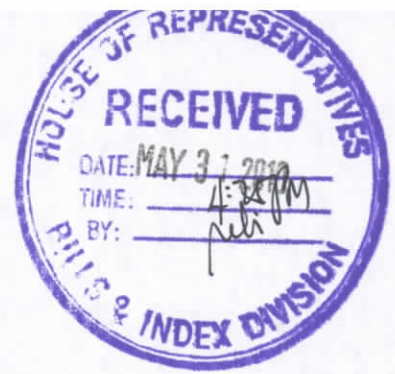


REPUBLIC OF THE PHILIPPINES
HOUSE OF REPRESENTATIVES
Quezon City

SEVENTEENTH CONGRESS
Second Regular Session

House Bill No. **7836**



Introduced by **MAGDALO Party-List Representative**
HON. GARY C. ALEJANO

EXPLANATORY NOTE

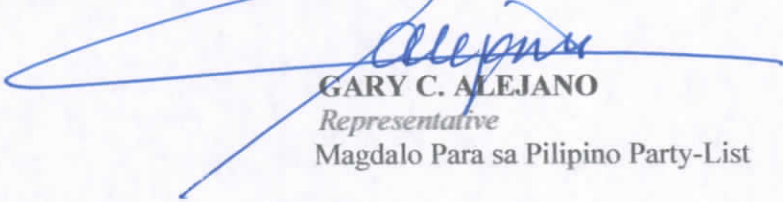
The Philippine Road Network of 220,000 kilometers comprises critical socio-economic infrastructure assets that provide access to public facilities and services linking municipalities and barangays to local, regional, and national markets. Of this, 86% or 183,263 kilometers are local roads under the jurisdiction of 79 provinces, 122 cities, 1512 municipalities, and 42,061 barangays. Given the importance of the local road network in supporting socio-economic activity and stimulating countrywide economic growth, rationalizing the local road network is of utmost importance in order to improve access and strengthen inter and intra-regional transport linkages.

One of the benefits of rationalizing the role and function of roadways in the local level is that a low priority roadway currently under the jurisdiction of the province, once transferred, may become a high priority for a city or municipality and see significant improvements over time. Conversely a high volume local road carrying primarily through traffic may receive higher levels of service under the jurisdiction of the province.

Moreover, road service providers are requested to demonstrate accountability for road maintenance services. The efficient and effective delivery of road services is a priority of the local government. One such step in demonstrating accountability is in rationalizing road jurisdiction between the province and the cities or municipalities. This rationalization will ensure that arterial roads serve primarily a local function and provincial roads serve a through traffic function.

Truly, local road investments work for growth and poverty reduction in local areas. This Act recognizes the importance of investing in local roads and directs attention to the critical role of local government units (LGUs) in rationalizing the local road network. Under this Act, the local road network system shall be rationalized using a weighting system that shall identify a more streamlined classification of local roads, transferring the jurisdiction of low priority roads to municipalities and high priority ones to the provincial level.

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


GARY C. ALEJANO
Representative
Magdalo Para sa Pilipino Party-List

1 **a. Criterion 1 – Urban Center Connector & Upper Tier Connector**—awards
 2 points to roads that connect urban centers, build-up areas, and areas of major commercial and
 3 employment activity to one another or to a national highway.

4 Weighting Applied = 4 points roads connecting urban settlement areas to other
 5 urban/community settlement areas

6 2 points roads connecting settlement areas to other
 7 community settlement areas or to the
 8 national highway system

9 2 points roads connecting recreational resort areas to
 10 other community settlement areas or to the
 11 national highway system

12 0 point roads connecting to non-settlement areas

13 **b. Criterion 2 – Heavy Industrial Service**—awards points to roads within 5
 14 kilometers of consistent major attractors or generators of heavy vehicles. The term
 15 “consistent major attractor or generator”, in the case of gravel pits and quarries, is defined as
 16 approximately nine (9) months or more of operation per year. Landfill sites serving the
 17 upper tier municipality may also be considered as attractors of heavy vehicles and may be serviced
 18 by upper tier roads.

19 Weighting Applied = 2 points > 1000 (daily truck volume)
 20 1.5 points 750 – 999
 21 1 point 500 – 749
 22 0.5 point 250 – 499
 23 0 < 250

24 **c. Criterion 3 – Barrier Service**—provide service parallel to and across major
 25 barriers to free traffic movement such as freeways, railways, watercourses or congested
 26 areas. Such service is provided parallel to only if there is no other upper tier or national road
 27 providing that service within a 5-kilometer distance and only along roadways which are
 28 used to reach barrier crossings.

