



Senate  
Office of the Secretary

SEVENTEENTH CONGRESS OF THE REPUBLIC  
OF THE PHILIPPINES

*First Regular Session*

'16 DEC 14 P3:29

SENATE

RECEIVED BY: \_\_\_\_\_

COMMITTEE REPORT NO. 24

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Prepared and submitted by the Committees on Public Services; Constitutional Amendments and Revision of Codes; and Finance on DEC 14 2016.

Re: Senate Bill No. 1284

Recommending its approval in substitution of Senate Bill Nos. 11, 154, 999, and 1067, taking into consideration Proposed Senate Resolution Nos. 31, 33, 59, 63, 76 and the Privilege Speeches of Senator Zubiri and Ejercito

Sponsor: **Senator Grace Poe**

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**MR. PRESIDENT:**

The Committee on Public Services; Constitutional Amendments and Revision of Codes and Finance to which were referred:

**Senate Bill No. 11**, introduced by **Senator Franklin M. Drilon** entitled:

**"AN ACT  
PROVIDING FOR EMERGENCY POWERS TO ADDRESS THE  
TRANSPORTATION CRISIS IN URBAN AREAS"**

**Senate Bill No. 154**, introduced by **Senator Joseph Victor G. Ejercito** entitled:

**"AN ACT**

**GRANTING THE PRESIDENT OF THE PHILIPPINES SPECIAL POWERS, PRESCRIBING URGENT AND RELATED MEASURES NECESSARY AND PROPER TO EFFECTIVELY ADDRESS THE CRISIS IN THE TRANSPORTATION SECTOR, AND FOR OTHER PURPOSES"**

Senate Bill No. 999, introduced by Senator Alan Peter "Compañero" S. Cayetano entitled:

**"AN ACT**

**GRANTING THE PRESIDENT/EXECUTIVE BRANCH OF GOVERNMENT EMERGENCY POWERS TO MANAGE, MITIGATE AND SOLVE THE TRAFFIC AND CONGESTION CRISIS ACROSS THE PHILIPPINES, TO EXPEDITIOUSLY AND EFFECTIVELY IMPLEMENT MEASURES THAT SHALL PROVIDE REAL LASTING SOLUTIONS AS WELL AS THE EARLIEST RESPITE FROM TRAFFIC AND CONGESTION, AND FOR OTHER PURPOSES"**

Senate Bill No. 1067, introduced by Senator Win Gatchalian entitled:

**"AN ACT**

**GRANTING PRESIDENT RODRIGO ROA DUTERTE EMERGENCY POWERS, TO ADDRESS THE AIR TRAFFIC PROBLEM IN THE COUNTRY AND PRESCRIBING THE MEASURES NECESSARY TO CARRY OUT THE OBJECTIVES OF THE NATIONAL POLICY"**

Taking into consideration:

Proposed Senate Resolution No. 31, introduced by Senator Ralph G. Recto entitled:

**"A RESOLUTION**

*DIRECTING THE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE COMPREHENSIVE TRAFFIC PROGRAM OF THE GOVERNMENT AMID THE WORSENING TRAFFIC GRIDLOCKS WHERE PRECIOUS RESOURCES AND MAN-HOURS ARE WASTED, WITH THE END IN VIEW OF DETERMINING IF SUCH TRAFFIC MANAGEMENT PLAN WOULD ACTUALLY EASE CONGESTION IN MAJOR URBAN CENTERS AND SPEED UP THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS"*

Proposed Senate Resolution No. 33, introduced by Senator Ralph G. Recto entitled:

*"A RESOLUTION*

*DIRECTING THE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE MASS TRANSIT ROADMAP OF THE GOVERNMENT, WITH THE END IN VIEW OF DETERMINING ITS VIABILITY AND ENSURING A SAFE, RELIABLE, EFFICIENT AND AFFORDABLE PUBLIC TRANSIT"*

Proposed Senate Resolution No. 59, introduced by Senator Ralph G. Recto entitled:

*"A RESOLUTION*

*DIRECTING THE APPROPRIATE SENATE COMMITTEES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE PROPRIETY OF GRANTING SPECIAL OR EMERGENCY POWERS TO THE PRESIDENT OF THE REPUBLIC OF THE PHILIPPINES TO IMMEDIATELY SOLVE THE WORSENING TRAFFIC CONGESTION IN METRO MANILA AND SURROUNDING PROVINCES"*



Proposed Senate Resolution No. 63, introduced by Senator Joseph Victor G. Ejercito entitled:

***"RESOLUTION***

***URGING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE DISTRESSING AIR TRAFFIC CONGESTION IN NINYO AQUINO INTERNATIONAL AIRPORT (NAIA) CAUSING INCONVENIENCE TO THE TRAVELERS, NEGATIVELY AFFECTING PHILIPPINE TOURISM AND HUGE BUSINESS LOSSES WITH THE END VIEW OF CRAFTING MEASURES AND PROVIDING REMEDY TO ADDRESS THE NAIA AIR TRAFFIC CONGESTION"***

Proposed Senate Resolution No. 76, introduced by Senator Grace Poe entitled:

***"RESOLUTION***

***URGING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON PROMOTING ALTERNATIVE MODES OF TRANSPORTATION, INCLUDING SAFER USE OF ROAD SHARING AMONG ALL ROAD USERS, CYCLISTS, PEDESTRIANS, AND DRIVERS ALIKE, WITH THE AIM OF ALLEVIATING THE TRAFFIC CRISIS AND DEVELOPING A SAFER PUBLIC TRANSPORTATION NETWORK BASED ON PRINCIPLES AND BEST PRACTICES OF ROAD SHARING, ROAD SAFETY, AND INCLUSIVE MOBILITY"***

Privilege Speech of Senator Juan Miguel F. Zubiri delivered on August 24, 2016 and the Privilege Speech of Senator Joseph Victor G. Ejercito delivered on August 24, 2016

have considered the same and have the honor to report it back to the Senate with the recommendation that the attached bill, Senate Bill No. 1284, prepared by the Committees entitled:



**“AN ACT  
COMPELLING THE GOVERNMENT TO ADDRESS THE  
TRANSPORTATION AND CONGESTION CRISIS THROUGH THE  
GRANT OF EMERGENCY POWERS TO THE PRESIDENT”**

be approved in substitution of Senate Bill Nos. 11, 154, 999, and 1067, taking into consideration Proposed Senate Resolution Nos. 31, 33, 59, 63, 76 and the Privilege Speeches of Senators Zubiri and Ejercito, with Senators Drilon, Ejercito, Cayetano, Gatchalian, Recto, Poe and Zubiri as authors thereof.

