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I N S U R G E N T E S

BRT SYSTEM

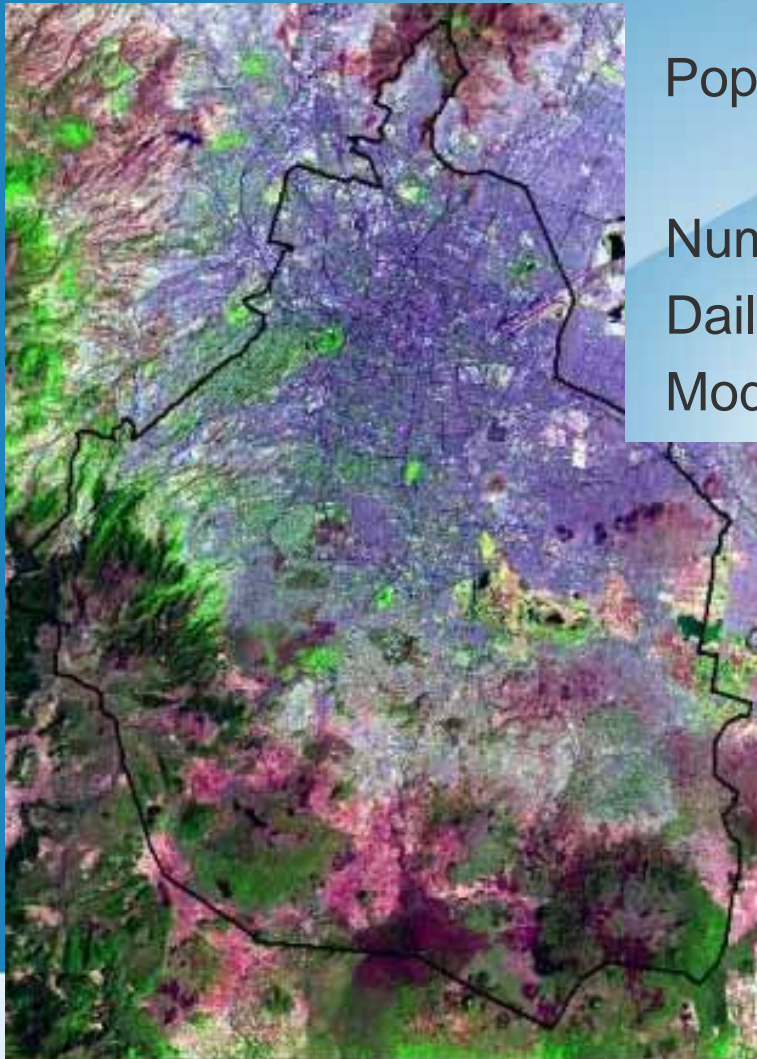
Mexico City



Outline

- Mexico City general data
- BRT first stage: Av. Insurgentes
- BRT Insurgentes: main characteristics
- Operators: the same under different conditions
- Institutional Structure
- Money flow
- Costs and financing

Mexico City: general data



□

Population: +18 millions,
8.5 millions D.F.

Number of cars: 3.5 millions

Daily trips: +30 millions

Modal split: 80% - 20% official
(70% - 30%) real?

Public Transport:

Metro: 200 km, 4.5 m. daily trips

Buses: 28,000 concessions,
+70% micro buses
1,400 public buses

BRT first stage: Av. Insurgentes



Demand: 250,000 daily pas.

