

Why widening highways won't fix traffic problem

INTERSTATE 710 in Los Angeles is, like the city itself, famous for its traffic. Freight trucks traveling between the city and the port of Long Beach, along with commuters, clog the highway. The trucks idle in the congestion, contributing to poor air quality in surrounding neighborhoods that are home to more than 1 million people.

The proposed solution was the same one transportation officials across the country have used since the 1960s: Widen the highway. But although adding lanes can ease congestion initially, it can also encourage people to drive more. A few years after a highway is widened, research shows, traffic — and the greenhouse gas emissions that come along with it — often returns.

California's Department of Transportation was, like many state transportation departments, established to build highways. Every year, states spend billions of dollars expanding highways while other solutions to congestion, such as public transit and pedestrian projects, are usually handled by city transit authorities and receive less funding.

Over the next five years, states will receive \$350 billion in federal dollars for highways through the infrastructure law enacted last year. Although some have signaled a change in their approach to transportation spending — including following federal guidelines that encourage a “fix it first” approach before adding new highway miles — many still are pursuing multi-billion-dollar widening projects, including in Democratic-led states with ambitious climate goals.

Some communities and government officials are pushing back on widening plans. In Los Angeles, this opposition had an impact. After \$60 million was spent on design and planning over two decades, the Route 710 expansion was canceled in May.

LOS ANGELES

The cancellation of the Route 710 expansion came after California learned the hard way about the principle of “induced demand.”

In 2015, a \$1-billion project to widen a 10-mile stretch of Interstate 405 through Los Angeles was com-

pleted. For a period, “congestion was relieved,” said Tony Tavares, director of Caltrans, short for California's Department of Transportation.

But that relief did not last. Rush-hour traffic soon rebounded, he said.

When a congested road is widened, travel times go down — at first. But then people change their behaviors. After hearing a highway is less busy, commuters might switch from transit to driving or change the route they take to work.

“It's a pretty basic economic principle that if you reduce the price of a good then people will consume more of it,” said Susan Handy, a professor of environmental science and policy at the University of California, Davis. “That's essentially what we're doing when we expand freeways.”

The concept of induced traffic has been around since the 1960s, but in a 2009 study, researchers confirmed what transportation experts had observed for years: In a metropolitan area, when road capacity increases by 1%, the number of cars on the road after a few years also increases by 1%.

For years, critics of the Route 710 plan had voiced concerns that the widened highway would lead to more greenhouse gas emissions and the bulldozing of the communities around it.

In late 2020, the Environmental Protection Agency ruled that the widening plan violated the federal Clean Air Act, and officials paused the project. Then last spring, Caltrans canceled the project altogether. Mr. Tavares said it was “probably the most significant” cancellation in the agency's history.

Caltrans is considering alternatives to address traffic, including moving freight to a rail line.

JERSEY CITY, NEW JERSEY

On an unseasonably warm day in November, dozens of northern New Jersey residents gathered in the shadow of a highway overpass in Jersey City, just across the Hudson River from New York. In a densely populated state with expansive transit infrastructure, many in attendance wondered why officials were planning to widen the highway.

“If we want to be a leading state, look at what Colorado is doing in ending their highway expansions. Look at Los Angeles,” said Jimmy Lee, president of Safe Streets JC.

New Jersey transportation officials plan to reconstruct and add up to four lanes to sections of the New Jersey Turnpike leading to the Holland Tunnel. In addition to carrying traffic into Manhattan, the turnpike is, like Route 710 in Los Angeles, an artery heavily trafficked by freight trucks carrying goods between ports and warehouses in the area.

The project, which will cost an estimated \$10.7 billion, includes rebuilding elevated roadways and the bridge over Newark Bay on the 66-year-old highway.

Diane Gutierrez-Scaccetti, commissioner of New Jersey's Transportation department, said the project was long overdue. A flurry of new residential buildings and commercial warehouses in the area has crowded the highway with more vehicles. The expansion is needed, she said, to make the highway safer and to ensure

the ports, critical pieces of New Jersey's economy, remain viable.

