

NINETEENTH CONGRESS OF THE
REPUBLIC OF THE PHILIPPINES
First Regular Session



Senate
Office of the Secretary

22 JUL 18 A9:33

SENATE

S. No. 673

RECEIVED BY: _____

Introduced by SENATOR JINGGOY EJERCITO ESTRADA

**AN ACT
CREATING THE OFFICE OF THE MOBILITY CZAR TO COORDINATE URGENT
MEASURES NECESSARY AND PROPER TO EFFECTIVELY ADDRESS THE
TRANSPORT AND TRAFFIC CRISIS AND FOR OTHER PURPOSES**

EXPLANATORY NOTE

"I left office on Sept. 8; I got home on Sept. 9: Flash floods trigger Metro Manila 'carmageddon.'" This was the banner headline of Philippine Daily Inquirer on September 10, 2015. The statement still rings true today. It is a reflection of the still unresolved problem of horrendous traffic in the metropolis and the perennial issue of mobility and public transport in the country's capital.

Commuters experience hardships in their daily trips to and from their workplace. Long queues of workers stretching kilometers, hoping to hop on the LRT coaches have become common sights during workday mornings. Video clips of exhausted elderly and children waiting patiently in transport terminals until the late hours just to catch provincial bus terminals are being reported on primetime news. Stories of people being forced to walk for miles, being victimized by unscrupulous drivers with exorbitant fares, and getting stranded for days due to absence of public vehicles underscore the complex and urgent problem of traffic crisis.

This measure seeks to establish a single transport and traffic authority to be called the Mobility Czar under the Office of the President, which shall be ultimately responsible for transportation and traffic-related functions and shall put in place an institutional set-up to finally address and solve severe traffic congestion in large urban areas.

The Mobility Czar will also be empowered to: a) Restructure the routes and operating protocols imposed on road-based public transport service providers; b) Recommend the modification, suspension or revocation of franchises issued by the LTFRB and those issued by LGUs; c) Review the existing provisions of the laws relating to traffic management; and d) Propose a list of priority infrastructure projects that shall be implemented by national and/or local agencies responsible for roads, railways, traffic engineering, and public transport facilities.

This measure was reported out by the Committee on Public Services in the 18th Congress.

In view of billions of pesos of economic activity lost and hundreds of productive manpower hours wasted due to traffic congestion on a daily basis, approval of this legislation is recommended.



JINGGOY EJERCITO ESTRADA

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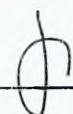
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*Be it enacted by the Senate and House of Representatives of the Philippines in
Congress assembled:*

1 Section 1. *Short Title.* – This Act shall be known as the “*Mobility Relief Act*”.

2 Sec. 2. *Declaration of Policy and the Existence of a Transport and Traffic Crisis.*

3 – The transport and traffic crisis in highly urbanized cities such as Metro Manila, Metro
4 Cebu, and Davao City, as manifested in the debilitating long hours of daily commute,
5 have assumed the nature and magnitude of a public calamity. It is a crisis of national
6 significance because losses due to traffic have amounted to billions of pesos a day,
7 thus, requiring urgent, immediate and focused actions from the government.

8 Thus, it is hereby declared the policy of the State to adopt adequate,
9 responsive, comprehensive and effective measures that will immediately address the
10 crisis. The State shall promote a shift towards safe, secure, efficient, viable,
11 competitive, dependable, integrated, environmentally sustainable, people-oriented,
12 and inclusive transportation system for the benefit of all citizens, the economy, and
13 society.

14 The State shall also adopt the use of information and communications
15 technology (ICT) as a tool to manage and mitigate the imbalance in travel and demand
16 and transport supply that is at the core of urban immobility.

