

2.3 Overview of Traffic Situation in Metro Iloilo-Guimaras

2.3.1 Major Link Roads to Iloilo City Proper

Primary

The formation of the road network of Iloilo City follows the irregular coastline that leads to five bridges connecting the eastern and western portion of the city being separated by the Iloilo and Jaro River. The city has two major built up centers namely: Iloilo City Proper and Jaro-La Paz Commercial and Institutional Center.

The city of Iloilo is connected to the southern towns of Panay Island via the municipality of Oton by Jocson Street, to the north via the municipality of Leganes by Mc Arthur Avenue, to the northwest via the municipality of Pavia by the Benigno S. Aquino Jr. Avenue, and to the southwest via the municipality of San Miguel by the Guzman Highway.

The city is connected to the island province of Guimaras via pumpboat and ferryboat crossing Iloilo Strait originating from the ports along Ortiz Street, Parola area, and Muelle Loney.

Secondary

Link Road to Iloilo City Proper

The main entry road(s) to the city proper originate from Oton, Pavia, and Jaro-La Paz district as described below. The city proper in this report is represented by Iznart Road where most of the public transportation merges.

Table 12. Main and alternate roads, from the Municipality of Oton

Main Entry Road	Alternative Route to Iloilo City Proper (represented by Iznart Road)
Jacson Street	<ul style="list-style-type: none"> • Avancena Rd. - Gen. Luna Rd. - Iznart Road
	<ul style="list-style-type: none"> • Avancena Rd - Lopez Jana Rd. - Timawa Ave. - Delgado Rd - Iznart Rd
	<ul style="list-style-type: none"> • Avancena Rd. - Compania Rd. - Timawa Rd. - Delgado Rd. - Iznart Rd.
	<ul style="list-style-type: none"> • Compania Rd. - Lopez Jaena Rd. - Rizal Road. - Iznart Rd.

Refer to Annex A for Road Map of the above mentioned vehicle route.

Table 13. Main and alternate roads, from the Municipality of Pavia

Main Entry Road	Alternative Route to Iloilo City Proper (represented by Iznart Road)
B Aquino Jr. Ave.	<ul style="list-style-type: none"> • Infante Ave. - Delgado Rd. - Iznart Rd
	<ul style="list-style-type: none"> • Infante Ave. - Rizal Rd. - Iznart Rd.

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The Local Technical Support Services for JICA's Pre-Evaluation Team of the TCP on Capacity Enhancement Program of MIDC and BBRMCI
Guru Technologies Corporation, January 31, 2006

Table 14. Main and alternate roads, from Jaro and La Paz District

Main Entry Road	Alternative Route to Iloilo City Proper (represented by Iznart Road)
Luna Street	• Bonifacio Rd. - Gem. Luna - Iznart Rd
	• Rizal Road (La Paz) - Quarantine Rd. - Muelle Rd. - Arroyo Rd. - Iznart Rd

Refer to Annex A for Road Map of the above mentioned vehicle route

Link Road to Jaro-La Paz Built-up Center

Table 15. Main and alternate roads, from Pavia (via National Road) - Benigno Aquino Jr. Ave.

Main Entry Road	Alternative Route to Jaro Central District (represented by Jaro Plaza)
A. From Pavia	
Benigno Aquino Ave	• Lopez Jaena Rd. Rizal Rd. - Jaro Plaza
	• El 98 Rd – Rizal Rd. - Jaro Plaza
B. From Iloilo City	
Benigno Aquino Ave	• Gen. Luna / Infante Rd. - Aquino Ave - Jalandoni Rd. - Lopez Rd. - Jaro Plaza
	• Gen. Luna / Infante Rd. - Aquino Ave – El 98 Rd. – Rizal Rd. - Jaro Plaza

Refer to Annex A for Road Map of the above mentioned vehicle route

Table 16. Main and alternate roads, From Iloilo City Proper

Main Entry Road	Alternative Route to Jaro Central District (represented by Jaro Plaza)
A. Bonifacio Rd.	
	• Luna Rd. – Lopez Rd. – Rizal Rd. Jaro Plaza
B. Gen Luna Bridge	
	• Quarantine Rd. – Rizal Rd. – Huerrana Rd. – Commission Rd. – Jaro Plaza

Refer to Annex A for Road Map of the above mentioned vehicle route

Table 17. Main and alternate roads, From the Municipality Leganes and Pavia (via Barangay Bohang)

Main Entry Road	Alternative Route to Jaro Central District (represented by Jaro Plaza)
MV Hecahnova Rd.	• Mc Arthur Rd.- Hechanova Rd.- Ledesma Rd.- L Jaena - Rizal - Jaro Plaza
	• Bohang Rd.- MV Hechanova Rd.- Ledesma Rd.- L. Jaena Rd. - Rizal - Plaza

Refer to Annex A for Road Map of the above mentioned vehicle route

2.3.2 Traffic Volume

In the absence of a circumferential road, trips between municipalities pass through Iloilo City. Based on the study funded by JICA on road network improvement for Metro Iloilo, the Iloilo-Pavia road carries the heaviest traffic followed by Iloilo-Santa Barbara and Iloilo-Oton route. Average daily traffic count as stated in the recent Iloilo City Comprehensive Land Use Plan shows that 70 percent of total daily traffic volume converging in the city passed through Jaro district while 30 percent passed through Molo and Mandurriao district.

This is attributed to population concentration where 47 percent of the city population are from the northern district of Iloilo City (i.e. Jaro and La Paz district). Refer to the Iloilo Population by district found in Table 5.

Presented in Table 18 below is the average daily traffic (ADT) on a 12 hour taken in selected points in the city. This was taken in the mid 1990s.

Table 18: Average Daily Traffic

Station	12 Hour V	% Share
Jaro - Leganes Road (via MV Hechanova Rd)	12,389	16.56
Iloilo - Jaro Road (via Lopez-Luna Rd.)	25,134	33.60
Molo - Arevalo Road (via Avancena Rd)	13,908	18.59
Jaro - Pavia Road (via Lopez Jaena Rd.)	9,885	13.22
Jaro - B. Aquino Avenue	4,870	6.51
Molo - Mandurriao Road (via R. Mapa Rd)	5,258	7.03
Mandurriao - San Miguel Road	3,355	4.49
Total	74,799	100.00

Source: 1998-2010 Comprehensive Land Use Development Plans of Iloilo City

2.3.3 Vehicular Traffic Choke Points

Presented below are the major traffic "Choke Points" in Iloilo City. Peak hours referred in this report generally occur between 7:00 to 9:00 in the morning and between 4:00 to 6:00 in the afternoon.

Table 19: Major traffic "choke points" and nature of problems
Location: Benigno Aquino Jr. Avenue - Gen. Luna Road Traffic Continuum

Choke Points	Nature of the Problem
1. Junction of Airport Rd. and B. Aquino Avenue	<ul style="list-style-type: none"> • Traffic congestion occurs during peak hour when private cars and taxis coming from the airport and Mandurriao district merge with those coming from B. Aquino Avenue traffic. • Most commuters using the B Aquino Ave. originate / destined to and from the municipality of Pavia, Santa Barbara, and Ungka Periphery Transport Terminal that ferry them to the northwestern municipalities of the province. • Vehicles from the city proper heading to the airport and Mandurriao district have to turn left slowing down the traffic flow. • Most public utility vehicle drop and pick passengers at the intersection causing a temporary stoppage of traffic flow. • Private vehicle from Mandurriao and Molo destined to Pavia and other northwestern towns pass this route to escape from the traffic congestion fronting SM City and corner B. Aquino Road and Gen Luna, adds to the volume of vehicles passing the route. This is more pronounce during pick-hours in the afternoon • While there is a traffic light in this intersection, some drivers commented