HOUSTON

For critics of widening projects, the prime example of induced demand is the Katy Freeway in Houston, one of the widest highways in the world, with 26 lanes.

Immediately after Katy's last expansion, in 2008, the project was hailed as a success. But within five years, peak-hour travel times on the freeway were longer than before the expansion.

Matt Turner, an economics professor at Brown University and co-author of the 2009 study on congestion, said adding lanes is a fine solution if the goal is to get more cars on the road. But most highway-expansion projects, including those in progress in Texas, cite reducing traffic as a primary goal.

Officials from the Texas Department of Transportation said the Katy expansion provided the capacity needed to keep up with projected population growth in the Houston area. — © 2023 The New York Times

BRIEFS

Ayala Land gets high scores from global ESG rating firms

AYALA LAND, Inc. (ALI) said it recently received high scores from several global ESG (Environmental, Social, and Governance) rating firms.

The property developer secured a B rating for water management, as noted by the CDP (formerly known as the Carbon Disclosure Project). ALI secured the highest rating for a company in the Philippines, along with Manila Water.

“As the only Philippine member with leadership rating since 2020, ALI also maintained its A- rating on the CDP Score Report on Climate Change, which is higher than Asia's regional average of C,” the company said in a statement.

The CDP is a global non-profit that runs the world's environmental disclosure system, which is considered the gold standard in corporate environment reporting.

Also, ALI remains the only Philippine member in the Sustainability Yearbook of S&P Global since 2017.

For 2022, S&P Global ranked ALI within the 96th percentile, which is an improved score from 2021. This puts ALI's sustainability performance at the top 4% in the real estate industry, and makes it the highest ranked company in the country.

ALI also retained its Dow Jones Sustainability Indices membership for the 9th year, while still being the only Philippine member.

“I am confident that we will reach our goals given the progress we've made to offset our carbon footprint for our Scopes 1 and 2 emissions in all our commercial properties,” ALI President and CEO Bernard Vincent O. Dy said in a statement.

“We will be clearly defining our year-on-year targets so that we can measure and reach our 2030 carbon reduction and 2050 Net Zero goals. To achieve this, we will be working in partnership with our suppliers and customers to ensure that our initiatives are in line with our business goals,” he added.

Pueblo de Oro taps online platform to make loan processing easier

PUEBLO DE ORO Development Corp. (PDO) is tapping an online platform that will make processing of loan applications easier for homebuyers.

The residential development arm of the ICCP Group signed a partnership agreement with Snapp Ventures, Inc. (SVI), owner and operator of the mortgage brokerage system Matchmo.

Matchmo is described as an online platform that digitalizes the process of home loan applications for home buyers and real estate professionals. SVI will assist potential borrowers in loan applications with Matchmo's network that include 21 local banks.

“With the partnership, Pueblo de Oro offers an additional option to buyers of our properties nationwide through Matchmo's

partner financing institutions,” PDO President and Chief Operating Officer Rhoel Alberto B. Nolido said in a statement.

Pueblo de Oro is known for developing affordable housing projects in high-growth areas, including Gagayan de Oro; Malvar and Sto. Tomas in Batangas; San Fernando, Pampanga; and Mactan in Cebu.

Robinsons GenSan receives award for energy efficiency

THE TEAM behind Robinsons General Santos (GenSan) Mall received the award for excellence at the Department of Energy's Annual Energy Efficiency Awards.

The mall was cited for its best practices in energy efficiency and conservation in line with Republic Act 1125 or the Energy Efficiency and Conservation Act.

Robinsons GenSan is one of Robinsons Land Corp.'s (RLC) active players in renewable energy production through its Solar Rooftop PV System which generates 2,048 megawatts (MW) of power “compensating for 80-100% of its power demands during peak season.”

The mall also uses LED lighting 24/7, and utilizes mall spaces for recreation and health.