1 Sec. 3. *Objectives and Scope.* – The objectives of this Act are:

2 (1) To create the Office of the Mobility Czar who will be ultimately
3 responsible for transportation and traffic related functions which shall be
4 national in scope;

5 (2) To put in place an institutional set-up to address severe traffic
6 congestion in large urban areas, specifically in the three (3) large urban
7 areas of Metro Manila, Metro Cebu, and Davao City;

8 (3) To come up with Mobility Action Plans which sufficiently detail the
9 concrete steps to be taken to immediately and effectively alleviate the
10 mobility constrain in the identified Metropolitan Areas under a Transport
11 and Traffic Situation;

12 (4) To provide for the establishment of a single transport and traffic
13 management unit in each city; and,

14 (5) To initiate the formulation of transport and traffic management plans in
15 every city as part of its Comprehensive Land Use Plan (CLUP),
16 Comprehensive Development Plan (CDP), and Executive Legislative
17 Agenda (ELA). These transport and traffic management plans shall be
18 based on the planning principle of “moving persons rather than
19 vehicles”, and shall conform to the following guidelines:

20 (a) Public transport shall be given priority over private transport to
21 maximize the use of road space, taking advantage of the
22 existence of a hierarchy of public transport services enabling the
23 assignment of the most appropriate modes to various routes or
24 areas of operation. The inclusion of public transport in the number
25 coding scheme in Metro Manila is contrary to this policy and is
26 hereby immediately lifted.

27 (b) Considering the widening gap between transport supply and
28 demand, road infrastructure projects shall be considered, not
29 forgetting that PUVs also run on roads, especially when there is a
30 clear need for additional roads to establish a road hierarchical
31 system and/or to address major bottlenecks and missing links.
32 However, priority shall be given to low cost traffic engineering

1 and management measures over high-cost infrastructure
2 facilities.

3 (c) The provision of non-motorized transport, such as pedestrian
4 facilities and cycle ways shall be considered an integral part of
5 the urban transport system.

6 (d) Interconnectivity among transport modes shall be of prime
7 consideration for the development of the urban transport system
8 through the provision of modal interchange areas to facilitate the
9 transfer of passengers from one mode to another.

10 (e) The needs of freight transportation should be given due
11 consideration in view of their contribution to the national
12 economy. The provision of truck routes should be considered and
13 application of truck bans should be well studied and carefully
14 balanced with the role of trucks in the country's economic system.

15 (f) In large urban areas, where transport capacity expansion is no
16 longer sufficient to narrow the gap between supply and demand,
17 the application of transport demand management (TDM)
18 measures such as traffic restrain and use of audio-video
19 communications shall be seriously considered. The number
20 coding scheme of Metro Manila as a form of traffic restrain is
21 counter-productive and should be replaced with a more effective
22 scheme such as road pricing.

23 (g) An integrated approach to land use and transport is necessary in
24 order to achieve a more effective management of urban growth
25 through the adoption of land use strategies such as transit-
26 oriented development (TOD) and mixed-use development. A
27 Traffic Impact Assessment (TIA) system shall be institutionalized
28 to put in place a more effective development control program.

29 Sec. 4. *Definition of Terms.* – For purposes of this Act, the following terms shall
30 mean:

31 (a) *Comprehensive Development Plan (CDP)* shall refer to the planning
32 document prepared by local government units (LGUs) that pertains to

1 the multi-sectoral plan which embodies the vision, sectoral goals,
2 objectives, development strategies, and policies of the LGUs;

3 (b) *Comprehensive Land Use Plan (CLUP)* shall refer to the planning
4 document that rationalized the allocation and proper use of land
5 resources of the LGU;

6 (c) *Covered Agencies* shall refer to any and all government agencies, offices,
7 bureau, and units tasked or empowered by law or regulation to control,
8 oversee, regulate or manage any aspect of land-based traffic and/or
9 road use in any or all of the Metropolitan Areas;

10 (d) *Executive Legislative Agenda (ELA)* shall refer to the unifying document
11 that is developed and mutually agreed upon by both the executive and
12 legislative departments of a local government unit which supports the
13 existing LGU planning process and adds greater value to the CLUP and
14 CDP by moving them forward to getting implemented and monitored;

