versa							
NU=	PV VLF x ASC x NRT	NRT=	NOH TAT	TAT=	(TWT x 2) + (RL x 2) ATS	FS=	NU UR
=	$\frac{736}{.70 \times 9 \times 11}$	=	$\frac{15}{1.493}$	=	$(0.33 \times 2) + \frac{8.33 \times 2}{20}$	=	$\frac{11}{0.8}$
=	$\frac{736}{69.3}$	=	10.05	=	$0.66 + \frac{16.66}{20}$	=	$\frac{13.75}{14}$
=	10.62			=	0.66 + 0.833		
=	11			=	1.493		

Computation of Proposed Number of Units for the Medium Term (5th Year)

Proposed Number of Units									
Annex II-A									
Mode : Filcab									
Route : Poblacion to Mat I and Vice Versa									
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL x 2)	FS=	NU		
	VLF x ASC x NRT		TAT		ATS		UR		
				=	$(0.33 \times 2) + \frac{8.45 \times 2}{20}$	=	5		
=	$\frac{256}{.70 \times 9 \times 10}$	=	$\frac{15}{1.505}$			=	0.8		
				=	$0.66 + \frac{16.9}{20}$	=	6.25		
=	$\frac{256}{63}$	=	9.97			=	7		
				=	$0.66 + 0.845$				
=	4.06								
=	5			=	1.51				

Proposed Number of Units									
Annex II-B									
Mode: Filcab									
Route : Poblacion to Tabugon and Vice Versa									
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL X 2)	FS=	NU		
	VLF x ASC x NRT		TAT		ATS		UR		
=	$\frac{322}{.70 \times 9 \times 11}$	=	$\frac{15}{1.485}$	=	$(0.33 \times 2) + \frac{(8.25 \times 2)}{20}$	=	5		
							0.8		
=	$\frac{322}{69.3}$	=	10.1	=	$0.66 + \frac{16.5}{20}$	=	6.25		
						=	7		
=	4.65			=	$0.66 + 0.825$				
=	5			=	1.485				

Proposed Number of Units							
Annex II-C							
Mode: Filcab							
Route : Poblacion to Agmanic and Vice Versa							
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL X 2)	FS=	NU
	VLF x ASC x NRT		TAT		ATS		UR
=	382	=	15	=	(0.33 x 2) + (6.642 x 2)	=	5
	.70 x 9 x 12		1.324		20		0.8
=	382	=	11.33	=	0.66+ 13.28	=	6.25
	75.6				20	=	6
=	5.05			=	0.66+ 0.664		
=	5			=	1.324		

Proposed Number of Units							
Annex II-D							
Mode: Filcab							
Route : Poblacion to Canyayo and Vice Versa							
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL X 2)	FS=	NU
	VLF x ASC x NRT		TAT		ATS		UR
=	213	=	15	=	(0.33 x 2) + (3.657 x 2)	=	2
	.70 x 9 x 15		1.026		20		0.8
=	213	=	14.62	=	0.66+ 7.314	=	2.5
	94.5				20	=	3
=	2.25			=	0.66+ 0.366		
=	2			=	1.026		

Proposed Number of Units							
Annex II-E							
Mode: Filcab							
Route : Poblacion to Guinbirayan and Vice Versa							
NU=	PV	NRT=	NOH	TAT=	(TWT x 2) + (RL x 2)	FS =	NU
	VLF x ASC x NRT		TAT		ATS		UR
=	754	=	15	=	(0.33 x 2) + 8.33 x 2	=	11
	.70 x 9 x 11		1.493		20		0.8
=	754	=	10.05	=	0.66 + 16.66	=	13.75
	69.3				20	=	14
=	10.88			=	0.66 + 0.833		
=	11			=	1.493		

ANNEX III

Survey Result

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTOR CYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Mat-I, Pandan to Poblacion	5	8	5	43	0	0	1	8	6	4	1	1	180	263	2	4	198	321
TIME																		
6- 7 AM	1	2	2	15	0	0	0	0	0	0	0	0	27	31	0	0	30	48
7- 8 AM	0	0	2	21	0	0	0	0	0	0	1	1	21	27	1	2	23	51
8- 9 AM	1	2	0	0	0	0	0	0	2	1	0	0	23	18	0	0	26	21
9 -10 AM	1	3	0	0	0	0	1	8	1	0	0	0	12	8	0	1	15	20
10 - 11 AM	1	0	0	0	0	0	0	0	2	1	0	0	11	17	0	0	14	15
11 - 12 AM	1	1	1	7	0	0	0	0	1	2	0	0	17	24	1	0	21	28
12 - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0	15	17	0	0	15	17
1 - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0	10	15	0	1	10	15
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	19	33	0	0	19	33
3 - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0	13	34	0	0	13	34
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	15	27	0	0	15	27
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	12	0	0	3	12

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTOR CYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Pandan and Mat I	13	15	6	29	1	5	1	2	20	11	9	10	181	259	6	13	236	342
TIME																		
6 - 7 AM	1	3	2	11	1	5	0	0	1	2	0	1	29	50	2	6	36	78
7 - 8 AM	0	0	1	5	0	0	0	0	6	3	3	2	14	17	0	0	24	27
8 - 9 AM	0	0	1	4	0	0	1	2	1	0	0	1	11	21	0	0	14	26
9 - 10 AM	1	3	0	0	0	0	0	0		1	3	3	14	17	1	2	20	24
10 - 11 AM	0	0	0	0	0	0	0	0	0	0	2	2	12	20	0	0	14	22
11 - 12 AM	1	2	0	0	0	0	0	0	0	0	1	1	4	15	1	1	7	19
12 - 1 PM	1	0	1	6	0	0	0	0	2	1	0	0	12	11	0	0	16	18
1 - 2 PM	1	0	1	3	0	0	0	0	3	2	0	0	19	21	0	0	24	26
2 - 3 PM	0	0	0	0	0	0	0	0	1	0	0	0	16	20	0	0	16	20
3 - 4 PM	1	3	0	0	0	0	0	0	5	2	0	0	21	23	0	0	27	28
4 - 5 PM	5	2	0	0	0	0	0	0	0	0	0	0	22	30	1	3	28	35
5 - 6 PM	2	4	0	0	0	0	0	0	0	0	0	0	7	14	1	1	10	19