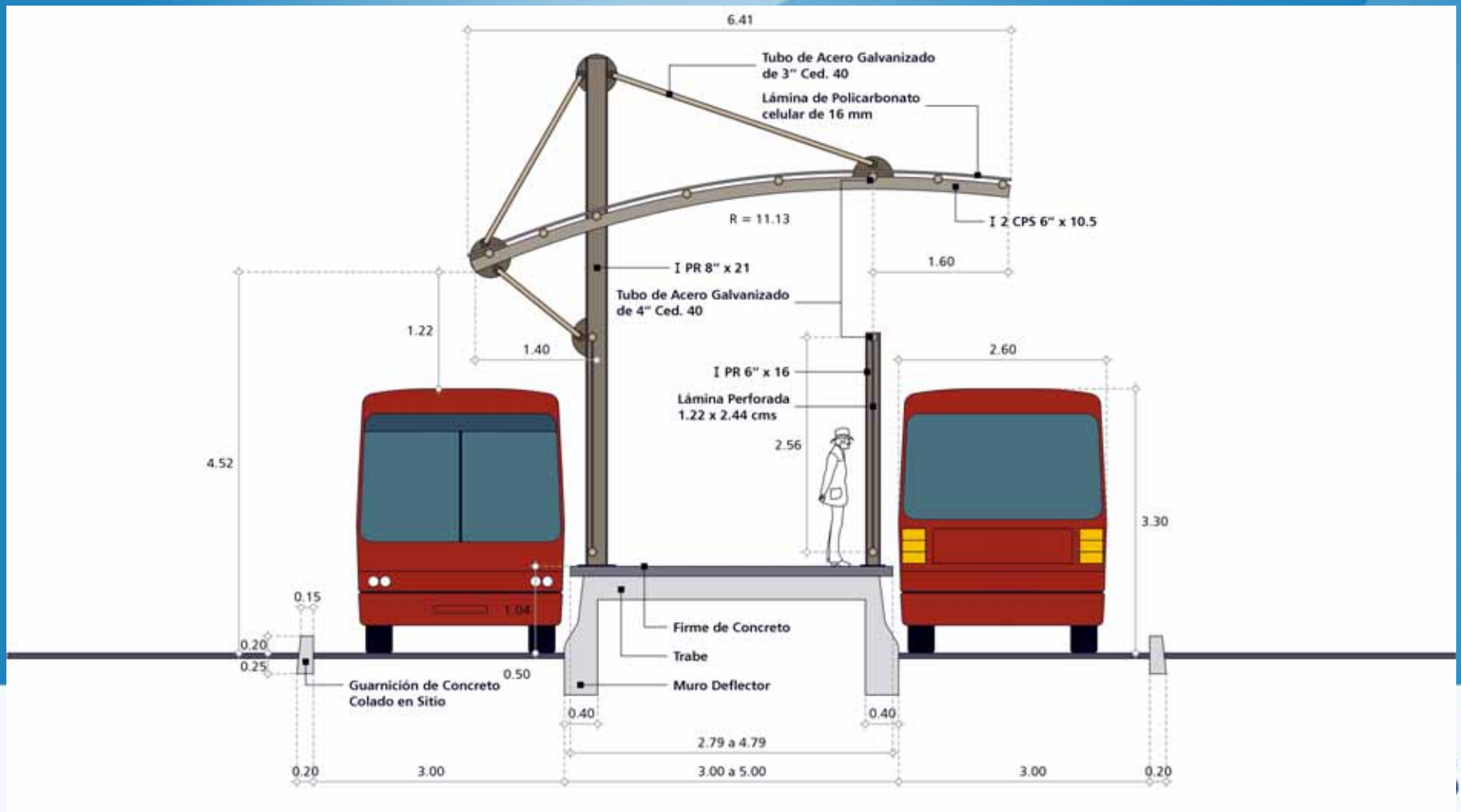
Length: 20 km

Actual Travel Time: 1.5 hours
(speed 14 km/h)

Estimated BRT Time: 1.0 hours
(speed 21 km/h)