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

22 (f) *Metro Cebu* shall refer to the cities of Cebu, Mandaue, Talisay, Danao,
23 and Lapu-Lapu; and the municipalities of Carcar, San Fernando, Naga,
24 Minglanilla, Consolacion, Liloan, Compostela, and Cordova;

25 (g) *Metropolitan Areas* shall refer to the Greater Metro Manila Area, Metro
26 Cebu and Davao City, as the case may be;

27 (h) *Mobility Action Plan* shall refer to the planning document which
28 sufficiently details the concrete steps to be taken to immediately and
29 effectively alleviate the mobility constraint in the identified Metropolitan
30 Areas under a Transport and Traffic Situation;

- 1 (i) *Transport and Traffic Crisis* shall refer to the prevailing crippling and
2 exponentially worsening land traffic congestion and gridlock; and
3 infrastructure and mass transportation shortage.

4 Sec. 5. *Establishment of the Office of the Mobility Czar.* – A single transport
5 and traffic authority called the Office of the Mobility Czar shall be created under the
6 Office of the President. The Mobility Czar shall have the following powers and
7 functions:

- 8 (1) Identify transport and traffic problem areas in the three (3) large urban
9 areas of Metro Manila, Metro Cebu, and Davao City, wherein mobility is
10 severely curtailed as indicated by less than 20 kph average operating
11 speed and/or travel time of more than one (1) hour;
12 (2) Be responsible for the formulation of a Mobility Action Plan in each
13 metropolitan area;
14 (3) Coordinate with covered agencies to implement components of the
15 transport and traffic action under their jurisdiction or responsibility;
16 (4) Appoint, hire, contract experts and qualified personnel as may be
17 necessary, but not otherwise available in the cooperating agencies;
18 (5) Create such inter-agency task forces, comprising of personnel and
19 resources from national and LGUs and agencies, as may be necessary to
20 achieve specific goals within specified time frames;
21 (6) Restructure the routes and operating protocols imposed on road-based
22 public transport service providers, encompassing provincial and intra-
23 city buses, jeepneys, taxis, shared taxis, garage-to-terminal express,
24 and similar categories;
25 (7) Recommend the modification, revision, amendment, substitution,
26 suspension or revocation of franchises issued by the LTFRB and those
27 issued by LGUs for tri-mobiles;
28 (8) Review the existing provisions of the laws relating to traffic
29 management; and issue an updated list of all rules, regulations,
30 ordinances, and orders duly issued and enacted by the covered agencies
31 and LGUs in order to maintain in each of the urbanized areas: (i) a
32 unified system for traffic violations; and (ii) a comprehensive and unified

1 traffic plan; and if necessary, suspend, modify, revise or amend any
2 affected local ordinances or existing traffic regulations: *Provided*, That
3 in crafting the Traffic Code, the Mobility Czar shall coordinate with all
4 concerned LGUs and pertinent agencies;

5 (9) Propose a list of priority infrastructure projects for the short, medium
6 and long-term that shall be implemented by national and/or local
7 agencies responsible for roads, railways, traffic engineering, public
8 transport facilities such as terminals, stations, and passenger
9 interchange structures;

10 (10) Appoint, hire, contract experts and qualified personnel as may be
11 necessary, but not otherwise available in the cooperating agencies;

12 (11) Facilitate the receipt and acceptance of donations in cash or in
13 kind by any of the covered agencies, from any source, public or private,
14 local or foreign, for any tasks or activities undertaken for this Act. These
15 donations shall be exempted from any taxes, and may be disbursed or
16 utilized by the covered agencies under the conditions stipulated by the
17 donor without need of an appropriations act; and,

18 (12) Exercise other powers as may be necessary to fulfill the
19 declaration of policy of this Act.

