

Tricycle Pasada: Providing for Education Needs of Children

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Abstract

The word “pasada” is a common parlance for drivers of public transport reporting for work. Pasada is a public service of transporting a commuter from one place to another. Every morning when the researcher leaves for work and every night when she walks home, tricycle drivers (namamasada) continuously tout her. In the specific location where the researcher lives in the City of Malolos, there is an overabundance of tricycles that crowd the streets every day, blocking people’s way, creating traffic jams and all kinds of inevitable irritation that must be dealt with.

Since the City of Malolos have 70 TODAs (Tricycle Operators and Drivers Association), the researcher decided to choose a specific group of tricycle drivers. She chose the TODAs found in the center of the City of Malolos or Bayan/Poblacion. There are ten (10) TODAs within the City Proper.

This study focused on the TODA members’ willingness and capability to send their children to school. This will cover their socio-demographic profile and the number of their children who are currently enrolled in school. This will also explain the reasons in choosing this job. Furthermore, this will give details on their daily take-home money and how they allot money for expenses. The number of their children who are currently enrolled and/or have completed in the Preschool, Primary Level, Junior High School, Senior High School, Tertiary level and in Graduate school.

The study used questionnaires, series of interviews and observation in gathering data. The data gathered were collated manually and categorized based on the order of the problems presented.

The study made use of the purposive sampling to present the prevailing situation on tricycle drivers in the City of Malolos, Bulacan particularly the profile of these TODA members who is sending their children in school despite of poverty.

This study made a current structure of each TODA. It described the status of their membership, the route of their TODA, the fare matrix, and the registration/operations fee. It also elaborated the problems being encountered by these TODA members and how they support the educational finances of their children. Lastly, it answered the question on what other income generating activities maybe proposed to enhance the financial capability of TODA members for the education of their children.

It is important that the lessons learned from this study be transmitted and shared with other people especially the children of these TODA members and youth of today. This study may also add to the lesson of Values Education in Junior High School. It will give an inspiration, may serve as an example of success stories in education which emphasizes that poverty is not a hindrance to give their children’s education and encourage learners to do their best in finishing their studies. Tricycle pasada is not an easy job and we never encourage the learners to do the same job as an option to ease the poverty. The City Government of Malolos can use this study in formulating effective plans and strategies on how to improve the lives of these TODA members.

Keywords: TODA Members; tricycle pasada

1. Main text

Motorized tricycles are common means of public transportation in the Philippines. These public utility vehicles either operate a set route or are for-hire, like taxis. The Boracay Budget Travel Website (2010) states that, “The tricycle is the most popular means of transport in small towns and cities, especially in the rural areas because of its convenience and affordability”.

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Malolos, there is an overcrowding of tricycle drivers around the streets every day, creating traffic jams, blocking people's way and all kinds of inevitable irritation that must be dealt with.

The researcher observed that most of the time during PTA meetings, seminars, and quarterly distribution of cards, most of the parents or guardians do not attend or participate. Their children will usually say, "*Ma'am, may pasada po*", referring to tricycle driving. Most of the students have family members who are TODA members. They should not be blamed because they need to earn to provide the needs of their family especially for their children's education. Earning through tricycle driving is no easy means. With so many tricycles around, one must compete with the rest to get passengers. A driver must be patient to wait or look for passengers or else he will not earn much for the day.

One inspiration and motivation for the father-driver to work hard is the education of his children. He will strive more, especially, when it is the future of his children which is at stake. In most Filipino homes where love permeates and education is attained, children occupy the central post, the prime concern, the center of affection, attention and inspiration, the parent's continuing reason for earning and struggling. As pointed out by Baesa (2005) "Children are the hope, light, and strength of a country".

No tricycle driver is a rich man especially if he does not own the vehicle. The price of fuel is not getting lower. The cost of spare parts and the whole maintenance work of the vehicle is a perennial headache to the driver. How can a tricycle driver manage to feed his family and send his children to school? What strategies are employed to sustain the earnings? Does their TODA (Tricycle Operators & Drivers Association) provide needed financial support? These inquiries have motivated the researcher to investigate.

According to a report of CNN Philippines as of 2012, there were over 658,675 for-hire tricycles and motorcycles operating in the Philippines, accounting for nearly 67.9% of the total for-hire vehicle population.

A few months before the People Power Revolution tricycles were legalized in October 1985 when then-President Ferdinand Marcos released Letter of Instruction No. 1482, which states that "the tricycle plays an important role in the existing public transportation hierarchy in municipalities, where it is, in most cases, the primary means of transportation."

Tricycles have become a Filipino cultural icon just like jeepneys. Many regards them as an epitome of Filipino ingenuity because the vehicles are an amalgam of different parts and materials-some aluminum here, some screen wire there, even an air freshener to boot. There is no standardized design.

The Local Government Units (LGUs) are the ones that grant franchises and supervise operations under the Local Government Code of the Philippines. Nevertheless, they are subject to guidelines set by the Department of Transportation and Communications through the Land Transportation Franchising and Regulatory Board.

TODA members are only allowed to run within a fixed boundary. These boundaries are divided according to the different Tricycle Operators and Drivers' Associations (TODA) of an LGU.

TODAs essentially form the backbone of the tricycle driving sector, given the fact that would-be tricycle drivers must secure a TODA's permission before operating within a boundary. Tricycles that belong to the same TODA also share the same body color.

The City of Malolos has seventy (70) Tricycle Operators and Drivers' Association (TODA) which operates in the said community according to Mr. Ruben Sacay, the President of Federation of Tricycle Operators and Drivers' Association of Malolos, Bulacan Incorporated (FETODAMBI). Each TODA should register their organization in the Securities and Exchange Commission to legalize their SEC Registry Number and should have five to fifteen members with their own Tax Identification Number to be recognized. After which, they need to renew their SEC registration yearly with the amount of one thousand pesos (₱1,000).

The requirements for TODA membership are as follows: a) Driver's License, b) photocopy of cedula or community tax certificate, c) franchise, d) Barangay Clearance, e) Membership Fee, f) Certificate of Registration of Motorcycle and g) Yellow Plate.

To get the franchise for their unit they need to pay three hundred sixty-five pesos (₱365.00) every five years in the City Hall of Malolos. If they want to be part of a particular TODA, they need to comply with the requirements stated above. The amount for membership depends on the TODA. The membership fee ranges from ₱500.00-₱50,000 plus the other payment for the body number or TODA sticker amounting to ₱ 120.00-₱ 18,000.00. Failure to comply with the requirements and not being duly recognized makes a tricycle tagged as "colorum". Colorum tricycles have no body number or TODA sticker posted on their vehicle and no franchise from the City Government.

To satisfy the curiosity of the researcher about why there is an overcrowding of tricycles in this area, she headed to the tricycle terminal of Canalete Anilao Santiago Sto. Niño Tricycle Operators and Drivers' Association where she takes her tricycle ride going to school every morning and approaches Mr. Nelson Jimenez to ask some questions.

The researcher asked him why men choose this kind of living instead of looking for other sources of income and he answered it's because most of them didn't finish their studies and this is the only way they know that gives instant money to sustain the needs of their family and send their children to school.