	<p>that it has only slowed down the flow of traffic. This perception however needs to be further validated.</p> <p>See Annex B for location of Vehicular Traffic Choke Points .</p>
2. B. Aquino Ave. Fronting SM City	<ul style="list-style-type: none"> • Traffic is more pronounce between 3:30 to 6:30 in the afternoon when people do shopping after office hours at SM City - the biggest Mall in Iloilo. Large number of private cars, PUJs, and taxis visit the area during this time • Slowing down of traffic flow is aggravated when PUJ and private cars coming from the city makes a left turn to enter SM Mall. • In addition, private vehicle and taxi exiting the Mall heading towards the city makes a U-Turn along B. Aquino Ave. and head north towards Pavia. <p>See Annex B for location of Vehicular Traffic Choke Points</p>
3. Intersection of B. Aquino Avenue - General Luna Rd.	<ul style="list-style-type: none"> • Congestion in the intersection of B. Aquino and Gen. Luna occurs between between 7:00 to 9:00 A.M. and between 3:30 to 6:30 in the afternoon. • This is primarily due to the slow movement of traffic along Gen Luna where majority of the private vehicles and PUJs heading towards the city proper from Pavia and Molo district prefer to take. • It is also in this road where PUJ heading the municipality of Leganes and SM City passes. • General Luna is a university belt where san Augustine University, St Paul College, Assumption School, Central School, and SPEED technical School is situated. Iloilo Provincial Capitol and other large banking institution are located along Gen Luna Rd. • Some vehicles make a U-Turn to head westward towards Oton thus slowing down the flow of traffic. • Valeria Road is a One-Way street that cuts across the central business district, drains its traffic at Gen Luna adding to the congestion. • The picking up and dropping off passengers from both public and private vehicles is one of the primary causes that slow down the traffic flow. • The exiting and entrance of vehicles to place of work also contribute to the traffic congestion. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
4. Rotonda Fronting the Provincial Capitol Building	<ul style="list-style-type: none"> • Traffic congestion is more pronounce between 7:00 to 9:00 in the morning and between 4:00 to 6:30 in the afternoon. This is when employees all at the same time reports to office and head home. • Commuters in route to CPU, Jaro, La Paz and Barrio Obrero take their ride at the corner of Iznart Road, Gen Luna Road, and Bonifacio Road slowing down the flow of traffic. • Vehicles coming from Valeria Street add to the traffic when it merges with the traffic of Gen. Luna near the rotunda. <p>See Annex B for location of Vehicular Traffic Choke Points</p>

Table 20: Major traffic "choke points" and nature of problems
 Location: Lopez Jaena Rd. - E. Lopez - Luna Rd. Traffic Continuum

Choke Points	Nature of the Problem
1. Lopez Jaena Rd. fronting Central Philippine University (CPU)	<ul style="list-style-type: none"> • Traffic congestion occurs between 7:00 to 9:00 in the morning and between 4:00 to 6:00 in the afternoon. The main reason of the traffic jam is the picking- up and dropping off passengers who are mostly university student. CPU is the second largest populated school in Iloilo. • Part of the traffic congestion is attributed for the reason that this is the point where the PUJ with CPU route makes a return trip. PUJs make extra ordinary length of time to pick up passengers clogging the traffic. • While traffic enforcement officers are assigned in the area, they have not strictly enforced the traffic roles. PUJ drivers play "cat and mouse" game with traffic officers. <p>See Annex B for Location of Vehicular Traffic Choke Points</p>
2. Intersection of Ledesma Rd. - Lopez Jaena Rd. (This include the small stretch of Ledeman Rd. right after the bridge.	<ul style="list-style-type: none"> • Congestion occurs 7:00 to 9:00 A.M. and between 3:30 to 6:30 in the afternoon. • This is narrow road where all vehicles coming from the northern municipalities pass through. Side walks of this road are full of vendors forcing people to use the road as sidewalk. • The traffic slows down when the traffic merge with Lopez Jaena Street - another heavy congested street. This is aggravated when vehicles heading to Iloilo city proper have to turn left towards Jaro Plaza slowing down the traffic. • Traffic flow along Lopez Jaena is interrupted by several intersections in the area to include the Sta Isabel and Rizal Rd. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
3. Corner Jalandoni Rd. - Luna Rd. fronting West Visayas University	<ul style="list-style-type: none"> • Just like the case of CPU, slowing down of traffic is due to the picking-up and dropping-off of passengers within the university belt. • Congestion occurs during pick hours in the morning and in the afternoon. This is caused by PUJs who illegally make a long stop in search for passengers. • Traffic further piles up with the presence of St Clement Church nearby. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
4. Intersection of Luna Rd.- Bonifacio Rd. - Rizal Road - Hechanova Rd. - Arroyo Rd.	<ul style="list-style-type: none"> • Traffic congestion occurs between 7:00 to 9:00 in the morning and between 3:30 to 6:30 in the afternoon primarily due to the merging of traffic from several main roads (i.e Luna Rd., Bonifacio Rd., Nechanova Rd., and Arroyo Rd.). • Also, the existence of La Paz Market and Gaisano City Mall contributes to the emergence of traffic. • This is the route of the PUJ going to Jaro and CPU which has the largest number of fleet among various franchise routes in the city. • This route service the 2nd largest populated district of the city next to Iloilo City proper. • The traffic along Bonifacio Rd. heading towards the city proper makes a

	<p>head-on collision with the Gen Luna traffic paralyzing the traffic along Bonifacio Rd. This situation is more pronounced in the afternoon pick hour.</p> <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
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Table 21: Major traffic "choke points" and nature of problems
Location: M.V. Hechanova Rd – Mc Arthur Drive Traffic Continuum

Choke Points	Nature of Problem
Intersection of MV Hechanova Rd - Buhang Rd. (an alternate route to Pavia)	<ul style="list-style-type: none"> This is an emerging problematic intersection where new commercial business establishment, government offices and housing subdivisions are sprouting. The area is earmarked as a new satellite growth point of Iloilo City as reflected in the 1998-2010 Iloilo City Comprehensive Land Use Plan One wing of the intersection is the alternate route to the municipality of Pavia. The other wing heads toward North Bus Terminal that plies to the northern towns and to include Roxas City. A private terminal for mini van is plying the northern towns is also located near the intersection. The traffic congestion is more pronounced during pick hours in the morning and afternoon. The type of vehicle that contributes to the traffic are PUJs, private cars and cargo trucks. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
McArthur Drive fronting the North Bus Terminal	<ul style="list-style-type: none"> Traffic congestion occurs during the usual pick hours when commuters start arriving and departing to and from the northern towns. Traffic occurs during entry and exit of large buses and PUJs to the terminal yard. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>

Table 22: Major traffic "choke points" and nature of problems
Location: Avancena Rd - Jocson Rd. Traffic Continuum (to Pavia)

Choke Points	Nature of the Problem
Junction of Jocson Rd. - Bonifacio Quezon Rd. - Avancena Rd	<ul style="list-style-type: none"> This is the only road leading to the southern towns of the province and to the Province of Antique. The type of vehicle that makes up the traffic includes, PUJ, public buses, cargo trucks, and private cars. Traffic occurs between 7:00 to 8:30 in the morning and 4:30 to 6:00 in the afternoon. The slowing down of traffic occurs when private and public vehicles from the city heading south makes a left turn towards Bonifacio Quezon Rd to get to Arevalo District of Iloilo City. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>

Table 23: Major traffic "choke points" and nature of problems
Location: Iloilo Central Business District

Choke Points	Nature of the Problem
Corner Guanco Rd - Rizal Rd. - Iznart Rd.	<ul style="list-style-type: none"> Traffic is heaviest between 7:00 to 9:30 in the morning and 3:30 to 6:30 in the afternoon when traffic from Rizal Road (where Iloilo University is located) merges with the traffic from Guanco Rd where the Iloilo Public Market is situated. This corner is where PUJ from La Paz, Jaro, and CPU makes a return trip. Drivers force their luck to pick up new set of passengers thus making long stop. While traffic aide personnel are assigned in the area, drivers make "cat and mouse" game with traffic enforcers. It is also observed that enforcers are lenient in apprehending violators for humanitarian reason. <p>See Annex B for location of Vehicular Traffic Choke Points.</p>
Intersection of Delgado Rd - Valeria Road	<ul style="list-style-type: none"> This area is a major commercial district of the city where SM Mall, restaurants and other department stores are located. Traffic is heaviest between 3:00 to 6:30 in the afternoon where shoppers go out to buy. The slowing of traffic along entire Valeria Rd stretch is due double parking of private vehicle, cars of business owners, and light delivery trucks. This is resorted in the absence of an alternative parking area. This is where PUJs plying the Leganes and New SM City makes a return trip. Again drivers usually make a long stop in the corner to pick up passengers. See Annex B for location of Vehicular Traffic Choke Points.