20 *Sec. 6. Special Institutional Set-up in Three Largest Urban Areas.* – In view of
21 the severe traffic congestion experienced in the Greater Metro Manila, Metro Cebu,
22 and Davao City, the following institutional set-up is hereby prescribed:

23 (1) The Office of the Mobility Czar shall be supported by a technical
24 secretariat for the three (3) largest urban areas as follows: Metro Manila
25 Development Authority, with the support of the Metro Manila Council,
26 for Metro Manila; Metropolitan Cebu Development and Coordinating
27 Board for Metro Cebu; and Office of the Davao City Mayor for Davao.

28 (2) A Mobility Action Plan shall be formulated and implemented for each of
29 the identified Metropolitan Areas under a Transport and Traffic Situation.
30 The Mobility Czar shall be responsible for the coordination, preparation
31 and execution of the plan for each area.

1 (3) The Mobility Czar may proclaim other highly urbanized areas in the
2 country under a Transport and Traffic Crisis situation: *Provided*, That
3 these areas have a combined population of five hundred thousand
4 (500,000) or more, and exhibits an average commute time exceeding
5 sixty (60) minutes.

6 *Sec. 7. Establishment of Transport and Traffic Units in All Other Units.* – Each
7 city government is hereby directed to establish a transport and traffic management
8 unit to discharge the functions mandated in the Local Government Code in the areas
9 of transport planning, and traffic engineering and management.

10 *Sec. 8. Formulation of Short-Term Mobility Action Plans.* – The Mobility Czar, in
11 conjunction with the technical secretariats, shall formulate a Mobility Action Plan in
12 each problem area, which shall sufficiently detail the concrete steps to be taken to
13 immediately and effectively alleviate the mobility constraint in the area. The Mobility
14 Action Plans shall include the following components:

- 15 (1) Short-list of infrastructure projects for the short, medium, and long-term
16 which shall be culled from the preceding roadmaps approved by the
17 NEDA. The short-term list projects shall be limited to projects that need
18 to, and can be, implemented in the next three (3) years;
- 19 (2) Plan for the route rationalization of public utility vehicles (PUVs) in
20 consultation with the LGUs affected which shall be the basis for the
21 issuance of new franchises or CPCs by LTFRB. The plan shall include
22 the building of support infrastructure such as bus stops, modal-
23 interchange areas, transport terminals or hubs by parties best-equipped
24 to do so;
- 25 (3) Identification of friendship routes and private village / subdivision roads
26 to serve as alternate or secondary routes;
- 27 (4) Removal of traffic signs and PUV stops which block or encroach upon
28 the right of way to or along major thoroughfares;
- 29 (5) Clearing sidewalks and identification of need for elevated crosswalks;
- 30 (6) A system to expedite the reporting and clearing of vehicular accidents
31 which shall include the admissibility of videos and digital photographs of

1 the accident as sufficient and acceptable basis of any police report and
2 insurance claims;

3 (7) Upgrade the drainage systems of affected areas and improve surface
4 pavements of major streets;

5 (8) Maximization of the productivity of existing public and private roads, by
6 way of, but not limited to, the following:

- 7 a. Effective and coordinated traffic management and enforcement;
- 8 b. Traffic engineering and management solutions, including
9 expanding the coverage and upgrading of existing computerized
10 and coordinated traffic signaling systems;
- 11 c. Traffic education, particularly drivers of public transport
12 conveyances and traffic enforcers;
- 13 d. Adoption of administrative and/or economic measures to
14 rationalize the use of scarce road space efficiently and equitably
15 in favor of mass transit and other high-occupancy vehicles.

16 (9) Making public transport the preferred mode of travel within the urban
17 areas by transforming their service delivery model into an inter-
18 connected, low emission, comfortable, convenient, integrated and
19 reliable mode of transport offering a diverse range of services that are
20 priced according to their values proposition, by way of, but not limited
21 to the following:

- 22 a. Restructuring of current bus and jeepney routes and operations;
- 23 b. Replacing current public transport vehicles ill-suited for urban use
24 and are not compliant with technical standards on emission,
25 noise, configuration, safety, and energy efficiency;
- 26 c. Establishment of a regime of integrated operations among
27 transport service providers, either through consolidation into one
28 entity, association, consortium, or cooperation under a unified
29 transport network management system.