29 Weighting Applied = .0.5

30 **d. Criteria 4 – Traffic Speed**—awards points to roads providing service where the
 31 speed limit is generally at 80km/hr.

32 Weighting Applied = 1

33 **e. Criteria 5 – Provides Continuity through the Province**— roads providing
 34 service that improves the connectivity both within the province and to destinations and
 35 opportunities beyond its borders.

36 Weighting Applied = 2.

37 **f. Criterion 6 – Traffic Volume**—awards points to roads providing service with
 38 current traffic volumes greater than 3500 vehicles per day.

Weighting Applied = 4 points	> 3500 AADT
3.5 points	3000 – 3499
3 points	2500 – 2999
2.5 points	2000 – 2499
1.5 points	1000 – 1499
1 point	500 – 999
0 point	< 500

g. Criterion 7 – Provides a By-pass Function for Urban or Built-up areas—awards points to roads that can function as a by-pass to alleviate traffic congestion within urban areas and enhances efficiency of flow on provincial roads.

Weighting Applied = 2

SEC. 5. Local Road Classifications—The weighting system shall be used to determine the functional classification of each road within the Local Road Network System. The following classifications are:

a. Provincial Highway—are highways under the jurisdiction and control of the provincial government. Its roles are linking communities and supporting economic prosperity across the province. Highways in the provincial highway network are classified by function based on the priority given to through-traffic versus land access;

b. Municipal/City Roads (Arterials)—serve moderate to high volumes of intra-urban and long distance traffic movements at moderate speeds between Provincial Highways and Barangay Roads and has limited property access. Arterials are divided into two further classifications:

1) Rural Arterials—serve a principal role of long distance traffic movement with design speeds ranging from 60 to 120 kilometers per hour; and

2) Urban Arterials—serve a principal role of traffic movement with varying levels of access control depending if the arterial is a major or minor route. Design speeds range on urban arterials from 40 to 60 kilometers per hour for minor urban arterials and from 60 to 100 kilometers per hour for major urban arterials;

c. Barangay Roads (Collectors)—serve light to moderate volumes of traffic for short distances between collector and arterial roads and may provide access to individual properties.

SEC. 6. Special Considerations—Further to the application of the abovementioned criteria in Section 4, the following factors shall be considered in transferring a road's jurisdiction:

- a. Additional constraints/limitations due to geography and/or topography;
- b. The desire for continuity of jurisdiction (to avoid varying jurisdiction between consecutive road sections along the same road);
- c. Road maintenance needs and resulting programming/scheduling;

- 1 d. The elimination of parallel or alternative travel routes/corridors;
2
3 e. The provision of major municipal or city infrastructure (water and sewer) within
4 the road allowance;
5
6 f. The presence of existing bridges/structures that are desired to remain with
7 provincial jurisdiction; and
8
9 g. Planned/proposed future development along, or within close proximity to, the
10 road.
11
12

13 **SEC. 7. Point System Adjustments**—Each respective provincial government is hereby
14 allowed to adjust the corresponding truck volume and annual average daily traffic estimates on
15 subsections (b) and (f) of section 4 of this Act with their own estimations, provided that such
16 estimations be subject to verification and approval by the Secretary of Public Works and Highways.
17

18 **SEC. 8. Road Rationalization Review**—The rationalized local road network shall be subject
19 to a review every nine (9) years for necessary adjustments.
20

21 **SEC. 9. Appropriations.** – The amount necessary to carry out the initial implementation of
22 this 11 Act shall be charged against the Department of Interior and Local Government's current
23 appropriated funding.
24

25 **SEC. 10. Implementing Rules and Regulations**—The Secretaries of Interior and Local
26 Government and Public Works and Highways, shall jointly within ninety (90) days from the
27 effectivity of this Act, formulate and promulgate the rules and regulations to implement the
28 provisions of this Act.
29

30 **SEC. 11. Repealing Clause.**—All laws, orders, decrees, issuances, circulars, rules and
31 regulations or parts thereof which are inconsistent with any provisions of this Act are hereby
32 repealed or amended accordingly.
33

34 **SEC. 12. Effectivity Clause.**—This Act shall take effect fifteen (15) days from the date of
35 publication in the Official Gazette and at least two (2) newspapers of general circulation.

Approved,