2.3.4 Impact of Traffic Congestion on Travel Time

Presented in Table 24 below is travel time by area of origin on selected routes. This is based on actual observation made during field survey. Mode of travel is by use of private vehicle using the normal route. Findings were validated by the average travel time experienced by regular commuters. Distances used are taken from LGU Plans.

Table 24: Travel Time by Area of Origin

Origin	Destination (Mun. Hall)	Distance (km)	Travel Time (in minutes)		Difference (in minutes & % diff)
			Non-Pick Hour	Pick Hour	
Iloilo City Proper	Oton	10.2	30	45	15 min - 50.0 %
Iloilo City Proper	Sta Barbara	15.7	35	60	25 min - 71.0 %
Iloilo City Proper	Leganes	10.9	25	50	25 min. - 100.0 %
Iloilo City Proper	Airport	5.0	15	25	10 min - 66.0 %

Source: Actual Survey by Consultant

2.4 Present Situation of Road Network/Transportation Planning

2.4.1 Planning Process

At LGU Level

The planning and budgeting processes diagram adopted in Metro Iloilo-Guimaras is shown in Figure 5 in the succeeding pages. The process is in four stages and is participated mostly by all line offices of the local government.

Stage 1: Tooling-Up Phase

This stage starts with the profiling and analysis of the physical, socio-economic, environmental and institutional condition of the study area. A parallel activity is undertaken to review and assess national, regional, provincial, and metro wide plans. This is followed by the projections of sectoral needs to determine gaps. Findings are used to determine changes in development strategies and interventions.

Using the baseline information contained in the profile and the sectoral projections, an analysis as to the strength, weaknesses, opportunities, and threats of the study area is undertaken. Findings are used as basis in the identification of development potentials and challenges of the area.

Stage 2: Visioning Phase

This stage involves the formulation of the long-term development vision and objective for the planning area. From this framework, the Physical Framework Plan of the study area will be re-visited as to its consistency with the development vision and responsiveness to issues identified in Stage 1. If needed, the long-term Physical Framework Plan will be adjusted to conform to the vision and development objective. The Legislative Council and Chief Executive through the recommendation of the Local Development Council adopt and approve the updated Physical Framework Plan.

Stage 3: Strategic Planning and Investment Programming Phase

The primary output of Stage 3 is the Strategic Development Framework Plan (SDFP) and Medium Term Investment Plan. The SDFP consists of six interrelated component plans namely: Social Development Plan; Economic Development Plan; Land Use, Transport, and Infrastructure Plan; Environment and Natural Resources Management Plan; Institutional Development Plan and; Financial Management Plan

The task involves the sequential process of sectoral development planning. It starts with the conduct of detailed sectoral studies using the profile and baseline information obtained in Stage 1. From there, sectoral development goals, objective and targets are formulated from which the development framework is drawn out.

This development framework consisting of the overall objective and targets provide the focus and priorities for development for the plan period. The specific sectoral strategies, programs and projects to achieve the goals and objective are defined in this portion. The sectoral goals, objectives, strategies, programs and projects are then pulled together to comprise the SDP.

As the SDFP is finalized, a Medium Term Investment Program (MTIP) is prepared and key priority projects identified. The SDFP and its accompanying MTIP is submitted to the Legislative Council and Local Chief Executive, through the Local Development Council for adoption and approval.

Stage 4: Annual Investment Programming and Budgeting Phase

The final stage is concerned with preparing an Annual Investment Plan (AIP) in accordance with the Physical Framework Plan, SDP, and MTIP. The AIP takes into consideration the financial capability and resource constrains of the LGU. Annual investment planning consists of four main tasks, namely

- Project identification and listing
- Financial assessment and projection
- AIP document preparation
- AIP adoption and approval

Finally, the annual budget is prepared based on the approved AIP.

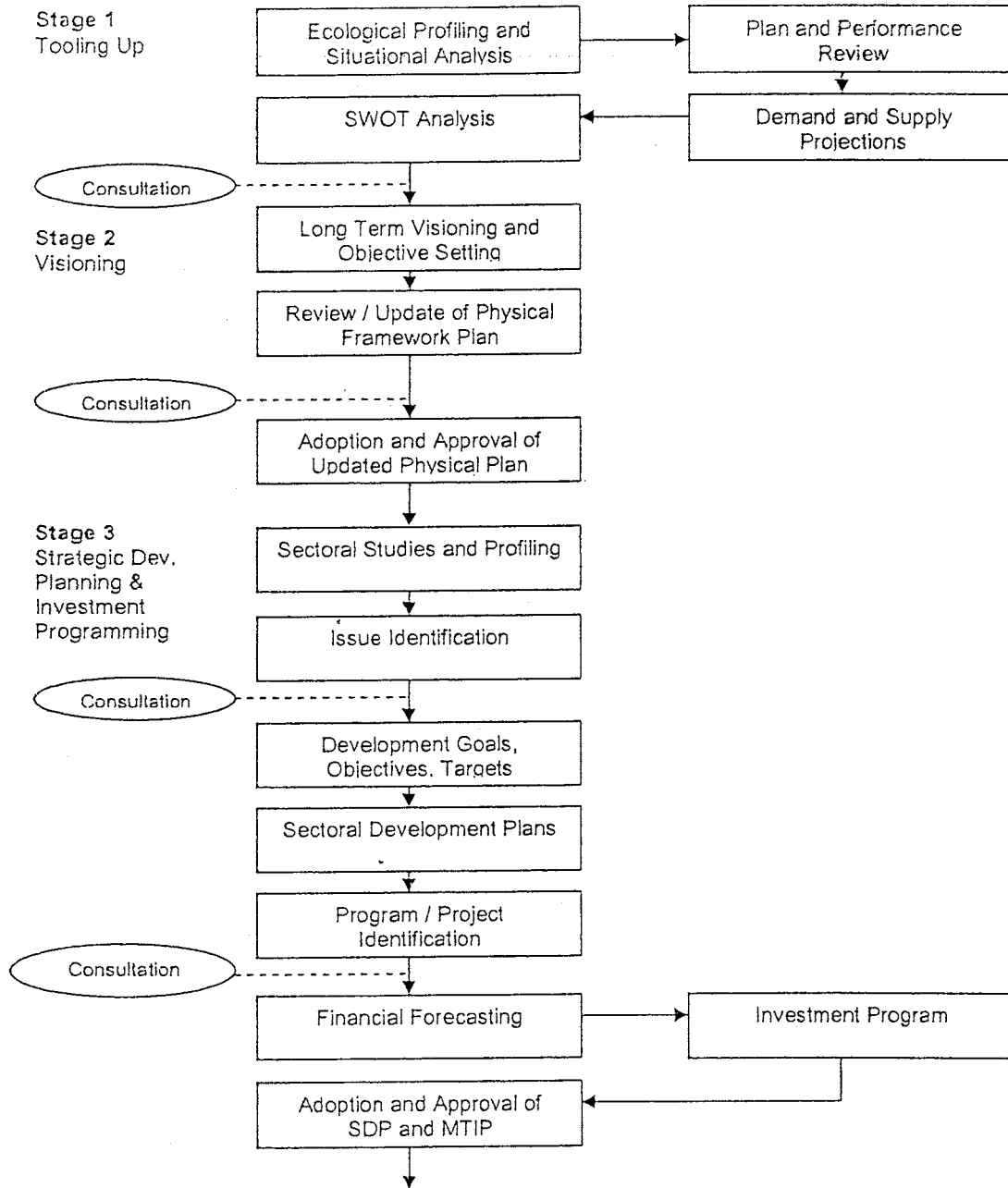
At Metro Iloilo-Guimaras Level

The preparation of the Metro Iloilo-Guimaras Integrated Sectoral Development Plan is done by the MIGEDC Technical Working Group. Being composed of planning officers from the different member LGU, it assures that the local government development concerns are incorporated in the drafting of the document.