Since the City of Malolos has 70 TODAs, the researcher decided to choose a specific group of tricycle drivers. She chose the TODAs found in the center of the City of Malolos or Bayan/Poblacion. There are ten (10) TODAs within the City Proper.

In the light of the foregoing premises, this study is concerned with the state of Tricycle drivers or the TODA members in the City of Malolos, Bulacan in correlation to the educational success of their children. The purpose of this study is to obtain a better understanding of the present condition and considerations of these TODA members in supporting their children in going to school.

This study focused on the TODA members' willingness and capability to send their children to school. This covered their socio-demographic profile and the number of their children who are currently enrolled in school. This explained the reasons for choosing this job. Furthermore, this gave details on their daily take-home money and how they allot money for expenses. The number of their children who are currently enrolled and/or have finished in the Preschool, Primary Level, Junior High School, Senior High School, Tertiary level and in Graduate school.

The City of Malolos was chosen because it is the researcher's hometown and her place of work. It is also highly observable that most of the major thoroughfares of the City are congested with vehicles mostly tricycles.

The researcher interviewed at least two informants from ten (10) different TODAs. The informants include tricycle drivers, their children, government officials, guidance counselors and teachers. Interviews were undertaken to assess the impact of tricycle driving in supporting their children's education.

The study used questionnaires, series of interviews and observation in gathering data. The data gathered were collated manually and categorized based on the order of the problems presented.

Perspectives in the Study of Socio-Economic Development

Objective Choice Theory. It is otherwise called Choice Theory or Rational Action Theory, a structure for comprehension and regularly officially demonstrating social and monetary conduct. The essential investigation of Rational Choice Theory is that total social conduct results from the conduct of individual entertainers, every one of whom is settling on their individual choices. The hypothesis likewise centers on the determinants of the individual decisions (Blume and Easley, 2008).

Judicious Choice Theory at that point reasons that an individual has an opportunity to pick among the accessible decision choices that allow them to state which alternative they like. Following are the inclinations taught to be finish and transitive. The levelheaded specialist is accepted to assess accessible data, costs, probabilities of occasions and advantages in deciding inclinations, and to act reliably in picking oneself the most ideal decision of activity.

Rationality is widely used as an assumption of the behavior of individuals and analyses and appears in all economics textbook treatments of human decision-making. A particular version of rationality is instrumental rationality, which involves seeking the most cost-effective means to achieve a specific goal without reflecting on the worthiness of that goal. Gary Becker was an early proponent of applying rational actor models more widely.

This theory clearly explains how people make choices. It is all about the most cost-effective means to achieve a specific goal. Men ages 20 to 65 years old that did not finish their studies have other alternative job opportunities like working as janitor, construction worker, mason, carpenter, vendor etc. in the City of Malolos because of the commercial establishments and industries found in the said community. According to Mr. Ruben Sacay, the President of FETODAMBI they still choose tricycle driving as a main source of their income because it does not require huge capital to own and keep one, they can earn above minimum wage of an ordinary worker and they can work anytime if they want to or as much as they needed.

Goldstein's Theory strengthens this present study. He said that actualization is the creative trend of human nature that any need in a deficit state motivates a person to augment what is lacking. It is like filling a hole, which will supply satisfaction as a prerequisite for the self-realization of the total being. This fulfillment or replenishment of a need explains self-actualization or self-realization (Goldstein, 1939). From an interview conducted by the researcher, a TODA member says that tricycle driving makes him more productive and it gives him the chance to prove his worth as a father to his family.

TODA members want to actualize themselves. The desire is intense that they want their motives and needs in life to be fulfilled and satisfied.

Theory of Communities of Practice. It is a cycle of social discovery that happens when individuals who have a typical premium in a region or subject team up throughout an all-encompassing timeframe, sharing systems and thoughts, decide arrangements and assemble developments. Wenger (1991) gives a straightforward definition: "Hypothesis of Communities of training are gatherings of individuals who share a worry or an energy for something they do and figure out how to improve as they communicate routinely." Learning can be, and regularly is, an accidental result that goes with these social cycles.

One requirement to recognize Communities of Practice and what is not. As indicated by Lave and Wenger (1991) there are three required segments of Communities of Practice the first is "There should be a space". Networks of Practice have a personality characterized by a common space of interest; it is not simply an organization of individuals or a club of companions. Enrollment suggests a pledge to the area. Second "There should be a network" a fundamental segment is that individuals from a particular space interface and take part in shared exercises, help one another, and share data with one another. They fabricate connections that empower them to gain from one another. Thus, just having a similar occupation does not require being a Community of Practice. There should be individuals who connect and learn all together for a Communities of Practice to be shaped. Note that individuals do not really cooperate day by day, in any case. Wenger (1991) focuses on the case of Impressionist painters who some of the time met in bistros to examine their composition styles. He demonstrates that even though these men typically painted alone, these sorts of connections were basic in making them a Community of Practice. Finally, "There should be a training" the third necessity for a Community of Practice is that the individuals are experts. They build up a mutual collection of assets which can incorporate supportive devices, stories, encounters, methods of dealing with regular issues, and so forth This sort of association should be created over the long haul. A discussion with an arbitrary person who turns out to be a specialist on a topic that intrigues you does not in itself make a Community of Practice. Casual discussions held by individuals of a similar calling assist individuals with sharing and build up a bunch of cases and stories that can turn into a mutual collection for their training, if they understand it.

Networks build up their training through an assortment of strategies, including demands for data, critical thinking, reusing resources, looking for the encounters of others, examining improvements, coordination, and collaboration, planning information, visiting different individuals and recognizing holes.

For Wenger (1991), learning is fundamental to human character. An essential center is learning as social investment – that seems to be, a person as a functioning member in the acts of social networks, and in the development of their personality through these networks. Individuals consistently make their common character through taking part in and adding to the acts of their networks. The inspiration to turn into a more focal member in a network of training can give a ground-breaking impetus to learning. Understudies will want to create aptitudes if the individuals they appreciate have similar abilities. That is, they need to join the "education club" and will run after turning into a part (Jean Lave and Etienne Wenger, 1991).

Seventy (70) TODAs exist in the City of Malolos. Each TODA has its own by laws. As an organization which shares the same laws and rationale they are also encouraged to be involved in the decision-making for the common good of its members.

The Federation of Tricycle Operators and Drivers' Association of Malolos, Bulacan Incorporated (FETODAMBI) holds yearly team building sessions sponsored by the City Government of Malolos. They share their experiences, stories, skills, and knowledge to their fellow tricycle drivers to help them improve each other's capabilities.

Hierarchy of Needs. The first four layers of the pyramid are what Maslow (1978) called inadequacy needs; the individual doesn't feel anything on the off chance that they are met their fundamental necessities yet feels on edge on the off chance that they are not met. The base of the pyramid is framed by the physiological necessities, including the organic prerequisites for food, water, air, and rest.

When the physiological necessities are met, an individual can zero in on the subsequent level, the requirement for wellbeing and security. Included here are the requirements for structure, request, security, and consistency.

The third level is the requirement for affection and having a place. Included here are the requirements for companions constantly, a steady family, ID with a gathering, and a close connection.