30 (10) Upgrading the capacities of existing rail-based mass transit
31 system and fast-track the implementation of mass transit projects in the
32 priority list of the applicable master plans for the urban areas;

1 (11) Review of the regulations and operations of tricycles and, if
2 appropriated, order their modifications to ensure adherence to the
3 Guidelines issued on the devolution to LGUs of franchising for tricycles
4 following the Local Government Code, and to enhance road safety and
5 improve traffic flow on urban roads;

6 (12) Fast tracking the implementation of new roads and road-related
7 projects in the priority list of the applicable master plans for the urban
8 areas, including advancing the completion of projects with subsisting
9 contracts;

10 (13) Adoption of such other measures related to and supportive of the
11 above steps, including formulation of plans and adoption of remedial
12 steps towards the following:

- 13 a. Minimization or reduction of port-related truck traffic thru
14 decongestion and other measures at the Port of Manila for
15 Greater Metro Manila, at the Port of Cebu for Metro Cebu, and at
16 Sasa Wharf for Davao City;
- 17 b. Harmonization of traffic rules and regulations among LGUs, where
18 appropriate;
- 19 c. Reduction of car-based trips by private and public employers, as
20 well as educational institutions with high concentration of student
21 population, by implementing appropriate and voluntary
22 telecommuting and tele-education arrangement; and,
- 23 d. Submission to Congress of proposed amendments or revisions to
24 the charters of the transport and traffic agencies, or the creation
25 of new organizations, that will pursue the above measures in a
26 sustainable and systematic manner.

27 Except for the Route Rationalization plan for public utility vehicles, which must
28 be studied and completed within six (6) months from the approval of this Act, the
29 Mobility Action Plans for the three (3) largest urban areas must be completed and
30 submitted to the Congressional Oversight Committee within thirty (30) calendar days
31 from approval of this Act. The Mobility Action Plans for additional areas, as may be

declared by the Mobility Czar to be under a Transport and Traffic Crisis situation, must be completed within thirty (30) days from such declaration.

Sec. 9. *Long-Term Road Map.* – The Mobility Czar shall also cause the adoption of a long-term master plan or a twenty (20)-year road map for the entire country, based on available plans and studies and after consultations with various stakeholders. A major component of this road map shall be the development of mass transit systems.

Sec. 10. *Supporting Programs.* – In support of the implementation of the Mobility Action Plans, the following programs shall be implemented:

(1) Traffic Education. – the DOTr, LTO, LTFRB, DepEd, and TESDA shall jointly develop and program for driver's education and road and pedestrian etiquette education that shall be incorporated as a mandatory subject in the Senior High School curriculum.

(2) Capacity Building. – The Mobility Czar shall promote and encourage capacity-building and the sharing of best practices with LGUs and other government agencies with regard to transportation planning, and traffic management, and enforcement.

(3) Modernization of Public Transport. – To make public land transportation safer, more comfortable, and environmentally sustainable for the riding public, public transport shall be modernized. Recognizing that a good public transport system benefits the society, the State shall subsidize the modernization of public transport. The Mobility Czar shall formulate a rolling 3-year budget for providing subsidy to operators in the acquisition of new vehicles compliant with the nationally-prescribed technical standards and in the scrappage of obsolete vehicles.

(4) Compensation to PUV Operators. – Public transportation operators affected by projects or policies carried out pursuant to this Act that lead to a revocation of franchise, shortening of routes, or reduction of covered PUV units shall be justly and human compensated.