RESPECTFULLY SUBMITTED:



**GRACE POE**

Chairperson  
Committee on Public Services



**LOREN B. LEGARDA**

Chairperson, Committee on Finance



**FRANKLIN M. DRILON**

Chairperson, Committee on  
Constitutional Amendments  
and Revision of Codes /  
Senate President Pro-  
Tempore

Vice-Chairpersons

**LEILA M. DE LIMA**


Committee on Constitutional  
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**JOSEPH VICTOR G. EJERCITO**

Committee on Public Services

**SONNY M. ANGARA**


Committee on Finance

  
**FRANCIS "KIKO" N. PANGILINAN**

Committee on Constitutional  
Amendments and Revision of Codes

  
**PANFILO M. LACSON**

Committee on Finance

  
**PAOLO BENIGNO "BAM" AQUINO IV**

Committee on Finance

**CYNTHIA A. VILLAR**

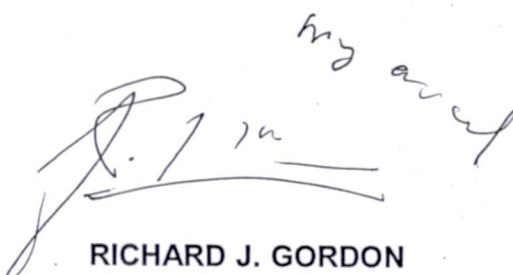
Committee on Finance



Members:



JUAN MIGUEL F. ZUBIRI



RICHARD J. GORDON



JOEL VILLANUEVA

EMMANUEL "MANNY" D. PACQUIAO



MARIA LOURDES "NANCY" S. BINAY

RISA HONTIVEROS



WIN GATCHALIAN



GREGORIO B. HONASAN II

FRANCIS "CHIZ" G. ESCUDERO



ANTONIO "SONNY" F. TRILLANES IV

Ex-Officio Members:

RALPH G. RECTO  
Minority Leader



VICENTE C. SOTTO III  
Majority Leader

*The Honorable Senate President*  
AQUILINO "KOKO" PIMENTEL III



**SEVENTEENTH CONGRESS OF THE REPUBLIC  
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SENATE

Senate Bill No. 1284

RECEIVED BY: \_\_\_\_\_

Prepared and submitted jointly by the Committees on Public Services; Constitutional Amendments and Revision of Codes; and Finance with Senators Drilon, Ejercito, Cayetano, Gatchalian, Recto, Ejercito, Poe and Zubiri as authors thereof

**AN ACT  
COMPELLING THE GOVERNMENT TO ADDRESS THE  
TRANSPORTATION AND CONGESTION CRISIS THROUGH THE  
GRANT OF EMERGENCY POWERS TO THE PRESIDENT**

*Be it enacted by the Senate and House of Representatives of the  
Philippines in Congress assembled:*

1       **SECTION 1.** *Short Title.* - This Act shall be known as the "Traffic  
2 and Congestion Crisis Act of 2016."  
3

4       **SECTION 2.** *Declaration of Policy and the Existence of Traffic*  
5 *and Congestion Crisis.* – Philippine transportation infrastructure at  
6 present has become unable to keep up with the demands of a rising  
7 economy and growing population. The traffic and congestion crisis in  
8 Greater Metro Manila and Metro Cebu, as manifested in the debilitated  
9 long hours of daily commute, have assumed the nature and magnitude  
10 of a public calamity. It is a crisis of national significance, because losses  
11 due to traffic congestion have amounted to three billion pesos a day;  
12  
13



1 thus, requiring urgent, immediate, and focused actions from the  
2 government. Likewise, the emergent traffic jams in other highly  
3 urbanized areas, such as Davao City and Cagayan de Oro City,  
4 although not yet at a critical level, should be mitigated by ensuring the  
5 formulation of a transportation master plan to address the impending  
6 traffic and congestion crisis in those areas.

7  
8 Thus, it is hereby declared the policy of the State to adopt  
9 adequate, responsive, comprehensive and effective measures that will  
10 immediately address the crisis. Consistent with the Constitutional  
11 mandate to promote the general welfare and social justice in all phases  
12 of national development, the State shall promote a shift towards safe,  
13 secure, efficient, viable, competitive, dependable, integrated,  
14 environmentally sustainable, people-oriented, and inclusive  
15 transportation system for the benefit of all citizens, the economy, and  
16 society.

17  
18 Towards this end, the State shall harmonize all traffic rules,  
19 regulations, ordinances, issuances, and policies in the Metropolitan  
20 Areas to achieve a comprehensive and integrated statutory and  
21 regulatory framework for land-based traffic. The State shall also properly  
22 plan infrastructure projects that will respond to this paradigm shift in the  
23 transportation system, increase mobility options of the general public,  
24 and promote the use of alternative modes of transportation to address  
25 the crisis and increase economic productivity and tourism appeal.  
26 Likewise, it shall adopt a strong system of accountability and  
27 transparency in the pursuit of its objectives.

28  
29 It is also declared a policy of the State to adopt the use of

1 information and communications technology (ICT) as a tool to manage  
2 and mitigate the problem of traffic congestion in the Philippines,  
3 especially in Metro Manila and other highly urbanized areas. The State  
4 shall therefore establish a holistic enabling environment in promoting  
5 and propagating telecommuting, both in the private and public sectors,  
6 and to capacitate public sector institutions and their personnel in the  
7 adoption of telecommuting and the use of ICT to improve planning,  
8 management, delivery of functions and monitoring and evaluation. The  
9 State shall likewise adopt telecommuting in the long-term as a means to  
10 foster global competitiveness of the Filipino workforce and  
11 institutionalize other related and relevant transportation demand-  
12 management strategies and incentives in furtherance of this policy.

13

14         The extraordinary remedy of granting emergency powers to the  
15 President or his designated officer shall be limited to the period specified  
16 in this Act. In line with this, the State shall, after the period of the  
17 emergency, adopt mid-term, and long-term development plans for the  
18 efficient and cheaper transport of people and delivery of goods and  
19 services, as well as a comprehensive long-term national transport policy,  
20 in order to sustain the significant gains and to meaningfully reduce the  
21 risk of a traffic and congestion crisis from happening again in the future.