The fourth level is the regard needed. This gathering of necessities requires both acknowledgment from others that outcomes in sentiments of eminence, status, acknowledgment, and confidence that outcomes in sentiments of amplex, fitness, and certainty. Absence of fulfillment of the confidence needs brings about debilitation and sentiments of inadequacy. At last, self-realization sits at the highest point of the first pyramid.

The term was utilized by Abraham Maslow in his article, "A Theory of Human Motivation" Maslow (1978) unequivocally characterizes self-completion to be "the longing for self-satisfaction, to be specific the inclination for him to get realized in what he is possibly. This inclination may be stated as the longing to turn out to be increasingly more what one is, to become all that one is equipped for turning out to be." Maslow used the term self-completion to depict a craving, not a main impetus that could prompt understanding one's abilities. Maslow did not feel that self-completion decided one's life; rather, he felt that it gave the individual a craving, or inspiration to carry out growing desire.

A self-actualizer is an individual who is living imaginatively and completely utilizing their possibilities. What a man can do, he should do. It alludes to the longing for self-satisfaction, specifically, to the propensity for him to get completed in what he is conceivably.

Adaptation Model. Transformation Model by Roy (1970) upholds this examination. She expressed that every individual is a natural being and a coordinated entirety. The all-body framework is adjusted to create

a working individual with psychosocial, organic, and social requirements. Consistent communication with the climate subjects the individual to persistent changes and stressors. Hence, change and reaction are unavoidable to adapt to the natural conditions.

This theory is true in relation to the study concerning the TODA members living on a hand-to-mouth basis. Because of their grief-stricken condition, poor educational attainment, insufficient job offers to sustain their daily necessities and escalating prices of basic commodities, they are compelled to resort to tricycle driving. Stressors to provide and to survive have driven them to delve into a situation, which they do not truly desire just to manage or cope with the demands of the environment (Taylor, 1989).

Considering the theories discussed, it is very clear that tricycle driving exists because of poverty. It can be concluded that because of this reason, individuals do not have any choice but to get involved in this kind of work.

The Characteristics of Philippine Tricycle Drivers

While the jeepney seems to have most of the attention when the subject of public transport in the Philippines, the truth is that the tricycle is the more dominant mode of public transport in the country. Tricycles can be seen everywhere throughout the country in most cities and municipalities where they thrive particularly in residential areas. They are typically the only mode of public transport for most people in rural areas where local roads are typically narrow. In many cases the only roads connecting communities may be national roads. And so, there is no other choice for tricycles but to travel along national roads even if it is against existing laws prohibiting tricycles from these roads.

Socio-Demographic Profile of TODA Members

Personal/Family-Related

Gender. In a variety of different contexts, gender refers to the masculinity or femininity of words, persons, organisms, or characteristics. Gender can also be used to refer to the differences in biological sex between two members of a species.

Gender differences involve both physical and emotional factors. They are the characteristics that influence male and female behavior in the workplace. These influences may stem from psychological factors, such as upbringing, or physical factors, such as an employee's capability to perform job duties. Differences may also stem from gender stereotypes related to men and women. For instance, a stereotypical assessment is that women belong in the home while men work and provide support. Stereotypes often lead to sex discrimination in the workplace.

Most TODA members are men. Their wives are mostly laundry women, maids, vendors, waitresses and/or plain housewives. Their wives do not have a fixed salary and do not have a permanent job to sustain their family. As the father and the head of the family, they are responsible to provide the basic needs of his family such as food, shelter, clothes, medicine, and education of their children.

Age. It is the sequential number of years from the date of birth of a person which is constantly joined by fast physical and psychological development. Developing methods an improvement cycle which incorporates all parts of physical, enthusiastic, mental, and otherworldly development and advancement.

At the point when individuals develop more seasoned, even though their overall information stays steady or even builds, they may encounter some decrease in a few psychological assets. Overall, more seasoned grown-ups experience decreases in handling speed, working memory, and restraint work. These decays are segments old enough related contrasts in psychological execution and can begin as ahead of schedule as age 40. Generally speaking, the psychological maturing writing recommends that age-related decrease in intellectual assets may prompt more trouble for more established grown-ups than more youthful grown-ups in managing high mental burden assignments, which require maintenance of a lot of data or fast psychological preparing. It has been demonstrated that to keep up a similar degree of errand execution, more seasoned grown-ups need to exhaust more noteworthy exertion on these sorts of undertakings than more youthful grown-ups. Also, Hansson, Robson, and Limas (2001) noticed that "with maturing, experience, and development, at that point, psychological capacities progressively impact one's enthusiastic reaction to trouble". Thus, to the degree that general psychological assets and stores might be declining with age, while they are getting more basic to one's reaction to trouble, it is significant that we better comprehend the connection among maturing and the view of work stressors.

That is the reason why the age of most of the TODA member's ranges from 40 to 60 years old because of the age limit in other jobs. Unlike in being a tricycle driver there is no age limit and no gender discrimination.

Place of Residence. This refers to the place of residence of these TODA members whether they live in a conducive environment or not.

These TODA members of the City of Malolos face a health risk in driving tricycles. Like the jeepney, the cabin is open and tricycle drivers and passengers inhale the smoke belched by other vehicles they are tailing. They are also vulnerable to different types of pollution and sickness from the air that they breathe, the exposure to noise, the heat of the sun and many more.

Despite the health hazards, the tricycle drivers manage to endure their living conditions.

Educational Attainment. This refers to the highest degree earned by the TODA members in the City of Malolos, Bulacan.

Poverty forced most of the TODA members to go out in the street to help their families meet their basic needs. These TODA members should have been in a better job with better income, safer working environment if their education was prioritized.

The higher degree of being out-of-school during their younger years was related to: (1) unaffordable secondary education; (2) inaccessible intermediate and secondary schools; (3) incomplete schools at all levels; (4) cultural attitudes; (5) gender stereotyping/discrimination; (6) employment availability; and (7) a higher degree of urbanization.

Number of dependent(s). It refers to the members of the family that rely on the financial support and depends upon the TODA members for their survival.

Most TODA members live with their wife, children, grandparents, siblings, and their in-laws. Their everyday income oftentimes is not enough to sustain the whole family. According to Sir Nelson, President of CASSTODA, most TODA members need to work 12 to 15 hours every day.

Monthly Income. Income refers to the money earned through employment and investments. Also, income is reflected monthly and is received by a family for whatever resources they have (Burg, 2007).

Parents are the most significant figure in the total development of a child. The family is not simply a collection of individuals: it is a social system.

Poverty is still the most critical, most pervasive and pressing problem facing our country today. As an offshoot, there are many Filipino men facing many difficulties, some are forced to work in a minimum wage salary just to survive or help increase their monthly income.