The planning process adopted by MIGEDC is as follows:

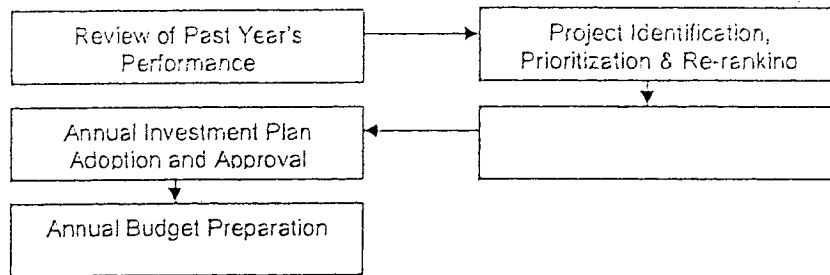
Step 1: Review of LGU Plans

Figure 5: Planning and Budgeting Process at LGU Level



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Stage 4
Annual Investment
Planning,
Programming and
Budgeting



This stage provides an initial baseline assessment of the development directions of component LGUs. This is done by summarizing the development goals, objectives, targets, strategies, and proposed land use trends. Areas of conflict between the various plans are then noted and reconciled. .

Step 2: Information Analysis and Mapping.

This involved the collection of relevant data from a variety of sources to include economic Promotion, environmental management, infrastructure development, public safety and security, tourism and basic service delivery. Also gathered are the municipal and city comprehensive land use plans, socio-economic profiles, and previous project reports prepared by NEDA and other foreign assisted prepared documents.

In the process, a need for a set of integrated land-use maps that could clearly illustrate socio-economic, physical resources and other land use information at Metro wide scale is established. More specifically, the following information is sought:

- Hydrology (i.e. rivers, salt beds, fishponds, catchments areas, environmentally sensitive areas and mangroves)
- Transport networks (all modes of transport, as well as bridges under barangay, municipal, provincial and national jurisdiction)
- Land fill sites
- Key infrastructure (trunk line sewers, water mains, drainage systems, power lines and related facilities)
- Urban and suburban land
- Agricultural land and forest land
- Town centers and regional centers
- Water supply lands and watershed boundaries
- Parks and open space.

These maps are essential visual aids for consultation purposes, as well as invaluable tools for analysis and planning across the seven LGUs. The mapping process itself provided opportunities to resolve areas of dispute over political boundaries and zoning discrepancies between adjoining municipalities, as well as triggering discussion between the municipal and provincial planning and development offices. Also reflected in the maps are information related to housing, ports, airports, flood risk, traffic choke points and urban growth centers.

Step 3: Sectoral Consultations and Report Preparation

MIGEDC conducts sectoral consultations in each of the LGUs to include: Social development (including health, housing, education, protective services, social welfare and sports); Economic development (including agriculture, fisheries, tourism, commerce and trade); Infrastructure development (including land, marine and air transportation, among other issues); Environmental management (including solid waste management, air quality and water resource management); and Local administration (including organization, fiscal management and mechanisms for plan implementation).

Consultations are conducted using a combination of focus groups and questionnaires, which employed a scoring system based on prioritization of issues. The results are summarized in sectoral background reports, which discussed the key metropolitan priorities). The consultation process proved to be valuable in highlighting the areas where capacity building is needed, both for municipal organizations and for MIGEDC itself, to ensure effective implementation of the Metro Iloilo-Guimaras Integrated Development Plan.

Step 4: Public Consultation (Phase 1)

A series of public consultation workshops are conducted to:

- review initial data and maps and formulate a development framework for the plan;
- develop alternative regional growth options for Metropolitan Iloilo; and
- shape the draft Metro Iloilo Development Plan vision, mission; goals and strategies, based on the available information.

In assessing the advantages and disadvantages of the alternative growth options, the following performance criteria were considered: population distribution, retention of productive land, capacity to generate employment, capacity to improve interregional/international connections and enhance

interaction between Iloilo City and the municipalities, provision for future infrastructure development, capacity to improve access to basic services. Each growth option was rated against these criteria and a preferred strategy was identified.

The workshop sessions were facilitated by a composite team of Canadian and Filipino professionals, who used the information gathered in the workshops to generate draft maps and resolve issues of conflict.

Step 5: Preparation of Draft Plan

Based on input received during the public consultation process, the draft plan is prepared by a MIGEDC staff and urban planning consultants and professionals. There were six principles identified for the draft plans to include complete communities, compact communities, protection of green and blue zones, transportation choices, economic diversity and social equity.

Step 6: Public Consultation (Phase 2) and Approval

Step 6 will involve distribution of the final draft MIPFP to a number of stakeholders, including national government agencies, LGUs and the general public, who are invited to provide comments and suggestions. Once the plan is revised to address issues raised during the consultation process, it will be presented to the MIGEDC Executive Council for approval, before going to the individual *Sanggunians* for adoption.

The implementation of the plan will be monitored and periodic reviews conducted by the MIGEDC steering committee on Land Use Planning and Management.

2.4.2 Planning Institutions

(1) Overview

Under the Local Government Code of 1991, LGUs are mandated to formulate their respective local Development and Physical Plan and establish planning offices. A Development Plan comprises the plans of the four major sectors namely; Agriculture Sector, Industry Sector, Infrastructure Sector, and Development Administration Sector. The transportation plan is a sub-component of the Infrastructure Plan.

Shown below is an illustration of the key planning institutions in the Philippines and their major outputs at various administrative levels.

Table 25: Planning groups and outputs expected of them

Level	Planning Institution		Expected Output	
	Policy Maker	Tech. Secretariat	Plan Document	Investment Plan
National	NEDA Board	NEDA Central Office	Nat'l Dev Plan	Gen. Approp. Act
Regional	RDC	NEDA Reg'l Office	Regional Dev. Plan	Reg'l Budget & AIP
Provincial	PDC	PPDO	Provincial Dev. Plan	Prov. Budget & AIP
Mun./ City	MDC / CDC	MPDO / CPDO	Mun. / City Dev Plan	Mun/City Budge & AIP
Barangay	BDC	None	Barangay Dev Plan	Brgy. Budget & AIP

Legend: NEDA - National Economic and Development Authority
RDC - Regional Development Council
PDC - Provincial Development Council
MDC - Municipal Development Council
CDC - City Development Council
General Appropriation Act: The annual budget for all national government agencies approved by Congress of the Philippines.

BDC - Barangay Development Council
PPDO - Provincial Planning & Dev. Office
MPDO - Municipal Planning & Dev. Office
CPDO - City Planning & Dev. Office
AIP - Annual Investment Program

(2) Regional Level

Mandate and Function of RDC

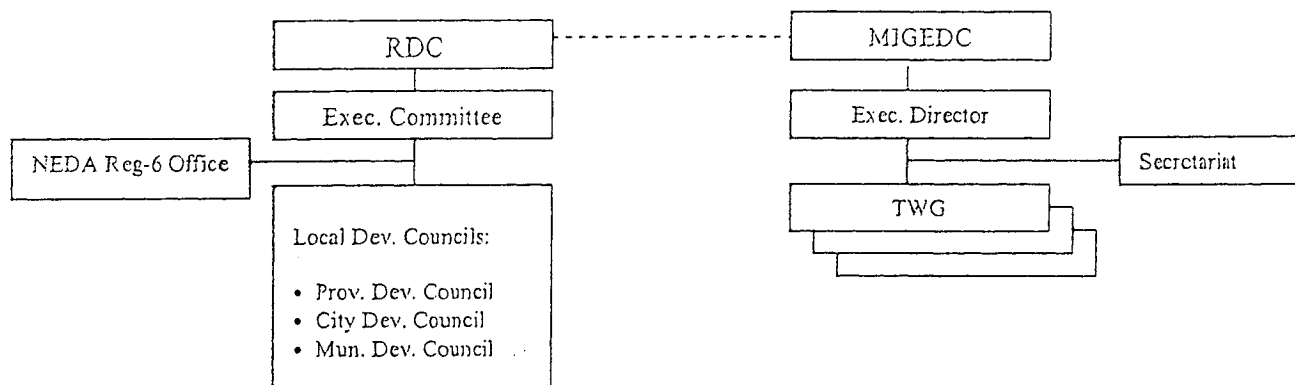
Executive Order No. 325 creates the Regional Development Council (RDC) whose function is to coordinate the preparation, implementation, monitoring and evaluation of the Regional Medium Term and Long Term Development Plan and Investment Program. The regional plan provides the development framework of the region in support to the national development thrust. Councils and committees organized to carry out national program are considered to be under the umbrella of the RDC. This includes the MIGEDC.