22

23         **SECTION 3. Objectives and Scope.** – The Act shall be limited in  
24 scope, application and effectivity to Greater Metro Manila and Metro  
25 Cebu as to projects, programs, policies, rules, and regulations that will  
26 have immediate, significant, and measurable impact on the land-based  
27 traffic crisis. Accordingly, the following measures shall be undertaken:

28

29         1) Maximize the productivity of existing public and private roads,



- 1 by way of but not limited to the following:
- 2 a. Effective and coordinated traffic management and
- 3 enforcement;
- 4 b. Traffic engineering measures, including expanded
- 5 coverage of an upgraded computerized and coordinated
- 6 traffic signaling system;
- 7 c. Traffic education, particularly drivers of public transport
- 8 conveyances and traffic enforcers;
- 9 d. Adoption of administrative and/or economic measures to
- 10 ration the use of scarce road space efficiently and
- 11 equitably in favor of high-occupancy vehicles.
- 12 2) Make public transport the preferred mode of travel within the
- 13 urban areas by transforming their service delivery model into an
- 14 inter-connected, low emission, comfortable, convenient,
- 15 integrated and reliable mode of transport offering a diverse
- 16 range of services that are priced according to their value
- 17 proposition, by way of but not limited to the following:
- 18 a. Re-structuring of bus and jeepney routes and operations,
- 19 and modifications or cancellation of their corresponding
- 20 Certificates of Public Convenience *motu proprio*;
- 21 b. Replacement of public transport vehicles not compliant
- 22 with internationally-accepted technical standards on
- 23 emission, noise, configuration, safety, and suitability for
- 24 urban usage;
- 25 c. Establishment of a regime of integrated operations either
- 26 through consolidation into one entity, or under one or
- 27 more duly-authorized Traffic Crisis Manager.
- 28 3) Upgrade the capacities of existing rail-based mass transit
- 29 system and fast-track the implementation of mass transit



- 1 projects in the priority list of the applicable master plans for the  
2 urban areas;
- 3 4) Fast track the implementation of new roads and road-related  
4 projects in the priority list of the applicable master plans for the  
5 urban areas, including advancing the completion of projects  
6 with subsisting contracts;
- 7 5) Adopt such other measures related and supportive of the above  
8 steps, including formulation of plans and adoption of remedial  
9 steps towards the following:
- 10 a. Decongestion of the Port of Manila in the case of Metro  
11 Manila, and the Port of Cebu in the case of Metro Cebu,  
12 and/or reduce truck volumes in their respective urban  
13 road network;
- 14 b. Rapid development an alternative airport to relieve the  
15 pressures on the congested runways and airspace of  
16 Manila's domestic and international airports;
- 17 c. Recommend the construction of parallel runways,  
18 buildings of new infrastructure facilities, repair,  
19 rehabilitation, improvement of existing airport runways,  
20 facilities and other similar infrastructures;
- 21 d. Harmonization of traffic rules and regulations, including  
22 those enacted by City and municipal ordinances;
- 23 e. Relocation of the national administrative capital;
- 24 f. Improvement of the Manila International Airport;
- 25 g. Reduction of car-based trips by private and public  
26 employers, as well as educational institutions with high  
27 concentration of student population by implementing  
28 telecommuting programs as defined in Section 4 of this  
29 Act or by adopting alternative forms of working as defined

1 in Section 12 of this Act;

2 h. Submission to Congress of proposed amendments or  
3 revisions to the charters of the Covered Agencies.  
4

5 Notwithstanding the limited scope of this Act, the Traffic Crisis  
6 Manager may implement similar systems and mechanisms provided in  
7 this Act in Davao City, Cagayan de Oro City, Lipa City, Baguio City, Iloilo  
8 City, and other highly urbanized cities and municipalities that are  
9 suffering from a land traffic crisis; *Provided*, that immediate solutions  
10 shall still form part of a master transportation plan in those areas.  
11

12 **SECTION 4. *Definition of Terms.*** - For purposes of this Act, the  
13 following terms shall mean:  
14

15 a. "Covered Agencies" shall refer to any and all government  
16 agencies, officer, bureau, and units tasked or empowered by law or  
17 regulation to control, oversee, regulate or manage any aspect of land-  
18 based traffic and/or road use in any or all of the Metropolitan Areas;

19 b. "Emergency Powers" shall refer to the authority granted by  
20 Congress to the President under Section 23 (2), Article VI of the 1987  
21 Philippine Constitution, to exercise, for a limited period and subject to  
22 such restrictions as the former may prescribe, powers necessary and  
23 proper to carry out a declared policy.

24 c. "DENR" shall refer to the Department of Environment and  
25 Natural Resources;

26 d. "DICT" shall refer to the Department of Information and  
27 Communications Technology;

28 e. "DOTr" shall refer to the Department of Transportation;

29 f. "DPWH" shall refer to the Department of Public Works and



1 Highways;

2 g. "Congressional Oversight Committee" or COC shall refer to  
3 the committee consisting of members of the House of the  
4 Representatives and the Senate, to be constituted under Section 26 of  
5 this Act;

6 h. "LGUs" shall mean Local Government Units;

7 i. "Traffic and Congestion Crisis" shall refer to the prevailing  
8 and exponentially worsening land traffic congestion and gridlock; and  
9 infrastructure and mass transportation shortage and inefficiency in  
10 Greater Metro Manila and Metro Cebu;

11 j. "Greater Metro Manila" shall mean the National Capital  
12 Region (NCR) of the Philippines and its nearby localities, such as,  
13 Antipolo, Taytay, Binangonan, and Angono in the province of Rizal; San  
14 Pedro, Biñan, Sta. Rosa, Cabuyao, and Calamba in the province of  
15 Laguna; Bacoor, Imus, Kawit, Noveleta, and Cavite City in the province  
16 of Cavite; San Jose del Monte, Obando, Marilao, Meycauayan, and  
17 Bocaue in the province of Bulacan;

18 k. "LTFRB" shall refer to the Land Transportation Franchising  
19 and Regulatory Board;

20 l. "LTO" shall refer to the Land Transportation Office;

21 m. "MCDCB" shall refer to the Metro Cebu Development and  
22 Coordinating Board;

23 n. "Metro Cebu" shall refer to the cities of Cebu, Mandaue,  
24 Talisay, Danao, and Lapu-Lapu; and the municipalities of Carcar, San  
25 Fernando, Naga, Minglanilla, Consolacion, Liloan, Compostela, and  
26 Cordova;

27 o. "Metropolitan Areas" shall refer to either or both the Greater  
28 Metro Manila Area and Metro Cebu, as the case may be;

29 p. "MMDA" shall refer to the Metro Manila Development



1 Authority;

2 q. "NEDA" shall mean the National Economic Development  
3 Agency;

4 r. "Procuring Entity" shall mean any branch, department,  
5 office, agency, or instrumentality of the government procuring goods,  
6 infrastructure, and consulting services for Transportation Projects, as  
7 hereinafter defined;

8 s. "Transportation Project" shall refer to a project involving the  
9 construction, repair, rehabilitation, improvement, operation, or  
10 maintenance of any public transportation facility and mass transportation  
11 system that will directly address the Traffic and Congestion Crisis to  
12 ensure the safety and convenience of the commuting public, including all  
13 projects aimed at reducing traffic congestion in the Metropolitan Areas;

14 t. "Telecommuting" shall refer to a work arrangement in which  
15 employees do not commute or travel by land to a central place of work.  
16 It shall also refer to a work arrangement in which employees regularly  
17 perform their work outside of the traditional on-site working environment.  
18 It shall include:

19

20 i. Teleworking – a subset of telecommuting, refers to a  
21 form of organizing and/or performing work, using or  
22 assisted by information technology, where work is  
23 carried out away from centrally located workspace on a  
24 regular basis (including work undertaken in the home,  
25 outside calls, etc.) or any form of substitution of  
26 information technologies (such as telecommunications  
27 and/or computers) for normal work-related travel;

28 ii. Telepresence – refers to the use of videoconferencing  
29 and remote presence technology to conduct face-to-

1 face meetings; and

- 2 iii. Telelearning – refers to the use of ICT to allow  
3 students and faculty to conduct classes and other  
4 school activities in remote locations and without having  
5 to physically appear in campus.  
6

7 **SECTION 5. *Grant of Emergency Powers to the***  
8 *President/Executive Branch.* - The President is hereby authorized to  
9 exercise all powers necessary and proper to carry out the above-  
10 declared State policy. As such, the President is hereby granted  
11 Emergency Powers to urgently utilize all necessary government  
12 resources, exercise police power, including eminent domain, and  
13 employ executive actions and measures to ensure the effective  
14 implementation, reconfiguration, and harmonization of national and local  
15 government projects intended to directly address the traffic and  
16 congestion crisis.  
17

18 **SECTION 6. *Creation of the Office of the Traffic Crisis Manager.***  
19 - There is hereby created an Office of the Traffic Crisis Manager under  
20 the Office of the President. The Office of the Traffic Crisis Manager  
21 shall be headed by the Traffic Crisis Manager  
22

23 The Traffic Crisis Manager shall be appointed by the President  
24 and shall have the rank, emoluments, benefits and privileges of a  
25 Member of the Cabinet. The President shall exercise supervision and  
26 control over the Traffic Crisis Manager and the Office of the Traffic Crisis  
27 Manager. The Traffic Crisis Manager shall hold office for the duration of  
28 the grant of Emergency Powers to the President as provided in Section  
29 27 of this Act. Other pertinent details on the creation of such Office, in



1 consonance with the provisions of this Act, shall be through an executive  
2 order issued by the President.

3  
4 The Traffic Crisis Manager shall be ultimately responsible for  
5 transportation and traffic-related functions; thus, exercising overall traffic  
6 management and overseeing the execution of the Traffic Crisis Action  
7 and Decongestion Plan. For the duration of the emergency powers, the  
8 Traffic Crisis Manager as the delegated representative of the President,  
9 shall have all the authority to implement a policy framework and manage  
10 agency functions over land, air, and seaport traffic, and shall coordinate  
11 with the relevant local government units on the implementation of  
12 projects that will facilitate the ease of traffic in the Metropolitan Areas.

13  
14 **SECTION 7. *Powers of the Traffic Crisis Manager.*** - As the alter  
15 ego of the President, the Traffic Crisis Manager is hereby authorized to  
16 exercise all powers necessary, and to utilize all necessary government  
17 resources, exercise police power, and employ executive actions and  
18 measures to ensure the effective implementation of the program of  
19 action stipulated in Section 3 of the Act. More specifically, the Traffic  
20 Crisis Manager shall have the following powers:

- 21 a. Formulate, coordinate, and monitor policies, standards,  
22 programs, and projects to rationalize the existing public  
23 transport operations, infrastructure requirements, the use of  
24 thoroughfares, and promotion of safe and convenient  
25 movement of persons and goods;  
26 b. Create such inter-agency task forces and designate Action  
27 Officers therefor, comprising of personnel and resources  
28 from national and local government units and agencies, as

- 1           may be necessary to achieve specific goals within specified  
2           time frames;
- 3           c. Create a centralized air traffic authority to introduce  
4           innovative and more responsive aviation management  
5           service that shall streamline private and public coordination;
- 6           d. Re-structure the routes and operating protocols imposed on  
7           road-based public transport service providers, encompassing  
8           provincial and intra-city buses, jeepneys, taxis, shared taxis,  
9           garage-to-terminal express, and similar categories;
- 10          e. Order the modification, revision, amendment, substitution,  
11          suspension or revocation of franchises issued by the LTFRB  
12          and those issued by local government units for tri-mobiles;
- 13          f. Issue a uniform Traffic Code that will harmonize the  
14          provisions of all laws that relate to traffic management of  
15          both land, air, and seaport; road use; and all rules,  
16          regulations, ordinances, and orders duly issued and enacted  
17          by the covered agency and local government unit pursuant to  
18          such legislation, to the end of having, in each of the  
19          Metropolitan Areas: (i) a single traffic coordinator; (ii) single  
20          ticketing system for traffic violations; and (iii) a  
21          comprehensive, unified road use plan; and if necessary,  
22          suspend, modify, revise or amend any affected local  
23          ordinances or existing traffic regulations; *Provided*, that in  
24          crafting the Traffic Code, the Traffic Crisis Manager shall  
25          coordinate with all concerned local government units and  
26          pertinent agencies;
- 27          g. Determine the priority infrastructure projects that may be  
28          implemented by agencies responsible for roads, railways,



1 traffic engineering, public transport facilities such as  
2 terminals, stations, and passenger interchange structures;

3 h. Set a limit, reduce, or manage the volume of users in  
4 gateway seaports and airports, for immediate execution of  
5 the responsible government authorities;

6 i. Appoint, hire, contract experts and qualified personnel as  
7 may be necessary, but not otherwise available in the  
8 cooperating agencies; and

9 j. Exercise other powers as may be necessary to fulfill the  
10 declaration of policy of this Act.

11  
12 At the Traffic Crisis Manager's sound discretion and in the interest  
13 of efficiency, he shall consult and may delegate any of the  
14 aforementioned powers and authority to the MMDA for Greater Metro  
15 Manila, and the MCDCCB for Metro Cebu.

16  
17 **SECTION 8.** *Advisory Council to the Traffic Crisis Manager.* – A  
18 Traffic Crisis Advisory Council is hereby created to guide and advise the  
19 Traffic Crisis Manager in his exercise of the powers and performance of  
20 the functions granted to him under this Act. The Council shall be  
21 composed of the following:

22 (a) A representative of the National Center for Transportation  
23 Studies of the University of the Philippines, who shall serve as Chairman  
24 of the Council;

25 (b) Two (2) technical experts in traffic management or traffic  
26 engineering from civil society;

27 (c) The Secretary of the DPWH or one of his undersecretaries;

28 (d) The Assistant Secretary of the LTO;

29 (e) The Chairman of the LTFRB;



- 1 (f) The Chairman of the MMDA;  
2 (f) The Chairman of the MCDCCB;  
3 (g) A representative from the commuters' group in Greater  
4 Metro Manila, to be designated by the Traffic Crisis Manager;  
5 (h) A representative from the commuters' group in Metro Cebu  
6 to be designated by the Traffic Crisis Manager;  
7 (i) A representative of the transportation sector in Greater  
8 Metro Manila to be designated by the Traffic Crisis Manager; and  
9 (j) A representative of the transportation sector in Metro Cebu  
10 to be designated by the Traffic Crisis Manager;  
11

