

Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
First Regular Session

H.B. No. 3183



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Introduced by HON. LORD ALLAN JAY Q. VELASCO

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**EXPLANATORY NOTE**

This measure seeks to provide an immediate, comprehensive and a more effective traffic management system in metropolitan areas in the country.

A 2017 study conducted by global firm Boston Consulting Group (BCG), found Metro Manila commuters and motorists alike spend more than an hour, on average, in traffic every day. This places Metro Manila as the third worst in traffic congestion in Southeast Asia.<sup>1</sup>

In another 2017 study made by popular navigation app Waze, Filipinos were rated as the least-satisfied drivers among 39 countries.<sup>2</sup> The Philippines' driving dissatisfaction stems from "unhappiness with traffic jam length, commute time and helpfulness of the driving community."<sup>3</sup>

In Davao, Mr. Arturo Milan, President of the Davao City Chamber of Commerce and Industry, Inc. (DCCCII) said that there is a need for the city to address its growing traffic issues as more developments are happening in the city.<sup>4</sup> He also described the long stretch of JP Laurel Avenue as "EDSA" because of the traffic congestion created alongside the city's economic development.<sup>5</sup>

In Metro Cebu, Mr. Kenneth Cobonpue, the chair of the Central Visayas Regional Development Council, pointed out that traffic remains to be the province's biggest problem.<sup>6</sup> In fact, the Japan International Cooperation Agency (JICA) had previously proposed that Cebu needs to improve its traffic system and make it more efficient.<sup>7</sup>

It is imperative that the government resolve the traffic problem before it deteriorates further. In fact, ridding our highways and streets of traffic would significantly contribute

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<sup>1</sup> <https://www.gmanetwork.com/news/news/photo/241809/metro-manila-is-3rd-worst-traffic-in-southeast-asia-survey/photo>

<sup>2</sup> <http://nine.cnnphilippines.com/transportation/2017/11/11/WAZE-philippines-worst-place-to-drive.html>

<sup>3</sup> *Id.*

<sup>4</sup> <https://www.sunstar.com.ph/article/1781215>

<sup>5</sup> <https://www.sunstar.com.ph/article/1781215>

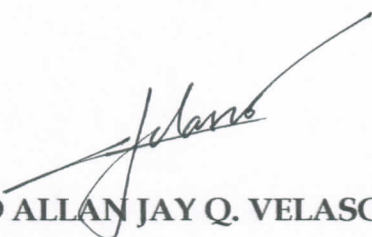
<sup>6</sup> <https://www.philstar.com/the-freeman/cebu-business/2018/08/02/1838985/worsening-traffic-remains-cebus-biggest-problem>

<sup>7</sup> *Id.*

to the economy because daily traffic jams has been estimated by JICA to cost our country about P3.5B a day.<sup>8</sup>

Now is the time to enact a legislation that will address the problem on traffic by institutionalizing a comprehensive and integrated land-based traffic management policy. The Duterte administration could only effectively implement its ambitious “Build, Build, Build” program when traffic congestion eases. It is time to tackle the traffic problem comprehensively and decisively, and not treat the same like a local problem with local solutions. It is time to enact this remedial measure for the mean time.

In view of the foregoing reasons, the passage of this measure is earnestly sought.



LORD ALLAN JAY Q. VELASCO

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<sup>8</sup> <https://cnnphilippines.com/transportation/2018/02/23/JICA-P3.5-billion-traffic.html>

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AN ACT  
PRESCRIBING AN URGENT, COMPREHENSIVE AND INTEGRATED LAND-BASED  
TRAFFIC MANAGEMENT SYSTEM TO EFFECTIVELY ADDRESS THE TRAFFIC  
CONGESTION CRISIS IN METRO MANILA, METROPOLITAN CEBU AND  
METROPOLITAN DAVAO, AND APPROPRIATING FUNDS THEREFOR

*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 Crisis Act."

2  
3 **SEC. 2. Declaration of Policy.** — It is hereby declared the policy of the State to:

4  
5 (a) Adopt responsive, effective, and comprehensive measures that address the  
6 crisis brought about by land traffic congestion and gridlock and the shortage of  
7 efficient, safe, secure, and accessible mass transportation in the Metropolitan  
8 Manila, Metropolitan Cebu, and Metropolitan Davao areas;

9  
10 (b) Establish a strong primary policy-making, planning, programming,  
11 coordinating, implementing, regulating, enforcement authority under the control  
12 and supervision of the Department of Transportation (DOTr) vested with  
13 exclusive power to control, manage, and regulate land-based traffic and structures  
14 in Metropolitan Manila, Metropolitan Cebu, and Metropolitan Davao;

15  
16 (c) Harmonize all traffic rules, regulations, ordinances, issuances, and policies in  
17 the said metropolitan areas to achieve a comprehensive, cohesive and integrated  
18 statutory and regulatory framework for land-based traffic system;

19  
20 (d) Reform, modernize, and streamline the mass transportation systems for the  
21 purpose of attaining sustainable, organized, predictable, accessible and safe  
22 networks of public transportation leading into, out of, and within the metropolitan  
23 areas;

24  
25 (e) Institute a system of responsibility and accountability for all land-based traffic  
26 stakeholders, including public officials, public utility operators, road users,  
27 private property owners and business establishments, in the furtherance of  
28 mobility within the metropolitan areas; and

29  
30 (f) Ensure transparency, accountability and compliance with applicable legal  
31 requirements in the procurement, award and execution of all projects

1 implemented pursuant to this Act and with the objective of alleviating the land-  
2 traffic crisis.

3  
4 **SEC. 3. Definition of Terms.** — As used in this Act:

- 5  
6 (a) *Covered agencies* refer to the government agencies, offices, bureaus, and units  
7 enumerated under Section 6 of this Act and any and all other government  
8 agencies, bureaus, and offices tasked or empowered by law or regulation to  
9 control, oversee, regulate, or manage any aspect of land-based traffic or road  
10 use in any or all of the metropolitan areas;  
11  
12 (b) *Metropolitan Manila* refers to the National Capital Region of the Philippines  
13 composed of the cities of Manila, Quezon, Caloocan, Las Pinas, Makati,  
14 Malabon, Mandaluyong, Marikina, Muntinlupa, Navotas, Paranaque, Pasay,  
15 Pasig, San Juan, Taguig, and Valenzuela and the Municipality of Pateros;  
16  
17 (c) *Metropolitan* refers to any or all, as the case may be, of the three (3)  
18 metropolitan areas, namely: the Metropolitan Manila Area, Metropolitan  
19 Cebu, and Davao City;  
20  
21 (d) *Metropolitan Cebu* refers to the area composed of the cities of Cebu, Mandaue,  
22 Lapu-Lapu and any other city or municipality in the Province of Cebu as may  
23 be identified for inclusion by the Traffic Chief, upon the recommendation of  
24 the Metropolitan Cebu Traffic Coordinating Council;  
25  
26 (e) *Metropolitan Davao* refers to the City of Davao;  
27  
28 (f) *Priority projects* refer to the projects identified by the Traffic Chief and  
29 submitted to the Joint Congressional Oversight Committee (JCOC) as priority  
30 or critical undertakings for the purpose of immediately alleviating and  
31 managing the traffic crisis; and  
32  
33 (g) *Traffic Chief* refers to the person given full power and authority by this Act to  
34 streamline the management of traffic and transportation, and to regulate road  
35 use in identified metropolitan areas.  
36  
37 (h) *Traffic Crisis* refers to the prevailing and exponentially worsening land traffic  
38 congestion and gridlock and mass transportation shortage and traffic system  
39 inefficiency within the metropolitan areas and in the areas leading into and out  
40 of these areas that disrupt the country's economic and social growth and  
41 development, and recognized to be of such nature, scope, and magnitude as to  
42 be considered a national emergency.