Family involvement especially parental support is one of the most important factors in the stages of adolescent development. This includes companionship, sustained contact, and general sustenance even in school settings. Both were seen to be related to many positive outcomes, especially in educational achievement. The greater the degree of parental involvement and support, the greater the adolescent's social competence (Hammer and Turner, 1996)

Place of Work. The researcher chose the TODAs found in the center of the City of Malolos which is called Bayan or Poblacion. It is composed of ten (10) TODAs assigned in different strategic terminals. The TODAs are the following: Canilate Anilao Santiago Sto. Niño (CASSTODA), Sto. Niño Basilica Malolos TODA (SBMT), Caingin Bliss Malolos (CBM), Malolos Market-Sta. Isabel (MM-SITODA), Malolos All around Service Drivers Association (MASTDA), Panasahan Matimbo Mambog (PMM TODA), Samahan ng mga Tricycle sa Mall (STM), Malolos Bulihan TODA (M-BUTRIODA), Brotherhood TODA (B-TODA) and the Valmeña Mart TODA.

Reason/s for choosing tricycle operation as a means of livelihood. Poor families often rely on informal labor because of the lack of educational attainment, lack of job opportunities that fit their skills and not being rehired from their previous job. Owning a tricycle unit cost proves to be attainable for some while others prefer the boundary-hulog scheme. The earnings are daily which makes it instant money to sustain their needs.

Socio-Economic Status. In North America, the humanist Talcott Parsons (1970) has been powerful in portraying the hypothetical underpinnings of financial status. To start with, Parsons comprehended the possibility of status as a situation in the social structure, as a feature of the social separation in the public eye (various occupations, diverse family positions). Even though Parsons related status with position (a status is involved, for example, bookkeeper, and a job is performed, as in budgetary reviewing), the idea conveys with it a progressive referent as in Weber's thought of honor and glory.

A status is assessed, and this social assessment is fundamental to Parsons' commitment to the possibility of financial status. Societal position was, as far as he might be concerned, the center thought of social definition, or rank. This differential assessment regarding honor and distinction lay at the core of imbalance. In social relations with others, status qualifications influence how individuals interrelate. For Parsons, pay and abundance were significant, however simply auxiliary to economic well-being or honor.

Second, Parsons saw nuclear families as the vital part of delineation. Families were thought to be units of solidarity that have comparable interests. He additionally accepted that families had a solitary provider. That is, the idea of the top of a family was fundamental to his comprehension of the nuclear family.

Even though there is a propensity to decipher this thought of a solitary provider as chauvinist, different reasons at the time gave some believability to the suspicion. To start with, the imbalances of homegrown work implied that most families had one chief breadwinner, and this was commonly the male top of the family unit. Second, many families had made interests in a solitary worker, either through choices about geographic versatility or backing for instruction (in the two cases, ladies' professions ordinarily were de-accentuated). Third, Parsons and others expected that relatives had a common interest in their own prosperity, yet in addition in the prosperity of their youngsters. These thoughts were the premise of the reasoning that the family was the

critical unit of definition and that the male top of the family unit was the key determinant of the family's economic well-being.

At long last, Parsons and his supporters (Kingsley Davis and Wilbert Moore, specifically) built up the utilitarian hypothesis of separation. The center reason of this hypothesis was that society needed to differentially assess positions so citizenry would be roused both to look for after the preparation fundamental for the main positions and, once in those situations, to perform them as well as could be expected. Empowering the top and capable individuals in a public to play out the main positions necessitated that positions be differentially positioned. Contrasts in financial status were one approach to comprehend this fundamental chain of command.

The Special Needs for Desire

Guillen (2014) referred to that "In urban areas of created countries, a decent land transportation blend by and large exists, that is, the presence of bikes, private vehicles and a decent scope of public vehicle framework quite transports in various sizes, decisions in trains and monorails just as the presence of person on foot and non-mechanized paths". Then again, particularly with that of public transportation, the inverse is occurring in many urban communities of non-industrial nations, especially in Southeast Asia. The absence of normal or conventional types of public vehicle organization and framework, for example, mass public transportation is typically subbed with other creative methods of public transportation. The instance of the Philippines in Southeast Asia is not an exemption. Beside the typical transports and cabs, it is where all methods of believable methods for mechanized public vehicles appear to employ the streets as exemplified by the presence of jeepneys, multicabs, mega taxis, tricycles and habal-habal. The last two, is another development out of the bike in the late fifties and the current occasions, separately. Indeed, the jeepneys and tricycles have consistently been important for the Philippine's metropolitan scene. These connected investigations have noticed that the motivation behind why such modes remain if not kept on expanding is because of its financial results. That is, monetary, as a wellspring of work for the driver and just as the pay it gives during the time spent its activity. It arose out of the need to give versatility just as a proficient elective mode for a network with foundation constraint, for example, presence of all around created streets.

In most agricultural countries, nearby open vehicles are compared with casual transportation. Furthermore, one of the most probable reasons recommended why it wins in many urban communities of non-industrial nations is the way that they keep on turning into a moderate mode for the metropolitan helpless people. They stay to be a sound option for the individuals who cannot get to a sensible ride to its objective. Even more in this way, it likewise turns out extra revenue and work for the individuals who do not have a work.

Balaria (2016), has noted in his exploration "Cabanatuan City: A Tricycle Capital of the Philippines" that this sort of exchange has become an "occupation" for most Cabanatuanians. Tricycle driving is the most favored elective business among the jobless occupants as it doesn't need colossal funding to claim and look after one. It keeps on flourishing for a serious long time as of now whether the pay got from it can uphold a family stays a marvel.

Neighborhood bike merchants have large amounts of the city where the needed initial installment is somewhat less than P3,000 while the rest can be made sure about through financing amortized in 36 equivalent regularly scheduled payments or identical to a term of three years. This is P2,000-P2,500 month to month dependent on this money related plan. Everything necessary is another P9,000 or so for a sidecar and an extra cash for enrollment. Prompt individuals from the family significantly volunteer to partake in the costs just to raise the sum needed. Without a doubt, it requires a little capital in return for a definite pay. On the off chance that one does not have accessible cash for the initial installment, there are accessible units for lease as a rule P100 to P150 every day which can be rented to the proprietor. The training is referred to as a "limit" framework. In view of the arbitrary meetings made by the specialist Felipe E. Balaria to a few tricycle administrator drivers, a salary of P300-P400 day by day net of fuel utilization is their current experience contingent upon the quantity of hours they would spend in the city.

Tricycles do not just give essential transportation to Cabanatuan's masses; they additionally give occupations to its kin. However long this exchange can bring open doors for most Cabanatuanians, the activity of tricycles will remain. This examination discovers extraordinary monetary and social pertinence not exclusively to the individuals of Cabanatuan, yet additionally to those occupied with the business that utilizes this vehicle as a method for occupation and transportation.

In Nigeria, Keke Napep noticed that a tricycle is a wellspring of metropolitan work for both youthful and old since it offers openings for work for gifted and incompetent men, huge numbers of whom have moved from country regions. This assertion was upheld by Sun (2015) that Keke Napep presented tricycle driving for neediness annihilation which enabled poor people, jobless and underemployed Nigerian to the following situation in the monetary status.