12 The Council shall make periodic recommendations to the Traffic  
13 Crisis Manager with respect to his exercise of the powers and functions  
14 granted to him under this Act; *Provided*, that, such recommendations  
15 shall not be binding on the Traffic Crisis Manager.  
16

17 **SECTION 9.** *Involvement of Local Government Units and Other*  
18 *Agencies.* – The effectivity of local ordinances and regulations that are  
19 inimical or contrary to the borderless flow of people, goods, and motor  
20 vehicles may be suspended by the Traffic Crisis Manager subject to five  
21 (5) working days' notice. The LGUs shall not issue or pass any rule or  
22 ordinance in conflict with the provisions of this Act.  
23

24 The DPWH shall continue to be responsible for all road works on  
25 national roads and shall accelerate the completion of on-going  
26 construction, upon instruction from the Traffic Crisis Manager.  
27

28 The Metro Manila Development Authority shall exercise all the  
29 powers and functions of the Metro Manila Council as provided under

1 Section 4 of Republic Act No. 7924, and shall coordinate with the LGUs  
2 with regard to land-use planning.

3

4 The National Housing Authority, in cooperation with the  
5 Department of Interior and Local Government, the Commission on  
6 Human Rights, and other relevant agencies shall be responsible for the  
7 resettlement of informal settler families. They shall be given additional  
8 budget, if necessary, to carry out their mandate to support the projects  
9 to be implemented through this Act.

10

11 In coordination with the Traffic Crisis Manager, the DICT shall take  
12 the lead in promoting telecommuting and other alternative forms of  
13 working, the extensive use of car-sharing and car-pooling application,  
14 the adoption of virtual conferencing by public sector agencies, the  
15 change in government transaction procedures that will reduce the  
16 number and need for the public to travel.

17

18 The Civil Service Commission shall undertake a job exchange  
19 program within the bureaucracy to reduce home-to-work and work-to-  
20 home trip distances of government employees.

21

22 **SECTION 10.** *Formulation of the Traffic Crisis Action and*  
23 *Decongestion Plan.* - The Traffic Crisis Manager, in coordination with the  
24 Traffic Crisis Advisory Council, shall create a Traffic Crisis Action and  
25 Decongestion Plan, which shall sufficiently detail the concrete steps to  
26 be taken to immediately and effectively alleviate the traffic crisis in the  
27 Greater Metro Manila and Metro Cebu in a measurable/quantifiable  
28 manner. The Traffic Crisis Action and Decongestion Plan shall include  
29 the following minimum components:

- a. Organizational structure allocating the respective duties and responsibilities of the Covered Agencies for traffic management and regulation, including traffic law enforcement;
- b. Priority Projects as defined in Section 14 of this Act;
- c. Expedite route rationalization of public utility vehicles (PUVs);
- d. Coordinated odd-even, number coding, or other vehicle volume reduction scheme throughout the Metropolitan Areas;
- e. Synchronized truck ban throughout the Metropolitan Areas;
- f. Creation of a traffic flow system, including identification and designation of one-way streets and U-turn slots;
- g. Identification of friendship routes and private village/subdivision roads to serve as alternate or secondary routes;
- h. Designation of PUV terminals, including the relocation of existing and/or removal of illegal terminals;
- i. Removal of traffic signs and PUV stops which block or encroach upon the right of way to or along major thoroughfares;
- j. Prohibition against and designation of parking areas on certain roads;
- k. Moratorium on the construction of high-density commercially oriented mixed-use developments along main avenues;
- l. Clearing of sidewalks and identification of need for elevated crosswalks;
- m. Comprehensive traffic rules and regulations handbook which



1 identifies traffic-related violations and offenses and imposes  
2 corresponding graduated penalties;

3 n. Traffic system for roads leading to airport terminals and  
4 ports;

5 o. A system to expedite the reporting and clearing of vehicular  
6 accidents, which shall include the admissibility of videos and  
7 digital photographs of the accident as sufficient and  
8 acceptable basis of any police report and insurance claims;

9 p. Upgrade the drainage systems of affected areas and  
10 improve surface pavements of major streets;

11 q. A Clark Airport Development Plan, to be developed in  
12 coordination with the Clark International Airport, Clark  
13 Development Authority, Department of Tourism, POEA, and  
14 the Regional Development Council; and

15 r. A recommendation on whether to buy-out MRT3 or to  
16 commence negotiations/procurement of a maintenance  
17 contract that will be coterminous with the MRT concession  
18 period in 2025.

19  
20 Except for the Route Rationalization plan for public utility  
21 vehicles, which must be studied and completed within six (6) months  
22 from the approval of this Act, the Traffic Crisis Action and Decongestion  
23 Plan must be completed within thirty (30) calendar days from approval of  
24 this Act. The Traffic Crisis Action and Decongestion Plan shall also  
25 consider the local development investment program of cities and  
26 municipalities in the affected Metropolitan Areas.

27  
28 The Traffic Crisis Manager may also submit a Transportation  
29 Reform Plan for Davao City, Cagayan de Oro City, Lipa City, Baguio

1 City, Iloilo City, and other highly urbanized cities and municipalities,  
2 which he deems to be undergoing an impending traffic crisis.

3  
4 **SECTION 11.** *Transportation Master Plan for Greater Metro*  
5 *Manila and Metro Cebu.* – The Traffic Crisis Action and Decongestion  
6 Plan shall not preclude the implementation of NEDA-approved long-term  
7 projects For Greater Metro Manila and Metro Cebu under their  
8 respective master plans. The applicable master plan for Greater Metro  
9 Manila shall be the Roadmap for Transport Infrastructure Development  
10 as approved by the NEDA Board in June 2014. For Metro Cebu, the  
11 applicable master plan shall be the Roadmap Study for Sustainable  
12 Development in Metro Cebu as approved by the NEDA Board  
13 Infrastructure Committee in July 2015.

14  
15 **SECTION 12.** *Alternative Forms of Working.* – In order to reduce  
16 total daily trips during working days, all private and public entities, as  
17 well as educational institutions, shall be allowed to adopt and implement  
18 telecommuting, telelearning, telepresence, car-pooling, share-a-ride  
19 programs, flexible working hours and school days, staggered schedules  
20 of attendance, and similar transport demand management schemes.  
21 The provisions of labor laws and regulations that restrict or prohibit  
22 these acts shall be deemed suspended during the effectivity of this Act.

23  
24 The Traffic Crisis Manager, in consultation with the Civil Service  
25 Commission and the Department of Education shall implement  
26 staggered working or school hours between the government  
27 employment sector and public elementary and secondary schools.