Membership

- All Provincial Governors within the region
- All City Mayors
- Mayors of Municipalities designated as provincial capital and regional centers
- All presidents of Provincial League of Mayors
- All Regional Directors of agencies like (NEDA, DAR, DA, DBM, DENR, DOF, DFA, DOH, DILG, DOLE, DPWH, DTI, DOTA, BSP, DEC, DSWD, DOT)
- Private sector representative

Structure

Figure 6. RDC Structure



(3) Metro-wide Level

Mandate and Function of MIGEDC

Executive Order No. 559 created MIGEDC signed by the President of the Philippines last August 28, 2006. As stated in the executive order, the functions of the Council is to formulate, coordinate and monitor programs, projects and activities to accelerate the economic growth and development in Metro Iloilo-Guimaras. As implied in Executive Order, transportation development and traffic management is one of the concerns of the Council. In discharging its functions, MIGEDC shall coordinate with the Regional Development Council (RDC) of Region 6 and other relevant Local Development Councils (i.e Provincial Development Council / City Development Council / Municipal Development Council). All departments, bureaus, offices, and agencies of the national government are to extend full assistance to the activities of MIGEDC.

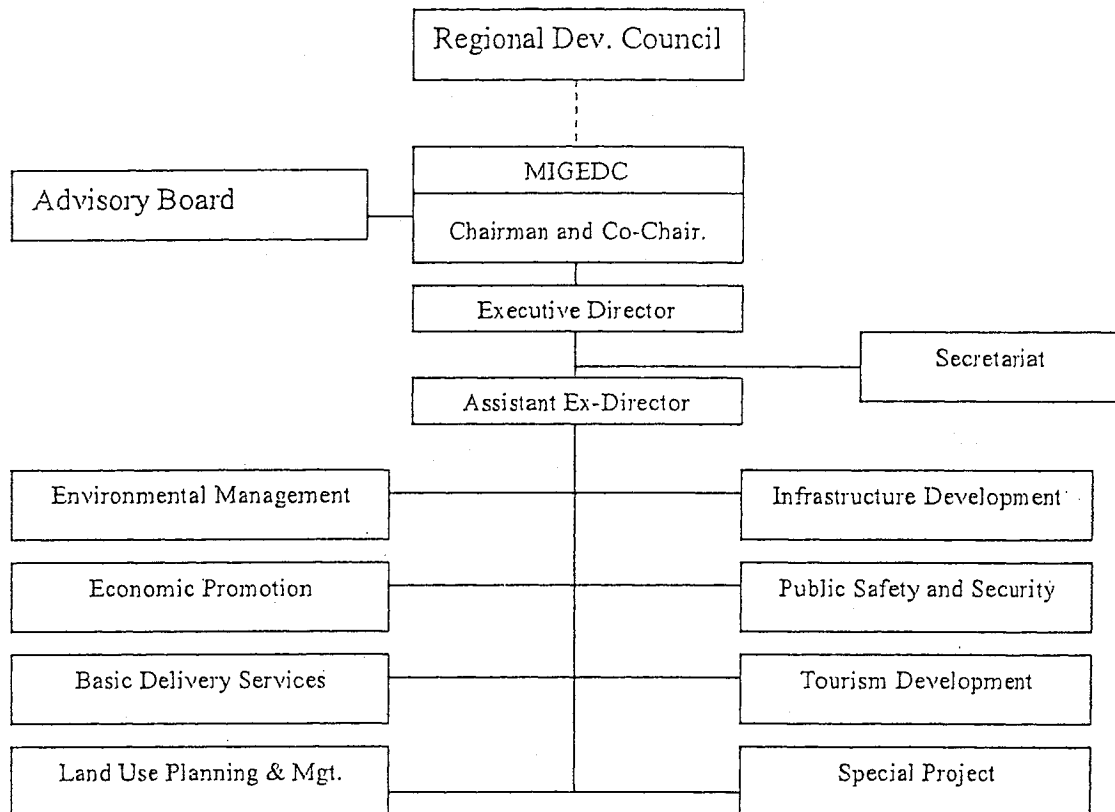
Membership

- Mayor of Iloilo as Chairperson
- Provincial Governor, Province of Guimaras as Co-Chairperson
- Mayor, Municipality of Pavia, Iloilo
- Mayor Municipality of San Miguel, Iloilo
- Mayor, Municipality of Oton, Iloilo
- Mayor, Municipality of Leganes, Iloilo
- Mayor, Municipality of Santa Barbara, Iloilo
- President, League of Municipalities, Province of Guimaras

Structure

The organizational structure of MIGEDC is shown below. As presented, eight sectoral committees are created to serve as technical working group of MIGEDC.

Figure 7. MIGEDC Structure



The Infrastructure Development Committee of MIGEDC

Mandate and Function

The Infrastructure Development Committee or Technical Working Group (TWG) is a creation of the Council. Its duties and responsibilities are:

- Serve as technical arm of MIGEDC with regards to infrastructure development;
- Coordinate the formulation of the infrastructure plan for Metro Iloilo-Guimaras;

- Coordinate the implementation of Metro wide programs and projects;
- Monitor and evaluate projects with Metro wide impact;
- Provide regular progress reports to the MIGEDC of its accomplishments;
- Prepare a yearly Work and Financial Plan for the committee.

Membership and Structure

Each Sectoral Development Committee is headed by a Local Chief Executive appointed by the Council. Its members are composed of Action Officers or Local Planning Coordinators of member LGU to be appointed by their respective mayors. A member of the Technical Working Group shall take turn to act as secretary. Currently, the committee on infrastructure is chaired by Mayor Adolfo E. Jaen of the Municipality of Leganes.

Sub-sectors under infrastructure include roads and bridges, traffic management, power, water, drainage and flood control, seaport, airport, building, and sea wall protection. The committee meets regularly to discuss issues and concern of the sector.

Activities

The MIGEDC Infrastructure Development Committee has met three times since its creation. Major activities undertaken include:

- Inventory of on-going and proposed projects with metro wide impact. This include foreign assisted, nationally funded and locally financed. Status is on-going;
- Evaluated the feasibility of establishing a Metro wide Transport Terminal in Leganes. The project was aborted when the lot earmarked for its location could not be made available by the lot owner. Status is completed;
- Identification of major choke points in Metro Iloilo-Guimaras. Status is on-going;
- Preliminary discussion with University of Iloilo and San Augustine University on the possibility of involving their engineering students in the conduct of traffic count and other relevant survey in transport planning. Status is on-going;
- Negotiated with UP Urban Planning Department to seek technical guidance in the conduct of traffic survey relevant to transport planning. Status is on-going;
- Requested DPWH status reports in the implementation of the Circumferential Road from the Municipalities of Pavia to Cabatuan, the road from Iloilo International Sea-Port to the municipality of Santa Barbara, and the widening of Zarraga to Leganes Road.

(4) City Level

Transportation planning and traffic management in Iloilo City is handled by the Task Force Traffic under the Office of the City Mayor. The Traffic Management and Engineering Unit is likewise created to serve as the traffic enforcement unit of the city government headed by chief of the traffic department of the Philippine National Police. Under its supervision are 290 Traffic Aides pays by the LGU.

The legislation of traffic laws and ordinances is studied and endorsed for enactment by the Transportation and Traffic Committee of the Sangguniang Panlungsod.

Mandate and Function

Task Force Traffic is a creation of Mayor Jerry P. Trenas of Iloilo City under an executive order. Its functions include:

- formulate Traffic Management Plan and Policies for the city
- coordinate activities of national & local offices involved in traffic management
- monitor and evaluate the implementation of traffic interventions and brief local chief executive on outcomes
- conduct weekly meetings to discuss day-to-day issues