The 1992 Department of Transportation and Communications (DOTC) National Survey found that tricycle drivers' chip away at a normal of 11 hours every day, 6 days per week with a normal net income of ₱ 150.00 per day. This turned out a net revenue of about ₱ 3,600.00 every month. The normal net profit and

typical cost for basic items just as normal everyday trips for every tricycle change per locale. For example, in Metro Manila, tricycles represent 13% of the all-out 17.8 million everyday outings and 27% of the complete 3.6 million day by day vehicle trips concurring JICA-supported Metro Manila Urban Transportation Integration Study in 1996. Larger part of the tricycle area (drivers, constructors, and so forth) has a place with a lower pay gathering and offers work to an expected 350,000 people (NCTS 2003). Much the same as some other agricultural nations, the Philippine needs to adapt to the joblessness rates. The tricycle business is another approach to elevate work occasions to the lower pay gathering.

Finally, Salvador (2015), stated that the educational attainment of parents is always associated with the success of the family and is a barometer or key to have successful children in the future. Higher levels of parent educational attainments are strongly associated with positive outcomes for children in many areas including school readiness, educational achievement and health-related behaviors including smoking, drinking and the like. Children of more educated parents are also likely to have access to greater material, human and social resources.

With the percentage distribution of Gourami respondents according to the father's educational attainment reveals that, sixty percent (60%) or six (6) of the fathers of the Gourami respondents completed the high school course. Thirty percent (30%), or three (3) fathers of the respondents finished the elementary course and one (1) father of respondent or 10% finished the vocational course. It shows that the majority of the respondents' fathers finished the secondary course. This is the reason why they don't have permanent jobs to support their families. The study also revealed that thirty percent (30%) or three (3) respondents' fathers are drivers.

Parents should find ways to provide the needs of their families so that their children may focus on the essentials according to their age.

History Of Philippine Tricycle

The tricycle began appearing in the late 50's replacing the "pedicabs". A "pedicab" is basically a bicycle attached to a carriage made of tin or galvanized iron. Motorcycles replaced the bicycle in the design of "pedicabs" making it speed faster. Since then, it has become a regular fixture in the Philippine urban and rural land-based transportation system. Tricycles in various regions showed features unique to its locality and that variations mainly occur in the number and position of passenger seats. The most popular and the standard type remains to be the one with an attached side-cab that can seat up to two adults and one child. In fact, it has been called Manila's mini taxi and that even in 1979, they accounted for eight percent (8%) of all motorized vehicle trips in the capital.

The tricycle is one unique form of motorcycle-based vehicles since it is only attached on a side- cab to a motorcycle and that no other alterations were made to the unit's design and engine. Variations are applied to attach a cab by altering its design and sitting capacity. The motorized tricycles were first licensed by the Board of Transportation in the 70's. They operated on thirty local roads in neighboring areas of Manila offering local trips and feeder connections to stage buses and jeepneys. They were removed from main roads (except when no alternatives existed) since they did not mix well with other vehicles. This is because tricycles have lower acceleration and speed capabilities (cruising 20kph and maximum speed of 35 kph) and have been cited as the cause of traffic delays and congestion. It was also argued that tricycles exposed their drivers and passengers to safety hazards as they afforded little protection in the case of accidents (Guillen, 2014).



Figure 1. Before 1950s

Source: Tricycle Philippines Images, Stock Photos & Vectors



Figure 2. The design during 1960s-1980s
Source: Filipino Icon: Tricycle and Pedicab-FFE Magazine



Figure 3. The design in the 1990s up to year 2000
Source: Filipino Icon: Tricycle and Pedicab-FFE Magazine



Figure 4. Present design and structure of Philippine tricycle
Source: Filipino Icon: Tricycle and Pedicab-FFE Magazine

Some of the TODA members are operators and some of them are drivers only. These tricycle drivers are involved in the boundary-hulog scheme. According to one blogger of MotorcyclePhilippines.com the boundary-hulog scheme goes like this:

“Una, yung 45-65k ay ibibili mo ng brand new na tricycle. sa pangalan mo muna. Then hanap ka ng driver na interesadong magkaroon ng sariling tricycle. Then agree kayo, 120-150 pesos per day ang boundary hulog nya sa 'yo for 2 years. After 2 years sa kanya na yung tricycle. kung ko-compute mo, double na yung 45-65k mo in 2 years, while sariling tricycle na nung driver yung hinuhulugan nya sa yo, before. In this manner, hindi n'ya pababayaang yung tricycle, hindi nya ihaharabas kasi parang sa kanya na 'yon eh. pero eto ang

parameters, kapag hindi sya nakahulog for 10-15 days eh batac or sa'yo na uli yung tricycle, wala na yung mga nahulog n'ya, kahit naka-isang taon or 50% na s'yang hulog. kaya eto 'yung hinahanap kung sample document. kasunduan na pipirmahan sa harap ng barangay, para may witness kapag umabot na babatakin 'yung tricycle. Wala ring masyadong problema sa spare parts kasi nga brand new then kung iingat n'ya eh hindi madaling masisira 'yon. If ever masira eh sagot pa din dapat ng driver kasi s'ya gumagamit eh, wala kang problemahin. 'yon po ang scheme."

History of FETODAMBI

During the 1960s, the tricycle pasada was started in a simple pedicab that travels around Malolos. It is the most convenient and hassle-free mode of transportation because it can go from the national highway to small roads. In the 1980s the tricycle was introduced to them. In the town proper of Malolos wherein a lot of establishments, churches, schools, market and government offices are located that's why tricycle pasada started to operate in this area. Before there were only two organizations handling this operation, they named it Malolos North and Malolos South TODA. The Malolos North were composed of barangays like Sta. Isabel, Dakila, Bungahan, Sumapang Matanda, Sumapang Bata, Mojon, Santisima Trinidad, Guinhawa etc. The Malolos South were composed of Santo. Niño, Santiago, Canalate, Anilao, Sto. Rosario, Atlag, Panasahan, Pinagbakahan, Balite, Bangkal, Matimbo and Mambog. Later, since tricycle pasada became rampant means of livelihood for unemployed men and majority of public utility vehicles around Malolos were these tricycles the FETODAMBI was formed. FETODAMBI means Federation of Tricycle Operators and Drivers' Association of Malolos, Bulacan Incorporated and their current president is Mr. Ruben Sacay. When these organizations started the Malolos North and Malolos South TODA was divided into different TODAs based on their route. In present time there are about seventy (70) existing TODA in the City of Malolos and all of them have their own written by-laws.

FETODAMBI BY-LAWS

The Federation of Tricycle Operators and Drivers Association of Malolos, Bulacan Inc. has its own by-laws and constitution aside from the different rules and regulations set by each TODA.

The City of Malolos has seventy (70) Tricycle Operators and Drivers' Association (TODA) which operates in the said community according to Mr. Ruben Sacay, the President of Federation of Tricycle Operators and Drivers' Association of Malolos, Bulacan Incorporated (FETODAMBI). Each TODA should register their organization in the Securities and Exchange Commission to legalize their SEC Registry Number and should have five to fifteen members with their own Tax Identification Number to be recognized. After which, they need to renew their SEC registration yearly with the amount of one thousand pesos (₱1,000).

The requirements for TODA membership are as follows: a) Driver's License, b) photocopy of cedula or community tax certificate, c) franchise, d) Barangay Clearance, e) Membership Fee, f) Certificate of Registration of Motorcycle and g) Yellow Plate.

Since TODA is a legal organization, they are expected to select for their set of officers. Some of them choose by means of volunteering, formal voting or selection. They included a board of directors or a committee that is tasked to formulate their own bylaws or constitution. If someone committed serious violations, then they are subject to suspension or even a dismissal of the franchise unit.

