



Republic of the Philippines
SANGGUNIANG PANLUNGSOD
City Government of Pasig

Ordinance No. 25
Series of 2017

AN ORDINANCE REQUIRING THE ESTABLISHMENT OF A CITY TRANSPORTATION DEVELOPMENT AND MANAGEMENT OFFICE (CTDMO), DEFINING FUNCTIONS, IMPOSITION OF FEES, AND OTHER PURPOSES.

Authored By: Councillor Wilfredo F. Sityar
Co-Authored By: Councillors Rodrigo B. Asilo, Ferdinand A. Avis, Regino S. Balderrama, Orlando R. Benito, Rhichie Gerard T. Brown, Mario C. Concepcion, Jr., Rosalio D. Martires, Corazon M. Raymundo, Gregorio P. Rupisan, Jr., Alejandro E. Santiago, Victor Ma. Regis N. Sotto, and LIGA Pres. Celestino U. Chua

WHEREAS, Section 16, RA 7160 vested authority to the City Government to exercise the powers expressly granted, those necessarily implied there from as well as powers necessary, appropriate, or incidental for its efficient and effective governance, and those which are essential to the promotion of the general welfare. The City is mandated to promote for the health, safety, comfort and convenience of all its inhabitants;

WHEREAS, in pursuance of such mandate, it is necessary for the City Government to determine and identify the impacts of residential, commercial, institutional, industrial, and other developments on the city environment, particularly, among others, on adjacent and surrounding road network and areas of influence of the development site;

WHEREAS, such impacts, if adverse, need to be appropriately responded to in terms of preventive, corrective, and/ or mitigating measures which the City Government can deal with comprehensively and in an integrated manner;

WHEREAS, with the traffic congestion in the country's highly-urbanized areas now reaching total gridlock, the people are eager for a workable transit oriented solutions;

WHEREAS, Based on the Philippine 2nd National Communication to UNFCC, 37% of GHG emissions came from transport sector, of which ~80% came from road-based transport, thus, with mitigation action in transport sector targeting public transport reform will reduce GHG emissions, improve air quality and improve quality of public transport system;

WHEREAS, the City of Pasig recognizes the need to re-visit existing policies and mandates that govern the transportation sector, especially in urban areas, including a new paradigm in tackling issues on energy efficiency, climate change mitigation and air quality management.

NOW THEREFORE, BE IT ORDAINED by the City Council of Pasig City in regular session assembled;

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ARTICLE I GENERAL PROVISIONS

Section 1. Title of the Ordinance. This Ordinance shall be known and referred to as the "Establishment of the City Transportation Development and Management Office defining functions, imposition of fees and other purposes."

Section 2. Declaration of Policy. It is hereby declared the policy of the City Government that:

1. The flow of people and goods shall be as efficient, safe, unhampered and orderly for the economic, social vitality and viability of the city.
2. Urban road space is a scarce commodity that its beneficial use must be allocated for the greatest good and greatest number, allocated judiciously, fair, decided in a participatory manner, and organized in such a way that the movement of the people is paramount.
3. Transport problems and issues must be resolved in a rational manner through consultation and coordination with the adjacent local government units, Metropolitan Manila Development Authority (MMDA) as well as national agencies such as the Department of Transportation (DOTr), Department of Public Works and Highways (DPWH) and other concerned agencies.
4. The public and the community have the right to be informed and to participate in the formulation of any measures that may affect their travelling habits and their businesses.
5. The aim of being a green city involves the utilization of environmentally sustainable modes as well as the support of active transport in its transport plan.

Section 3. Authority. Local Government Units shall have the power and authority to establish an organization that shall be responsible for the efficient and effective implementation of their development plans, program objectives and priorities.

Local government units shall share with the national government the responsibility in the management and maintenance of ecological balance within their territorial jurisdiction, subject to the provisions of this Code and national policies;

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Section 4. Purpose. The City of Pasig has realized the importance of addressing the impacts of urban and regional development projects on its transportation environment; City still has no clear policy on how to determine such traffic impacts and, in the process, formulate and implement measures to alleviate them. Towards this end, the City of Pasig has expressed interest in institutionalizing a system for implementing Transportation Development System;

The City Government is necessarily authorized to undertake measures to respond to the adverse impacts of various land developments in order to promote the general welfare of the City and each constituent. These measures may be in the form of infrastructure or other engineering solutions, enforcement and other transport demand management strategies.