43  
44 **SEC. 4. Coverage.** — This Act shall be limited in scope, application and effect to the  
45 metropolitan areas and the priority projects to be implemented under this Act. This Act  
46 shall authorize and apply only to such priority projects, programs, policies, rules and  
47 regulations that will have immediate, significant, and measurable impact on the land-  
48 based traffic crisis as defined herein.

49  
50 Notwithstanding the limited scope of this Act, the Traffic Chief may implement similar  
51 systems and mechanisms provided in this Act in other cities and municipalities  
52 experiencing land traffic crisis as defined in this Act.  
53

1 **SEC. 5. Duration of the Act.** — Except as otherwise provided herein, the authority  
2 granted under this Act shall subsist and be valid and effective for a period of three (3)  
3 years from the effectivity of this Act, unless sooner withdrawn by a Joint Resolution of  
4 Congress, without prejudice to rights and benefits that may have been vested and  
5 culpabilities and liabilities that may have been incurred upon implementation of the said  
6 Act.

7  
8 The following provisions of this Act shall continue to take effect unless revoked or  
9 repealed by other subsequent laws:

- 10  
11 (a) Section 6 on the continuing reorganization power of the President of the  
12 Philippines;
- 13  
14 (b) Sections 9 and 10 on the existence of the Metropolitan Cebu Traffic  
15 Coordinating Council and the Davao Traffic Administrator, without prejudice  
16 to the prerogative and power of Congress to replace the same and create new  
17 development authorities covering the said areas, and Section 11 on their policy-  
18 making power, including that of the Metropolitan Manila Development  
19 Authority (MMDA);
- 20  
21 (c) Section 7 (c) which will then be continuing powers of the MMDA and the  
22 Metropolitan Cebu Traffic Coordinating Council and the Davao Traffic  
23 Administrator or the development authorities as may have been created, to  
24 issue and enact, and review, harmonize, amend, revise, or repeal regulations,  
25 policies, ordinances, orders, and circulars issued and enacted by the covered  
26 agencies and the component local government units (LGUs) pertaining to land-  
27 based traffic and road use, regulation, and management;
- 28  
29 (d) Section 13, on the mandatory updating of the Traffic Management Plan (TMP)  
30 at least once a year and its continued implementation;
- 31  
32 (e) Section 14, on the extension of the opening of friendship routes, private village  
33 and subdivision roads as additional access points for motorists subject to the  
34 determination of the Traffic Chief that the necessity for the use of such  
35 additional access road still exists and compliance with the minimum  
36 procedures and standards set forth in Section 14;
- 37  
38 (f) Section 15, on continued route rationalization;
- 39  
40 (g) Section 19, on public utility vehicle (PUV) operator obligations and  
41 responsibilities;
- 42  
43 (h) Section 21, on the requirement of obtaining a development clearance certificate  
44 from the relevant metropolitan development authority;
- 45  
46 (i) Sections 24, on testing for professional driver's license holders;
- 47  
48 (j) Sections 25, on roadworthiness testing; and
- 49  
50 (k) Section 37, on the requirements for publication of information.

51  
52 **SEC. 6. The Traffic Chief; Supervision and Control.** — The Secretary of Transportation  
53 is hereby designated as the *de officio* Traffic Chief during the effectivity of this Act, with

1 full power and authority as herein provided, to streamline the management of traffic and  
2 transportation, and to control road use in the identified metropolitan areas.

3  
4 During the effectivity of this Act, the Traffic Chief shall have the power of supervision  
5 and control over:

- 6  
7 (a) Metropolitan Manila Development Authority (MMDA);  
8 (b) Metropolitan Cebu Traffic Coordinating Council created under Section 9 of this  
9 Act;  
10 (c) Philippine National Police-Highway Patrol Group (PNP-HPG);  
11 (d) Land Transportation Office (LTO);  
12 (e) Land Transportation Franchising and Regulatory Board (LTFRB);  
13 (g) All other executive agencies, bureaus, and offices with functions related to land  
14 transportation regulation; and  
15 (i) Davao Traffic Administrator created under Section 10 of this Act.

16  
17 The Traffic Chief shall supervise all LGUs within the metropolitan areas with respect to  
18 the enforcement of rules, regulations, policies, and programs enacted pursuant to this  
19 Act.

20  
21 The primary authority for the implementation of the plans, programs, and priority  
22 projects pursuant to this Act shall be with the Traffic Chief, who may delegate the same  
23 to the MMDA, Metropolitan Cebu Traffic Coordinating Council, or the Davao Traffic  
24 Administrator, in coordination with the component LGUs, the covered agencies, and  
25 other relevant and appropriate national government agencies.

26  
27 To ensure the effective management of land-based traffic during the effectivity of this  
28 Act, the President of the Philippines may abolish or create offices; split, group, or merge  
29 offices; transfer functions, equipment, properties, records, and personnel in accordance  
30 with existing law; and take such other actions necessary to carry out the purposes of this  
31 Act: Provided, That there is no resulting diminution of the present salaries and benefits  
32 of the personnel of the agencies and any official or employee who may be terminated  
33 from employment by reason of the reorganization is entitled to such benefits as may be  
34 provided by existing retirement laws, as well as other pertinent rules and regulations.

35  
36 **SEC. 7. Powers and Functions of the Traffic Chief.** — The Traffic Chief shall have the  
37 following powers and functions during the effective period of this Act:

- 38  
39 (a) Formulate, coordinate and monitor policies, standards, programs, and projects  
40 to rationalize the existing public transport operations, infrastructure requirements,  
41 the use of thoroughfares, and promotion of safe and convenient movement of  
42 persons and goods;  
43  
44 (b) Administer and implement all traffic enforcement operations, traffic  
45 engineering services, and traffic education programs;  
46  
47 (c) Issue, enact, review, harmonize, amend, revise, revoke, or repeal existing traffic  
48 regulations, policies, ordinances, orders, and circulars issued and enacted by the  
49 covered agencies to promote efficient mobility in the three (3) metropolitan areas.  
50 Such issuances and enactments shall specifically address, among others:  
51  
52 (1) Licensing, operation, and regulation of PUVs and registration  
53 and regulation of private vehicles;  
54 (2) Testing and licensing of drivers;



(3) Clearing of sidewalks and side streets;  
(4) Regulation of street parking of vehicles;  
(5) Enforcement of setbacks and construction of driveways,  
(6) Establishment and operation of transport terminals and removal of illegal terminals on the road;  
(7) Regulation of licensing of, and commencement and operation of businesses with direct negative impact on traffic flow; and  
(8) Closure of or imposition of monetary and other penalties on businesses that consistently or continuously impede traffic for, among others, failure to provide sufficient parking to customers, adequate ingress and egress for PUVs, and the required setback on streets and main thoroughfares.