Being a member of TODA comes with great responsibility and a benefit as well. They give medical and burial assistance for members and their legitimate family members. Their children can apply for Mayor's financial support to meet the needs in school.

Name of TODA	Organizational Structure					
	President	Vice President	Secretary	Treasurer	Auditor	Board of Directors
CBM TODA	Alberto	Lamberto	Rey	Jimmy Galvez	Eddieboy	Jeffrey F. Garcia, Benjamin Manucom, Julienoy Pingol, Yonie Cinco, Juan Montero and

	Dimagiba	Pahati	Centeno		Cruz	Wilfredo Vivar
B-TODA	Roberto Paraiso	Alfredo Torres	Allan Pingol	Emmanuel Zamboanga	Jonas Marasigan III	N/A
PMM TODA	Miguel Valerio Jr.	Rodel Santos	Adriano Cruz	Alejo Gatchalian	Rene Soriano	Roiland Roxas, Westley Angeles, Randy Bautista, Michael Diaz, Eduardo Bragas and Marvin Salamat
STM TODA	Edwin Concilles	Roberto Simbulan	Tony Sacdalan	Simon Solomon	N/A	N/A
MM-SITODA	Hilario Camposano	Rogelio Adriano	Hilder C. Avila	Eric Reyes	Ronald Allan Gutierrez	Virgilio Victori, Christopher Cabantog, Arnold Cruz, Bernardo Ebron, Armando Bandigan, Aries Rolie and Edgardo Cabigao
MASTD A	Jay Buena	Benie Lim	Jaime Gallardo	Rogelio Saclolo	N/A	N/A
M-BUTRIO DA	Bernie Caluag	Demetrio Caluag	Carol Camua	Erick Tuquerro	Bernardo Robles	N/A

VALME ÑA MART TODA	Rolando Salcedo	Fredie Alejo	Ismael Agustin	Alberto Centeno	Rommel Hernandez	N/A
SBMTO DA	Edmund Carlos	Fermin Clavio	Reynaldo Dionisio	Regie Martinez	Obet Roxas	Eddie Gueco, Glen Estorque and Celedonio Castro
CASSTO DA	Nelson C. Jimenez	Dionisio Jhun Bartolo	James Natividad	Vic Binuya	Joselito Manahan	Wilfredo Calumpag Sr., Rizaldy Surio, Christopher Mendoza Mario Sebastian, Fernando Baldomeza, Zeddrick Santos, Generozo Carreon, Arcadio Raymundo, Mamerto Mercado

Figure 5

Organizational Structure

As of November 2022

The Members of FETODAMBI proved that they were well-established organizations through their leaders. According to the respondents some of these officers were elected and/or appointed. These officers set a good example to their respective group by following their rules and regulations for an instance, wearing a uniform (polo shirt/t-shirt and shorts) and rubber shoes. They are not allowed to wear slippers and sando. Their Identification Card or ID should be posted to their own vehicle that is visible and readable to the passengers.

Any violations committed by these TODA Officers and Members against their by-laws are subject for discussion, penalty, or worst cancelation of membership to the organization.

Name of TODA	Route	Approved per person	20% discount for student, senior citizen (per person)
1. CBM TODA	Bayan to Brgy. Bulihan	11.00	8.80

2. B-TODA	Bayan to Brgy.Mambog	11.00	9.00
3. PMM TODA	Bayan to Brgy.Mambog	11.00	9.00
4. STM TODA	Bayan to Brgy.Mambog	11.00	9.00
5. MM-SITODA	Bayan to San Pablo	11.00	9.00
6. MASTDA	Bayan to Brgy. Longos	11.00	9.00
7. M-Butrioda	Bayan to Brgy. Bulihan	11.00	9.00
8. Valmeña Mart TODA	Bayan to Brgy. Mambog	11.00	9.00
9. SBMT TODA	Bayan to Brgy. San Juan	11.00	9.00
10. CASSTODA	Bayan to Brgy. Santo Niño, Paombong	11.00	9.00

Figure 6

Fare Matrix

As of February 2022

As an authorized vehicle unit that can go around the city their primary responsibility is to inform the passengers about their fare system. The fare matrix should be posted inside their vehicle that is visible to the passengers just like their IDs. Some complaints about the excessive fare that they need to pay. The passengers had no choice but to comply.

Name of TODA	Year Started	Number of Members	Membership Fee to TODA (One-time payment)	Annual renewal of membership to TODA	Membership Fee to FETODAM BI
CBM TODA	1980s	235	15,000.00	500	500/yr.
B-TODA	1997	236	17,000.00	500	500/yr.
PMM TODA	1980s	170	15,000.00	500	500/yr.
STM TODA	1990s	80	10,000.00	500	500/yr.
MM-SITODA	Late 1970s	230	20,000.00	500	500/yr.
MASTDA	1990s	85	20,000.00	500	500/yr.
M-Butrioda	1960s	170	10,000.00	500	500/yr.
Valmeña Mart TODA	1981	125	30,000.00	500	500/yr.
SBMT TODA	1984	104	2,000.00	500	500/yr.
CASSTODA	1970	300	20,000.00	500	500/yr.

Figure 7

Membership

As of February 2022

One of the struggles of the tricycle drivers in the City of Malolos is the expensive amount that they need to pay to become a member of any TODAs. Once a driver becomes part of it, he just needs to pay for annual renewal with the amount of ₱ 500.00. According to Mr. Ruben Sacay, president of FETODAMBI it depends on the officers per TODA on how much their membership fee will be because the sum of their contributions like medical and burial assistance will be taken from it.

Name of TODA	Amount of franchising unit for every five (5) years	Amount of SEC Registration	SEC NUMBER	Butaw per day (payment for electricity,mineral water, use of comfort rooms)
CBM TODA	365.00	1,000.00	A200018748	10.00
B-TODA	365.00	1,000.00	199711069	16.00
PMM TODA	365.00	1,000.00	2011-11172	20.00
STM TODA	365.00	1,000.00	2011-11172	12.00
MM-SITODA	365.00	1,000.00	2011-11172	12.00
MASTDA	365.00	1,000.00	2011-11172	25.00
M-Butrioda	365.00	1,000.00	2011-11172	15.00
Valmeña Mart TODA	365.00	1,000.00	1998139332	8.00
SBMT TODA	365.00	1,000.00	2011-11173	2,000.00/10mons.
CASSTODA	365.00	1,000.00	2011-11172	10.00

Figure 8

Registrations/Operations

To get the franchise for their unit they need to pay three hundred sixty-five pesos (₱365.00) every five years in the City Hall of Malolos. If they want to be part of a particular TODA, they need to follow the requirements stated in Chapter I. Failure to comply with the requirements and not being duly recognized makes a tricycle tagged as “colorum”. Colorum tricycles have no body number or TODA sticker posted on their vehicle and no franchise from the City Government.