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTOR CYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Guinbirayan and Magsaysay to Poblacion	10	30	3	65	0	0	1	30	20	46	6	12	690	1235	37	88	767	1506
TIME																		
6 - 7 AM	0	0	0	0	0	0	1	30	0	0	0	0	92	222	3	18	96	270
7 - 8 AM	0	0	2	52	0	0	0	0	2	3	0	0	113	209	5	12	122	276
8 - 9 AM	1	3	0	0	0	0	0	0	2	4	0	0	52	94	6	19	61	120
9 - 10 AM	0	0	0	0	0	0	0	0	1	3	0	0	48	76	4	7	53	86
10 - 11 AM	0	0	0	0	0	0	0	0	2	6	0	0	38	63	1	2	41	71
11 - 12 AM	1	8	0	0	0	0	0	0	2	4	3	6	41	60	3	6	50	84
12 - 1 PM	2	4	1	13	0	0	0	0	1	3	0	0	47	85	1	1	52	106
1 - 2 PM	1	2	0	0	0	0	0	0	7	17	2	4	46	79	2	4	58	106
2 - 3 PM	1	2	0	0	0	0	0	0	0	0	0	0	38	63	1	2	40	67
3 - 4 PM	1	3	0	0	0	0	0	0	2	3	1	2	36	69	4	5	44	82
4 - 5 PM	1	2	0	0	0	0	0	0	1	3	0	0	86	135	6	11	94	151
5 - 6 PM	2	6	0	0	0	0	0	0	0	0	0	0	53	80	1	1	56	87

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Magsaysay and Guinbirayan	19	57	5	69	2	14	1	15	12	25	5	9	503	732	30	80	577	1,001
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	41	48	2	3	43	51
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	56	73	3	4	59	77
8 - 9 AM	4	9	0	0	0	0	0	0	0	0	0	0	26	46	3	8	33	63
9 - 10 AM	0	0	1	6	1	10	0	0	2	4	0	0	23	40	2	3	29	63
10 - 11 AM	2	6	1	5	0	0	0	0	1	2	1	2	39	36	3	7	47	58
11 - 12 AM	2	7	0	0	1	4	0	0	3	6	1	2	36	39	3	7	46	65
12 - 1 PM	1	2	1	26	0	0	0	0	0	0	0	0	35	38	1	5	38	71
1 - 2 PM	1	4	1	22	0	0	1	15	2	4	2	2	34	46	3	4	44	97
2 - 3 PM	1	4	0	0	0	0	0	0	2	5	0	0	21	31	0	0	24	40
3 - 4 PM	5	14	0	0	0	0	0	0	2	4	1	3	40	31	3	4	51	56
4 - 5 PM	0	0	1	10	0	0	0	0	0	0	0	0	79	165	4	23	84	198
5 - 6 PM	3	11	0	0	0	0	0	0	0	0	0	0	73	139	3	12	79	162

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Tabugon to Poblacion	2	10	1	22	0	0	0	0	3	8	1	5	314	535	10	13	331	593
TIME																		
6 - 7 AM	0	0	1	22	0	0	0	0	0	0	0	0	40	75	0	0	41	97
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	48	92	1	3	49	95
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	28	47	3	4	31	51
9 - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	20	0	0	12	20
10-11 AM	0	0	0	0	0	0	0	0	0	0	0	0	20	41	1	1	21	42
11-12 AM	0	0	0	0	0	0	0	0	1	3	0	0	13	18	0	0	14	21
12 - 1PM	1	5	0	0	0	0	0	0	0	0	0	0	25	34	0	0	26	39
1 - 2 PM	0	0	0	0	0	0	0	0	1	3	1	5	16	30	1	1	19	39
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	22	39	1	1	23	40
3 - 4 PM	1	5	0	0	0	0	0	0	1	2	0	0	34	55	1	1	37	63
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	37	63	2	2	39	65
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	19	21	0	0	19	21

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Tabugon	3	14	1	26	0	0	0	0	0	0	1	3	296	414	6	15	307	472
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	17	0	0	12	17
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	26	37	0	0	26	37
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	37	42	1	3	38	45
9-10 AM	0	0	0	0	0	0	0	0	0	0	0	0	22	41	1	1	23	42
10 - 11 AM	1	6	0	0	0	0	0	0	0	0	0	0	24	32	1	3	26	41
11- 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	21	35	0	0	21	35
12-1 PM	0	0	1	26	0	0	0	0	0	0	0	0	17	35	1	3	19	64
1 - 2 PM	1	4	0	0	0	0	0	0	0	0	0	0	12	17	0	0	13	21
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	13	20	1	2	14	22
3 - 4 PM	1	4	0	0	0	0	0	0	0	0	1	3	35	38	1	3	38	48
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	41	53	0	0	41	53
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	36	47	0	0	36	47

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Agmanic	0	0	0	0	0	0	0	0	0	0	0	0	414	697	6	16	420	713
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	46	66	0	0	46	66
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	54	78	0	0	54	78
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	18	1	4	15	22
9-10 AM	0	0	0	0	0	0	0	0	0	0	0	0	30	46	0	0	30	46
10 - 11 AM	1	6	0	0	0	0	0	0	0	0	0	0	28	53	0	0	28	53
11- 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	8	14	0	0	8	14
12-1 PM	0	0	0	0	0	0	0	0	0	0	0	0	47	65	0	0	47	65
1 - 2 PM	1	4	0	0	0	0	0	0	0	0	0	0	37	54	3	8	40	62
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	26	42	1	2	27	44
3 - 4 PM	1	4	0	0	0	0	0	0	0	0	1	3	34	58	1	2	35	60
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	46	107	0	0	46	107
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	44	96	0	0	44	96

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Agmanic to Poblacion	2	4	0	0	0	0	0	0	1	1	0	0	407	743	5	9	415	757
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	57	121	0	0	57	121
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	68	150	0	0	68	150
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	16	28	0	0	16	28
9-10 AM	0	0	0	0	0	0	0	0	0	0	0	0	25	45	0	0	25	45
10 - 11 AM	0	6	0	0	0	0	0	0	0	0	0	0	19	34	1	2	20	36
11- 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	22	49	0	0	22	49
12-1 PM	0	0	0	0	0	0	0	0	0	0	0	0	28	47	0	0	28	47
1 - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0	20	35	0	0	20	35
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	21	32	1	2	22	34
3 - 4 PM	1	2	0	0	0	0	0	0	0	0	0	0	42	67	1	1	44	70
4 - 5 PM	1	2	0	0	0	0	0	0	1	1	0	0	47	76	1	2	50	81
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	42	59	1	2	43	61