Membership

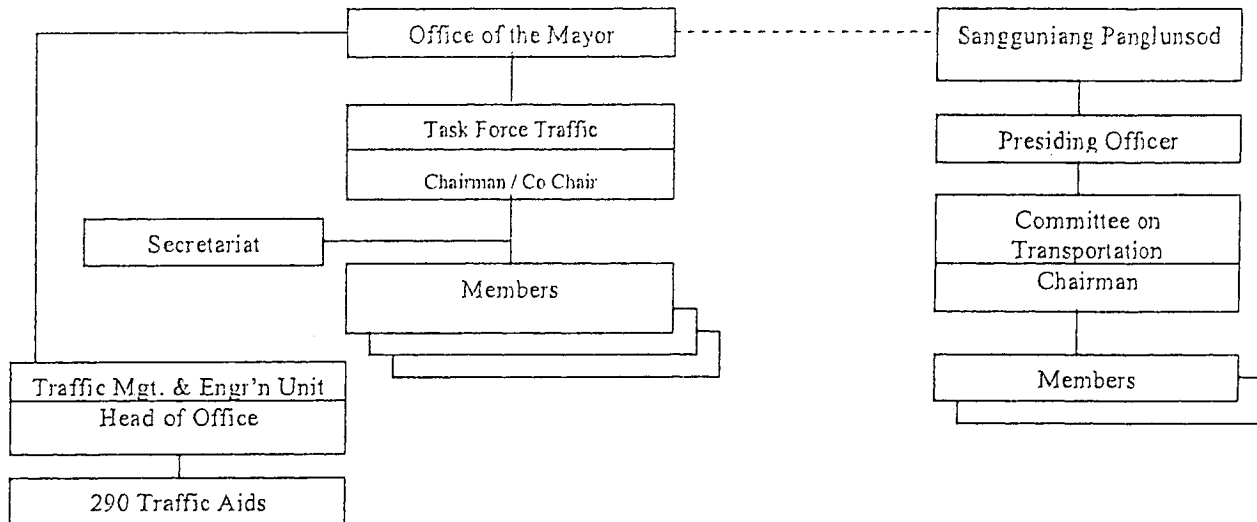
Members of the Task Force Traffic and the Transportation Committee of the Sangguniang Panlalawigan (SP):

Table 26: Membership composition of the Task Force and the Sangguniang Panlalawigan

Task Force Traffic	SP Committee on Transportation
Chief of Traffic Mgt. and Engineering Unit	Stakeholders of certain "Bill" being deliberated on Ad Hoc Basis
LTFRB, LTO	Chairman on SB Transportation Committee
Representative from business sector	Vice Chairman of the Task Force Traffic
Representative from drivers association	
Representative from general public	

Organization Structure

Figure 8: Organizational Structure of Task Force Traffic and SP Committee on Transportation



Required Technical Assistance

- conduct of traffic survey, assessing traffic condition, and problem prioritization technique
- projecting traffic volume and flow
- Designing efficient traffic circulation
- Identifying, prioritization and phasing of alternative traffic management measures
- Development of transportation and traffic management plan for short, medium and long term period and formulation of policy to sustain outcome
- implementation and management of short gestation-high impact project
- impact analysis of existing traffic laws and ordinances
- monitoring and evaluation of traffic management intervention
- codification of laws and ordinances for easy access and facilitate analysis.
- Establishment of a data banking system for planning, monitoring and evaluation
- Formulation of strategies and program towards effective traffic enforcement

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(5) Municipal Level

In general, traffic situation in municipalities outside Iloilo City is not yet alarming. This includes the province of Guimaras. Planning activities in these areas is focused in agricultural development, provision of basis services (i.e. health and education), construction of farm to market roads, and the development of potable water supply.

Thus, technical skill on transportation planning and traffic management is not yet in demand in these outlying towns and the province of Guimaras.

Mandate and Membership

With regards to infrastructure development at local level, the Municipal Planning and Development Coordinator and the Municipal Engineer are the core persons that handle project identification, project preparation and investment programming.

Resolution of issues and crafting of laws related to transportation and traffic management is a function of the Sectoral Committee of the Sanguniang Bayan. In the case for the municipalities of Oton and Leganes, transportation and traffic management is made an integral concern of the Trade and Commerce Development Committee. An "ad hoc" committee is organized to resolve specific issue. Resource persons are invited to participate in the deliberation and help in the formulation of solution.

Required Technical Assistance

- methodology in project identification and prioritization of transport related projects.
- preparation of feasibility study particularly in the establishment of sub-transport terminal. This holds true to the municipalities of Santa Barbara where the newly opened road leading to Iloilo International Airport traverses. This request is also solicited by the municipality of Leganes which is the gateway to Iloilo City from the Northern towns of Iloilo Province.

2.4.3 Priorities of MIGEDC Strategic Development Framework Plan (SDFP)

The development objectives as spelled out in the 2006-2010 SDFP are:

- assure complementation of development effort towards efficiency and sustainable economic growth and environmental stability
- derive economies of scale in the planning and delivery of key utility service that cuts across political boundaries such as transportation system, water supply, and solid waste management.

Thrust of Metro-Iloilo Development Framework Plan

Vision

The development goal of Metro Iloilo-Guimaras is to create a highly livable region of God loving and educated people working together for a progressive, self reliant and sustainable community.

Development Strategy

The economic progress of Metro Iloilo-Guimaras is anchored on sustained growth of the service and manufacturing sector. Dominant sub-sector are trade and commerce, transportation, government and private services, housing, tourism oriented industries, finance, and food processing.

The spatial framework the metropolis calls for the establishment of peripheral satellite center with the core city remaining as the primary service center of Region 6.

Functional Role of the Satellite Municipalities is summarized as follows:

- Pavia will serve as the agro-industrial center
- Leganes as the site for agro-based light industries,
- San Miguel as the agriculture basket
- Oton as the primary residential leisure area
- Santa Barbara as tourism and cultural zone
- Province of Guimaras as tourist haven for nature lover and orchard capital

Priority Program

The priority program thrust for Metro Iloilo-Guimaras are:

- Enhancement of public safety and order

- Rationale land use pattern
- Protection, improvement and maintenance of environment
- Upgrading of regional support infrastructure
- Ensuring efficient and equitable delivery of basic needs
- Promoting investment and economic growth

2.4.4 Priorities and Status of Transportation and Traffic Management Plan

(1) Metro-wide Level

Sectoral Development Goal and Objective

As spelled-out in the 2006-2010 Metro Iloilo-Guimaras Strategic Development Framework Plan, the development goals of the sub-sector on transportation are:

Goal

To establish an efficient and effective transportation system that enhances mobility and livability in Metro Iloilo-Guimaras.

Objective

- to reduce travel time and cost
- to enhance traffic safety
- to improve access between outlying municipalities of metro Iloilo without passing the city proper of Iloilo City .

Strategies and Program

To achieve the objective the following strategies and programs are lined up:

(1) Construction of primary road network and other transport infrastructure

- Coordination with the PDWH for the implementation of the JBIC-DPWH Metro Iloilo Road Network Improvement Program
- Develop new secondary road system that will provide inter-connection among municipalities within the metropolis and beyond
- Implementation of LGU-funded road construction Project
- Establishments of new connections between vital economic infrastructure such as the Iloilo international port and the Iloilo International Port in Cabatuan, and the regional agro-industrial center in Pavia.

(2) Rehabilitation/widening of existing roads

- Inventory and classification of existing roads according to their rehabilitation needs
- Road Rehabilitation Project through the DPWH and LGU

(3) Identification of other priority infrastructure projects with IAD Impact

- Preparation of an integrated Infrastructure master plan to include waste water treatment facilities, common landfill, metro water supply system, breakwater, waterways, and new roads and bridges

(4) Improvement of traffic engineering and management system

- Preparation of Metro Iloilo Transport Plan
- Rehabilitation / improvement of traffic lights, signages, and other traffic engineering infrastructure

Status of Implementation

Table 27: Present status of road construction/rehabilitation activities

Program / Projects	Activities	Status
A. Construction of New Major Roads		
• Metro Iloilo Road Network Study Preparation	Facilitated study preparation	Completed
• Construction of Circumferential Road 1	Assisted in the FS Preparation	Completed
	Endorsed project for funding approval	Completed
	Assisted in right of way acquisition	On-going
	Monitored project implementation	On-going
• Implementation of locally funded roads	Endorsement provided by MIGEDC	Completed
• Construction of new Iloilo International Airport Road	Facilitated in right of way negotiation	Completed
• Construction of new Jallandoni Bridge	Coordinated in the fund negotiation	Completed
• Opening of Iloilo International Port Access Road	Coordinated in right of way negotiation	
B. Rehabilitation of Existing Road		
• Inventorying of roads needing repair within MIG area	Requested DPWH & LGU to submit list	On-going
• Widening of Iloilo-Zarraça National Road	Facilitated project approval	
• Widening of Pavia-Santa Barbara Road	Facilitated in fund negotiation process	
C. Identification of Other Metro Wide Impact Project		
• Preparation of Iloilo River Rehabilitation Plan	Initiated and coordinated the Preparation of Iloilo River Rehabilitation Plan	Completed
• Preparation of Solid Waste Management Plan	Initiated & coordinated Plan Preparation	Completed
• Construction of Iloilo Flood Control Project	Initiated & endorsed project realization	Completed
	Facilitated right of way acquisition	On-going
	Coordinated the resettlement activities	On-going
D. Traffic Management Improvement		

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• Preparation of Transport Development Master Plan	Preparation of Proposal for JICA Funding and Negotiation for Approval	On-going
• Conduct of Traffic Survey	Negotiation with University of San Agustine for technical assistance	On-going
• Updating the Physical Framework Plan for Metro Iloilo-Guimaras with the expansion of coverage area as input in transport planning	Data Gathering	On-going

Source: MIGEDC Secretariat

(2) Iloilo City

Core Problem: Traffic Congestion

The unprecedented urbanization of Iloilo City has resulted to alarming traffic congestion in the city proper of Iloilo and in certain areas of Jaro and La Paz district. Travel time within the metropolis has doubled increasing cost of travel, decline in commuter productivity and worsening of traffic pollution, among others.

