TransMilenio as a factor of transformation in Bogota

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The problem of public transport in Bogota in the 90s

- Inadequate infrastructure
- Low entrepreneurial capacity
- Old and inappropriate vehicle fleet
- Inefficient routes
The problem of public transport in Bogota in the 90s

- Under state power in accordance with the Law
- Users were not protagonists
- Low quality of service without possibility of improvement
In summary - Chaos
Approach to the solution

TransMilenio in the framework of a comprehensive mobility policy
Implementing the solution
Main aspects of transformation

REGULATORS
Formulating policies and directives
Traffic Control
Imposition of sanctions

MANAGERS
Planning, management and control
Road construction and maintenance

AGENTS
Private operators System

Institutional strengthening
Main aspects of transformation

Technology operation
Main aspects of transformation

Technology for fare collection
Main aspects of transformation

1. 

2. 

3. 

4. FIDUCIARY

Revenue Management System
Main aspects of transformation

\[ T_T = \sum \frac{CT_i \times Kmi}{PV} + \frac{C_A \times Pas_A}{PV} + CR \]

(1 – %F – %G)

Fare reflects the cost of system operation

Fare technically calculated
Main aspects of transformation

Specialized Infrastructure
Dedicated lanes and stations
Main aspects of transformation

Specialized Infrastructure
Terminal stations
Main aspects of transformation

Specialized Infrastructure

Bus deposits and maintenance facilities
Main aspects of transformation

Specialized Infrastructure

Bicycle parking
Main aspects of transformation

Specialized Infrastructure

Public spaces
Main aspects of transformation

Specialized staff
Benefits

Reduced travel times in the city
Approximately 20 minutes per user
Benefits

Integration of the population to urban services and the economy in Bogota, reducing social exclusion
Reduction of environmental pollution and resource generation from the sale of carbon credits
Orderly traffic in the city, decreasing accidents and mortality
Incorporation of efficient technologies in the operation and administration of public transport with replication in other cities
Formalization of an important sector of the economy, increasing the collection of taxes and improving the rights of workers in the sector
Improved civic culture, generating respect for the public, public space and sense of belonging
Benefits

Transformation and consolidation of areas of opportunity for urban development
Benefits

Organizational culture
Efficient public management
Technical strength
System challenges

Attention to high occupancy

Increased fleet

Improving the fare collection system
System challenges

Improve Infrastructure

New and future phases
System challenges

Citizen security

Road safety
System challenges

Civic culture
System challenges

Traffic control especially in the feeder routes
**Integrated Transport System (SITP)**

**In implementation 65 %**

- **24** Trunk services  
  Total 26
- **21** Feeders  
  Total 25
- **191** Urban  
  Total 343
- **19** Complementary Routes  
  Total 39
- **13** Special routes  
  Total 17

**AVANCE: 268 Servicios (60%)**
Bogotá – Colombia

Capital of Colombia
Surface: 1775.98 Km²
Inhabitants: 8,000,000
Density: 21.95 Inhab/km²
System challenges

Integrated Transport System (SITP)

In implementation
Fleet

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<thead>
<tr>
<th>Type</th>
<th>Count</th>
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<tr>
<td>Microbuses</td>
<td>672</td>
<td>1993 microbuses en total</td>
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<tr>
<td>Busetas</td>
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<td>Biarticulated</td>
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<td>270 biarticulados in total</td>
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</table>

6163 VEHICLES (58.3%)
Infrastructure

- 11 trunk services in operation
- 135 Stations
- 9 Portals
- 15 Patios and maintenance facilities

112.9 km of trunk roads

- 97.24 Hectares of Patios
- Advance patios (81%)

Bus stops (81%)

- 513 new
- 809 existing
- 1626 Bus stops type M10

- 4879 signals demarcated

Bus stops at the end of the implementation 6,737

Sistema Integrado de Transporte Público de Bogotá
Drivers

Drivers in the system /2014

17,494

Drivers (60.7%)

Drivers in the system at the end of the implementation

26,715

Sistema Integrado de Transporte Público de Bogotá