(d) Modify, amend, or expand the functions and authority of any of the covered agencies and officers in relation to matters affecting land-based traffic as approved by the President of the Philippines;

(e) Ensure a single traffic coordinator in each of the metropolitan areas and establish and implement therein a comprehensive and unified road use plan and a unified traffic management system to be followed by all component LGUs, by harmonizing the provisions of the following existing laws related to traffic management, road use, and all rules, regulations, ordinances, and orders duly issued and implemented by the covered agencies pursuant to such laws:

- (1) Republic Act No. 7160 or the "Local Government Code of 1991;"
- (2) Republic Act No. 6975 or the "Department of the Interior and Local Government Act of 1990;"
- (3) Republic Act No. 7924 or An Act Creating the Metropolitan Manila Development Authority;
- (4) Republic Act No. 4136 or the "Land Transportation and Traffic Code"; and
- (5) Executive Order No. 292, as amended or the "Administrative Code of 1987;"

(f) Enforce all traffic laws and regulations in the metropolitan areas, enlisting and deputizing for the purpose, members of the PNP-HPG, traffic enforcers of LGUs, duly licensed security guards, or members of nongovernmental organizations to whom certain authority may be delegated, subject to such conditions and requirements as the Traffic Chief may impose;

(g) Review, modify or override existing franchises, concessions, contracts, permits, and licenses issued by any of the covered agencies or component LGUs, as well as the rules and procedures for awarding such;

(h) Establish and administer within each of the metropolitan areas a single ticketing system which shall fix, impose, and collect unified, graduated fines and penalties for all kinds of violations of traffic rules and regulations, whether moving or nonmoving in nature; and

(i) Confiscate, suspend, or revoke driver's licenses for violations of traffic laws and regulations, the provisions of Republic Act No. 4136, Presidential Decree No. 1605, granting the Metropolitan Manila Commission certain powers related to traffic management and control in Metropolitan Manila, and Republic Act No. 7924 to the contrary, notwithstanding.

1 In the interest of efficiency, the Traffic Chief may delegate any of the aforementioned  
2 powers and authority to the MMDA, the Metropolitan Cebu Traffic Coordinating  
3 Council, or to the Davao Traffic Administrator.

4  
5 The Traffic Chief, the Undersecretaries, Assistant Secretaries, and Directors of the DOTr,  
6 and officers of the MMDA, Cebu Traffic Coordinating Council, the Cebu Traffic  
7 Coordinator, and the Davao Traffic Administrator shall be required to take at least once  
8 a week a mode of public transportation, whether land, rail, or maritime, primarily used  
9 by the masses, in order to monitor the traffic crisis during the effectivity of this Act.

10  
11 **SEC. 8. Comprehensive Traffic Rule Handbook.** — The Traffic Chief, in coordination  
12 with the covered agencies, shall develop and issue a comprehensive traffic rules and  
13 regulations handbook for the metropolitan areas which, among others, identifies traffic-  
14 related violations and offenses and imposes corresponding graduated penalties,  
15 including the following:

- 16  
17 (a) Reckless driving;  
18 (b) Obstruction of roads and intersections;  
19 (c) Counterflow;  
20 (d) Lack of or inadequate parking spaces, setback, or driveway;  
21 (e) Illegal loading and unloading of passengers or cargo; and  
22 (f) Such other traffic violations that may be determined by the Traffic Chief  
23 to be contrary to the policies set forth by this Act.

24  
25 The final list of traffic violations and corresponding penalties shall be submitted to the  
26 JCOC, created under Section 12 hereof, within ninety (90) days from the effectivity of this  
27 Act.

28  
29 **SEC. 9. Metropolitan Cebu Traffic Coordinating Council.** There shall be established a  
30 Metropolitan Cebu Traffic Coordinating Council, hereinafter to be referred to as the  
31 Council, which shall be the sole and central authority for land-based traffic in  
32 Metropolitan Cebu. The decisions of the Council shall be made by a majority vote of its  
33 members in a meeting called for the purpose, there being a quorum. The Council shall be  
34 composed of the local chief executives of component LGUs of Metropolitan Cebu. It shall  
35 convene within fifteen (15) days from the effectivity of this Act and, within the same  
36 period, appoint a Metropolitan Cebu Traffic Coordinator who must be a resident of  
37 Metropolitan Cebu, and must possess the appropriate academic background and work  
38 experience on land transportation and traffic management.

39  
40 In case of the Council's failure to appoint a Metropolitan Cebu Traffic Coordinator, the  
41 Traffic Chief shall immediately appoint one. Upon the appointment by the Council or the  
42 Traffic Chief, as the case may be, the Metropolitan Cebu Traffic Coordinator, as alter ego  
43 of the Traffic Chief, shall head the Council.

44  
45 The component LGUs of Metropolitan Cebu and Davao City shall set aside funds from  
46 any available local revenues to fund the creation of the Council and the Metropolitan  
47 Davao Traffic Administrator.

48  
49 **SEC. 10. Davao Traffic Administrator.** — The Traffic Chief shall, in consultation with the  
50 component barangays of Davao City, appoint the Davao Traffic Administrator, who must  
51 be a resident of Davao City and must possess the appropriate academic background and  
52 work experience on land transportation and traffic management.



1 **SEC. 11. Policy-Making Power of the MMDA, the Council and the Davao Traffic**  
2 **Administrator.** – The MMDA, the Council, and the Davao Traffic Administrator, with  
3 the approval of the Traffic Chief, shall set the policies on land-based traffic and road use  
4 in their respective metropolitan areas, and shall coordinate and regulate the  
5 implementation of all programs and projects on traffic management pertaining to  
6 enforcement, engineering and education.

7  
8 Upon the request of the Traffic Chief, the MMDA, the Council, or the Davao Traffic  
9 Administrator, all other government agencies, LGUs and offices involved in traffic  
10 management and enforcement shall provide personnel and logistical support, among  
11 other forms of assistance.

12  
13 **SEC. 12. Joint Congressional Oversight Committee.** – There is hereby created a Joint  
14 Congressional Oversight Committee (JCOC) tasked with the monitoring of the  
15 implementation of this Act during the effectivity of this Act:

16  
17 The JCOC shall be composed of the following members:

- 18  
19 (a) Senate President;  
20 (b) Speaker of the House of Representatives;  
21 (c) Chairperson of the Committee on Public Services of the Senate;  
22 (d) Chairperson of the Committee on Transportation of the House of  
23 Representatives;  
24 (e) Chairperson of the Committee on Finance of the Senate;  
25 (f) Chairperson of the Committee on Appropriations of the House of  
26 Representatives;  
27 (g) Member of the Committee on Public Services of the Senate; and  
28 (h) Member of the Committee on Transportation of the House of  
29 Representatives.

30  
31 The JCOC shall constitute an Executive Committee (ExeCom), to be headed by an  
32 Executive Director, who shall oversee the day-to-day coordination with the concerned  
33 public officers and stakeholders.