1       **SECTION 13. *Alternative Methods of Procurement.*** – Pursuant to  
2 the above policy declaring the traffic and congestion crisis a national  
3 public calamity, the existence of emergency and/or extraordinary cases  
4 is presumed. To expedite the implementation of all projects covered by  
5 this Act, the Alternative Methods of Procurement provided in Article XV  
6 of Republic Act No. 9184 and Rule XVI of its Implementing Rules and  
7 Regulations shall be utilized.

8  
9       The benefits of shorter completion time may, at the discretion of  
10 the Head of the Procuring Entity concerned, be applied in the  
11 determination of the Lowest Calculated Bid or Highest Rated  
12 Responsive Bid. The Approved Budget for Contract (ABC) under R.A.  
13 No. 9184 shall incorporate such costs necessary for shorter completion.  
14 The amount stipulated for penalties of delay in the Contract of Award  
15 shall also be the same amount for incentive bonus of early completion,  
16 which shall be explicitly indicated in the contract. In the absence of such  
17 valuation, the NEDA shall determine the value of such benefits  
18 applicable to the contract for purposes of granting the incentive bonus.

19  
20       The time duration specified in the Implementing Rules and  
21 Regulations (IRR) of Republic Act No. 6957, as amended by R.A. No.  
22 7718, may also be shortened or abbreviated, without prejudice to or  
23 constraining competition, and Rule 9 of the same IRR invoked;  
24 *Provided*, that the modality exclude contractual arrangements that entail  
25 sovereign guarantees or regular payments from the government.

26  
27       The Government Procurement Policy Board and the NEDA, in  
28 consultation with the Traffic Crisis Manager, shall issue the proper  
29 guidelines within fifteen (15) days upon effectivity of this Act with regard



1 to this section.

2

3       **SECTION 14. *Priority Projects.*** – Priority projects are those listed  
4 in the Three-year Rolling Infrastructure Program (TRIP) of NEDA for  
5 years 2017 to 2019. These projects shall be in the medium-term  
6 program up to year 2020 of the applicable master plan. Projects with  
7 capital cost below One Billion Pesos (Php 1,000,000,000) not otherwise  
8 eligible, may still be undertaken through Section 13 of this Act, if and  
9 only if they are approved by the NEDA.

10

11       Projects with a capital cost above One Billion Pesos (Php  
12 1,000,000,000) may still be undertaken if these are i) approved by the  
13 NEDA and ii) undergo the regular procurement process as specified  
14 under R.A. No. 9184. However, these projects shall be covered by the  
15 other provisions of this Act, with the exception of Section 13.

16

17       The contracts for Projects to be carried out pursuant to and in  
18 accordance with this Act shall be awarded only to contractors or project  
19 proponents with: (i) proven competence in, and capability and  
20 experience with similar projects; (ii) competent and qualified key  
21 personnel and sufficient and reliable equipment and facilities; and (iii)  
22 sound financial capacity.

23

24       All Priority Projects shall be subject to existing government  
25 auditing rules and regulations governing negotiated contracts. Contracts  
26 or concession agreements covering Priority Projects shall have no  
27 confidentiality clause, except with respect to matters protected by the  
28 Intellectual Property Code of the Philippines. In case of technology-  
29 related Priority Projects, the terms of reference (TOR) and

1 contract/agreement must explicitly provide for technology transfer and  
2 assignment of any and all Source Code to the DOTr.

3  
4 The Protest Mechanism under Article XVII of R.A. No. 9184 is  
5 deemed suspended or may be disregarded by the Traffic Crisis Manager  
6 for expediency.

7  
8 **SECTION 15. *Responsibilities and Liabilities.*** – The Traffic Crisis  
9 Manager shall be principally responsible for ensuring that all projects  
10 covered by this Act are implemented and completed in a timely, cost-  
11 effective and efficient manner. In addition, the Traffic Crisis Manager  
12 shall be liable for violations of Republic Act No. 9184 and other related  
13 laws in procurements, contracts and projects in which he has direct  
14 participation.

15  
16 With respect to the implementing agencies, the Head of Procuring  
17 Entity shall be liable for violations of Republic Act No. 9184 and other  
18 related laws in procurements, contracts and projects covered by this Act.

19  
20 The President, Chief Executive Officer and members of the boards  
21 of directors of suppliers, contractors and concessionaires of projects  
22 covered by this Act shall be solidarily liable with such suppliers,  
23 contractors or concessionaires for violations of their contractual  
24 obligations, warranties and representations with respect to procurements  
25 and contracts for projects covered by this Act.

1 The foregoing shall be without prejudice to the liabilities, whether  
2 civil, criminal or administrative, which the above-named persons may  
3 incur under existing laws, rules or regulations.  
4

5 **SECTION 16.** *Issuance of Permits/Licenses.* – To promptly  
6 address the Traffic Crisis, the following are hereby temporarily  
7 suspended throughout the effectivity of this Act, only insofar as they  
8 apply to the Priority Projects under this Act:  
9

- 10 a) Provisions of the Local Government Code requiring prior  
11 consultation with, and approval of, local government units with  
12 respect to traffic-related projects within their respective  
13 localities;
- 14 b) Provisions of the Local Government Code requiring the  
15 issuance of a building permit;
- 16 c) Provisions of the National Building Code requiring building  
17 permits before any work is started, and other clearances or  
18 certifications;
- 19 d) Provisions of the P.D. No. 1586 and its IRR requiring an  
20 Environmental Clearance Certificate from the DENR;
- 21 e) Provisions of the Labor Code of the Philippines requiring  
22 clearances and permits for the employment of foreigners with  
23 regard to foreign technicians and expert working in traffic-  
24 related projects.

25  
26 To improve the efficiency of telecommuting and to improve internet  
27 connectivity in the country as a means to address the traffic crisis, the  
28 Traffic Crisis Manager, together with the DICT, shall streamline and limit  
29 the number of licenses, certificates, and/or permits necessary to



1 construct cellular sites in the country. The Traffic Crisis Manager and the  
2 DICT shall prescribe a uniform set of fees for the construction of cellular  
3 sites. For the duration of this Act, all Tower Fee Ordinances shall be  
4 suspended.

5

6       **SECTION 17. *Acquisition of Rights-of-Way, Project Sites, and***  
7 *Relocation Sites.* – In the implementation of projects covered by this Act,  
8 the Traffic Crisis Manager or the implementing agency concerned is  
9 hereby authorized to acquire rights-of-way, project sites and relocation  
10 sites through negotiated sale as provided in Section 5 of Republic Act  
11 No. 10752. If the registered owner of the property sought to be acquired  
12 as a right-of-way, project site or relocation site does not accept the offer  
13 of payment for his property within a period of thirty (30) calendar days  
14 from his receipt of the offer, the implementing agency concerned may  
15 take possession of the property after depositing in escrow with the Land  
16 Bank of the Philippines the fair market value of the property, and with  
17 notice of such deposit to the property owner. For purposes of this  
18 section, the fair market value of the property shall be the sum of the  
19 following:

20

- 21       (a) The current market value of the land,  
22       (b) The replacement cost of structures and improvements  
23       therein; and  
24       (c) The current market value of crops and trees therein.