Vehicle Maintenance and Driver's Responsibility

The most common problem being encountered by TODA members is the competition with colorum tricycles. The respondents believed that these colorum tricycles are protected by the traffic enforcers or the so-called buwaya. Most of the time the legitimate TODA members are being reprimanded by these buwayas instead of the colorum tricycles. The researcher asked them if they already complained about this matter, they affirmed but remain disappointed because nobody has given attention and acted on this issue from the City Government of Malolos.

Second, the issue of road accidents and health risk where most of them do not have extra savings to use just in case they meet road accidents. Their TODA has a medical and burial aid but sometimes the amount is not enough to cover the complete medical treatment. Their health is also at risk because of the everyday exposure to the sunlight and pollution.

Third one is the existence of e-tricycles. According to one of the respondents, these e-tricycles are still considered as colorum because they do not have any franchise yet even though it is the most practical and eco-friendly vehicle so far. These e-tricycles wait for passengers at the back of Basilica Minore of Immaculate Conception Parish Church or also known as the Malolos Cathedral. They offer cheaper fare than ordinary tricycles that is why it is considered as a threat for them. Some people considered this vehicle because it can accommodate at least six passengers unlike tricycles.

Fourth, the oil price hike. Their organization already requested before to increase their fare so that they can catch up to the oil price hike but sadly it was disapproved. Since the oil price hike is inevitable, they have no choice but to strive hard just to earn for a living and provide the educational needs of their children.

Lastly, the problem of vehicle maintenance. Most of the TODA members are not prioritizing the maintenance of their tricycle because if they do, they cannot sustain the needs of their children. According to them the price for their maintenance is quite expensive. They just earned at least ₱ 400.00-600.00 a day.

Other problems encountered by TODA members were the attitude of the passengers towards fare matrix, the long and complicated process on the renewal of franchise units, coding schemes that limited them in tricycle driving and their health risk.

The Education of The Children as Primary Driving Force

Fathers most often than not, do their best to be an able provider in their homes. The respondents shared their stories on how they support the educational finances of their children through tricycle pasada. According to them, working 8 hours a day mostly they earned ₱ 400.00-600.00. Being one of the beneficiaries of Pantawid Pamilyang Pilipino Program or 4Ps also helps them support the needs of their children. As a TODA member there is a privilege for them to get financial assistance from the City Government of Malolos. Annually, the legitimate TODA members can get the balik-butaw and include them to their budget for their children.

Loan or credit is still unavoidable for them. In case of emergency, they always seek the help from the so-called 5'6. According to some of them "kapit sa patalim" in case that they desperately needed money for their everyday expenses and educational needs of their children. In case that a sudden incident happened to them or unexpected expenses they can borrow money from a lending institution or someone who is offering a 5'6 scheme.

Some of the TODA members have extra jobs like being a carpenter, a caretaker, baker, house painter, a farmer etc. Due to the hard times of life, their wives need to work too. One of the respondents claimed that he owns a sari-sari store, and his wife manages it.

Some of them need to work extra time for the other needs at home aside from the educational finances of their children. Since the work environment of tricycle driving is not limited to 8 hours, they have a flexible time, and they can easily earn money.

A father as the head of the family will do everything just to make sure that their children will not be left behind when it comes to education. They believed that through education their children will have a better future far from their past.

Programs Available for Toda Members as Initiated By The Government Agency

Most TODA Members have lack of training and skills in safety driving which makes them vulnerable to accidents. Thru House Bill No. 6237 Introduced by Congressman Alfredo D. Vargas III and co-author the late Sen. Miriam Defensor-Santiago an Act Establishing Tricycle Driver Training and Motorist Awareness Programs also known as "Tricycle Drivers Safety Act" it will provide a special training or program about accident avoidance and other safety-oriented operational skills. It's about time that these TODA Members are well-equipped in skills and knowledge on how to become a safety driver in the streets.

Tricycle driving is one of the decent jobs that includes tax exemption because of the minimum income generated from it and as part of the informal sectors according to our law. It is a day-to-day basis or in Tagalog term "*Isang Kahig, Isang Tuka*". Many men ages 30 to 65 chose these kinds of jobs because of the small amount of capital and the easiest way to earn for a living.

The most common problem being encountered by TODA members is the competition with colorum tricycles. The respondents believed that these colorum tricycles are protected by the traffic enforcers or the so-called buwaya. Most of the time the legitimate TODA members are being reprimanded by these buwayas instead of the colorum tricycles. The researcher asked them if they already complained about this matter, they affirmed but remain disappointed because nobody has given attention and acted on this issue from the City Government of Malolos.

In Cebu City, they set an example of good governance. They implemented strict rules against these colorum tricycles. They should get a franchise or a permit to operate. The tricycle fare will be set by the LGUs

and must be approved by the city mayor. Through registration they have a privilege to avail an insurance from the City Government.

The City Government of Malolos are doing their best to reach the minimum wage earner citizens or those who belong to the informal sectors. Scholarship Programs or Financial Assistance is a big help especially for the TODA members whose children are still studying.

Since tricycle driving is the main source of income among men ages 30 to 65 it is reasonable for them to provide technical assistance or a law that will protect them and ensure their safety for their families. This bill seeks to provide a uniform set of requirements and reasonable fees that shall apply to all LGUs in relation to their duties and tasks as regards their supervision and regulation of the operations of tricycles in their respective jurisdictions. This bill likewise seeks to ensure the protection of the individual and organizational rights of those in the tricycle sector and require the appropriate government agencies to adopt policies and plans aligned with the provisions of this proposed legislative measure, among others.

Under this law, the TODA members will be provided a One-Stop Shop wherein they can process the application to get a franchise in a one certain area only. It will help them to avoid a long and complicated process of application. This bill will provide them a right against discrimination and harassment. It can also be used as a tool to make a future economic plan for these TODA members.

Enhancing Financial Capability for Children's Education

The listed above were the educational expenses of the children of each TODA member. In this way we better understand the reason why they work so hard and sacrifice their own health just to earn a living and support the needs of their children when it comes to education. Most of the informants' children enrolled in public schools because of free tuition fee while very few chose private schools as they believe that their children learn better from a different environment.

Being enrolled in public schools does not mean it is zero collection. According to DepEd Order No. 41 series of 2012 stated the "No Collection Policy" during the opening of classes. Voluntary contributions and membership fees such as PTA fund, Red Cross, school newspaper, school projects and school activities, Boy Scout and Girl Scout Organizations are legally acceptable if it was discussed and approved by the Parent-Teacher Association. Non-payment of voluntary fees and membership fees is not a basis for non-admission of learners.

According to the National Economic and Development Authority (NEDA) report in 2018 said a typical Filipino family must earn ₱ 120,000.00 a month to have a simple and decent life but Undersecretary Rosemarie Edillon corrected reports and admitted that the agency only defined the Filipinos' aspirations. Their respondents also said that a "simple life" consists of a medium-sized home, enough income to support everyday needs, at least one vehicle, financial capability to support children's educational needs, and money for local travel.

On the other hand, the Philippine Statistics Authority (PSA) report in 2015 said that a family of five needed an estimated of ₱ 9,140.00 every month to meet basic and educational needs.

As we can see the income of our TODA members mostly ranges from ₱ 400.00-700.00 a day. These people are considered as part of marginalized groups and work so hard for their survival and tricycle driving is their only way to earn money.