ARTICLE II DEFINITION OF TERMS

Section 5. Definition of Terms. When used in this ordinance, the term shall be understood as follows:

- a. Active Transport – walking and cycling
- b. Bicycle – Any two wheeled vehicle propelled solely by human power.
- c. Bicycle Lane – A way established for the exclusive use of bicycle including pedicab propelled by human power but excluding pushcarts and animal drawn vehicles.
- d. CLWUP – Comprehensive Land and Water Use Plan
- e. Driver – is any person having control of the directional and motive power of a vehicle.
- f. Pedestrian – Any person on foot or in perambulator
- g. Pedestrian Lane – Means a portion of a thoroughfare between two parallel lines marked across the thoroughfare, intended to use by pedestrian other term is Marked Crosswalk.
- h. Road – Sometimes called streets or highway. A part of the land surface designed or used for the passage of vehicles whether motorized or not inclusive of sidewalks and shoulders forming part of the road right-of-way.
- i. Sidewalk – that portion of the road set aside for pedestrian use only, other term is Footpath.

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- j. TIA – Traffic Impact Assessment study/report assesses the effect that a particular development has on the transportation network.
- k. TPORO – Tricycle/Pedicab Operation and Regulatory Office
- l. ZO – Zoning Plan

ARTICLE III CITY TRANSPORTATION DEVELOPMENT MANAGEMENT OFFICE (CTDMO)

Section 6. Creation of the City Transport Development and Management Office (CTDMO). There shall be created a City Transport Development and Management Office (CTDMO) under the direct supervision and control of the Mayor. The City Transport Development and Management Office is vested with the power to plan, develop, manage and implement the Transport Master Plan of the City as well as perform the functions outlined in this Ordinance.

Section 7. Rationale. The City Transport Development and Management Office shall directly undertake the transport planning and management of the City as well as special transport programs and projects of the City directly under the City Mayor.

The Transport Planning Division of Traffic and Parking Management Office (TPMO) shall be removed from the said office and transformed into the CTDMO. The creation of CTDMO centralizes all transport planning, management, implementation, and monitoring of various projects/programs of the City under one office.

The planning and operations of the Tricycle/Pedicab Operation Regulatory Office (TPORO) shall be under the guidance of the CTDMO.

Section 8. Scope of Application. This Ordinance provides for the planning, development, and management of the transport systems of Pasig.

Section 9. The office shall be divided into three (3) divisions, namely:

1. Administration
2. Planning and Research; and
3. Special Units

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Section 10. The Special Units shall be composed of members from Planning and Research Division but tasked to study and develop specific programs and/or projects. There will be regular evaluations of the state of the City whereby these Special Units will take on the special tasks.

Section 11. Working with other offices. There shall be a memorandum of understanding between CTDMO and these offices to facilitate exchange of data, communication, and decision making: City Planning and Development Office (CPDO), Engineering Office, Traffic and Parking Management Office (TPMO), Disaster Risk Reduction and Management Office (DRRMO), Office of the Building Official (OBO), City Environment and Natural Resources Office (CENRO).

Section 12. Roles and Responsibilities.

Administration

1. Provide administrative services.
2. Liaise with various offices/departments as identified in Section 11 in the collection of data, updating and maintenance of records.
3. Handle the paper work and documentation attendant to the implementation of the Transport Master Plan and the works of the special units.
4. Provide public information campaigns in support of any activities of the Office.
5. Provide other administration and logistic support to the Office and to the various technical special units.

Planning and Research

1. Provide technical inputs in preparing and updating of the Land Use Plan, particularly the long term spatial development plan and road network plan of the City.
2. Update and analyze the public transport routes/lines and services covering public utility vehicles and other public transport modes within the City as well as traversing areas of the City.
3. Provide the technical and staff support to the Sangguniang Panglungsod regulating the operation of tricycles, pedicabs, electric vehicles, and other public conveyances within the administrative jurisdiction of the City.