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTOR CYCLE	PASSENGERS		PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Canyayo	1	3	0	0	0	0	0	0	0	0	0	0	172	279	7	16	180	298
TIME																		
6 - 7 AM	1	3	0	0	0	0	0	0	0	0	0	0	8	10	0	0	9	13
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	17	1	2	15	19
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	12	0	0	10	12
9 - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	19	1	2	12	21
10 - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	16	0	0	10	16
11 - 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	22	0	0	11	22
12 - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0	19	32	0	0	19	32
1 - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0	18	30	3	8	21	38
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	18	1	2	12	20
3 - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0	15	23	1	2	16	25
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	27	46	0	0	27	46
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	18	34	0	0	18	34

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKDAYS RESULT (MONDAY - FRIDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTOR CYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Canyayo to Poblacion	1	3	0	0	0	0	0	0	1	2	0	0	229	321	0	0	231	326
TIME																		
6 - 7 AM	1	3	0	0	0	0	0	0	0	0	0	0	27	57	0	0	28	60
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	22	39	0	0	22	39
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	24	28	0	0	24	28
9 - 10 AM	0	0	0	0	0	0	0	0	1	2	0	0	9	10	0	0	10	12
10 - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0	13	20	0	0	13	20
11 - 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	16	24	0	0	16	24
12 - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	11	12
1 - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	18	0	0	14	18
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	17	24	0	0	17	24
3 - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0	26	28	0	0	26	28
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	28	34	0	0	28	34
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	22	27	0	0	22	27

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKEND RESULTS																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Canyayo (V-V)	6	29	2	32	0	0	0	0	2	4	0	0	538	823	10	36	558	1,482
TIME																		
6 - 7 AM	1	0	0	0	0	0	0	0	0	0	0	0	62	103	0	0	62	103
7 - 8 AM	1	2	0	0	0	0	0	0	0	0	0	0	70	118	0	0	71	120
8 - 9 AM	1	5	0	0	0	0	0	0	0	0	0	0	74	107	3	5	78	117
9-10 AM	0	3	0	0	0	0	0	0	0	0	0	0	59	83	0	0	60	86
10 - 11 AM	0	3	0	0	0	0	0	0	1	2	0	0	69	101	0	0	71	106
11 - 12 AM	0	0	1	16	0	0	0	0	1	2	0	0	57	88	1	3	60	109
12- 1 PM	0	0	1	16	0	0	0	0	0	0	0	0	25	41	1	3	27	64
1 - 2 PM	0	4	0	0	0	0	0	0	0	0	0	0	27	41	0	0	28	43
2 - 3 PM	0	2	0	0	0	0	0	0	0	0	0	0	22	32	1	3	23	35
3 - 4 PM	0	10	0	0	0	0	0	0	0	0	0	0	21	22	2	14	24	56
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	27	40	2	8	29	48
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	25	37	0	0	25	37

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKEND RESULT																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Agmanic to Poblacion	1	14	1	16	0	0	0	0	0	0	0	0	731	1,090	9	24	742	1,144
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	89	135	0	0	89	135
7 - 8 AM	0	0	1	16	0	0	0	0	0	0	0	0	89	132	0	0	90	148
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	78	109	1	4	79	113
9 - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0	77	119	0	0	77	119
10 - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0	49	83	2	3	51	86
11 - 12 AM	0	0	0	0	0	0	0	0	0	0	0	0	50	81	1	2	51	83
12 - 1 PM	0	0	0	0	0	0	0	0	0	0	0	0	44	64	1	3	45	67
1 - 2 PM	0	0	0	0	0	0	0	0	0	0	0	0	44	68	2	6	46	74
2 - 3 PM	0	0	0	0	0	0	0	0	0	0	0	0	63	91	1	2	64	93
3 - 4 PM	1	14	0	0	0	0	0	0	0	0	0	0	53	70	1	4	55	88
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	53	77	0	0	53	77
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	42	61	0	0	42	61

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKEND RESULT (SATURDAY)																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Poblacion to Pandan, Mat-I	25	45	18	76	6	18	7	14	22	25	12	9	586	850	19	35	700	1,072
TIME																		
6 - 7 AM	11	23	13	51	1	4	3	7	5	10	2	3	67	87	7	17	109	202
7 - 8 AM	2	6	2	11	1	4	2	7	5	4	2	2	77	87	3	6	64	112
8 - 9 AM	0	9	2	9	2	4	0	7	3	2	3	1	44	62	1	2	60	89
9- 10 AM	0	0	0	0	0	0	0	0	2	2	3	2	44	73	1	3	50	80
10 - 11 AM	1	1	0	0	0	0	0	0	2	1	1	0	35	78	1	1	50	81
11 - 12 AM	0	0	0	0	0	0	0	0	1	2	0	0	63	69	0	0	64	56
12 - 1 PM	1	0	1	5	1	3	0	0	1	2	1	1	70	84	0	0	75	95
1 - 2 PM	1	0	0	0	0	0	0	0	1	2	0	0	30	89	0	0	12	50
2 - 3 PM	1	1	0	0	0	0	0	0	0	0	0	0	45	61	0	0	45	78
3 - 4 PM	0	0	0	0	0	0	0	0	0	0	0	0	25	40	0	0	26	40
4 - 5 PM	2	4	0	0	1	3	0	0	1	0	0	0	75	89	3	5	62	99
5 - 6 PM	1	1	0	0	0	0	0	0	1	0	0	0	48	73	2	1	52	75

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKEND RESULT																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Guinbirayan and Magsaysay to Pob.	18	77	6	113	0	0	4	78	25	61	4	10	1,752	2688	55	160	1,864	3,187
TIME																		
6 - 7 AM	0	0	0	0	0	0	1	18	0	0	0	0	180	273	6	18	187	309
7 - 8 AM	0	0	1	17	0	0	0	0	1	2	0	0	198	299	5	19	205	337
8 - 9 AM	2	6	0	0	0	0	1	21	6	17	0	0	159	229	6	31	174	304
9-10 AM	6	23	1	22	0	0	0	0	6	14	1	2	174	268	6	10	160	282
10-11 AM	2	22	0	0	0	0	1	20	1	2	1	5	128	212	9	14	142	273
11-12 AM	0	0	0	0	0	0	0	0	1	1	0	0	132	207	0	0	133	225
12 -1 PM	2	6	0	0	0	0	1	19	2	4	0	0	141	211	3	10	149	270
1 - 2 PM	1	4	2	34	0	0	0	0	0	0	0	0	116	198	5	14	124	228
2 - 3 PM	1	2	2	40	0	0	0	0	1	3	0	0	121	185	1	5	126	235
3 - 4 PM	1	2	0	0	0	0	0	0	2	6	1	3	140	224	5	13	149	248
4 - 5 PM	1	3	0	0	0	0	0	0	3	8	0	0	160	234	4	14	168	259
5 - 6 PM	2	9	0	0	0	0	0	0	2	4	1	2	137	190	5	12	147	217