RLC is currently the largest solar-powered mall operator with solar rooftop installations in 24 Robinsons Malls, generating a total capacity of over 30 MW of clean and renewable energy.

Debt,

from SI/1

Economic managers in December revised the deficit projection to 6.9% of GDP in 2022, but maintained its target deficit to 6.1% of GDP for 2023. The deficit is projected to continue to decline in the next few years to 3% of GDP in 2028.

Moody's said its outlook for sovereign creditworthiness in the Asia-Pacific region is “stable,” in contrast to the “negative” outlook for other regions.

“Debt sustainability and financial stability are relatively well anchored in the region, with contained government liquidity risks, broadly stable debt dynamics and generally sound external positions. GDP growth will stabilize close to potential levels and outperform other regions, despite higher global inflation and tighter financial conditions,” Moody's said.

However, social pressures have slowed the progress of fiscal consolidation of most Asia-Pacific economies, it added.

“Debt affordability will fall from generally robust levels as interest rates rise and will be manageable for most in the region,” Moody's said.

As the pace of rate hikes in the United States and Europe are expected to slow this

year, Moody's said this will reduce pressure on Asia-Pacific central banks to tighten policy or to mitigate currency depreciation.

Meanwhile, the Asia-Pacific region's economic growth will be slower this year, but will still be stronger compared with other regions, Moody's said.

“Growth will be lower than in 2022, but close to potential in most cases, underpinning broad credit stability. Slowing economic activity in large export markets such as the US and EU will weaken a major engine of growth for the region, although a modest upturn in China will provide support,” Moody's said.

Moody's noted that easing of pandemic-related border restrictions and continued domestic reopening will drive the recovery in the services sector and boost consumption in the region.

“We expect output gaps to continue to close in a number of countries where service-sector rebounds are underway, particularly tourism-oriented economies such as Fiji and Thailand, and those that are midstream in their post-pandemic recoveries such as India, Malaysia and the Philippines,” it said. — **L. M. J. C. Jocsos**

Bonds,

from SI/1

The government borrows from external and local sources to fund a budget deficit capped at 6.1% of gross domestic product (GDP) for 2023.

For this year, the government will borrow P2.207 trillion, slightly lower than the P2.212-trillion borrowing plan in 2022.

This year's borrowing mix is 75:25 in favor of domestic sources. The government plans to borrow P1.654 trillion domestically — of which P1.6 trillion will be from fixed-rate Treasury bonds.



Admin Executive - Mandarin Speaking

Job Description:
Assume the role as the primary point of contact between executives and internal/external clients.

Job Qualification:
Ability to multitask and prioritize daily workload.

JQ INTERNATIONAL CONSTRUCTION INC.
Unit 9 & 10, 2/F BTC Centre, 288 Ortigas Ave., Brgy. Greenhills, San Juan City
jqiaohr@gmail.com

JOB HIRING

2 Data Analyst
3 Marketing Officer

- ✓ College Graduate
- ✓ At least 1 year experience
- ✓ Able to read, write and speak (KOREAN/CHINESE), fluent in English
- ✓ Advance working knowledge in graphic design, spreadsheets, troubleshooting

5 Sales Representative
✓ High School graduates are welcome
✓ At least 1 year experience as sales agent or equivalent
✓ Strong passion for selling and ability to communicate well

KINDOSAR PROCESS SOLUTIONS INC.
Unit 5D Rose Industries Building, Pioneer St., Kapitolyo, Pasig City
Tel No.: (02)8661-3682 Email: kindosarsolutionsinc@gmail.com
Look for: Sheila May L. Garcia

JOB VACANCY

Position: General Manager
Company Name: Super Pumped Phils. Inc.
Office Location / Area: Robinson Cybergate 3 Pioneer Mandaluyong City
Contact Details: melchor@gc-mart.com

Responsible for improving efficiency and increasing company profits while managing the overall operations. Oversees hiring staff, operating budgets, and proposing business strategy that could launch the company as it introduce it to the market.