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4. Monitor and evaluate the performance of public transport operators in the provision of services and their operation of transport facilities like terminals, stations and waiting areas as well as plan for the improvement of said services.
5. Appear in the hearings of the Land Transportation Franchising and Regulatory Board (LTFRB) to ensure that the issuance of permits or certificates of public convenience are consistent with the plans of the City;
6. Evaluate requests for change in zoning and land use in coordination with the City Planning and Development Office (CPDO) for variances from zoning ordinance that are likely to have significant traffic impact.
7. Formulate and advocate programs that will promote and encourage walking, cycling, use of public transport and higher capacity modes.
8. Develop the Transport Master Plan (TMP) of Pasig City for Sangguniang Panglungsod approval to be submitted to Department of Transportation (DOTr).
9. Evaluate implementation of development programs, projects and activities of other offices such as City Planning and Development Office (CPDO), Engineering, City Environment and Natural Resources Office (CENRO), Disaster Risk Reduction and Management Office (DRRMO), Traffic and Parking Management Office (TPMO), etc, involved in City Development. The overall objective is to effectively monitor the growth performance of the City and to ensure a timely solution or effect appropriate mitigating measures.
10. Creation of a transport database collected from various offices (TPMO, DRRMO, Engineering, CPDO) where policies and plans will be based.
11. Plan and monitor programs and projects in coordination with other national government agencies, LGUs, and non-government organizations (NGOs).
12. Support the continuing technical and professional education of its staff/personnel.
13. Conduct training programs for field implementation of TPMO and Tricycle/Pedicab Operators Regulatory Office (TPORO). These trainings will be for TPMO staff and TPORO members and deemed essential in order for the plans to be properly implemented.

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- 14. Assist in managing the operations of the various public transport services provided by the City by creating optimum service schedules and ensuring the number of vehicles and its capacities are in sync with the projected growth and development of the city and its population.

Special Units

- 1. These Units will be regulatory bodies tasked to study particular development components of the City which impacts its transport network and the mobility and accessibility of the people.
- 2. The **Transport Impact Management System Unit (TIMSU)** shall identify, determine and assess the impacts of vehicle traffic generated by existing and proposed land developments on the surrounding or adjacent road network and their areas of influence, and to plan and implement measures to prevent, correct, and/or mitigate any adverse effects thereof in order to ensure order on the road, and the safety, convenience, and the general welfare of the Public.
- 3. The **Public Transport Management Unit (PTMU)** is tasked to oversee the operations, management, and sustainability of the public transport services provided by the City.
- 4. The **Surveys Unit** is tasked to collect and update the transport database of the City. This will ensure that the proposed developments can be supported by the relevant infrastructure in the year these become operational and at full build-out. This will include aside from regular vehicle/PUV passenger counts, the inventory of roads, auxiliary infrastructure, and traffic control devices.
- 5. The **Training and Education Unit** is tasked to impart action plans or brief the implementation/monitoring group the important points of a concept for their appreciation and guidance.

Section 13. Staffing Requirements

A. Transport Admin Officer

Head of the CTDMO and reports directly to the City Mayor. In-charge of managing the different branches and special units of the Office, reviews the plans and recommendations that each branch and special unit prepares to better manage the mobility and accessibility to services of the public.

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B. Transportation Planning Officer

In-charge for the preparation of the Comprehensive Transportation System Plan, including the assessment of the impact of existing and proposed developments in the City, the identification and evaluation of the infrastructure and system improvements to address the transportation impacts of developments in the City.

C. Transportation Regulation Officer

In-charge of the identification and evaluation of regulatory policies that would support the efficient operation of the transportation system, the design and implementation of information and education programs, and to review and recommend the updating of the Transportation Impact Fees to the appropriate authority.

D. Transportation Analyst

In-charge of analyzing and monitoring the transportation and traffic trend and recommend the appropriate changes in regulations and infrastructure developments.

QT Y	POSITION	SALAR Y GRAD E	MONTHL Y SALARY	QUALIFICATIONS
1	Transport Admin Officer IV (Chief, CTDMO)	24	73,299.00	Bachelor's Degree; Environmental Planner; 2-yr. relevant experience; 8 hours of relevant training; Career Service (Professional) Second Level
2	Transport Planning Officer	20	47,037.00	Bachelor's Degree: Engineering, Architecture or Economics degree; 2-yr relevant experience; 8 hours of relevant training; Career Service (Professional) Second Level
2	Transport Regulation Officer	20	47,037.00	Bachelor's Degree: Engineering; 2-yrs. of relevant experience; 8 hours of relevant training; Career Service (Professional) Second Level