Detailed Passenger Load and Vehicle Count																	TOTAL	
WEEKEND RESULT																		
Road Name	ALL PRIVATE	PASSENGERS	JEEPNEY	PASSENGERS	VAN FOR HIRE	PASSENGERS	BUS & MINI BUS	PASSENGERS	GOODS VEHICLES	PASSENGERS	TRUCK (3 OR MORE AXLE)	PASSENGERS	MOTORCYCLE	PASSENGERS	TRICYCLE	PASSENGERS	ALL VEHICLES	ALL PASSENGERS
Tabugon to Poblacion	5	32	3	58	0	0	0	0	2	4	0	0	560	1,015	7	21	579	1,130
TIME																		
6 - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0	57	105	0	0	57	105
7 - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0	75	125	2	8	77	133
8 - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0	44	88	2	4	46	92
9-10 AM	1	6	0	0	0	0	0	0	0	0	0	0	49	106	1	3	51	115
10-11 AM	0	0	1	26	0	0	0	0	1	2	0	0	33	66	0	0	57	94
11- 12AM	0	0	1	16	0	0	0	0	1	2	0	0	38	71	0	0	40	89
12 - 1 PM	1	4	1	16	0	0	0	0	0	0	0	0	35	53	0	0	37	73
1 - 2 PM	1	4	0	0	0	0	0	0	0	0	0	0	21	39	1	2	23	45
2 - 3 PM	3	16	0	0	0	0	0	0	0	0	0	0	33	65	0	0	41	81
3 - 4 PM	1	2	0	0	0	0	0	0	0	0	0	0	53	99	0	0	54	101
4 - 5 PM	0	0	0	0	0	0	0	0	0	0	0	0	55	95	0	0	55	95
5 - 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	62	103	1	4	63	107

Boarding and Alighting Survey Result							
Mode of Transportation: Jeepney							
Route Name	Major Stops and Destination	Boarding			Alighting		
		Students	Employees	Others	Students	Employees	Others
Guinbirayan - Mat - i Vice Versa	Guinbirayan Proper	20	20	28	31	17	40
	Danao Sur Crossing	15	13	7	9	5	4
	Danao Norte Crossing	31	27	20	21	7	12
	Magsaysay Crossing	21	12	15	8	2	3
	Poblacion	69	27	19	73	45	10
Poblacion - Tabugon Vice Versa	Sitio Cahawagan	20	10	15	3	0	14
	Tabugon Proper	20	9	20	3	1	14
	Magsaysay Crossing	15	7	12	6	0	16
	Poblacion	14	4	10	11	26	31
Poblacion - Mat- i Vice Versa	Poblacion	28	14	15	14	4	12
	Santa Fe Pier	14	0	27	0	2	17
	Pandan Center	24	12	14	14	0	0
	Pandan Centro Crossing	12	6	17	4	4	24
	Mat - i School Crossing	13	0	11	7	0	7
	Mat- i Center	14	4	70	0	10	4
	Boundary of Mat-i and Manhac	12	2	5	2	0	7

This survey collects information on the number of passengers who board and alight at selected locations or stops and times along a public transport corridor. The surveyor boards the public utility jeepneys and select a seat where he can easily see the entering and leaving passengers. The surveyor counts and records the number of passengers and list down the locations where most passengers aboard and alight. This is accumulated count for a week survey.

Public Transport Operator/Driver 's Interview Result								
Driver's Name	Operator	Mode	Route	Seating Capacity	Round Trips/day	Monthly Gross (Php)	Monthly Expenses (Fuel, Lubricant, Repair & Maintenance, Terminal Fee, Manpower) (Php)	Net Monthly Income (Php)
Dodong Quinton	Generito Gabay	Jeepney	Santa Fe - Looc -Odiongan Vice Versa	20	1	85,800.00	63,552.00	22,248.00
Larry Antonio	Jury Antonio	Jeepney	Santa Fe - Looc - Odiongan Vice Versa	20	1	85,800.00	67,236.00	48,564.00
Albert Evangelio	Cris Ballera	Jeepney	Santa Fe - Looc - Odiongan Vice Versa	20	1	45,000.00	28,098.00	16,902.00
Vincent Ballera	Vincent Ballera	Minibus	Santa Fe - Looc -Odiongan Vice Versa	35	1	45,000.00	22,864.00	22,136.00
Joven De Juan	Joven De Juan	Jeepney	Santa Fe - Looc -Odiongan Vice Versa	20	1	85,800.00	52,428.00	33,372.00
Diomar Ballera	Diomar Ballera	Van	Santa Fe - Looc - Odiongan Vice Versa	18	1	45,000.00	13,470.00	31,530.00

This survey can determine the cost of operation and maintenance of public transportation and can estimate the average daily operation. This survey was conducted randomly on operators and drivers.

Vehicle Count Survey Result								
Route Name	Private cars	Jeepney	Motorcycle	Tricycle	Bus/Mini-bus	Van	Good Vehicles	Truck
Poblacion - Pandan - Mat - i Vice Versa	125	52	4,363	220	7	1	6	2
Poblacion - Agmanic Vice Versa	8	1	1,743	30	0	0	1	0
Poblacion - Tabugon Vice Versa	13	2	1,062	21	0	1	5	2
Poblacion - Canyayo	8	0	847	7	0	0	0	0
Poblacion - Guinbirayan	60	17	3,912	176	8	3	37	9

This survey was conducted to distinguish the number of Public Utility Vehicles and private vehicles traversing in specific direction. The surveyor choose a place where they can easily and definitely count the passing vehicles.