Field observation and interviews with persons in authority pointed out several major causes as follows:

Topographic Limitation and Restricted Road Network

- **An Island City:** Two major rivers (i.e. Jaro River and Iloilo River) cut across the city. The limited number of bridges that connect the northern district to the southern portion of the city hampers the smooth flow of traffic.
- **Irregular Coastline:** The road design of the city follows the irregular coastline of the area. This circuitous road formation prevents direct and efficient traffic flow.
- **Narrow Road Network:** Iloilo City is an old city where its road network was designed to accommodate small vehicles and little traffic volume. With most of the road densely developed, widening of roads and construction of new ones is extremely difficult.

Lack of Discipline of Road Users

- **Poor Discipline among Drivers:** Based on general feedback, the leading cause in the slowing down of traffic flow in Iloilo City is the indiscriminate loading and unloading of passengers by PUJ drivers anywhere anytime of their convenience.

- Lack of Education and Discipline of Commuters: The lack of knowledge by commuters on loading and unloading zone and the failure of the riding public to follow instruction on where to get a ride result in the slowing down of vehicle movement.
- Lack of Will to Enforce the Law: Law enforcers lack the will to apprehend traffic violators for humanitarian reason. This is partly due to the culture of Filipinos to be considerate to fellowmen. Another reason for a decline in the will to enforce the law is due to the corrupt practice of bribery to settle dispute.
- Roadside Obstruction: The illegal proliferation of vendors along sidewalk and the indiscriminate packing of vehicles along pathways force pedestrian to use the road as sidewalk restricting the passage way of vehicles thus further slowing down the flow of traffic.

Poor Traffic Management

- Outdated Traffic Laws / Ordinances: Some of the existing traffic laws are outdated and tend not to complement one another resulting to non-improvement of overall traffic condition. There is need to review the existing laws and ordinances and introduce a codification system that will facilitate traffic analysis and evaluation.
- Lack of Relevant information and Analytical Tool: Most of the traffic management interventions are suggested by the Traffic Management and Engineering Unit of the Philippine National Police (PNP) who are not trained on traffic planning and management. This is further aggravated by the lack of relevant and accurate information to guide in making sound decision.
- Less Effective Traffic Management Measures: Several traffic facilities are seen to be inadequate. This include the poorly designed intersection geometry, sidewalk used as parking area, absence of traffic signs, defective and unsynchronized traffic signals, questionable PUJ routes, questionable one way system, non-enforcement of parking area for new buildings, absence of paid on-street or off-street parking, and lack in capacity of traffic enforcers on traffic management
- Poor Cooperation of Some Government Agencies: Some agencies of government lack the genuine interest to participate in the formulation of a comprehensive strategy to resolve traffic

congestion. This includes the LTFRB in controlling the issuance of franchise route to public utility vehicles, for LTO in improving their education and information program to educate drivers, and for the Traffic Management and Engineering Unit of PNP to strictly enforce traffic laws.

- Lack of Coordination: There is a need to review the composition and function of the Infrastructure Committee of MIGEDC to strengthen further its planning and coordination function. Special attention should be given to the working relation of the Metro Iloilo-Guimaras Economic Development Council with the Task Force Traffic of Iloilo City and its coordinative role with the various Transportation Development Committees of the Sangunian Bayan of the various LGU.

Absence of Transportation Plan to Rationalize Transport Development

The absence of a Land Transportation and Traffic Plan for Iloilo City resulted in uncoordinated and less responsive development interventions further aggravating traffic congestion in certain streets. Travel time within the metropolis has doubled increasing cost of travel, decline in commuter productivity and worsening of traffic pollution.

Sectoral Strategy

- Solve traffic congestion through better traffic management and educating road users to follow traffic regulations
- Provide adequate inter-modal connection through better planning and widen existing road network to accommodate increase in traffic
- Establish an efficient and effective transportation system through the enactment of responsive transportation related ordinances and effective enforcement of laws

Development Interventions

(1) Creation of Iloilo City Traffic Management and Engineering Commission

The passage of City Ordinance No. 00-107 in August, 2000 and amended by Regulation Ordinance No. 00-124 dated September 13, 2000, created the Iloilo City Traffic Management and Engineering Commission. The objective of the ordinance is to provide a mechanism for the formulation of

an immediate (short term) and long term solution to the traffic problems of Iloilo City. This office shall absorb the function of the Traffic Management and Engineering Unit.

The Commission shall have the following duties and responsibilities:

- Formulate policies, strategies, rules and regulations for the efficient and effective management and implementation of the traffic system in the City of Iloilo
- Propose, design, identify or designate new routes including sites of new roads and roadways, for inclusion in the investment plan of the City.
- Plan and develop new strategies for public parking, routing, traffic rules and regulations, manner of enforcement, and set penalties for violators subject to the approval of the Legislative Body.

Status

Although the resolution has been passed, the Commission has not been operational up to the present due to the failure of the author of the resolution to convince the Sanggunian Panglungsod to appropriate funds for its operation as reflected in the amendment. Based on the observation of the Councilor Jose C. Espinosa, the current chairman of the Transportation and Traffic Management Committee of the Sanggunian Panglungsod, there is a need to strengthen the capability of the staff of the Traffic Management and Engineering Unit to undertake traffic planning and management.

(2) Establishment of Perimeter Boundaries and Terminals

The establishment of perimeter terminal was recommended by the Iloilo Task Force on Traffic Management chaired by Councilor Jose C. Espinosa III implemented sometime in 2000 by virtue of the Revised Ordinance Regulation Ordinance No. 2004-268 dated December, 2004.

The concept is to prevent the entry of buses, mini buses and PUJ originating from the northern towns to critical streets in the city to minimize traffic congestion. These terminals are owned and managed by private individuals.

Refer to Annex C for the location of Perimeter Terminals.

Presented in below are the existing functional perimeter terminals in Iloilo City.

Table 28: Profile of Transport Terminals

Name of Terminal	Location	Area Served
Northwest Bound		
• Ungka Transport Terminal	Barangay Ungka	New Lucena, Cabatuan, Badiangan, Juniuay, Tapaz, Maasin, Lambunao, Calinog
• Christ the King Transport Terminal	Barangay Tacas	New Lucena, Cabatuan, Badiangan, Juniuay, Tapaz, Maasin, Lambunao, Calinog
North Bound		
• Northern Iloilo Transport Terminal	Barangay Balantang	Zarraga, Dumangas, Pototan, Anilao, Dingle, Barotac Nuevo, Anilao, Banate, Passi City, Duenas, San Rafael, Ajuy, Lemery, Conception, Sara, San Dionisio, Balasan, Batad, Estancia, Carles, Roxas City, Metro Manila
• Juroshely V-Hire Terminal	Barangay Balantang	Selected Northern Town
• Ticud Transport Terminal	Barangay Ticud	Selected Northern Town
• Baldoza Terminal	Barangay Baldoza	Selected Northern Town
South Bound		
• Villa Arevalo South Transport Terminal	Barangay Arevalo	Tigbauan, Guimbal, Miagao, San Joaquin, Igaras, Tubungan, Leon
• San Pedro South Bus Terminal	Barangay San Pedro	Antique Province

Status

The terminal seems to have achieved its objective. The City Planning Coordinator of Iloilo City and the Municipal Administrator of Santa Barbara would like to learn the experience of other LGUs in the country on how they were able to generate revenue to the local government from terminal operation.

