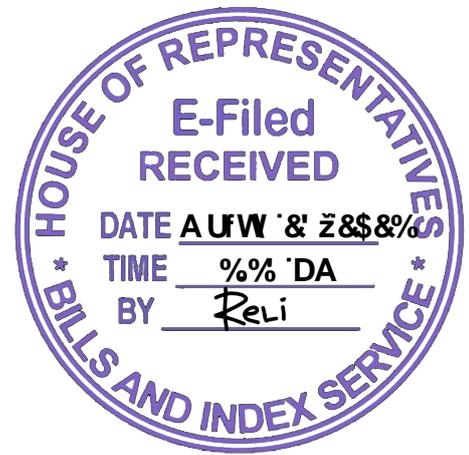


Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City

EIGHTEENTH CONGRESS
Second Regular Session

HOUSE BILL NO. **9125**



Introduced by **HON. LUIS RAYMUND “LRAY” F. VILLAFUERTE, JR.**

**AN ACT
TO IMPROVE THE SAFETY OF NON-MOTORIZED TRANSPORTATION,
INCLUDING PEDESTRIAN AND BICYCLE SAFETY, IN THE VICINITY OF
SCHOOLS**

Every year, 1.2 million people die from road and traffic injuries. Studies undertaken by the World Health Organization show that this figure will increase, making road accidents the third leading cause of premature death. The death rate is highest in developing countries such as the Philippines, where poverty has caused people to take road safety for granted.

The use of non-motorized means of commuting such as bicycling and walking is environment-friendly and more affordable. It instills health consciousness among people, increases physical fitness, provides affordable mobility, alleviates traffic congestion, and does not pollute the air or emit climate-disrupting carbon dioxide. In China, there are more bicycle than automobile owners; and bicycle ownership in the country is still on the rise.

The bill seeks to integrate non-motorized means of commuting into the country's transportation planning. It also seeks to direct the Department of Transportation to develop a comprehensive plan and program to ensure the safety of pedestrian, bicycle, and other non-motorized transportation, especially for schoolchildren.


LUIS RAYMUND “LRAY” F. VILLAFUERTE, JR.

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

SECTION 1. Short Title. – This Act shall be known as the “Safe Routes to Schools Act.”

SECTION 2. Declaration of Policy. – It is declared policy of the State to ensure that the needs and safety of all road users, in particular the need for pedestrian and bicycle safety are fully integrated into the planning, design, operation and maintenance of the country’s transportation system.

Moreover, the State recognizes the need for cheap alternative means of commuting and encourages the use of non-motorized, environment-friendly transportation.

Towards this end, the Secretary shall use take such actions as are necessary to the maximum extent practicable, encouraging Filipinos, particularly schoolchildren, to make trips by foot or bicycle while simultaneously reducing crashes involving pedestrians and bicyclists.

SECTION 3. Definitions of Terms. – For purposes of this Act, the term:

- (A) “Department” means the Department of Transportation.
- (B) “In the Vicinity of Schools” means, with respect to primary and secondary schools as defined below, the area within bicycling and walking distance of the primary and secondary schools, or approximately three (3) kilometers.
- (C) “Pedestrian and Bicycle Safety” means any plan or method of action that promotes the safety of bicyclists and pedestrians.
- (D) “Primary Schools” mean schools providing pre-school education through the sixth or seventh grade.

(E) "Secondary Schools" mean schools providing education from the seventh through the twelfth year of school.

(F) "Secretary" means the Secretary of the Department of Transportation and Communications.

SECTION 3. Safe Routes to Schools Program. –

(A) In General. – The Department shall establish and carry out safe routes to schools program for the benefit of students in primary and secondary schools. The purposes of the program are –

- (1) To enable and encourage children, including students with disabilities, to walk and bicycle to primary and secondary schools;
- (2) To make walking and bicycling to primary and secondary schools a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- (3) To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and secondary schools.

(B) Safe Routes to School Coordinator. – Each Local Government Unit receiving an apportionment under Section 5 for a fiscal year shall use a sufficient amount of the apportionment to fund a full-time position of coordinator of the "Safe Routes to Schools Program" of the city or municipality.