ANNEX IV

Survey Forms

PASSENGER LOAD COUNT FORM Local Public Transportation Route Planning and Management Course												
STATION NO. : _____			ROAD NAME _____			Turn/Direction No. : <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block;"></div>			 			
WEATHER: _____			Turn No: _____									
SURVEYOR: _____			BARANGAY: _____			CITY/MUN: _____						
DIRECTION: From: _____			PROVINCE: _____			REGION: _____						
4.0 FORM: To: _____			DATE: _____			DAY: _____						
TIME From: <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block;"></div> : <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block;"></div>			To: <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block;"></div> : <div style="border: 1px solid black; width: 40px; height: 20px; display: inline-block;"></div>									
MODE		(Tally Sheet)										TOTAL
ALL PRIVATE CAR/TAXI/VAN/PICK-UP 												
JEEPNEY 												
VAN FOR HIRE (AUV, GT EXPRESS) 												
BUS & MINI BUS 												
GOODS VEHICLE/ 2-AXLE TRUCK 												
TRUCK (3 or more axles) 												
MOTOR CYCLE 												
TRICYCLE 												
TOTAL												

[illegible]

[illegible]

PT OPERATORS' INTERVIEW

Surveyor: _____

3. Jeepney

[illegible][illegible]

<div style="display: flex; justify-content: space-around; align-items: center;"> </div> <div style="text-align: center; margin-top: 5px;"> Local Public Transportation Route Planning and Management Course PT DRIVERS' INTERVIEW </div>				
Sequential No.: 		Surveyor: 		
Date: 				
Route Name: 		Route No.: 		
Route Length: Km.				
Terminal Location:		<div style="display: flex; justify-content: space-between;"> <div> Route End 1: Route End 2: Route End 1 Characteristics: <div style="display: flex; flex-direction: column; gap: 5px;"> <input type="checkbox"/> Floating <input type="checkbox"/> On Street <input type="checkbox"/> Off Street <input type="checkbox"/> Floating <input type="checkbox"/> On Street <input type="checkbox"/> Off Street </div> </div> <div> Route End 2 Characteristics: <div style="display: flex; flex-direction: column; gap: 5px;"> <input type="checkbox"/> Floating <input type="checkbox"/> On Street <input type="checkbox"/> Off Street </div> </div> </div>		
		<div style="display: flex; flex-direction: column; gap: 5px;"> <input type="checkbox"/> Bus <input type="checkbox"/> Mini Bus <input type="checkbox"/> Jeepney <input type="checkbox"/> Multicab <input type="checkbox"/> UV </div>		
ITEM		1		2
		Weekday	Sunday	Weekday
		Sunday		
A. Vehicle Data				
1. Ownership: 1 Coop 2 Rented 3 Owned 4 Driver /				
2. Plate No.: 				
3. Seating Capacity: 				
4. Fuel Used: 1 Diesel 2 Gasoline 3 Others: 				
B. Operating Characteristics				
1. No. of drivers/vehicle				
2. Ave. no. of round trips/day				
3. Ave. no. of working hrs/day				
4. Ave. no. of working days/week				
5. Ave. no. of vehicle operating days/week				
6. Ave. travel time per round trip				
7. Fuel consumption				
a) Liters/day				
8. Estimated no. of PUB/PUJ/AUV operating in this route				
C. Financial Characteristics				
1. Ave. daily gross revenue (₱)				
2. Ave. expenses (₱)				
a) Boundary fee/day				
b) Fuel cost/day				
c) Oil cost/month				
d) Terminal fee/trip				
e) Dispatchers fee/trip				
f) Others (specify)				
3. Ave. daily net income				
4. Compensation 1 Salary 2 Boundary 3 Base + Com 4 Others				
D. Problems Encountered in your Operation		E. Suggestions for Operational Improvements		

ANNEX V

Data Sources and References

References:

- Comprehensive Land Use Plan
- Local Public Transport Route Plan Manual
- Omnibus Guidelines on the Planning and Identification of Public Road Transportation Services and Franchise Issuance (*Department Order No. 2017-011*)
- Socio-Economic Profile of the Municipality
- Survey Results

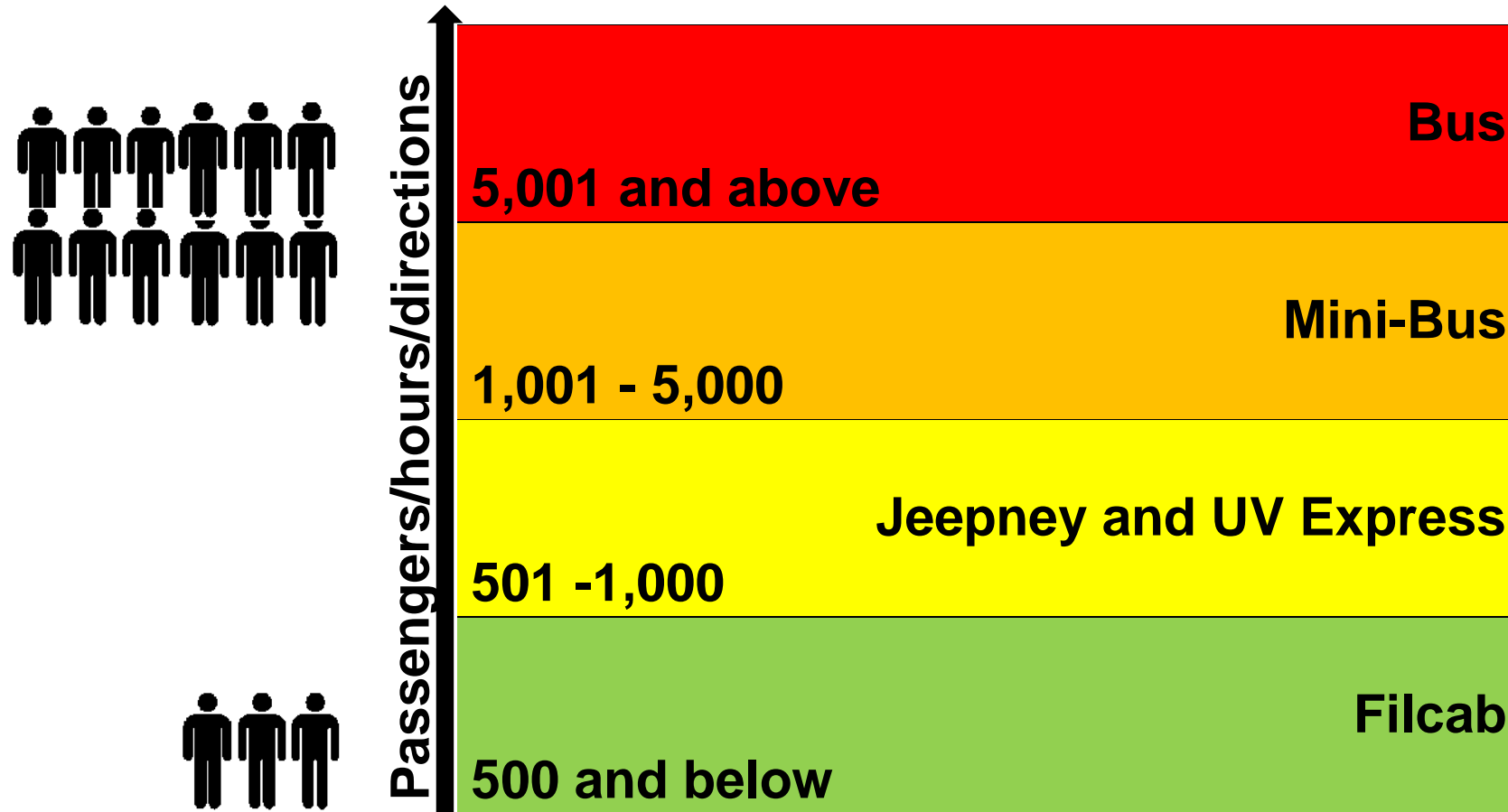


Republic of the Philippines
Department of Transportation
LAND TRANSPORTATION FRANCHISING AND REGULATORY BOARD
Regional Franchising and Regulatory Board No. IV