(5) Social Support Mechanisms. – Drivers, driver's assistants, mechanics, and other employees of the PUV operators affected by a revocation or modification of franchise shall be entitled to financial assistance in the following forms:

- 1 (a) Department of Social Welfare and Development using Conditional
2 Cash Transfer (CCT) funding. The identified employees shall be
3 included and immediately be classified as qualified persons under
4 the CCT program;
- 5 (b) Displaced employees shall be entitled to separation pay as
6 mandated under the Labor Code of the Philippines;
- 7 (c) The Technical Education and Skills Development Authority
8 (TESDA) shall prioritize the affected employees in its training
9 courses;
- 10 (d) The Department of Labor and Employment and Philippine
11 Overseas Employment Agency shall obtain a list of professional
12 drivers and mechanics and shall assist them in looking for
13 employment, whether here or abroad; and,
- 14 (e) The legal dependents of affected employees shall be qualified for
15 scholarships from the Government, in accordance with the
16 applicable rules and regulations of the DSWD, Department of
17 Education, or TESDA.

18 The Mobility Czar may recommend additional compensation that will be
19 provided through the General Appropriations Act after consultation with the NEDA,
20 DBM, and LTFRB.

21 Sec. 11. *Roads Not Generally Accessible to Motorists.* — Private roads fenced
22 off from other motorists and within villages and subdivisions may be opened for public
23 use subject to conditions and limitations that shall be agreed upon between the
24 Mobility Czar, the relevant LGU, and the appropriate residential association. The road
25 or section thereof must improve overall network connectivity and provide alternative
26 route and relief to traffic bottlenecks in surrounding areas. In case of refusal of the
27 appropriate residential association, or failure to agree within thirty (30) calendar days,
28 the government may proceed to acquire the same in accordance with R.A. 10752.

29 The Mobility Czar may, after due notice, cause the immediate opening of public
30 roads needed by the exigency of traffic management but fenced off from other
31 motorists by neighborhood associations and/or barangay officials notwithstanding the

provisions of R.A. No. 9904. Conditions and limitations for the use thereof may be imposed by the Mobility Czar *motu proprio* without need of public hearing.

Sec. 12. *Alternative Methods of Procurement.* – In view of the transport and traffic crisis, the Alternative Methods of Procurement provided in Article XB of Republic Act No. 9184 and Rule XVI of its Implementing Rules and Regulations may be invoked by any implementing agency whose projects are in the short-term Priority List.

The benefits of shorter completion time may, at the discretion of the Head of the Procuring Entity concerned, be applied in the determination of the Lowest Calculated Bid or Highest Rated Responsive Bid. The Approved Budget for Contract (ABC) under R.A. No. 9184 shall incorporate such premium for shorter completion period. The amount stipulated for penalties of delay in the Contract of Award shall also be the same amount for incentive bonus of early completion, which shall be explicitly indicated in the contract. The operationalization of this premium for shorted completion time scheme shall be handled by the GPPB and the NEDA.

Unsolicited proposals may be accepted, in accordance with the Implementing Rules and Regulations (IRR) of the BOT Law, by the Mobility Czar for projects not included in the short-term priority list. Rules 9 of the same IRR may be invoked but only for contractual arrangements not involving sovereign guarantee, schedule of payments from the government, subsidy or viability gap funding, and/or guaranteed rates of return.

Sec. 13. *Acquisition of Rights-of-Way, Project Sites, and Relocation Sites.* – In the implementation of Priority Projects covered by this Act, the Mobility Czar or the implementing agency concerned is hereby authorized to acquire rights-of-way, project sites and relocation sites through negotiated sale as provided in Section 5 of Republic Act No. 10752. For expediency, and until a final price is established under R.A. 10752, an initial offer price shall be based on value of similar transactions on adjacent lands that occurred in the most recent 6-month period, or in its absence, at twice the updated zonal value on the property. The amount shall be deposited in escrow with the Land Bank of the Philippines.

In the case of land with conflicting claims, or whose owner cannot be located after 30-days notice in a publication of national circulation, possession of the property

1 may commence after deposit in escrow of the initial offer price with the Land Bank of
2 the Philippines.

3 In the case of land occupied by informal settler families (ISFs), the
4 implementing agency shall not take possession of the property until such ISFs shall
5 have been humanely transferred to a temporary or permanent relocation site. The
6 implementing agency may provide temporary accommodation in mobile houses
7 located as near as possible to their original site.

