MEXICO PROGRAM
AND BOGOTA EXPERIENCE

ITDP
Institute for Transportation & Development Policy
1. Support to Mexico City’s BRT Project: Integration of public spaces and bicycle paths with the BRT project
2. Financial proposal for the State of Mexico (Edomex)
3. Legislative reform proposal to avoid the construction of more elevated highways in Mexico
MEXICO CITY
Phase 1 with two corridors:

- Insurgentes
- Eje 8
MEXICO CITY
Phase 1: Two corridors:
- East
- West
Options:
- Direct loan to the municipalities of Coacalco and Ecatepec
- Issue bonds backed with the revenue
- A percentage charged to the bus operators from their revenue
- A loan backed with revenues different from the project, i.e. Property Tax
- Issue bonds backed with a payroll tax
- BanObras has an incentive public-private partnership projects
<table>
<thead>
<tr>
<th>Percentage of Finfra Funds</th>
<th>30.0%</th>
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<tbody>
<tr>
<td>Percentage of a direct loan to</td>
<td>30.0%</td>
</tr>
<tr>
<td>municipalities</td>
<td></td>
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<tr>
<td>Percentage of a Revenue Bond</td>
<td>40.0%</td>
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<tr>
<td>Issuing Bonds cost</td>
<td>2.0%</td>
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<tr>
<td>Enhancement cost</td>
<td>3.0%</td>
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<tr>
<td>Bonds maturity</td>
<td>12</td>
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<tr>
<td>Interest rate</td>
<td>9.0%</td>
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<tr>
<td>Inflation</td>
<td>4.0%</td>
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<td>UDIS</td>
<td>3.41</td>
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<td>UDIS growth rate</td>
<td>3.9%</td>
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Challenges:

- Lack of vision in a concrete transport policy for the State and the municipalities (Segundos Pisos)
- Coacalco flyover is going to be built in the same corridor where the BRT is planned; however, Edomex assures that the flyover will be built with the exclusive BRT lanes in the middle.
- Political conflicts
Next Steps:

- Work in medium size cities
  - León
  - Ciudad Juárez
  - Veracruz
  - Querétaro
- Federal Government to finance BRT systems
- Legal obstacles to combat second deck projects in other Mexican cities
• **TransMilenio**: Bus Rapid Transit System on All Major Corridors

• **Ciclorutas**: Over 300 km of new Bicycle Paths

• **Alamedas**: New Walkways and Public Space in Developing Low Income Areas

• **MetroVivienda**: Land Banking for Low Income Housing

• Car Restriction
Poor people do not own cars. They walk to the nearest bus or minibus.
In 1998, JICE Recommended Bogotá Build...

- A NEW METRO
- URBAN HIGHWAYS
- ELEVATED HIGHWAYS
Is this the City the people from Guangzhou wanted?
Traffic jams without public transport are relatively useless; so is public transport without traffic jams or some other form of automobile use restriction.
Restriction of 40% private cars circulation during peak hours.

6:00 a.m a 9:00 a.m.
4:30 p.m a 7:30 p.m.

- Velocity increased by 43%
- Reduction in travel time 29 minutes. (about 1 hour daily).
- 16% reduction in pollutant agents
- 10.3% reduction gasoline consumption
Between 1961 and 2001, 6500 Hectares of land were illegally occupied
18% of urban land consumed
22% of the population lived in informal settlements in 2000
ALAMEDA EL PORVENIR
PRIORITIZING THE POOR