25

26       To determine the appropriate fair market value, the implementing  
27 agency may engage the services of a government financial institution  
28 with adequate experience in property appraisal, or an independent  
29 property appraiser accredited by the Bangko Sentral ng Pilipinas (BSP)

1 or a professional association of appraisers recognized by the BSP.  
2 Government financial institutions shall issue free of charge the appraisal  
3 and valuation report for the private property to be expropriated.

4 In the case of land occupied by informal settler families, the  
5 implementing agency shall not take possession of the property until such  
6 informal settler families (ISFs) shall have been transferred to a  
7 temporary or permanent relocation site. This provision shall not preclude  
8 the NHA from formulating and implementing long-term resettlement  
9 plans for ISFs or from carrying out its mandate.

10 Additional funding for the relocation of ISFs to be given to the  
11 implementing agency or LGU shall be through a special budget enacted  
12 by Congress or shall be sourced from any savings from the Special  
13 Purpose Funds of the President as provided for in Section 30 of this Act.

14

15 **SECTION 18. *Right of Transport Operators.*** – In the event that the  
16 route re-structuring plan promulgated under Section 3 of this Act shall  
17 greatly displace existing public transport operators with valid and  
18 subsisting Certificate of Public Convenience (CPC), these public  
19 transport operators shall have the first option to choose their routes or  
20 service areas based on the route re-structuring plan, unless the total  
21 number of units is in excess of the allowable fleet size, in which case,  
22 the immediately succeeding section shall apply.

23

24 **SECTION 19. *Compensation to PUV Operators.*** - Public  
25 transportation operators affected by projects or policies carried out  
26 pursuant to this Act that lead to a revocation of franchise, shortening of  
27 routes, or reduction of covered PUV units shall be compensated. This



1 Section shall not apply to vehicles under a Transportation Network  
2 Vehicle Service.

3

4 For PUV Operators who shall have inoperative vehicles due to  
5 route rationalization, they shall have the option to sell such vehicles to  
6 the government. Compensation shall be based on depreciated value of  
7 the units affected, upon presentation of the actual unit and validation that  
8 the unit and chassis number of the unit is included in the list of  
9 registered vehicles in the CPC.

10

11 Loss of income shall also be compensated, based on average  
12 annual income generated by that unit from that particular route, as  
13 evidenced by the affected parties' Official Receipts and income tax  
14 returns (ITR) filed in the last three preceding years. The one-time  
15 compensation for loss of income shall be equivalent to such annual  
16 average income and shall be exempt from income and other taxes.

17

18 To be entitled to the compensation set forth in this Section, the  
19 franchise holder must have been, within the five year period immediately  
20 preceding the revocation: (i) fully compliant with all statutory and  
21 regulatory requirements pertaining to the operation of its PUVs and the  
22 exercise of its privileges under its franchise; and (ii) have no derogatory  
23 record with the LTFRB, MMDA, LGU, or any other relevant government  
24 agency or office.

25

26 The Traffic Crisis Manager, in coordination with the LTFRB,  
27 MMDA, and DBM, shall issue the pertinent guidelines with regard to this  
28 Section.

29



1       **SECTION 20. *Social Support Mechanisms.*** – Drivers, driver's  
2 assistants, mechanics, and other employees of the PUV operators  
3 affected by a revocation or modification of franchise shall be entitled to  
4 financial assistance in the following forms:

5

6       (a) Department of Social Welfare and Development using  
7 Conditional Cash Transfer (CCT) funding for the entire 2017. The  
8 identified employees shall be included and immediately be classified as  
9 qualified persons under the CCT program;

10       (b) Displaced employees shall be entitled to separation pay as  
11 mandated under the Labor Code of the Philippines;

12       (c) The Technical Education and Skills Development Authority  
13 (TESDA) shall prioritize the affected employees in its training courses;

14       (d) The Department of Labor and Employment and Philippine  
15 Overseas Employment Agency shall obtain a list of professional drivers  
16 and mechanics and shall assist them in looking for employment, whether  
17 here or abroad; and

18       (e) The legal dependents of affected employees shall be qualified  
19 for scholarships from the Government, in accordance with the applicable  
20 rules and regulations of the DSWD, Department of Education, or  
21 TESDA.

22

23       The Traffic Crisis Manager may recommend additional  
24 compensation that will be provided through the 2018 and 2019 budget  
25 after consultation with the NEDA, DBM, and LTFRB.

26

27       **SECTION 21. *Private Roads.*** – Private roads fenced off from other  
28 motorists and within villages and subdivisions may be opened for public  
29 use subject to conditions and limitations that shall be agreed upon

1 between the Traffic Crisis Manager, the relevant LGU, and the  
2 appropriate residential association. The road or section thereof must  
3 improve overall network connectivity and provide alternative route and  
4 relief to traffic bottlenecks. In case of refusal of the appropriate  
5 residential association, or failure to agree within thirty (30) calendar  
6 days, the government may proceed to acquire the same in accordance  
7 with R.A. No. 10752.

8  
9 The Traffic Crisis Manager may order the immediate opening of  
10 public roads needed by the exigency of traffic management but fenced  
11 off from other motorists by neighborhood associations and/or barangay  
12 officials, after ten working days (10) notice. Conditions and limitations for  
13 the use thereof may be imposed by the Traffic Crisis Manager *motu*  
14 *proprio*, without need of public hearing.

15  
16 **SECTION 22.** *Violations under this Act.* – Any violation of or non-  
17 compliance with any provision of this Act shall be considered a violation  
18 of Section 3 of Republic Act No. 3019 or the Anti-Graft and Corrupt  
19 Practices Act and shall be penalized with imprisonment of not less than  
20 one (1) year nor more than ten (10) years and perpetual disqualification  
21 from holding any public office.

22  
23 The violation under this Section proven in a proper administrative  
24 proceeding shall be sufficient cause for removal or dismissal of a public  
25 officer, even if no criminal prosecution is instituted against him.

26  
27 Any other act in violation of any provision of this Act that qualifies  
28 as an offense under the Revised Penal Code or any other special act  
29 shall be subject to the penalties of imprisonment and/or fines as



1 stipulated in such laws; *Provided* that the maximum applicable penalty  
2 shall be imposed and convicted public officials shall be further removed  
3 from office and subject to perpetual disqualification from holding any  
4 public office.