PUV Route Inventory
AS OF OCTOBER 30, 2020

LGU AS ONE ENDPOINT				
ROUTE NAME	NUMBER OF FRANCHISES	NAU	MODE OF TRANSPORTATION	PROVINCE
Odiangan - Sta Fe via Loooc	3	3	PUJ	ROMBLON
Odiangan Pier - Sta Fe via Loooc in Romblon	1	1	PUJ	ROMBLON
Odiangan Pier - Guinbirayan via Loooc	1	1	MBUS	ROMBLON

Passenger capacity per hour per direction per type of mode based on the OFG.





Republic of the Philippines
Province of Romblon
MUNICIPALITY OF SANTA FE
-000-



OFFICE OF THE SANGGUNIANG BAYAN

**EXCERPT FROM THE MINUTES OF THE REGULAR SESSION OF THE SANGGUNIANG BAYAN
OF SANTA FE, ROMBLON HELD AT THE SESSION HALL ON APRIL 11, 2022 AT 8:30 A.M.**

Present:

Hon. Diosdado M. Cawaling
Hon. Abraham C. Visca
Hon. Rica E. Molina
Hon. Lennie F. Cawaling - Malla
Hon. Blas G. Cruz
Hon. Fernando M. Fernando
Hon. Gilbert G. Rufon
Hon. W. Melwin A. Punzalan
Hon. Melania G. Alojado
Hon. Judith T. Dionesio

Vice Mayor/Presiding Officer
SB Member
SB Member
SB Member
SB Member
SB Member
SB Member
SB Member
ABC President (Ex - Officio Member)
SK President (Ex - Officio Member)

Absent:

None

ORDINANCE NO. 178 S-2022


**AN ORDINANCE ADOPTING THE SANTA FE, ROMBLON LOCAL PUBLIC TRANSPORT
ROUTE PLAN (LPTRP) 2019 - 2023, SUBJECT TO FULL COMPLIANCE WITH ALL
APPLICABLE LAWS, RULES AND REGULATIONS**

Sponsor: HON. GILBERT G. RUFON
Chairman, Committee on Transportation and Communications

WHEREAS, pursuant to Department Order No. 2017-011 issued by the Department of Transportation (DOTr) and Joint Memorandum Circular (JMC) No. 001, dated 19 June 2017, Series of 2017 issued by the DOTr and the Department of the Interior and Local Government (DILG), local government units (LGUs) are prompted to promote reliable, safe, accessible, environmentally sound and comfortable Public Utility Vehicles (PUVs) for the efficient performance of daily socio-economic activities;



Office of the Sangguniang Bayan
2/F Municipal Hall of Santa Fe,
Poblacion, Santa Fe, Romblon, 5508
legislativedept2222@gmail.com

received: 
ARVIN C. AMUIN
01/23/2023

WHEREAS, the Municipal Government of Santa Fe, Romblon commits enthusiastic involvement in carrying out policies in franchise issuance and implementation of an efficient public transport system in the municipality;

WHEREAS, Section 4 (d) (iii) JMC No. 001, Series of 2017, provides that upon the issuance of a Notice of Compliance (NOC), an ordinance shall be passed adopting the LPTRP and the same shall be endorsed to the Land Transportation and Franchising Regulatory Board (LTFRB) for the conduct of a transparent operator selection and issuance of franchise(s);

WHEREAS, the LPTRP submitted by the Municipality has been found compliant by the LTFRB Regional Office No. 4 and an NOC was duly granted by said office on 17 February 2022 to the Municipal Government of Santa Fe, Romblon;

WHEREAS, the Municipal Mayor endorsed the LPTRP to the Sangguniang Bayan and requested for the passage of an ordinance adopting the same;

WHEREAS, after review and hearing, the Committee on Transportation & Communications recommends to the Sangguniang Bayan the adoption of the LPTRP;

WHEREAS, good grounds exist for the Municipality to adopt the LPTRP undertaking;

NOW, THEREFORE, BE IT ORDAINED, AS IT HEREBY ORDAINED BY THE SANGGUNANG BAYAN OF SANTA FE, ROMBLON, in session assembled that:

Section 1. Title. This ordinance shall be entitled "An ordinance adopting the Santa Fe Local Public Transport Route Plan (LPTRP) 2019-2023, subject to full compliance with all applicable laws, rules and regulations."

Section 2. Objectives. The adoption of the LPTRP is intended: (a) to invigorate Santa Fe connectivity by promoting development programs to improve accessibility and transport system in the municipality, thus attaining municipality's vision as a premiere agri-tourism destination in the southern part of Tablas Island, (b) primarily to serve the transportation requirements and convenience of the travelling public in the municipality; and (c) promote competition in the covered routes.

Section 3. Definition of Terms. For the purpose of this Ordinance, the following terms shall mean:

3.1 LPTRP – The Santa Fe Local Public Transportation Route Plan formulated by the Municipal Government of Santa Fe, Romblon detailing the route network, mode and required number of units per mode for delivering public land transport services, approved by the Department of Transportation and Land Transportation and Franchising Regulatory Board, which serves as a comprehensive municipal transport plan.

3.2 NOC – The Notice of Compliance dated February 17, 2022 issued by the LTFRB Regional Office No. 4 approving the LPTRP and the prescribed rationalized routes, authorized mode and number of authorized units.



Office of the Sangguniang Bayan
2/F Municipal Hall of Santa Fe,
Poblacion, Santa Fe, Romblon, 5508
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Section 4. Adoption of the LPTRP. The LPTRP as approved under the NOC is hereby adopted, subject to full compliance with all applicable laws, rules and regulations. A Copy of the LPTRP shall form part of this Ordinance.