(C) Long-Range Transportation Plans. – The LGU Coordinator shall develop and adopt a long-range transportation plan that –

- (1) Includes the most recent data available on the percentage of trips made by foot and by bicycle in their locality;
- (2) Includes a target level for pedestrian and bicycle trips that is commensurate with the goal of doubling the percentage of trips made by foot and bicycle; and
- (3) Identify the contribution made by projects under the transportation improvement program of the organization toward meeting the goal of doubling the percentage of trips made by foot and bicycle.

(D) Eligible Projects and Activities. –

(1) Infrastructure-Related Projects. – Amounts apportioned to a Local Government Unit under Section 5 may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to primary and secondary schools in the vicinity of primary and secondary schools, including –

- (a) Sidewalk improvements;
- (b) Traffic calming and speed reduction improvements;
- (c) Pedestrian and bicycle crossing improvements;
- (d) On-street bicycle facilities;
- (e) Off-street pedestrian and bicycle facilities;
- (f) Secure bicycle parking facilities; and
- (g) Traffic diversion improvements.

An infrastructure-related project under subparagraph (1) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of a

primary or secondary school.

(2) Non-Infrastructure-Related Activities. – In addition to projects described in paragraph (1), amounts apportioned to a locality under Section 5 may be used for non-infrastructure-related activities to encourage walking and bicycling to primary and secondary schools, including--

(a) Public awareness campaigns and outreach to press and community leaders;

(b) Traffic education and enforcement in the vicinity of primary and middle schools;

(c) Student sessions on bicycle and pedestrian safety, health, and environment; and

(d) Funding for training, volunteers, and managers of safe routes to schools programs.

(3) Allocation. – Not less than 10 percent and not more than 30 percent of the amount apportioned to a Local Government Unit for a fiscal year shall be used for non-infrastructure-related activities under this paragraph.

SECTION 5. Appropriations. –

(A) In General. – To carry out the provisions of this Act, such sums as may be necessary are hereby authorized to be appropriated from the National Treasury.

(B) Apportionment of Funds. – Subject to the preceding paragraph, amounts made available to carry out this program for a fiscal year shall be apportioned among the local government units in the ratio that bears to the total student enrollment in primary and secondary schools in each city/municipality bears to; or the total student enrollment in primary and secondary schools in the country.

(C) Determination of Student Enrollments. – Determinations under this subsection concerning student enrollments shall be made by the Secretary.

SECTION 6. Non-motorized Transportation Pilot Program. –

(A) Establishment. – The Secretary of Transportation and Communication shall establish and carry out a non-motorized transportation pilot program to construct, in four communities selected by the Secretary, a network of non-motorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers.

(B) Purpose. – The purpose of the program shall be to demonstrate the extent to which bicycling and walking can ease the burden on transportation systems, and represent a major portion of the transportation needs that are met, within selected communities.

(C) Grants. –

(1) In General. – In carrying out the program, the Secretary may make grants to local government units, and non-governmental organizations that the Secretary determines are suitably equipped and organized to carry out the objectives and requirements of this subsection.

(2) Sub-allocation. – A Local Government Unit that receives a grant under this section may sub-allocate grant funds to a nonprofit organization to carry out the program under this section.

(3) Availability. – Funds made available to carry out this section shall not be transferable and shall remain available until expended.

(D) Statistical Information. – In carrying out the program, the Secretary shall –

(1) Develop statistical information on changes in motor vehicle, non-motorized transportation, and public transportation usage in communities participating in the program; and

(2) Assess how the changes –

(a) Decrease congestion and energy usage;

(b) Increase the frequency of biking and walking; and

(c) Promote better health and a cleaner environment.

(E) Reports. – The Secretary shall submit to Congress an interim report not later than 30 September of the year following the promulgation of this Act, and a final report not later than 30 September three (3) years thereafter, on the results of the program.

(F) Appropriations. – To carry out the non-motorized pilot program under this section, such sums as may be necessary are hereby authorized to be appropriated from the National Treasury.

SECTION 7. Separability Clause. – If any provision or part hereof, is held invalid or unconstitutional, the remainder of the law or the provision not otherwise affected shall remain valid and subsisting.

SECTION 8. Repealing Clause. – Any law, presidential decree or issuance, executive order, letter of instruction, administrative order, rule or regulation contrary to or inconsistent with the provision of this Act is hereby repealed, modified or amended accordingly.

SECTION 9. Effectivity Clause. – This Act shall take effect fifteen (15) days after its publication in at least two (2) newspapers of general circulations.

Approved,