5  
6 **SECTION 23.** *Prohibition on the Issuance of Temporary*  
7 *Restraining Orders and Preliminary Injunctions.* - In the implementation  
8 of this Act, no court, except the Supreme Court, may issue any  
9 temporary restraining order or preliminary injunction against the  
10 government or any of its subdivisions, official or any person or entity,  
11 whether public or private, acting under government direction, to restrain,  
12 prohibit or compel the following acts:

- 13  
14 a) Acquisition, clearance, and development of the right-of-way,  
15 site or location of any transportation project identified by the  
16 Traffic Crisis Manager;  
17 b) Procurement of transportation projects, including  
18 infrastructure projects, goods, and consulting services;  
19 c) Commencement, prosecution, execution, implementation,  
20 operation of any transportation project;  
21 d) Opening of any private village gates necessary to provide  
22 alternate routes throughout the effective period of this Act;  
23 e) Termination or rescission of any Transportation Project; and  
24 f) Undertaking or authorization of any other lawful activity  
25 necessary for any Transportation Project.

26  
27 **SECTION 24.** *Transparency and Right to Information.* – The  
28 Traffic Crisis Manager, in coordination with the DICT, must maintain a  
29 separate website for the publication of complete and accurate



1 information regarding the implementation of this Act. This shall include  
2 information on:

- 3 a) All traffic-related policies, rules, regulations with updates on  
4 all new issuances;
- 5 b) Traffic Crisis Action and Decongestion Plan, other pertinent  
6 plans and their updates;
- 7 c) Information on traffic data and projects;
- 8 d) Information on the Priority Projects and policies that are  
9 being or intended to be implemented under this Act;
- 10 e) Status of Priority Projects during bidding/negotiation, award,  
11 and implementation;
- 12 f) Project budget and implementation status (including ROW  
13 acquisition);
- 14 g) Funding for all projects, with clear source and breakdown of  
15 allocation;
- 16 h) Contracts and Terms of Reference of all projects, including  
17 the terms and conditions of any applicable concession  
18 agreements;
- 19 i) Detailed minutes of meetings (pre-bid and negotiations)  
20 during bidding and awarding of projects;
- 21 j) Master list of all franchised/licensed public transit operators  
22 in the Metropolitan Areas, with the names and license details of  
23 their PUV drivers and the types and chassis numbers of the  
24 vehicles covered by the respective franchises;
- 25 k) List of Public Officials involved in the implementation of the  
26 Priority Projects, including their Statement of Assets, Liabilities,  
27 and Net Worth of Public Officials involved in the bidding and  
28 negotiation of Priority Projects;
- 29 l) List of consultants and contractors engaged for the Priority

1 Project with sworn statement on previous employment or  
2 projects/experience; and  
3 m) Centralized database for traffic violations.  
4

5 **SECTION 25. *Traffic Education.*** – The DOTr, LTO, LTFRB,  
6 DepEd, and TESDA shall jointly develop a program for driver's  
7 education and road and pedestrian etiquette education that shall be  
8 incorporated as a mandatory subject in the Senior High School  
9 curriculum.  
10

11 **SECTION 26. *Capacity Building.*** – The Traffic Crisis Manager  
12 shall promote and encourage capacity-building and the sharing of best  
13 practices with local government units and other government agencies  
14 with regard to transportation planning, and traffic management, and  
15 enforcement.  
16

17 **SECTION 27. *Duration of Powers.*** – The authority granted to the  
18 Executive Branch under this Act shall be valid and effective until the next  
19 adjournment of Congress, unless sooner withdrawn by a joint resolution  
20 of Congress upon a finding by the COC that the traffic and congestion  
21 crisis has been significantly abated, without prejudice to rights and  
22 benefits that may have been vested and liabilities that may have been  
23 incurred in the meantime.  
24

25 **SECTION 28. *Congressional Oversight Committee.*** – There is  
26 hereby created a Congressional Oversight Committee (COC) involving  
27 both Houses of Congress, which shall monitor the implementation of this  
28 Act and the exercise of the powers herein granted. The Committee shall

1 be composed of the Chair of the Senate Committee on Public Services;  
2 the Chair of the House of Representatives Committee on Transportation;  
3 and two (2) other members from each House, to be designated by the  
4 Senate President, in the case of the Senate, and the Speaker, in the  
5 case of the House of Representatives.

6  
7 The Chair of the Senate Committee on Public Services and the  
8 Chair of the House of Representatives Committee on Transportation  
9 shall constitute an Executive Committee, to be headed by an Executive  
10 Director, who will oversee day-to-day coordination with the concerned  
11 officials and stakeholders affected by this Act. Funding for the Executive  
12 Committee shall be sourced from the Motor Vehicle User's Charge  
13 Fund.

14  
15 The Traffic Crisis Manager shall submit a monthly report to the  
16 COC on the efficiency and effectiveness of the measures undertaken to  
17 implement this Act and alleviate the Traffic Crisis. The COC shall  
18 conduct ocular inspections of the Priority Projects at least once per  
19 quarter.

20  
21 Upon the expiration of the term of the COC, which shall be  
22 conterminous with the effective period of this Act, the COC shall make a  
23 comprehensive report and give its recommendations.

24  
25 **SECTION 29. *Report to Congress.*** – The Executive Branch shall  
26 submit a quarterly report to Congress, through the COC, on the  
27 implementation of this Act.

28  
29 **SECTION 30. *Funding.*** – The amount needed for the



1 implementation of this Act shall be sourced from the following:

- 2
- 3 a. The General Appropriations Act;
- 4 b. By way of a special budget enacted by Congress;
- 5 c. The Motor Vehicle User's Charge Fund under R.A. No. 8794;
- 6 d. Special appropriations from local government units in support of
- 7 projects and measures within their respective jurisdictions;
- 8 e. Any savings and/or unexpended portion from the Special
- 9 Purpose Funds of the President, for other expenses and/or to
- 10 augment the preceding items; and the
- 11 f. Official Development Assistance loan, where applicable.
- 12

13 **SECTION 31.** *Transitory Provision.* – As far as practicable, the  
14 provisions of this Act shall apply to all perfected procurement contracts  
15 involving only transport projects, which have already commenced but  
16 with no Notice of Award yet issued.

17

18 **SECTION 32.** *Separability Clause.* – In the event that any  
19 provision of this Act is declared unconstitutional, invalid, or illegal, the  
20 constitutionality, validity, or legality of the remainder of the provisions of  
21 this Act shall not be affected thereby.

22

23 **SECTION 33.** *Repealing Clause.* – All laws, presidential decrees,  
24 letters of instructions, executive orders, rules, regulations, and other  
25 issuances or parts thereof which are contrary to or inconsistent with the  
26 provisions of -this Act are hereby revoked, repealed, amended or  
27 modified accordingly.

28

1           **SECTION 34. *Effectivity.*** – This Act shall take effect fifteen (15)  
2   days following the completion of its publication in two (2) newspapers of  
3   general circulation.

*Approved.*