Section 5. Coverage. The LPTRP shall apply to all rationalized routes approved under the NOC with the specified authorized mode and number of authorized units as prescribed in the NOC issued on 17 February 2022, to wit:

ROUTE (Detailed Route Structure)		Route Length (km)	Authorized Mode	No. of Authorized Units
New/Development Routes				
1	Poblacion – Agmanic Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe- Guinbirayan Road and vice-versa	6.64	PUJ Class 1	15
2	Poblacion – Canyayo Via R. Gomez St., Regional Highway 301/ Malbog Port-Santa Fe- Guinbirayan Road and vice-versa	3.66	PUJ Class 1	15
3	Poblacion – Guinbirayan Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe- Guinbirayan Road and vice-versa	8.33	PUJ Class 1	15
4	Poblacion – Mat-I Via R. Gomez St., Regional Highway 301/ Malbog Port-Santa Fe- Guinbirayan Road and vice-versa	8.45	PUJ Class 1	15
5	Poblacion – Tabugon Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe- Guinbirayan Road and vice-versa	8.25	PUJ Class 1	15
Total Number of Routes/Total Number of Units				75

Section 6. Modification and Additional Routes, Units and Authorized Mode to Santa Fe, Romblon. The LPTRP can be modified, amended, expanded or updated, such as by shortening, extending or changing the routes, anytime during its effectivity, to suit transportation demands and development requirements of Santa Fe. Accordingly, the LPTRP does not preclude and is expressly subject to the addition of rationalized or new routes, specified authorized modes and number of units in the municipality, as may be proposed or recommended by the LPTRP Team and approved by LTFRB in accordance with applicable rules and regulations.

Section 7. Qualified Operators and Transparent Competitive Selection. All franchises issued under the LPTRP shall be issued only to qualified operators in accordance with existing rules and regulations, under a fully transparent, competitive and equitable selection process, where the primary consideration shall be the interest of the travelling public. The LTFRB shall aim to promote and maintain market competition in the routes under the LPTRP and prevent the existence of monopoly or



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monopolistic practices by any operator or group of operators therein. In cases where the number of applicants exceed the number of authorized units in a particular route, the LTRB shall ensure that the franchises are evenly or equally distributed to different and independent qualified operators.

Section 8. Compliance with Local Regulations. All operators granted a franchise under the LPTRP shall comply with all transportation and traffic regulations, such as stops, terminals and transfer areas, in effect in the different barangays along the route and applicable municipal ordinances.

Section 9. Sanctions for Inimical Acts. The LTRB shall impose appropriate sanctions or penalties, including the suspension or cancellation of the franchise, against any operator who will violate the LPTRP, or commit acts inimical to the interest of the travelling public in the municipality, in accordance with applicable rules and regulations.

Section 10. Repealing Clause. All local ordinances, executive orders, rules and regulations inconsistent with DILG-DOTR JMC No. 001, Series of 2017 and this Ordinance are hereby deemed modified or amended.

Section 11. Separability Clause. If any provision of this Ordinance is declared invalid, the remainder or any provision hereof not affected thereby shall remain in force and effect.

Section 12. Effectivity, Posting and Publication. This Ordinance shall immediately take effect upon approval, subject to full compliance with the posting and publication requirements under R.A. No. 7160 and its IRR.

ENACTED by the 10th Sanggunian during Regular Session on 11th April, 2022.

CERTIFIED CORRECT:


JOYCET CANDELARIO
Secretary to the Sanggunian I

ATTESTED:


DIOSDADO M. CAWALING
Municipal Vice Mayor/Presiding Officer


APPROVED BY:


ELSIE D. VISCA
Municipal Mayor



Office of the Sangguniang Bayan
2/F Municipal Hall of Santa Fe,
Poblacion, Santa Fe, Romblon, 5508
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- CONCURRED -


ABRAHAM C. VISCA
SB Member


RICARDO E. MOLINA
SB Member


LENNIE F. CAWALING-MALLA
SB Member


BLAS G. CRUZ
SB Member


FERNANDO M. FERNANDO
SB Member


GILBERT G. RUFON
SB Member


W. MELWIN A. PUNZALAN
SB Member


MELANIA G. ALOJADO
ABC President


JUDITH T. DIONISIO
SK Federation President



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MUNICIPALITY OF SANTA FE
-o0o-



OFFICE OF THE SANGGUNIANG BAYAN

**EXCERPT FROM THE MINUTES OF THE REGULAR SESSION OF THE SANGGUNIANG BAYAN
OF SANTA FE, ROMBLON HELD AT THE SESSION HALL ON JUNE 5, 2023 AT 8:30 A.M.**

Present:

Hon. Jocel P. Galido	SB Member/Temporary Presiding Officer
Hon. Ringo G. Magcalayo	SB Member
Hon. Fernando M. Fernando	SB Member
Hon. Karen Cay C. Montojo	SB Member
Hon. W. Melwin A. Punzalan	SB Member
Hon. Rica E. Molina	SB Member
Hon. Benny Z. Candelario	SB Member
Hon. Maria Imelda F. Mayor	SB Member
Hon. Melania G. Alojado	ABC President (Ex – Officio Member)
Hon. Judith T. Dionesio	SK President (Ex – Officio Member)

On Official Business:

Hon. Jessie Ann P. Del Prado	Municipal Vice Mayor
------------------------------	----------------------

Absent:

None

ORDINANCE NO. 195 S-2023

**AN ORDINANCE INCORPORATING MINOR AMENDMENTS ON SECTION 5 AND SECTION 6 OF
MUNICIPAL ORDINANCE NO. 178 S-2022**

Sponsor: Hon. Jocel P. Galido
Chairman-Committee on Transportation and Communication

WHEREAS, this august body had passed and approved by the Local Chief Executive MUNICIPAL ORDINANCE NO. 178 S-2022, entitled, AN ORDINANCE ADOPTING THE SANTA FE, ROMBLON LOCAL PUBLIC TRANSPORT ROUTE PLAN (LPTRP) 2019-2023, SUBJECT TO FULL COMPLIANCE WITH ALL APPLICABLE LAWS, RULES AND REGULATIONS;

WHEREAS, in a communication sent by the Local Public Transport Route Plan (LPTRP) Public Utility Vehicle Modernization Program Project Management Office-LTFRB-DOTR MIMAROPA, they are requesting for a necessary changes in Municipal Ordinance No. 178 S-2022 particularly in Section 5 and 6 thereof and which they state, that:

1. In Section 5, change the route classification from "rationalized" to NEW ROUTES, as the categorization of all proposed routes approved both in the LTPRP and issued NOC were new routes.

2. In Section 6, change the revision timeline from "anytime during its effectivity period" to ONCE EVERY THREE YEARS to satisfy the provision stated in the OFG

WHEREFORE; Be it ordained by the Sangguniang Bayan of Santa Fe, Romblon in session duly assembled that:

Section 1. The phrase "all rationalized routes" in Section 5 of Municipal Ordinance No. 178 S-2022 is hereby amended to "ALL NEW ROUTES" and "anytime during its effectivity" in SECTION 6 thereof is likewise amended to "ONCE EVERY THREE YEARS".