- Duties and functions**
1. Proficient in speaking, writing and reading Mandarin.
 2. Planning and strategies what actions needed to achieve company goals.
 3. Leading and support employees by articulating a vision, energizing employees, inspiring and motivating people using vision, influence, persuasion, and effective communication skills.
 4. Evaluate on how well the company is achieving its goals, improving performance, taking actions. Put processes in place to help establish standards that can be measure, compare, in order to make decisions.
 5. Ensure to meet the targeted numbers of sales.
 6. Drives the team's performance.

Qualifications

1. College graduate of any Sales & Marketing course or alike.
2. Able to develop relations with potential clients and investors
3. Excellent selling skills.

1. At least 5 to 10 years experience in eCommerce.
2. Knowledgeable in the concept of eCommerce.

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Petition for Change of Name of Fauleen Layug Cajalne to Pauleen Nicole Gigante Layug in her 1999 Certificate of Live Birth and Cancellation of Her 2007 Certificate of Live Birth

Fauleen Layug Cajalne a.k.a
Pauleen Nicole Gigante Layug
Petitioner. SP PROC. NO. DH-480-22

-versus-

Local Civil Registrar of Dinalupihan,
Bataan, Lucena G. Layug, Ronnie G.
Layug, Reynaldo G. Layug, and Lorely L. Ongkengco.
(Philippine Statistics Authority).
Respondents.

ORDER

Received by the court on September 16, 2022 is the Compliance with attached Amended Petition and attachments filed by the petitioner through counsel.

Finding the Amended Petition to be in compliance with the Order dated August 4, 2022, the same is hereby admitted. Considering that the Amended Petition is sufficient in form and substance, an order is hereby issued for purposes of publication and setting this case for hearing on the presentation of jurisdictional requirements.

In the Amended Petition for Change of Name of Fauleen Layug Cajalne to Pauleen Nicole Gigante Layug in her 1999 Certificate of Live Birth and Cancellation of her 2007 Certificate of Live Birth, petitioner through counsel prays that after due notice and hearing, the Honorable Court render a decision ordering the change of name of petitioner from Fauleen Layug Cajalne to Pauleen Nicole Gigante Layug in her 1999 Certificate of Live Birth and the cancellation of her 2007 Certificate of Live Birth.

The Petition states in sum that: Petitioner is 23 years old and a resident of 414 Purok 3, Luakan, Dinalupihan, Bataan. Respondent[s] Local Civil Registrar of Dinalupihan, Bataan [and Philippine Statistics Authority (PSA) are impleaded as the government agencies having custody of the certificate of live births of the petitioner.] Respondent Lucena C. Layug is the mother of Lilibeth G. Layug, who is the mother of the petitioner, while respondents Ronnie G. Layug, Reynaldo G. Layug, and Lorely L. Ongkengco are the siblings of Lilibeth G. Layug. The father of Lilibeth G. Layug, Rogelio Layug is already deceased. Respondents all consented to the use of petitioner of the middle name and surname, Gigante Layug. Petitioner is a resident of Dinalupihan, Bataan since birth. She was born on January 26, 1999 to the late Fernando T. Cajalne and Lilibeth G. Layug. The 1999 certificate of live birth of the petitioner and death certificate of her father are attached as Exhibits A and B, respectively. The parents of petitioner separated in 2004 that led to the mother of petitioner registering her fact of birth again but under the name Pauleen Nicole Gigante Layug in 2007. The 2007 certificate of live birth of petitioner is attached as Exhibit C. Petitioner has used the name Pauleen Nicole Gigante Layug in all her public and private dealings. Copies of her Passport, Voter's Certification, UMID, Driver's License, NBI Clearance, Police Clearance, Diplomas and School IDs are attached as Exhibits D to P. The change of name of the petitioner to conform to what she has been known since childhood will avoid confusion. This is also allowed even if the parents of petitioner were married at the time of her birth and she wishes to adopt the surname of her mother (Alanis III v. CA, G.R. No. 216425, November 11, 2020; Alfon v. Republic, G.R. No. L-51201, May 29, 1980; Chua v. Republic, G.R. No. 231998, November 20, 2017.) This petition is made in good faith and the change of name of petitioner will not cause injury or prejudice the interest of the State and other people. This year, the PSA no longer issued the 2007 Certificate of Live Birth of petitioner when she requested for a copy of the same. Instead, she was issued of her 1999 Certificate of Live Birth only. The 2007 Certificate of Live Birth of petitioner should be cancelled in view of the existence of her 1999 Certificate of Live Birth.