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2	Administrative Officer III	18	38,085.00	Bachelor's Degree; 2-yrs. of relevant experience; 8 hours of relevant training; Career Service (Professional) Second Level
3	Transport Analyst II	18	38,085.00	Bachelor's Degree; 2-yrs. of relevant experience; 4 hours of relevant training; Career Service (Professional) Second Level
2	Transport Officer II	15	29,010.00	Bachelor's Degree; 1-yr. relevant experience; 4 hours of relevant training; Career Service (Professional) Second Level
2	Researchers II	15	29,010.00	Bachelor's Degree; 1-yr. relevant experience; 4 hours of relevant training; Career Service (Professional) Second Level
3	Inspector II	15	29,010.00	Bachelor's Degree; 1-yr. relevant experience; 4 hours of relevant training; Career Service (Professional) Second Level
3	Clerk Encoder /	6	14,340.00	Bachelor's Degree; 1-yr. relevant experience; 4 hours of relevant training; Career Service (SubProf) First Level
2	Driver	6	14,340.00	High School Graduate; 1-yr. relevant experience; 4 hours of relevant training; Career Service (SubProf) First Level

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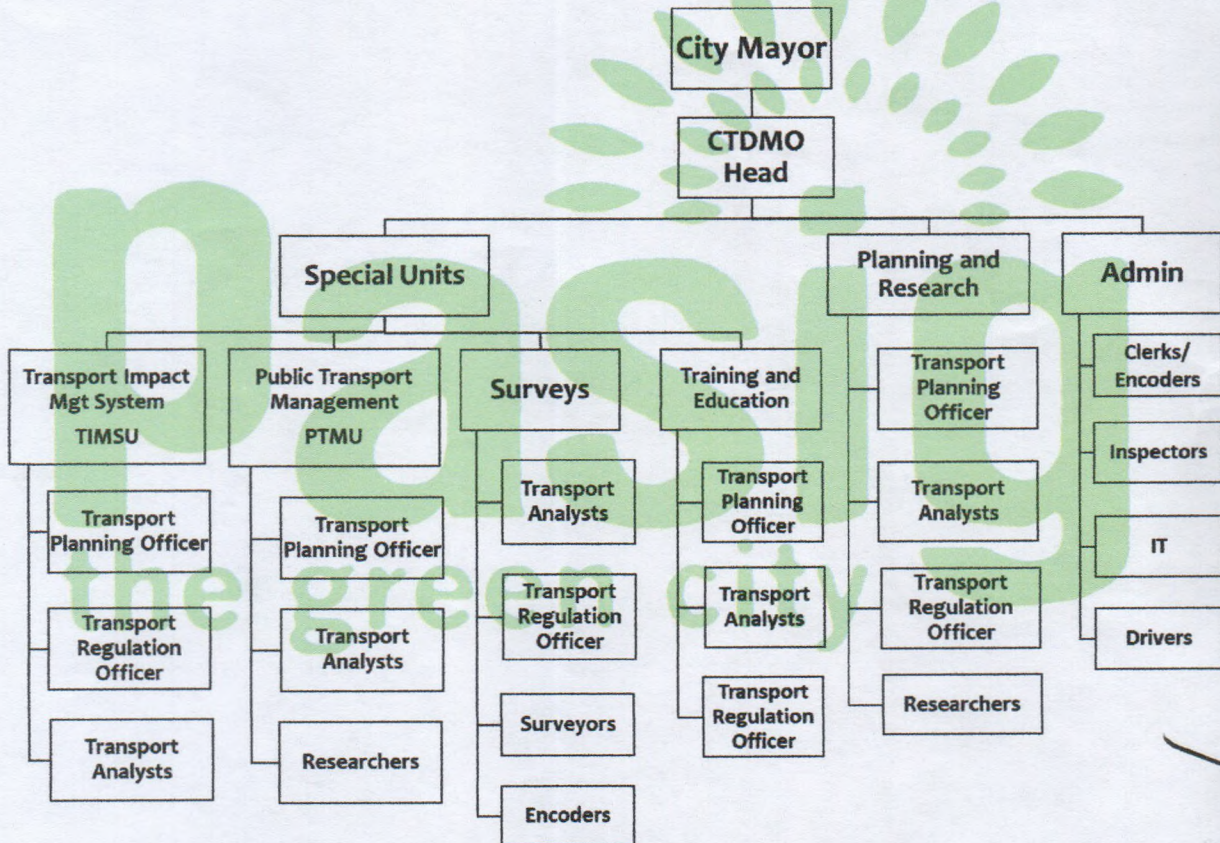
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**Organizational Set-Up of
City Transport Development and Management Office**



ARTICLE IV TRAFFIC IMPACT MANAGEMENT

Section 14. Establishment of a Traffic Impact Management System (TIMS) –
The City Government through the City Planning and Development Office (CPDO) and Transport Impact Management System Unit (TIMSU) shall establish a Traffic Impact Management System, which shall be anchored on a sound land use management and transportation planning practice. The main instruments for these are the Comprehensive Land and Water Use Plan (CLWUP) supported by the Zoning Ordinance (ZO) and the Transportation Master Plan (TMP) of the city.