34  
35 The JCOC shall hold bimonthly meetings which shall be hosted alternately by the Senate  
36 and the House of Representatives. Any action or decision of the JCOC as mandated under  
37 this Act must be approved by a majority of its members at a duly constituted meeting  
38 where a quorum is present throughout.

39  
40 The Traffic Chief shall submit a monthly report to the JCOC on the efficiency and  
41 effectiveness of the measures undertaken to implement this Act and alleviate the traffic  
42 crisis. The JCOC shall conduct ocular inspections of the priority projects at least once per  
43 quarter. Upon the expiration of the term of the JCOC, which shall be coterminous with  
44 the effectivity period of this Act, the JCOC shall submit a comprehensive report to  
45 Congress on the implementation of this Act and shall recommend appropriate measures  
46 to ensure the continued effective regulation and management of land traffic within the  
47 metropolitan areas and their surrounding areas.

48  
49 **SEC. 13. Traffic Management Plan.** – The Traffic Chief shall, in consultation with the  
50 affected private stakeholders, the MMDA, the Council, and Davao Traffic Administrator,  
51 as the case may be, formulate a separate Traffic Management Plan (TMP) for each of the  
52 metropolitan areas.

1 The TMP must sufficiently detail the concrete steps to be taken to immediately and  
2 effectively alleviate the traffic crisis in the metropolitan areas in a measurable or  
3 quantifiable manner. The TMP shall include the following minimum components:

- 4
- 5 (a) Organizational structure allocating the respective duties and  
6 responsibilities of the covered agencies for traffic management and  
7 regulation, including traffic law enforcement;
- 8 (b) Route rationalization of PUVs, as provided in Section 15 of this Act;
- 9 (c) Promotion of sustainable transport including the setting up of bicycle  
10 lanes;
- 11 (d) Coordinated odd-even, number coding or other vehicle volume  
12 reduction scheme throughout the metropolitan areas;
- 13 (e) Synchronized truck ban throughout the metropolitan areas;
- 14 (f) Creation of a traffic flow system, including identification and  
15 designation of one-way streets and u-turn slots;
- 16 (g) Identification of friendship routes and private village or subdivision  
17 roads to serve as alternate or secondary routes;
- 18 (h) Designation of PUV terminals including the relocation of existing or  
19 removal of illegal terminals;
- 20 (i) Removal of traffic signs and PUV stops which block or encroach upon  
21 the right-of-way to or along major thoroughfares;
- 22 (j) Prohibition against and designation of parking areas on certain roads;
- 23 (k) Clearing of sidewalks and determination of the need for elevated  
24 crosswalks and their suitable locations which must be integrated to the  
25 designated PUV terminals and bus stops, and the design for such  
26 crosswalks which should be sustainable, safe, convenient and  
27 accessible to persons with disability;
- 28 (l) Efficient and coordinated waste and flood management;
- 29 (m) Comprehensive traffic rules and regulations handbook which  
30 identifies traffic-related violations and offenses and imposes  
31 corresponding graduated penalties;
- 32 (n) Single ticketing system, including procedures on the confiscation,  
33 suspension, or revocation of driver's licenses for violations of traffic  
34 laws and regulations;
- 35 (o) Traffic system for roads leading to airport terminals and ports in the  
36 three (3) metropolitan areas;
- 37 (p) Procedures for the expeditious reporting, processing and clearing of  
38 vehicular accidents to avoid vehicular congestion, including among  
39 others, the requirements for the filing of the police report or other  
40 traffic investigation reports: Provided, That digital photographs shall  
41 be considered as sufficient and acceptable basis of such reports or any  
42 other report of similar nature as may be allowed by the Insurance  
43 Commission for processing of insurance claims, if any; and
- 44 (q) A clear policy on ridesharing or carpooling technologies and other  
45 traffic management programs.
- 46

47 Except for the route rationalization plan for PUVs, which must be studied and completed  
48 within eight (8) months from the effectivity of this Act, the TMPs must be completed  
49 within ninety (90) days from the effectivity of this Act. At such time, the Traffic Chief  
50 shall submit the TMPs to the JCOC. The TMP shall be updated at least once every year,  
51 and even after the lapse of the effectivity of this Act.

52  
53 **SEC. 14. Friendship Routes.** — The Traffic Chief, in coordination with the component  
54 LGUs, shall identify the private subdivision or village roads which shall be designated as

1 friendship routes and shall serve as additional access points and secondary channels for  
2 road traffic.

3  
4 The procedures and standards for the establishment of friendship routes are as follows:

- 5  
6 (a) Conduct of at least two (2) public consultations with the affected  
7 private village residents;  
8 (b) Reasonable determination that there are no other available public  
9 route other than the proposed friendship route;  
10 (c) Implementation by government of other remedial measures such as  
11 road clearing and sidewalk clearing in the contiguous or adjacent  
12 public roads; and  
13 (d) Exercise by a private road owner of the option to impose toll fees in  
14 the form of selling pass-through stickers to pay for road maintenance  
15 and security, without prejudice to the government's right to  
16 expropriate the private road if it is deemed to be in the best interest of  
17 the public. The friendship routes shall be open to the public only  
18 during the effective period of this Act. The opening and public use of  
19 any such friendship route may be extended by the Traffic Chief subject  
20 to the determination that the necessity for the use of such additional  
21 access road still exists beyond the duration of this Act and the  
22 observance of the minimum procedures and standards set forth in this  
23 section.

24  
25 **SEC. 15. Route Rationalization for Public Utility Vehicles.** — There shall be established  
26 a Route Rationalization Plan for PUVs which shall be submitted to the JCOC not later  
27 than eight (8) months from the effectivity of this Act. It shall include the following  
28 minimum components:

- 29  
30 (a) Procedure for integration of different transportation modes into a  
31 unified public transport infrastructure network;  
32 (b) Identification of the various primary, secondary, and ancillary routes,  
33 with the corresponding determination of the primary and secondary  
34 routes' measured capacity based on the passenger demand and the  
35 destination of the demand during certain times of the day, with particular  
36 focus on traffic rush hours and road size;  
37 (c) Determination of the size, type, and number of PUVs including double-  
38 decker bus, articulated bus, minibus, jeepney, Asian utility vehicle,  
39 multicab, and tricycle appropriate to a particular route's measured  
40 capacity;  
41 (d) Determination of the applicable fares per type of PUV for each of the  
42 identified routes; and  
43 (e) Design, roll-out, and maintenance of unified or single dispatching  
44 mechanism with minimum safe headway between PUVs.

45  
46 **SEC. 16. Modification of PUV Franchises and Permits.** — The Traffic Chief, upon  
47 consultation with the LTFRB and other relevant covered agencies and the conduct of  
48 public hearings, may modify a PUV franchise to conform to the viable capacity of a  
49 certain route.

50  
51 Upon determination of the optimal number of PUVs in a route and that such route  
52 requires larger PUVs, the Traffic Chief shall, through the LTFRB, restrict the issuance of  
53 PUV franchise to operators employing PUVs with the appropriate capacity to serve the  
54 route.