(3) Establishing Sub - Terminal in Major Streets

The concept of sub-terminal is to designate holding points in strategic sites where public passenger vehicles are allowed to make short stop to pick-up passengers.

Gaunco PUJ Sub-terminal

A sub-terminal was experimented at the corner of Guanco Rd. - Iznart Rd. near the Public Market sometime in February 2004. It was observed that traffic congestion worsened as large portion of the road was used as sub-

terminal. This experiment was terminated in May 2004. However, PUJs still make long stop at the corner to pick-up passengers.

Refer to Annex C for the location of the Experimental Sub-Terminals

Comment and Observation:

A side comment made by the City Planning Coordinator of Iloilo City stated that not enough time was given for the intervention to take its full effect. The Task Force on Traffic Management whose members are politicians immediately succumbs to public comment made through media. According to the City Planning Officer, a more scientific method of assessing impact of intervention has to be made available to guide planners and policy makers.

Jaro Plaza Sub-terminal

A sub-terminal near Jaro Plaza was also experimented sometime in 1999. This area is a jump-off point where passengers from the north have to transfer ride to that will bring them to point of destination. The terminal affected the traffic flow resulting to its termination in 2000.

Fish Port Sub-terminal

A holding area was also experimented near the fish port but was terminated for reason that it only aggravated the traffic with the narrowing of road for vehicle to pass. Refer to Annex C for the Location of Experimental Sub-Terminal.

(4) Declaring One-Way and Two-Way Streets

Hueriana Street as Two-Way Street

Hueriana Street from Bonifacio Street to Burgos Road was experimented to be converted into a two-way street sometime 2004. This was reverted back to a one-way road in the same year as traffic worsened at the junction of Bonifacio Road and Hueriana Street.

(5) Declaring Certain Streets in Jaro, Iloilo city as One-Way Streets

The whole length of Washington - Democracia Streets from the corner of Commission Civil St. towards the direction of Simon Ledesma Street was declared as one-way streets. Similarly, the whole length of Washington-

New IBRD Bridge from the corner of Commission Civil St. was converted from two-way to one-way.

2.4.5 Issues and Problems Affecting Planning Process/Current Plans

(1) Lack of Capability and Experience

The technical working committee of the MIDEEDC is composed of planning officers or action officers of the different LGU whose training and experience are not in traffic management. Transportation Plans of the municipal, city, and provincial are focused in the identification of new roads to be opened and rehabilitation of existing ones. Less attention is given to the resolution of the traffic congestion. This is because most of the outlying LGU are not yet experiencing alarming traffic problem and partly due to the lack of capability of local planners to undertake traffic management planning.

For Iloilo City, the head of the Traffic Management and Engineering Unit is perceived to be lacking in expertise to plan and manage traffic. This resulted to a trial and error approach in resolving traffic related issues. This observation is aired by the Mayor of Iloilo City and by the vice chairman of Task Force Traffic of the city. The later is also the current chairman of the Committee on Transportation of the Sanggunian Panlungsod.

(2) Lack of Data

The lack of accurate and updated data relevant to transportation planning and traffic management makes it difficult to undertake a comprehensive and integrated transportation plan and a responsive traffic management proposal. Likewise monitoring the impact of development intervention for evaluation purposes is not made possible.

(3) Institutional Weakness

For Iloilo City, there are various offices / institutions involved in transport planning and traffic management. The office mandated to formulate traffic related policy and program is the Task Force Traffic. The Traffic Management and Engineering Unit serves as its enforcement arm. Enactment of traffic laws is done by the Committee on Transportation of the Sanggunian Panlungsod. Currently, these offices are not involved in the MIDEEDC planning activities.

On the other hand, the separation of the land use planning from transportation and traffic management planning may result to less coordinated and integrated development direction. Institutional or procedural adjustment may have to be instituted to assure synchronization of activities between the Committee on Land Use Planning and the Sub-Committee on Transportation and Traffic Management.

(4) Weak Coordination

Road network development in Metro Iloilo-Guimaras is the responsibility of the City Engineering Office for city roads, the four District Engineering Offices of DPWH for national roads, and the Provincial Engineering Office for provincial roads. At present, these institutions have not been involved in the Metro Iloilo-Guimaras transportation planning activities. Some of them even are not even aware of the existence of MIGEDC. The Council should take note that Metro Iloilo-Guimaras falls under four different Engineering Districts of DPWH.

On the other hand, some of the Congressmen within the study area do not coordinate with the local chief executive in the planning and implementation of road projects under the Countryside Development Fund Program.

(5) Work Overload

The Technical Working Committee on Infrastructure is tasked to handle several area of concern to include roads and bridges, seaports, airports, water supply, power supply, flood control, drainage, building construction, shoreline protection, among others. Considering the magnitude of the task ahead and taking note that MIGEDC TWG members are also handling full time job in their mother offices, planning for the transportation and traffic management of Metro Iloilo could not be given adequate attention.

2.4.6 Role of LGUs and National Agencies on Transport Development

(1) Provincial Government

The Local Government Code of 1991 authorizes the provincial government to enact laws and ordinances and appropriate funds for the general welfare of the province and its inhabitant. Among others, these include the use and regulation of traffic on roads classified as provincial. The Provincial Planning and Development Office and the Provincial

Engineering Office play a direct role in transport planning and implementation.

The PPDO spearheads the formulation of an integrated provincial plan in coordination with national agencies and non-government organizations. It is also tasked to provide technical support to local special bodies, sectoral committees, and provincial technical working groups. These include the sharing of data and technical facilities needed in planning. It is also mandated to recommend policy measures towards effective and participatory local government planning process. The province also plays an important role in monitoring projects that cuts across municipal boundaries.

(2) National Economic and Development Authority (NEDA)

NEDA is the principal government agency responsible for national and regional planning, for coordinating the development activities of various local government units and national government agencies and non-government organization (including those that are foreign-assisted). With the Department of Finance, it coordinates external assistance for project development. NEDA prepares planning guidelines for the drafting of the Regional Development Plans to be prepared by the Regional Development Council with technical assistance from the NEDA Regional Offices. Regional plans are to be consolidated at the national level.

The NEDA Regional Offices in turn prepares the planning guidelines for the drafting of the local development plans prepared by the local development council assisted by the local planning and development offices. It is for this reason that Executive Order 559 specifically highlighted the need for MIGEDC to ensure that coordination with the RDC and other local government council in the discharge of its function.

(3) Regional Development Council (RDC)

The RDC of Region 6 leads the preparation of the plan for Western Visayas. The Council is composed of Governors of the six provinces of the region, the Mayors of chartered cities and regional centers, the Directors of the major national line agencies of government, and representative from the private sector. The RDC functions include:

- approving the regional development plan, the multi-year regional investment program, and the regional annual investment program,

- reviewing and endorsing to the national government, the regional budget proposals of the government line agencies
- ensuring the consistency of local plans with the regional development plans and priorities.

(4) Department of Public Works and Highways (DPWH)

DPWH is responsible for planning and development of national roads and bridges in the country. Aside from transport related infrastructure, it also performs engineering and construction works of other type of infrastructure like flood control, shore protection, water supply system, and public buildings that are being funded by the national government to include the Countryside Development Funds (CDF) of the Congressmen.

DPWH has district engineering offices that serve as the implementing arm of the department. The delineation of the engineering district corresponds to the congressional districts of a province / cities. Metro Iloilo-Guimaras complex is under the jurisdiction of four engineering district of DPWH in Region 6.

(5) Land Transportation Office (LTO)

LTO is one of the implementing offices of the Department of Transportation and Communication (DOTC). The office takes charge in the registration of all motor vehicles, handles the issuance, renewal, and revocation of driver's licenses, and the lead agency in the enforcement of traffic laws under Republic Act 4136. The nature of traffic laws to be enforce include keeping with speed limit, overtaking and turning at intersection, right of ways and signals, turning and parking , reckless driving, and obstruction of traffic.

(6) Land Transportation Franchising and Regulatory Board (LTFRB)

LTFRB is another office of under the jurisdiction of DOTC. The main function of the office is to ensure that the commuting public has adequate, safe, convenient, environment-friendly and dependable public land transportation service at reasonable rates. LTFRB takes charge in the issuance of transportation franchise to operate public utility vehicle to include public utility bus, rent a car, tourist transport, school bus, and truck for hire.