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Office of the Secretary

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OF THE PHILIPPINES  
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SENATE  
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Introduced by Senator Poe

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**RESOLUTION**

**DIRECTING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE NEED FOR TRANSPARENCY IN THE CONCEPT, DESIGN, AND CONSTRUCTION OF THE PHP 2.8 BILLION COMMON STATION PROJECT FOR THE LRT 1, MRT 3, AND MRT 7 THAT WILL ALLEGEDLY BENEFIT COMMERCIAL ESTABLISHMENTS BUT THE COST IS REPORTEDLY MOSTLY SHOULDERED BY THE GOVERNMENT**

**WHEREAS**, according to recent news reports, the construction of a common station connecting the three lines of LRT 1, MRT 3, and the MRT 7 (North Avenue, Quezon City to San Jose, Del Monte Bulacan) will start December of this year after the Department of Transportation (DOTr) signed a Memorandum of Agreement with SM Prime Holdings, Inc.; Universal LRT Corporation Limited of the San Miguel Corporation (SMC); Light Rail Manila Corporation; North Triangle Depot Commercial Corporation; Department of Public Works and Highways; and the Light Rail Transit Authority;

**WHEREAS**, it was reported that there will be three areas for the common station: "Area A," where the platform and concourse for LRT-1 and MRT-3 are located; "Area B," where the two concourses connecting Areas A and C are located; and "Area C," where the platform for MRT-7 is located;

**WHEREAS**, the 13,700 sqm common station project will cost around Php 2.8 billion for the portion that will house the platform and concourse of the LRT 1 and MRT; however, the project will most likely cost more as Ayala and its partners, as well, as SMC will reportedly spend for the other sections of the station;

**WHEREAS**, it was also reported that DOTr will maintain the MRT 3; however, Light Rail Manila, Ayala, and SMC will handle the maintenance of their respective areas outside the MRT 3;

**WHEREAS**, the project, which is expected to be completed in April 2019, will allegedly include seamless transfer from one line to another; convenient walk for platform transfers; bigger space and connection to two major malls;

**WHEREAS**, the DOTr reportedly said that the concept design of the common station project will still be presented to stakeholders, concerned constituents, representatives, and local officials, before the final design is implemented;

**WHEREAS**, although the construction of the common station has been lauded by some on social media, others have expressed concern that the common station project costs more than the previous estimated cost of Php 1.4 billion in 2016 and only Php 778 million in 2009;

**WHEREAS**, previous complaints have also involved the long walk from one station to another, which would allegedly be inconvenient for senior citizens, pregnant women, and persons with disabilities;

**WHEREAS**, the DOTr claimed, however, that the new design will have a shorter walking distance from one platform to another—instead of the previous 300 meter-walk from one platform to the next, transferring passengers will only have to walk 50 to 200 meters, depending on the platform of their next ride;

**WHEREAS**, it has also been a concern as to whether passengers will shoulder the cost of construction and how much the private companies will really spend on the other areas of the station;

**WHEREAS**, despite the numerous inquiries on the construction of the common station project, it appears that previous complaints have yet to be resolved; thus, necessitating the need for another legislative inquiry in order to craft relevant legislation to strengthen public participation in the implementation of government programs and projects;

**BE IT RESOLVED, AS IT IS HEREBY RESOLVED**, by the Senate of the Philippines, to direct the proper Senate Committees to conduct an inquiry, in aid of legislation, on the need for transparency in the concept, design, and construction of the Php 2.8 billion common station project for the LRT 1, MRT 3, and MRT 7 that will allegedly benefit commercial establishments but the cost is reportedly mostly shouldered by the government.

*Adopted,*

  
**GRACE POE**