1 **SEC. 17. Suspension of PUV Franchising Authority.** — The power of LGUs in the  
2 metropolitan areas to issue franchises to *padyak*, tricycles, and all other PUV units as  
3 provided in the Local Government Code is hereby suspended during the effective period  
4 of this Act.

5  
6 After the effective period of this Act, and upon the resumption of the LGUs' franchise-  
7 issuance power under the Local Government Code, the LTFRB shall:

8  
9 (a) Designate the particular routes in the metropolitan areas which  
10 tricycles, pedicabs, and other small PUVs can ply and for which the LGUs  
11 may issue the appropriate franchise. Such routes shall be limited to  
12 secondary and tertiary roads, which are not serviceable by bigger PUVs  
13 such as jeepneys or minibuses; and

14  
15 (b) Set the maximum number of PUV franchises that an LGU may issue  
16 for each particular route. All PUV franchises to be issued by the LGUs  
17 shall be automatically reviewed by the LTFRB.

18  
19 The exercise of the LGU's power to issue franchises to PUVs and the franchises shall be  
20 subject to review and amendment by the DOTr, through the LTFRB.

21  
22 **SEC. 18. Government Take-Over of the Operations of a PUV Franchise.** — In  
23 accordance with Section 17, Article XII of the 1987 Constitution, the Traffic Chief may  
24 take over or direct the operation of any PUV franchise as may be necessary to implement  
25 this Act and related rules and regulations. To the extent feasible, the management of such  
26 PUV franchises shall be directed and supervised by the Traffic Chief, or the latter's  
27 designated representative. The Traffic Chief shall render a full accounting to the  
28 President of the Philippines and the JCOC of the operations of such transportation  
29 services taken over: *Provided*, That whenever the President or the Traffic Chief shall  
30 determine that the further use or operation by the government of such PUV franchise or  
31 enterprise is no longer necessary under existing conditions, the same shall be restored to  
32 the person entitled to the possession thereof.

33  
34 **SEC. 19. PUV Operator Obligations and Responsibilities.** — A PUV driver shall work  
35 no more than twelve (12) hours per shift within a twenty-four (24)-hour period. The  
36 Department of Labor and Employment (DOLE) shall determine the appropriate work  
37 shift for the different classes of PUVs.

38  
39 A PUV Operator must ensure compliance with all labor laws and standards, including  
40 the payment to drivers of a minimum prescribed monthly salary based on applicable laws  
41 and regulations. For this purpose, the DOLE and the LTFRB shall, within sixty (60) days  
42 from the effectivity of this Act, complete a wage study to determine, among others, the  
43 different minimum wages appropriate and applicable based on the type of PUV driven  
44 by covered drivers. The study shall be submitted to the JCOC upon completion.

45  
46 All public transit operators, including taxi operators, must maintain and update in a  
47 publicly accessible website, a list of all drivers in their employ and their respective  
48 professional driver's license details, as well as information on their franchise number or  
49 LTFRB case number and the vehicles or units owned and operated by the PUV operator  
50 under its franchise, including the chassis numbers of said vehicles.

51  
52 Failure of the PUV franchisee to disclose complete and accurate information regarding  
53 its professional drivers and franchised units shall be a sufficient ground for the revocation

1 or suspension of such franchise, depending on the gravity of the nondisclosure or  
2 misrepresentation.

3  
4 **SEC. 20. Traffic Impact Plan.** — During the effective period of this Act, the Traffic Chief,  
5 in coordination with the LGUs and other relevant covered agencies shall:

- 6  
7 (a) Prescribe rules, regulations, and standards for large mixed-use property  
8 developments in order to ensure adherence to best practices for long-term  
9 sustainability, minimize disturbance of adjoining communities and for public  
10 convenience, and to minimize adverse environmental impact; and  
11 (b) Prescribe rules, regulations, and development standards to optimize and  
12 rationalize land use and transportation development to promote urban  
13 dispersal to decongest the metropolitan areas and provide direction to urban  
14 growth and expansion.

15  
16 **SEC. 21. Development Clearance Certificate.** — The Traffic Chief shall pass upon and  
17 approve or disapprove all plans, programs, and projects proposed by LGUs, government  
18 offices and agencies within the metropolitan areas, the Department of Public Works and  
19 Highways (DPWH), public corporations, and private persons or enterprises where such  
20 plans, programs or projects, including expansion or rehabilitation of existing  
21 infrastructure are either located along any of the radial or circumferential roads and their  
22 respective arterial roads within or leading into or out of the metropolitan areas or any  
23 other road, street, or thoroughfare as may be identified by the Traffic Chief, or are  
24 determined to have potential adverse effects on traffic flow, movement, or management  
25 of any of the, roads, streets, or thoroughfares as identified herein, regardless of their  
26 location in the metropolitan area.

27  
28 The approval of the Traffic Chief shall take the form of a Development Clearance  
29 Certificate that shall be issued prior to any land development and shall be in lieu of all  
30 other permits such as those issued by the MMDA and the LGUs, except the  
31 Environmental Compliance Certificate issued by the Department of Environment and  
32 Natural Resources (DENR) or the Environmental Management Bureau. The Traffic Chief  
33 shall issue the development clearance certificate within a non-extendible period of five  
34 (5) working days from the submission of any plan, program or project to be undertaken  
35 within the relevant metropolitan area and the required supporting documents, otherwise  
36 the latter shall be considered approved.

37 Among other criteria, the Traffic Chief and the LGU concerned shall ensure compliance  
38 with the Traffic Impact Plan, the mandated setbacks, provisions for sufficient vehicle  
39 parking and other requirements of the National Building Code and other applicable  
40 statutes prior to the issuance of the Development Clearance Certificate.

41  
42 The Traffic Chief, or any duly designated agent or representative is hereby empowered  
43 to institute necessary legal proceedings before the Special Traffic Crisis Court to be  
44 created under Section 34 of this Act, against any person who shall commence or continue  
45 the implementation, without previous clearance from the Traffic Chief under this section,  
46 of any plan, program or project within the relevant metropolitan area: *Provided*, That any  
47 local government office, agency, public corporation, private person, or enterprise whose  
48 plans, programs or projects have been disapproved by the Traffic Chief may, within  
49 fifteen (15) days from receipt of such disapproval, appeal such decision to the Office of  
50 the President, whose decision on the matter shall be final: *Provided, further*, That the  
51 expansion plans of existing developments shall be considered as new plans subject to the  
52 review of the Traffic Chief.

1 **SEC. 22. Compensation to PUV Operators.** — Public transportation operators whose  
2 franchises are modified as a consequence of the policies carried out pursuant to this Act,  
3 such as, the shortening of routes, shall be compensated based on the number of units  
4 affected.

5  
6 Compensation shall be based on depreciated value of the units affected, upon  
7 presentation of the actual unit and validation that the unit and its chassis number are  
8 included in the list of registered vehicles that have been issued a Certificate of Public  
9 Convenience and Necessity (CPCN). Likewise, loss of income shall also be compensated  
10 based on the average annual income generated by that unit from a particular route, as  
11 evidenced by the affected parties' official receipts and income tax returns filed in the last  
12 three (3) preceding years. The one-time compensation for loss of income shall be  
13 equivalent to such annual average income and shall be exempt from income and other  
14 taxes.