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Section 15. Transportation Master Plan. The City Government shall introduce a Transportation Master Plan (TMP) that will take into consideration the traffic impact of existing and future developments, the limits of which are defined by the land-use type and intensity indicated in the CLWUP and ZO. The TMP shall be at an acceptable Level of Service (LOS). Furthermore, the TMP shall be supported by an appropriate investment plan, and infrastructure and regulation program.

Section 16. Transit-Oriented Development Plans. In anticipation of land development pressures and the limited road infrastructure in place, the Transport Impact Management System Unit (TIMSU) shall be more supportive of the development of transit-oriented development (TOD) plans. At these locations, the city wishes to foster well-designed, compact neighborhoods where residents can live, work, shop and play close by, complete daily activities easily, access transit, and support local businesses. Primary goals of the TOD plans include improving pedestrian and cycling access to the public transport stations, and providing opportunities for additional development at transit-supportive densities.

Section 17. Creation of a Transport Impact Management System Unit (TIMSU). There is hereby created a Transport Impact Management System Unit (TIMSU), composed of a Transportation Planning Officer, a Transportation Regulation Officer and Transportation Analyst.

Section 18. Functions of the TIMSU- The Transport Impact Management System Unit (TIMSU) shall be charged with the review and evaluation of the Traffic Impact Assessment (TIA) studies/reports hereby required to be submitted by developers/property owners in compliance with the building code and zoning regulations of the city. The evaluation will take into consideration the traffic impact of the proposed development(s) and the mitigating measures that need to be undertaken to ensure that mobility and accessibility of the public are not compromised.

The Transport Impact Management System Unit (TIMSU) shall be charged with the implementation and review of the Transport Development Fees (TDF) commensurate to the level of traffic impact of development projects based on the proposed occupancies and use.

The Transport Impact Management System Unit (TIMSU) shall also be charged with the recommendation for the utilization of the Transportation Development and Management Trust Fund (TDMTF).

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ARTICLE V CITY GOVERNMENT PUBLIC TRANSPORT MANAGEMENT

Section 19. The City is keen to provide public transport services to its constituents. The City also wants to operate and manage these services on its own under the Section 17 of the Local Government Code of 1991 and exemption from securing Certificates of Public Convenience (CPC) as provided for in the Public Service Act, as amended.

Section 20. Public Transport Management Unit – The PTMU will provide public transport routes, fleet size, schedules, and fare. Together with the Surveys Special Unit, it shall conduct regular ridership surveys and solicit service feedback and recommendations from users every three (3) months or for periods that it deems necessary to maintain a high level of service.

- a. Fix and impose reasonable fees and charges for all services rendered by the City Government to private persons or entities;
- b. Provide for and set the terms and conditions under which public utilities owned by the city shall be operated by the City Government, and prescribe the conditions under which the same may be leased to private persons or entities, preferably cooperatives;
- c. Upon approval by majority vote of all the members of the Sangguniang Panlungsod: grant a franchise to any person, partnership, corporation, or cooperative to do business within the city; establish, construct, operate and maintain ferries, wharves and other transport infrastructure; or undertake such other activities within the city as may be allowed by existing laws: Provided, that, cooperatives shall be given preference in the grant of such a franchise.

Section 21. Public Transport Monitoring - The PTMU will monitor the public transport services provided by the City through the CTDMO, which will be linked with the Command Center through its Intelligent Transport System (ITS) and/or any other system that will ensure efficient service to commuters and drivers.

Section 22. Staff Composition – The members of the Public Transport Management Unit shall be a Transport Planner, Transport Analyst, and Researchers.



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Section 23. Environmentally Sustainable Transport (EST) must be established to redirect the current development path to favor safe, efficient, low carbon, low pollution, and inclusive transport systems. Private vehicles occupy more road space-per-passenger carried than public transport services. Reducing the need to use private vehicles can be achieved by improving the level of service of public transportation services. Reducing the number of private vehicles can help to alleviate congestion and thus reduce travel delays.

Section 24. Charging of EST Fees. The EST Fees shall be charged by CTDMO and shall be paid to the Office of the City Treasurer through the utilization of pre-loaded cards via accredited convenient stores or any mode of payment that would facilitate the collection of fees.

