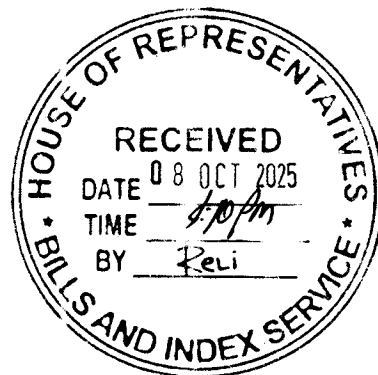




Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City



Twentieth Congress
First Regular Session
5349
HOUSE BILL NO. _____

Introduced by Representative Ramon Rodrigo L. Gutierrez

EXPLANATORY NOTE

Traffic congestion has long been one of the most pressing urban problems in the Philippines, particularly in Metro Manila. According to the 2024 TomTom Traffic Index, Metro Manila ranked 15th among 501 cities across 62 countries for the world's worst traffic levels based on travel times. This global ranking underscores the severity of our traffic situation, which not only affects economic productivity but also impacts the quality of life and well-being of millions of Filipinos.

The worsening state of traffic in the country can be largely attributed to a car-centric culture that prioritizes the use of private vehicles over mass public transportation. This car-centric approach is reflected in both behavioral and policy decisions — from the population's heavy reliance on private cars to the government's sustained prioritization of infrastructure and policies that favor road expansion and vehicular traffic, often at the expense of developing a more efficient public transport system.

At the heart of this car-centric approach is the underdevelopment, inefficiency, and unreliability of the country's mass public transportation system. Commuters are frequently subjected to long waiting times, overcrowded and dilapidated vehicles, and poor interconnectivity among different modes of transport. This lack of viable, safe, and efficient public transport alternatives forces many to resort to private car ownership, perpetuating the vicious cycle of congestion and pollution.

This proposed measure seeks to address this systemic issue by creating a Special Mass Transit System Support Fund dedicated exclusively to the construction, improvement, and rehabilitation of the mass transit system across the country. This will be done by realigning the use of the Motor Vehicle User's Charge (MVUC), currently governed by Republic Act No. 8794, as amended.

Under existing law, the MVUC is intended to fund road maintenance, improvement of road drainage, installation of traffic management devices, and air pollution control. While these are worthwhile objectives, there is a pressing need to reprioritize national transportation spending toward sustainable mobility solutions. By earmarking the MVUC for mass transit development, this bill redirects vital public resources to address the long-term mobility needs of the population and promote a shift away from car dependency.

In view of the foregoing, the approval of this bill is earnestly sought.



RAMON RODRIGO L. GUTIERREZ
1-Rider Partylist Representative



Republic of the Philippines
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HOUSE BILL NO. 5349

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AN ACT
CREATING THE SPECIAL MASS TRANSIT SYSTEM SUPPORT FUND
AMENDING FOR THE PURPOSE SECTION 7 OF REPUBLIC ACT NO. 8794,
AS AMENDED

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

SECTION 1. *Short Title.* - This Act shall be known as the **SPECIAL MASS TRANSIT SYSTEM SUPPORT FUND ACT.**

SECTION 2. Section 7 of Republic Act No. 8794, as amended, is hereby further amended to read as follows:

"Sec. 7. Disposition of Monies Collected. - **ALL MONIES COLLECTED UNDER THIS ACT SHALL BE EARMARKED SOLELY AND EXCLUSIVELY FOR THE CONSTRUCTION, IMPROVEMENT, AND REHABILITATION OF OUR MASS TRANSIT SYSTEM, INCLUDING THE ACQUISITION OF ROAD RIGHT-OF-WAY FOR SUCH PROJECTS TO BE INCLUDED IN THE ANNUAL GENERAL APPROPRIATIONS ACT.**

ALL SUCH MONIES COLLECTED SHALL BE REMITTED TO THE NATIONAL TREASURY UNDER A SPECIAL ACCOUNT IN THE GENERAL FUND TO BE KNOWN AS THE SPECIAL MASS TRANSIT SYSTEM SUPPORT FUND. THE SAID FUND SHALL BE UNDER THE DEPARTMENT OF TRANSPORTATION (DOTR).

SECTION 3. A new Section 8 is hereby inserted after Section 7 of the same Act to read as follows:

"SEC. 8. STATUS OF SPECIAL FUND. - **THE SPECIAL FUND ESTABLISHED UNDER THIS ACT SHALL BE DISTINCT AND SEPARATE FROM AND IN ADDITION TO ANY APPROPRIATION AUTHORIZED AND GRANTED YEARLY TO THE DOTR TO COVER EXPENDITURES FOR THE IDENTIFIED OBJECTS OF EXPENDITURES UNDER THIS ACT. CONGRESS SHALL CONTINUE TO APPROPRIATE AN AMOUNT IN THE GENERAL APPROPRIATIONS ACT FOR THE CONSTRUCTION, IMPROVEMENT AND REHABILITATION OF THE**

MASS TRANSIT SYSTEM UNDER THE DOTR: PROVIDED, HOWEVER, THAT ANY SAVINGS FOR EACH YEAR OUT OF SUCH APPROPRIATION SHALL REVERT TO THE GENERAL FUND WHILE ANY SAVINGS FROM THE SPECIAL FUND CREATED HEREIN SHALL ACCRUE TO THIS SPECIAL FUND."

SECTION 4. The succeeding sections of the same Act are hereby renumbered accordingly.

SECTION 5. *Implementing Rules and Regulations.* – The Department of Budget and Management, in coordination with the Bureau of Treasury and the DOTr, shall within sixty (60) days from the effectivity of this Act, promulgate the rules and regulations to effectively implement the provisions of this Act.

SECTION 6. *Separability Clause.* – If any portion or provision of this Act is declared unconstitutional, the remainder of this Act or any provision not affected thereby shall remain in force and effect.

SECTION 7. *Repealing Clause.* – All laws, presidential decrees, executive orders, rules and regulations and other issuances, or any part thereof, inconsistent with this Act are hereby repealed, modified, or amended accordingly.

SECTION 8. *Effectivity Clause.* – This Act shall take effect fifteen (15) days after its publication in the Official Gazette or in at least two (2) newspapers of general circulation.

Approved,

A handwritten signature in black ink, appearing to be a stylized 'B' or similar monogram.