15  
16 The benefit of compensation under this section, may be availed only if the franchise  
17 holder, within the five (5)-year period immediately preceding the act which affected its  
18 franchise, has fully complied with all statutory and regulatory requirements pertaining  
19 to the operation of its PUVs and the exercise of its privileges under its franchise, and does  
20 not have any derogatory record with the LTFRB, MMDA, LGU, or any other relevant  
21 government agency or office.

22  
23 **SEC. 23. Social Support Mechanisms.** — Drivers, driver's assistants, mechanics, and  
24 other employees of a PUV operator affected by this Act or modification of franchise is  
25 entitled to financial assistance and other social support services in the following forms:

26  
27 (a) The Department of Social Welfare and Development (DSWD) shall extend  
28 financial assistance using funding from available social protection programs  
29 and services. The DSWD shall report the availability of such programs and any  
30 disbursement made to the JCOC. In coordination with the LGUs, the LTFRB  
31 shall identify under oath the displaced employees based on eligibility and  
32 profiling requirements. Upon identification, the employees shall be included  
33 and immediately be classified as qualified persons under the available social  
34 protection programs of the DSWD;

35 (b) The Technical Education and Skills Development Authority (TESDA) shall  
36 prioritize the training of affected employees in its training courses to empower  
37 them to pursue alternative gainful employment or source of livelihood;

38  
39 (c) The DOLE and the POEA shall obtain a list of displaced professional drivers  
40 and mechanics and shall assist them in looking for employment, whether here or  
41 abroad;

42  
43 (d) Displaced employees shall be entitled to separation pay as mandated under  
44 the Labor Code of the Philippines; and

45  
46 (e) The legal dependents of affected employees shall be qualified for scholarships  
47 from the government, in accordance with the applicable rules and regulations of  
48 the DSWD, the Department of Education (DepEd), or the TESDA.

49  
50 **SEC. 24. Professional Driver's Examination.** — Effective January 1, 2019, licensed  
51 professional drivers operating PUVs in the metropolitan areas must undergo testing and  
52 examination prior to the issuance of new professional driver's licenses. The test shall be



1 specifically designed for the type of vehicle that the driver intends to operate. The LTO  
2 shall administer the retesting free of charge.

3  
4 Professional drivers operating PUVs within the metropolitan area who are found to have  
5 not complied with this requirement will have their professional driver's licenses revoked  
6 and shall be banned from driving professionally for a period of two (2) years. The LTO  
7 shall coordinate with established driving schools that have existed, operated, and have  
8 been in good standing for at least ten (10) years, in preparing the written and driving test  
9 appropriate to the vehicle and route the applicant intends to operate. The LTO is hereby  
10 authorized to accredit established driving schools to conduct the professional driver's  
11 examination.

12  
13 Only drivers who have passed the new LTO test and provided a suitable bond as may be  
14 required by the LTO, shall be allowed to operate PUVs in the areas covered by this Act.

15  
16 New driver's license cards with special determinable features shall be issued to  
17 professional drivers corresponding exclusively to the type of PUVs they have been tested  
18 for and the metropolitan area where they will be licensed to drive. Such driver's license  
19 may not be used to lawfully operate any other type of PUV in any other area or locality.

20  
21 **SEC. 25. Roadworthiness.** — Within ninety (90) days from the effectivity of this Act, the  
22 LTO shall conduct roadworthiness testing of all PUVs operating within the metropolitan  
23 areas. The testing shall cover the following:

- 24 (a) Emission testing;  
25 (b) Chassis stability and actual capacity as determined by the manufacturer;  
26 (c) Working headlights, break lights, and signal lights; and  
27 (d) Other testing that may be done by the LTO using equipment that it presently  
28 has.

29  
30 The Secretary of the DOTr, or upon delegation, the LTO, shall work with established  
31 vehicle manufacturers to determine and conduct the appropriate roadworthiness test and  
32 vehicle limitations such as number of passengers and load limits per type of vehicle.  
33 Vehicle manufacturers possessing equipment to determine roadworthiness of certain  
34 types of PUVs can be accredited for this purpose.

35 New license plates or stickers that make the existing license plates of PUVs discernible  
36 shall be issued to PUVs that have passed the roadworthiness test and shall be authorized  
37 to operate within the metropolitan areas. The license plate shall authorize the PUV to  
38 operate only within the designated metropolitan area.

39  
40 Noncompliance by a PUV operator with the requirement for roadworthiness testing shall  
41 be penalized with the cancellation of the unit's franchise, immediate impounding, and a  
42 fine of not more than ten thousand pesos (P10,000.00).

43  
44 In the event that the LTO is unable to accredit private vehicle manufacturers and dealers  
45 to conduct the roadworthiness testing of vehicles, the LTO shall directly conduct such  
46 testing in the metropolitan areas.

47  
48 **SEC. 26. Priority Projects.** — Pursuant to the enumerated policies of this Act, it is hereby  
49 declared and recognized that the traffic crisis is in the nature of a man-made calamity or  
50 catastrophe; that time is of the essence and immediate action is urgently necessary to  
51 prevent further damage to the national economy, public health, and social welfare or loss  
52 of life and property as a result of the traffic crisis; and that there is urgent necessity as

1 well to restore, improve, and make accessible vital public transportation services,  
2 infrastructure, and facilities.

3  
4 As such, the traffic crisis is declared to be an emergency case, as defined in Section 53 of  
5 Republic Act No. 9184 or the Government Procurement Reform Act (GPRA) and Section  
6 53.2 of its Implementing Rules and Regulations (IRR). In accordance with Republic Act  
7 No. 9184, the President of the Philippines, through the Traffic Chief, is hereby authorized,  
8 during the effective period of this Act and without prejudice to the use of other available  
9 procurement methods under the GPRA, to enter into negotiated contracts for priority  
10 projects for the construction, repair, restoration, rehabilitation, improvement, or  
11 maintenance of critical infrastructure, projects, and facilities, and any directly related  
12 procurement of goods or services, subject to the following requirements and conditions:

13  
14 (a) The priority projects must be aimed to immediately and effectively alleviate the  
15 traffic crisis, thereby promoting public interest;

16 (b) The terms and conditions of the priority projects must be advantageous to the  
17 government; and

18 (c) The Traffic Chief, in coordination with the covered agencies, must submit a list  
19 of priority projects to the JCOC together with their respective description, the  
20 budgetary estimates, identification of necessary rights-of-way, and other salient  
21 features, within ninety (90) days from the effectivity of this Act.

22 The bidding or procurement of priority projects submitted to the JCOC shall be  
23 conducted by the Procurement Service of the Department of Budget and Management  
24 (PS-DBM). The procurement method or negotiated contract process resorted to for any  
25 procurement related to the certified priority projects must be complete, clear, transparent,  
26 and in accordance with Republic Act No. 9184.

27  
28 The contracts for projects to be carried out pursuant to and in accordance with this Act  
29 shall be awarded only to contractors or project proponents with:

30  
31 (1) Proven competence in, capability and experience with similar projects;

32 (2) Competent and qualified key personnel and sufficient and reliable equipment  
33 and facilities;

34 (3) Sound financial capacity; and

35 (4) Legal capacity consistent with Republic Act No. 9184 and its implementing  
36 rules and regulations.