ARTICLE VI SURVEYS

Section 25. Updating of Database through Surveys. To ensure that the City is able to support the proposed development of areas classified under mixed use, retail and commercial as per Zoning and CLWUP, the City has to constantly update its database to ensure critical corridors remain workable or that there are alternatives to ensure the mobility of the public and their accessibility to services. As much as possible, the traffic data from Traffic Impact Assessment (TIA) reports submitted by developers/property owners, shall be utilized to update the database of the City.

Section 26. Types of Surveys. The types of surveys that will be done to regularly update the database are the following:

1. Vehicle Counts according to modes
2. Passenger Survey Count – Boarding and alighting
3. Origin-Destination Surveys will be embedded in the CBMS Surveys conducted by the MIS.
4. Infrastructure – includes but not limited to public transport terminals, sidewalks, bicycle lanes

Section 27. Staffing Requirements. The members of the Planning and Research Branch will nominate a Unit Head as well as its members which should include the Transport Analyst and Transport Regulation Officer. A team of



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surveyors and encoders will be created according to the scope and type of survey to be conducted. Where a city-wide survey is to be conducted, this can be contracted out to research groups upon the request of the Head of CTDMO and expressed approval of the City Mayor.

Section 28. Cost of Surveys. The cost for the surveys will be sourced from the Office Fund.

ARTICLE VII TRAINING AND EDUCATION

Section 29. Implementation and Enforcement. To ensure the proper implementation of the Transport Master Plan, the Training and Education Unit is tasked to brief, train, and educate the relevant members of the TPMO, CPDO, DRRMO, and Engineering Office.

Section 30. Staffing Requirements. The members of the Planning and Research Division will take turns in conducting technical information dissemination.

Section 31. Staff Training. The Head of CTDMO with the approval of the Mayor can nominate staff to participate or enroll in seminars, short degree courses, and part-time study leading to a relevant degree in planning. This will raise the technical capacity of the staff within CTDMO as well as those from TPMO, CPDO, DRRMO and Engineering Office and increase their appreciation of the relationship and understanding of transport and land use.

The capacity building program will include, among others, enhancement of the technical ability to undertake the following:

1. Data collection and management, including traffic and transport surveys
2. Evaluation of Traffic Impact Analysis reports/studies to include:
 - a. Travel demand forecasting, including demand model calibration and estimation
 - b. Assessment of Level of Service (LOS)
 - c. Assessment of parking requirements
 - d. Traffic circulation analyses, including traffic control
 - e. Traffic simulation
 - f. Other related tasks

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- *Staffing*
- *Staff Training*

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- *John R. Bank*

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3. Development/Formulation of transport and traffic mitigating measures
4. Formulation of transport demand management (TDM) and traffic management plans

ARTICLE VIII FINAL PROVISIONS

Section 35. Separability Clause. Should any of the provisions of this Ordinance be declared illegal or unconstitutional in a final judgment of a court or competent jurisdiction, the remaining provisions hereof not affected by such declaration of illegality or invalidity shall remain in full force and effect.

Section 36. Repealing Clause. All ordinances, orders, and issuances inconsistent herewith are hereby repealed or modified accordingly.

Section 37. Effectivity. This ordinance shall take effect fifteen (15) days after its publication in a newspaper of general circulation once a week for two consecutive weeks.

APPROVED, this 22nd day of June 2017 at Pasig City.

VICTOR MA. REGIS N. SOTTO
Councilor

RODRIGO A. ASILO
Councilor

GREGORIO P. RUPISAN JR.
Councilor

MARIO C. CONCEPCION, JR.
Councilor

RHICIE GERARD T. BROWN
Councilor

ORLANDO R. BENITO
Councilor



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ALEJANDRO E. SANTIAGO
Councilor

CORAZON M. RAYMUNDO
Councilor

REGINO S. BALDERRAMA
Councilor

ROSALIO D. MARTIRES
Councilor

CELESTINO U. CHUA
LIGA President

FERDINAND A. AVIS
Councilor
Minority Floor Leader

WILFREDO F. SITYAR
Councilor
Majority Floor Leader



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Attested by:

Iyo Christian C. Bernardo
IYO CHRISTIAN C. BERNARDO
City Vice-Mayor
Presiding Officer

APPROVED:

Robert C. Eusebio
ROBERT C. EUSEBIO
City Mayor

Attested by:

Reynaldo R. San Buena Ventura III
REYNALDO R. SAN BUENAVENTURA III
Acting City Council Secretary