TODA members' children are truly blessed to have a dedicated and responsible father who is willing to do anything just to give them a better future. In return, some of these children receive an academic excellence award in their respective schools. As they say, "behind every success is a pain and sacrifices".

The creation of a TODA Cooperative also will help the TODA members on their daily or monthly income. It will be exclusive for TODA members for them to benefit by tackling poverty and creating food security, providing affordable finance, building local expertise and profits, and creating decent jobs. They can also apply for educational loans for their children. Another program that must be proposed for them are seminars and/or accredited training from Technical Education and Skills Development Authority (TESDA). The aim is for them to acquire training and may need to apply for other alternative jobs and earn additional income.

The problems being encountered by TODA members have never hindered them to achieve their goals as the heads of their families. There are a lot of ways to enhance their capability in sending their children to school. These findings were summarized in Figure 9.

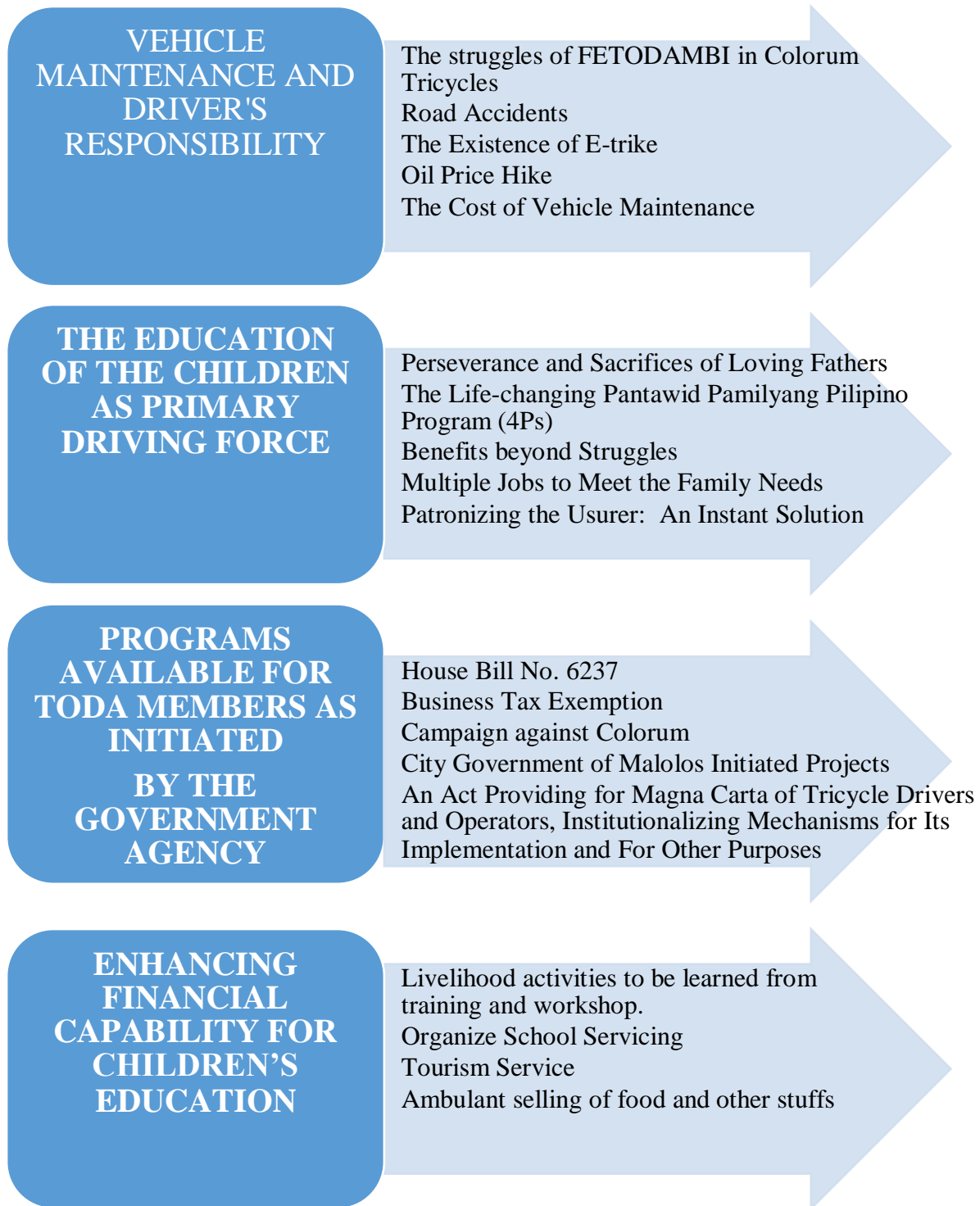


Figure 9: Summary of Thematic Analysis

The Example of Successful Stories of TODA Members

Tricycle Driver's Son is the Top-notch in the 2017 Physician Licensure Exams

Karl Emmanuel Mercader bested the 2017 Physician Licensure assessment with a score of 88.58 percent. Mercader's accomplishment was made much additionally motivating by the way that he is a child of a basic tricycle driver. As an award for his accomplishment, the college is wanting to give Mercader a pristine vehicle.

A few people accept that neediness makes it practically unimaginable for an individual to be the main in his picked profession. Karl Emmanuel Mercader appears to have demonstrated something else.

Mercader said that his parents worked hard for his future and that he is very grateful to them.



Figure 10

Source: <https://kami.com.ph/64047-tricycle-drivers-son-top-notch-2017-physician-licensure-exams.html>

Tricycle Driver Romy Garcia Receives Brand New Car from Kids

A tricycle driver named Romy Garcia gets a spic and span vehicle as a blessing from his 5 youngsters who are currently experts in their fields.

Romy Garcia is a tricycle driver working from 5 am up to 12 PM for as far back as thirty years just to give the monetary requirements of his family. All his income went to their everyday needs and to the schooling of his five youngsters.



Figure 11

Source: <https://philnews.ph/2017/05/04/tricycle-driver-gets-brand-new-car/>

The 59-year-old trike driver had the option to send his five children to school and completed their examinations. All his five youngsters were currently proficient in their own fields.

Garcia's oldest is as Electronics and Communications Engineer (ECE) and his most youthful is an IT proficient, while his different children are alumni of Business Management, Computer Science, and Education.

On Monday (May 01, 2017 – Labor Day), Garcia was highlighted on the early afternoon show "It's Showtime." He said on the show that he did his best to ensure that his five kids would get the best schooling, in any event, working extra hard.

"Talagang pinagsikapan ko dahil iyon lang ang talagang maiwan ko sa mga anak ko, 'yong pag-aaral nila.' Yan ang hindi magagalaw ng kahit sino. Dala nila 'yan kahit saan sila mapunta," said by Garcia cited by ABS-CBN.

Presently, all his five kids are currently proficient and bringing in their own cash, they have chosen to help their dad in redesigning their home from a little hovel into a four-story solid house.

Two days before the Labor Day, Garcia's five kids shock him by giving him a spic and span vehicle to compensation the difficulties of their dad.

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And most of all, the good Lord for being always her only Savior, for guiding her all the way, and to whom she gives all the glory.

G.K.M.B

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