37  
38 All awarded priority projects shall be subject to existing government auditing rules and  
39 regulations governing negotiated contracts. Contracts or concession agreements covering  
40 the priority projects shall have no confidentiality clause, except with respect to matters  
41 protected by the Intellectual Property Code of the Philippines. In case of technology-  
42 related priority projects, the terms of reference (TOR) and contract or agreement must  
43 explicitly provide for technology transfer and assignment of any and all source codes to  
44 the DOTr.

45  
46 **SEC. 27. Priority Projects, Disclosure Mechanism.** – The list of priority projects and  
47 their pertinent details shall be published in a newspaper of general circulation within the  
48 metropolitan area concerned within fifteen (15) days from submission to the JCOC. In  
49 addition, the said list shall also be published with its own separate category in the  
50 Philippine Government Electronic Procurement System (PhilGEPS) established under  
51 Republic Act No. 9184.

**SEC. 28. Rescission or Nullification of Contracts.** – Contracts covering the priority projects and any other procurement of goods and services resorted to in furtherance of this Act shall be subject to rescission in accordance with Article 1191 of the Civil Code of the Philippines or shall be declared null and void if found to be manifestly and grossly disadvantageous to the government, whether or not the public officer involved profited or will profit thereby. Any action for such rescission or declaration of nullity shall fall within the exclusive jurisdiction of the Special Traffic Crisis Courts to be created under Section 34 of this Act and shall be initiated only upon the recommendation of the Traffic Chief. Sufficient funds shall be appropriated to answer for any compensation and damages that may be adjudicated to the counterparties.

**SEC. 29. Suspension of Statutes Otherwise Applicable to Priority Projects.** – To promptly address the traffic crisis, the following are hereby temporarily suspended throughout the effectivity of this Act, but only insofar as they apply to the priority projects under this Act:

- (a) Provisions of the Local Government Code requiring prior consultation with, and approval of LGUs, with respect to traffic-related projects within their respective localities; and
- (b) Provisions of the Labor Code of the Philippines requiring clearances and permits for the employment of foreigners, specifically foreign technicians and experts working in traffic-related projects.

**SEC. 30. Liability for Priority Projects.** – The following persons may be held liable for noncompliance with Republic Act No. 9184 and other applicable statutes and violations against the provisions of this Act in relation to the implementation of priority project contracts:

- (a) DOTr Secretary;
- (b) DOTr Undersecretary responsible;
- (c) Chief Executive Officer or President of private concessionaires;
- (d) Directors of private concessionaires; and
- (e) Persons directly involved in the implementation of the projects.

The liability of the above persons for the violation of Republic Act No. 9184 shall be incurred without prejudice to any criminal liability under any other laws or statutes, such as the Revised Penal Code, Republic Act No. 3019 or the Anti-Graft and Corrupt Practices Act, and Republic Act No. 6713 or the Code of Conduct and Ethical Standards for Public Officials and Employees. Presentation or submission to the JCOC of the priority projects shall not exempt the responsible officials and private persons from criminal or administrative liability if it is duly proven that they have engaged in acts that influenced the determination of and award to the winning concessionaire or violated any provision of other applicable statutes.

**SEC. 31. Review of Existing Contracts and Concessions.** – The Traffic Chief, in coordination with the covered agencies, shall review contracts, permits, and licenses entered into or issued by any of the covered agencies within the metropolitan areas or component LGUs for the purpose of determining whether they contribute to the alleviation of the traffic crisis and are advantageous to the government, and the level of compliance of the other party or grantee with its statutory and contractual undertakings and obligations.

The review must be completed within forty-five (45) days from the effectivity of this Act.

1 Within sixty (60) days from the effectivity of this Act, the Traffic Chief shall submit to the  
2 JCOC a list of contracts and concessions that may be the subject of modification,  
3 revocation, rescission, or nullification.

4  
5 Upon submission to the JCOC, the Traffic Chief, or the duly designated representative  
6 may initiate any action necessary to effect the modification, revocation, rescission, or  
7 nullification of the identified contracts and concessions.

8  
9 **SEC. 32. Power of Eminent Domain.** — The Traffic Chief shall reasonably exercise the  
10 power of eminent domain for right-of-way acquisition or expropriation of private  
11 property necessary for priority projects, including the construction, rehabilitation or  
12 maintenance of infrastructure projects, road widening, and clearance on the construction  
13 of road setback.

14  
15 For the approved priority projects to be implemented under this Act, the DOTr and the  
16 relevant covered agencies must determine whether it is appropriate to lease real property  
17 to facilitate a temporary right-of-way necessary for the construction of temporary  
18 terminals until permanent ones are constructed, or to purchase or expropriate land for  
19 right-of-way purposes.

20  
21 The rules and procedures prescribed under Republic Act No. 10752 or "The Right-of-Way  
22 Act" for the negotiated sale or expropriation of a right-of-way shall apply to the priority  
23 projects.

24 Government financial institutions shall issue for a reasonable fee the appraisal and  
25 valuation report for the private property to be expropriated for the priority projects.

26  
27 **SEC. 33. Special Traffic Crisis Court.** — There shall be created a Special Traffic Crisis  
28 Court in each of the metropolitan areas. The Special Traffic Crisis Court shall have  
29 exclusive jurisdiction to hear and expeditiously resolve all actions that may emanate from  
30 the implementation of this Act. These cases include the:

- 31  
32 (a) Legality or constitutionality of priority projects, programs, policies, rules and  
33 regulations to be implemented under this Act;  
34 (b) Bidding and award of a priority project and the nullification or rescission of  
35 contracts covering such priority projects;  
36 (c) Necessary right-of-way acquisition for the priority projects;  
37 (d) Relocation of utilities or facilities and of informal settlers to implement the  
38 priority projects;  
39 (e) Opening of private village gates necessary to provide alternate routes or  
40 friendship route throughout the effectivity of this Act;  
41 (f) Termination or amendment of PUV franchises;  
42 (g) Violations involving the implementation of any plan, program, and project  
43 without the requisite Development Clearance Certificate; and  
44 (h) Criminal violations penalized under this Act, unless they fall within the  
45 exclusive jurisdiction of the Ombudsman and/or Sandiganbayan.

46  
47 All judicial actions arising from the implementation or violation of this Act must be heard  
48 in accordance with the Supreme Court's guidelines on continuous trials.

49  
50 Resolutions, orders, and decisions issued by the Special Traffic Crisis Court may not be  
51 enjoined unless by a temporary restraining order or writ of preliminary injunction issued  
52 by the Supreme Court. Where an action for expropriation of private property is necessary  
53 for a priority project, the government is entitled to the immediate issuance of a writ of  
54 possession over the subject private property upon presentation of an appraisal report

1 issued by a government financial institution, and the deposit of just compensation set at  
2 one hundred twenty percent (120%) of fair market value. Right-of-way cases shall be  
3 resolved within thirty (30) days from filing with the Special Traffic Crisis Court.