Let the initial hearing of this case be set on January 26, 2023 at 8:30 in the morning, at which date and time, all interested persons are cited to appear and show cause, if any, why the petition should not be granted.

Let this Order be published in a newspaper of general circulation in the Philippines once a week for three (3) consecutive weeks at the expense of the petitioner.

Let copies of this Order be furnished the Philippine Statistics Authority, Local Civil Registrar of Dinalupihan, Bataan, Office of the Solicitor General, and the Office of the Public Prosecutor of Bataan as well as the respondents at their given address.

Further, summons is hereby issued to the private respondents and the same is ordered to be served through the court process server.

SO ORDERED.

Dinalupihan, Bataan. September 29, 2022.

MA. LOURDES ELTANAL-IGNACIO
Presiding Judge

Witness:
Copy furnished: Petitioner; Private Respondents; Atty. Emmanuel Vincent Cruz, OSG; OPP
Bataan, PSA; LCR Dinalupihan, Bataan

DoE,

from SI/1

Energy Secretary Raphael P.M. Lotilla urged the public to practice energy efficiency in order to mitigate the impact of the projected yellow alerts.

“Demand side management is a necessary element in our entire power supply. If we continue to practice energy efficiency then we don't have to develop new power plants. If the energy consumption will be more efficient, we don't need diesel power plants, which use expensive imported fuels,” he said.

Mr. Lotilla said demand-side management should not be considered as a “band-aid” solution, but should be considered as the norm.

“If we are to operate a diesel power plant at 420 MW, the yellow alerts will go down from 12 to one. But diesel power plants are very expensive and may result to an increase in cost of per kilowatt-hour rate thus, we suggest demand-side management,” Ms. Guevara said.

The DoE said several new power plants are set to go online this year. Solar accounts for the biggest share with 480.5 MW, followed by coal (250 MW), wind (110 MW), geothermal (46 MW), hydro (31.36 MW), oil (11 MW), and biomass (7.4 MW).

“If it wasn't for the pandemic then our RE (renewable energy) plants will be online by now but due to the pandemic their construction have been delayed and our projection for this year's power outlook will be different,” Ms. Guevara said.

Even if the DoE factored in the scheduled maintenance shutdown of Malampaya gas field, Ms. Guevara said a red alert is unlikely to be declared unless a power plant with a capacity of about 100-200 MW would experience a forced outage.

The Malampaya gas field is expected to go under a maintenance shutdown from Feb. 4 to 18. The DoE said that the maintenance shutdown is necessary and is a

regular activity to ensure the continuous supply.

Malampaya supplies up to 27% of the Luzon power grid's total electricity requirements. During its shutdown, the five power plants with a combined capacity of 3,453 MW will need to run on alternative fuel.

The Malampaya concession will expire by 2024, but Undersecretary Alessandro O. Sales said the consortium already filed for extension in November 2022.

“As part of the procedure of DoE, we required them to submit some documentary, and to establish new terms and conditions that may be applicable to the extended contract. At the moment we are still finalizing the talks,” he added.

The Malampaya gas-to-power project is operated by the Malampaya consortium, composed of the Prime Energy Resources Development B.V. (with a 45% interest), UC38 LLC (45%), and PNOC Exploration Corp. (10%). — **Ashley Erika O. Jose**