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

12 *Sec. 14. Relocation of Utilities.* – In the events that the right of way acquisition
13 entails also the relocation of existing utilities, such as electric poles and cables, water
14 pipes, and telecommunication facilities, the implementing agency shall work out a
15 relocation timetable with the concerned utility entity within thirty (30) days. The utility
16 entity shall be responsible for implementing the relocation works per agreed timetable
17 and be entitled to reimbursement out of project costs. If there is unreasonable delay
18 in the relocation, as may be determined by the Mobility Czar, the cost shall be borne
19 by the concerned utility entity without prejudice to the implementing agency to
20 undertake the same.

21 *Sec. 15. Congressional Oversight Committee.* – There is hereby created a
22 Congressional Oversight Committee (COC) involving both Houses of Congress, which
23 shall monitor the implementation of this Act and the exercise of the powers herein
24 granted. The Committee shall be composed of the Chairperson of the Senate
25 Committee on Public Services; the Chairperson of the House of Representatives
26 Committee on Transportation; and two (2) other members from each House, to be
27 designated by the Senate President in the case of the Senate, and the Speaker in the
28 case of the House of Representatives.

29 The Chairperson of the Senate Committee on Public Services and the Chair of
30 the House of Representatives Committee on Transportation shall constitute an
31 Executive Committee, to be headed by an Executive Director, who will oversee day-
32 to-day coordination with the concerned officials and stakeholders affected by this Act.

1 Funding for the Executive Committee shall be sourced from the Motor Vehicle
2 User's Charge Fund. The COC shall approved funding requested by the Mobility Czar
3 that is sourced from the MVUC.

4 The Mobility Czar shall submit a monthly report to the COC on the efficiency
5 and effectiveness of the measures undertaken to implement this Act and alleviate the
6 Traffic Crisis. The COC shall conduct ocular inspections of the Priority Projects at least
7 once per quarter.

8 *Sec. 16. Penalties.* – Any violation of or non-compliance with any provision of
9 this Act shall be considered a violation of Section 3 of Republic Act No. 3019 or the
10 Anti-Graft and Corrupt Practices Act and shall be penalized with imprisonment of not
11 less than one (1) year nor more than ten (10) years and perpetual disqualification
12 from holding any public office.

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

16 Any other act in violation of any provision of this Act that qualifies as an offense
17 under the Revised Penal Code or any other special act shall be subject to the penalties
18 of imprisonment and/or fines as stipulated in such laws: *Provided*, That the maximum
19 applicable penalty shall be imposed and convicted public officials shall be further
20 removed from office and subject to perpetual disqualification from holding any public
21 office.

22 *Sec. 17. Funding.* – The amount needed for the implementation of this Act shall
23 be sourced from the following:

24 (a) The Motor Vehicle User's Charge Fund under R.A. No. 8794, as amended
25 by R.A. No. 11239;

26 (b) The General Appropriations Act;

27 (c) By way of a special budget enacted by Congress;

28 (d) Special appropriations from local government units in support of projects
29 and measures within their respective jurisdictions;

30 (e) Any savings and/or unexpended portion from the Special Purpose Funds
31 of the President, for other expenses and/or to augment the preceding
32 items; and,

1 (f) Official Development Assistance loans, where applicable.

2 Sec.18. *Separability Clause.* – If any provision or part hereof is held invalid or
3 unconstitutional, the remainder of the law or the provision or part not otherwise
4 affected shall remain valid and subsisting.

5 Sec.19. *Repealing Clause.* – Any law, presidential decree or issuance, executive
6 order, letter of instruction, administrative order, rule, or regulation contrary to or
7 inconsistent with the provisions of this Act are hereby repealed, modified, or amended
8 accordingly.

9 Sec. 20. *Effectivity.* – This Act shall take effect fifteen (15) days after its
10 publication in the *Official Gazette* or in a newspaper of general circulation.

Approved,