Section 2. Municipal Ordinance No. 178 S-2022 as amended by Municipal Ordinance No. 195 S-2023 shall now read as follows:

Section 3. Title. This ordinance shall be entitled "An ordinance adopting the Santa Fe Local Public Transport Route Plan (LPTRP) 2019-2023, subject to full compliance with all applicable laws, rules and regulations."

Section 4. Objectives. The adoption of the LPTRP is intended: (a) to invigorate Santa Fe connectivity by promoting development programs to improve accessibility and transport system in the municipality, thus attaining municipality's vision as a premiere agri-tourism destination in the southern part of Tablas Island, (b) primarily to serve the transportation requirements and convenience of the travelling public in the municipality; and (c) promote competition in the covered routes.

Section 5. Definition of Terms. For the purpose of this Ordinance, the following terms shall mean:

3.1 **LPTRP** – The Santa Fe Local Public Transportation Route Plan formulated by the Municipal Government of Santa Fe, Romblon detailing the route network, mode and required number of units per mode for delivering public land transport services, approved by the Department of Transportation and Land Transportation and Franchising Regulatory Board, which serves as a comprehensive municipal transport plan.

3.2 **NOC** – The Notice of Compliance dated February 17, 2022 issued by the LTFRB Regional Office No. 4 approving the LPTRP and the prescribed rationalized routes, authorized mode and number of authorized units.

Section 6. Adoption of the LPTRP. The LPTRP as approved under the NOC is hereby adopted, subject to full compliance with all applicable laws, rules and regulations. A Copy of the LPTRP shall form part of this Ordinance.

Section 7. Coverage. The LPTRP shall apply to all new routes approved under the NOC with the specified authorized mode and number of authorized units as prescribed in the NOC issued on 17 February 2022, to wit:

ROUTE (Detailed Route Structure)		Route Length (km)	Authorized Mode	No. of Authorized Units
New/Development Routes				
1	Poblacion – Agmanic Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe-Guinbirayan Road and vice-versa	6.64	PUJ Class 1	15
2	Poblacion – Canyayo Via R. Gomez St., Regional Highway 301/ Malbog Port-Santa Fe-Guinbirayan Road and vice-versa	3.66	PUJ Class 1	15
3	Poblacion – Guinbirayan Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe-Guinbirayan Road and vice-versa	8.33	PUJ Class 1	15
4	Poblacion – Mat-I Via R. Gomez St., Regional Highway 301/ Malbog Port-Santa Fe-Guinbirayan Road and vice-versa	8.45	PUJ Class 1	15
5	Poblacion – Tabugon Via P. Condes Jr. St., Regional Highway 301/ Malbog Port-Santa Fe-Guinbirayan Road and vice-versa	8.25	PUJ Class 1	15
Total Number of Routes/Total Number of Units				75

Section 8. Modification and Additional Routes, Units and Authorized Mode to Santa Fe, Romblon. The LPTRP can be modified, amended, expanded or updated, such as by shortening, extending or changing the routes, once every three (3) years, to suit transportation demands and development requirements of Santa Fe. Accordingly, the LPTRP does not preclude and is expressly subject to the addition of rationalized or new routes, specified authorized modes and number of units in the municipality, as may be proposed or recommended by the LPTRP Team and approved by LTFRB in accordance with applicable rules and regulations.

Section 9. Qualified Operators and Transparent Competitive Selection. All franchises issued under the LPTRP shall be issued only to qualified operators in accordance with existing rules and regulations, under a fully transparent, competitive and equitable selection process, where the primary consideration shall be the interest of the travelling public. The LTFRB shall aim to promote and maintain market competition in the routes under the LPTRP and prevent the existence of monopoly or monopolistic practices by any operator or group of operators therein. In cases where the number of applicants exceed the number of authorized units in a particular route, the LTFRB shall ensure that the franchises are evenly or equally distributed to different and independent qualified operators.

Section 10. Compliance with Local Regulations. All operators granted a franchise under the LPTRP shall comply with all transportation and traffic regulations, such as stops, terminals and transfer areas, in effect in the different barangays along the route and applicable municipal ordinances.

Section 11. Sanctions for Inimical Acts. The LTFRB shall impose appropriate sanctions or penalties, including the suspension or cancellation of the franchise, against any operator who will violate the LPTRP, or commit acts inimical to the interest of the travelling public in the municipality, in accordance with applicable rules and regulations.

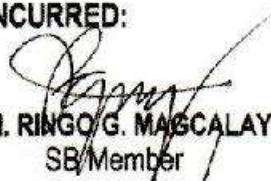
Section 12. Repealing Clause. All local ordinances, executive orders, rules and regulations inconsistent with DILG-DOTr JMC No. 001, Series of 2017 and this Ordinance are hereby deemed modified or amended.

Section 13. Separability Clause. If any provision of this Ordinance is declared invalid, the remainder or any provision hereof not affected thereby shall remain in force and effect.

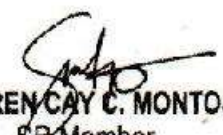
Section 14. Effectivity, Posting and Publication. This Ordinance shall immediately take effect upon approval, subject to full compliance with the posting and publication requirements under R.A. No. 7160 and its IRR.

ENACTED by the 11th Sanggunian during Regular Session on 5th day of June, 2023.

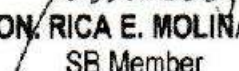
CONCURRED:


HON. RINGO G. MASCALAYO
SB Member



HON. FERNANDO M. FERNANDO
SB Member

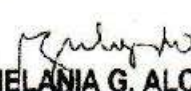

HON. KAREN CAY C. MONTOJO
SB Member

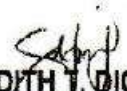

HON. W. MELWIN A. PUNZALAN
SB Member


HON. RICA E. MOLINA
SB Member



HON. BENNY Z. CANDELARIO
SB Member


HON. MARIA IMELDA F. MAYOR
SB Member


HON. MELANIA G. ALOJADO
ABC President (Ex-Officio Member)


HON. JUDITH T. DIONESIO
SK President (Ex-Officio Member)

CERTIFIED CORRECT:


WELDIE C. GACU JR.
LLSO IV/Acting SB Secretary

ATTESTED:


JOCEL P. GALIDO
SB Member/Temporary Presiding Officer

APPROVED BY:


ELSIE D. VISCA
Municipal Mayor