4  
5 All right-of-way and expropriation cases pending in other courts that will affect any  
6 priority project shall immediately be transferred to the Special Traffic Crisis Courts for  
7 immediate resolution.

8  
9 **SEC. 34. Temporary Restraining Order (TRO).** — In the implementation of this Act and  
10 except as otherwise provided herein, no other court other than the Supreme Court may  
11 issue a TRO or preliminary injunction against the government or any of its subdivisions,  
12 officials, or any person or entity, whether public or private acting under government  
13 direction, to restrain, prohibit or compel the following acts:

- 14  
15 (a) Bidding out or procurement of the priority projects, including infrastructure  
16 projects, software or information technology components and attendant  
17 acquisition of necessary goods and consulting services, as identified by the  
18 Traffic Chief and submitted to the JCOC;  
19 (b) Acquisition, clearance, and development of the right-of-way or site or location  
20 of any transportation project identified by the Traffic Chief and submitted to  
21 the JCOC;  
22 (c) Commencement, prosecution, execution, implementation, and operation of  
23 any transportation project;  
24 (d) Termination or cancellation of any transportation project;  
25 (e) Opening of private village gates necessary to provide alternate routes  
26 throughout the effective period of this Act;  
27 (f) Termination or amendment of PUV franchises; and  
28 (g) Undertaking or authorization of any other lawful activity necessary for any  
29 transportation project.

30  
31 Upon their creation, the Special Traffic Crisis Courts shall have the power to issue TROs  
32 and preliminary injunctions on matters enumerated herein.

33  
34 **SEC. 35. Actions of the Commission on Audit and the Civil Service Commission.** —  
35 The COA and the CSC shall resolve issues arising from the implementation of this Act  
36 falling within their constitutional and statutory jurisdiction within thirty (30) days from  
37 their cognizance of such issues.

38  
39 The COA and the CSC shall monitor the implementation of this Act, immediately  
40 determine possible issues, and recommend measures to rectify such issues.

41  
42 **SEC. 36. Publication of Information.** — The DOTr must maintain a separate website for  
43 the publication of complete and accurate information regarding the implementation of  
44 this Act.

45  
46 The website should contain information on:

- 47 (a) All traffic-related traffic policies, rules, and regulations with updates on all  
48 new issuances;  
49 (b) The TMP and its updates;  
50 (c) Information on traffic data and projects;  
51 (d) Information on the priority projects and policies that are being implemented or  
52 intended to be implemented under this Act;  
53 (e) Status of priority projects during bidding or negotiation, award, and  
54 implementation;

- (f) Project budget and implementation status including right-of-way acquisition;
- (g) Cost of each project indicating the specific source of funds and the breakdown of allocations;
- (h) Terms of reference of the priority projects, including the terms and conditions of any applicable concession agreements;
- (i) Detailed minutes of meetings including pre-bid and negotiations, during bidding and awarding of projects;
- (j) Master list of all franchised and licensed public transit operators in the metropolitan areas, with the names and license details of their PUV drivers and the brands, types, models and chassis numbers of the vehicles covered by the respective franchises;
- (k) List of public officials involved in the implementation of the priority projects, including the statement of assets, liabilities, and net worth of public officials involved in the bidding and negotiation of priority projects;
- (l) List of consultants and contractors engaged for the priority projects with sworn statement on previous employment, projects undertaken, and experience; and
- (m) Centralized database for traffic violations.

**SEC. 37. Protection Against Law Suits.** — Public officers involved in the implementation of policies and priority projects covered by this Act shall be insured against litigation by the Government Service Insurance System (GSIS) in the event that the Office of the Solicitor General or the Office of the Government Corporate Counsel is not authorized to represent them. The concerned public officer shall obtain the needed insurance coverage from the GSIS and hire legal counsel, unless the GSIS itself determines that such official has clearly violated the laws.

**SEC. 38. Penalties for Violations Under this Act.** — As part of the TMP, the Traffic Chief, in coordination with the MMDA, Council, and Davao Traffic Administrator, shall, within the metropolitan areas:

- (a) Formulate and administer a single ticketing system;
- (b) Fix, impose and collect graduated fines and penalties for all kinds of violations of traffic rules and regulations, whether moving or nonmoving in nature; and
- (c) Confiscate and suspend or revoke driver's licenses in the enforcement of such traffic rules and regulations.

Any violation of or noncompliance with this Act that qualifies as a criminal offense under the Revised Penal Code or any special penal act shall be subject to the penalties of imprisonment or fine as stipulated in such other laws: *Provided*, That the maximum applicable penalty shall be imposed for violations of this Act. Convicted public officers shall, in addition to penalties imposed, be removed from office and be perpetually disqualified from holding any public office.

The resolution of any administrative complaint against a public officer pertaining to the performance of functions under this Act, including malfeasance, misfeasance, and nonfeasance in relation to a particular priority project, program, policy, or the implementation of this Act shall not absolve the erring public officer concerned from criminal liability under this Act or any other applicable penal statute.

**SEC. 39. Appropriation of Funds.** — The amount needed for the implementation of this Act shall be taken from:



- 1 (a) The Motor Vehicle User's Charge Special Vehicle Pollution Control Fund  
2 created under Section 7 of Republic Act No. 8794 or the "Anti-Overloading Act  
3 of 2000"; and  
4 (b) Current fiscal year's appropriation of the agencies involved in the  
5 implementation of this Act.  
6

7 Thereafter, the amount needed for the implementation of this Act shall be included in the  
8 annual General Appropriations Act.  
9

10 **SEC. 40. Traffic Education.** — The DOTr, LTO, LTFRB, DepEd, and TESDA shall jointly  
11 develop a program for driver's education and for road and pedestrian etiquette education  
12 that shall be incorporated as a mandatory subject in the senior high school curriculum.  
13

14 **SEC. 41. Separability Clause.** — In the event that any provision of this Act is declared  
15 unconstitutional, invalid, or illegal, the constitutionality, validity, or legality of the  
16 remaining provisions of this Act shall not be affected thereby.  
17

18 **SEC. 42. Repealing Clause.** — Pertinent provisions of the following laws which are  
19 inconsistent with this Act are hereby repealed or amended accordingly:  
20

- 21 (a) Sections 21, 25, 447, 458, and 468 of the Local Government Code of 1991;  
22 (b) Republic Act No. 6975, Department of the Interior and Local Government Act  
23 of 1990;  
24 (c) Batas Pambansa Blg. 129, the Judiciary Reorganization Act of 1980;  
25 (d) Republic Act No. 7924, MMDA Charter;  
26 (e) Presidential Decree No. 1112, Toll Regulatory Board Charter;  
27 (f) Republic Act No. 4136, Land Transportation and Traffic Code;  
28 (g) Republic Act No. 9184, Government Procurement Reform Act;  
29 (h) Section 7 of Republic Act No. 8794, creating the Motor Vehicle User's Charge;  
30 and  
31 (i) Presidential Decree No. 612, as amended, or the Insurance Code of the  
32 Philippines.  
33

34 **SEC. 43. Effectivity.** — This Act shall take effect fifteen (15) days after its publication in  
35 the Official Gazette or in a newspaper of general circulation.  
36

37 *Approved,*