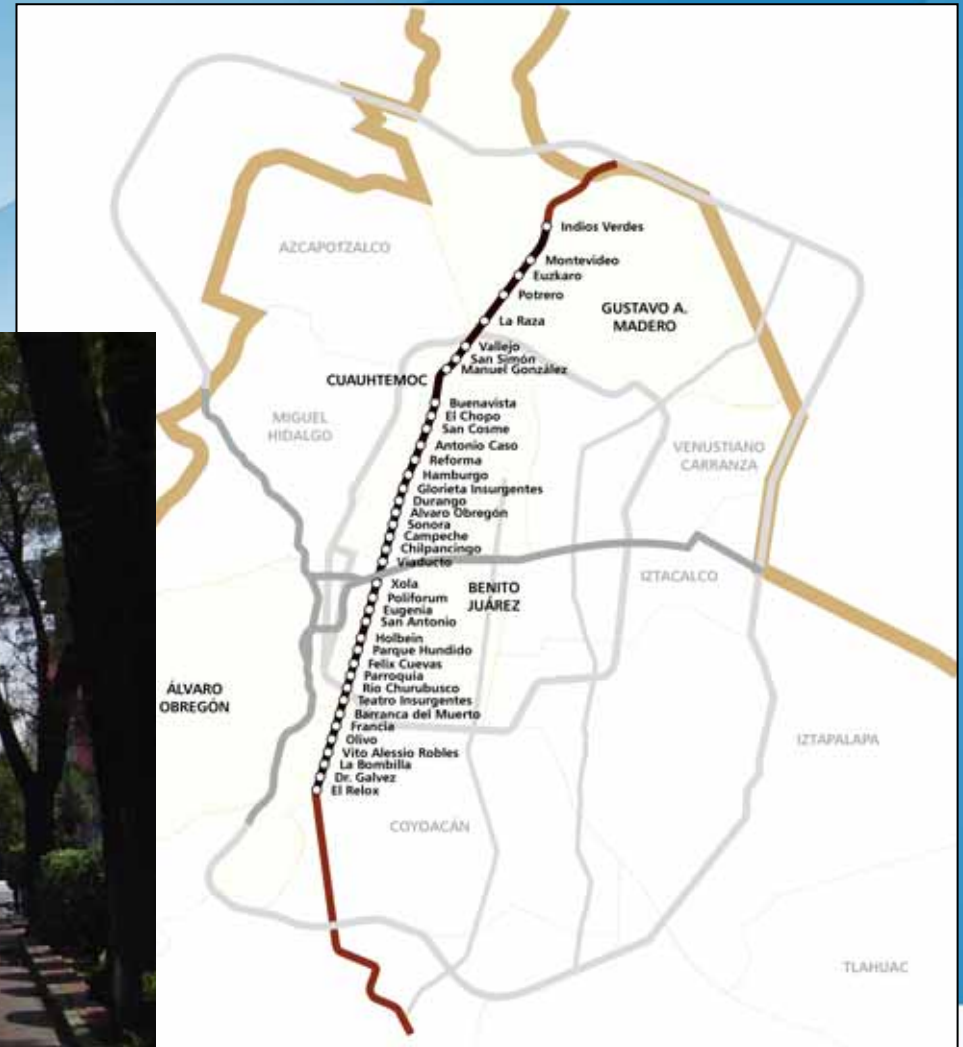
BRT Insurgentes: main characteristics

- Exclusive bus lane on the left side



Insurgentes BRT : main characteristics

- Exclusive bus lane on the left side
- 36 stations, 2 terminals



Insurgentes BRT : main characteristics

- Exclusive bus lane on the left side
- 36 stations, 2 terminals
- Articulated buses
- Prepayment system
- Integrated feeder routes



Operators: the same under different conditions

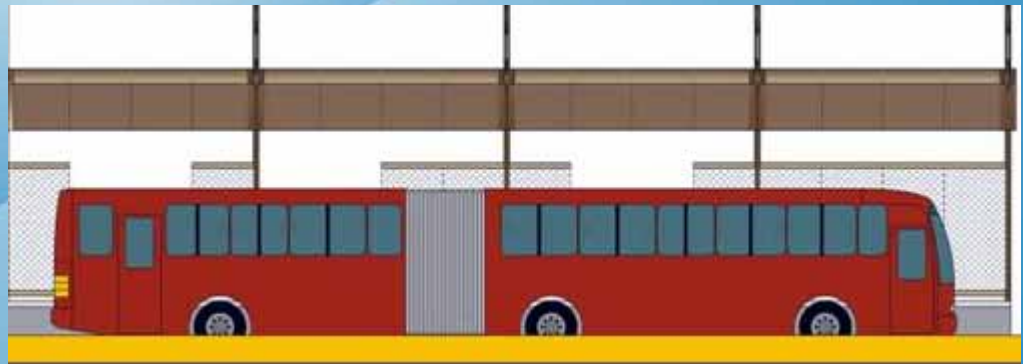


Actual operators:

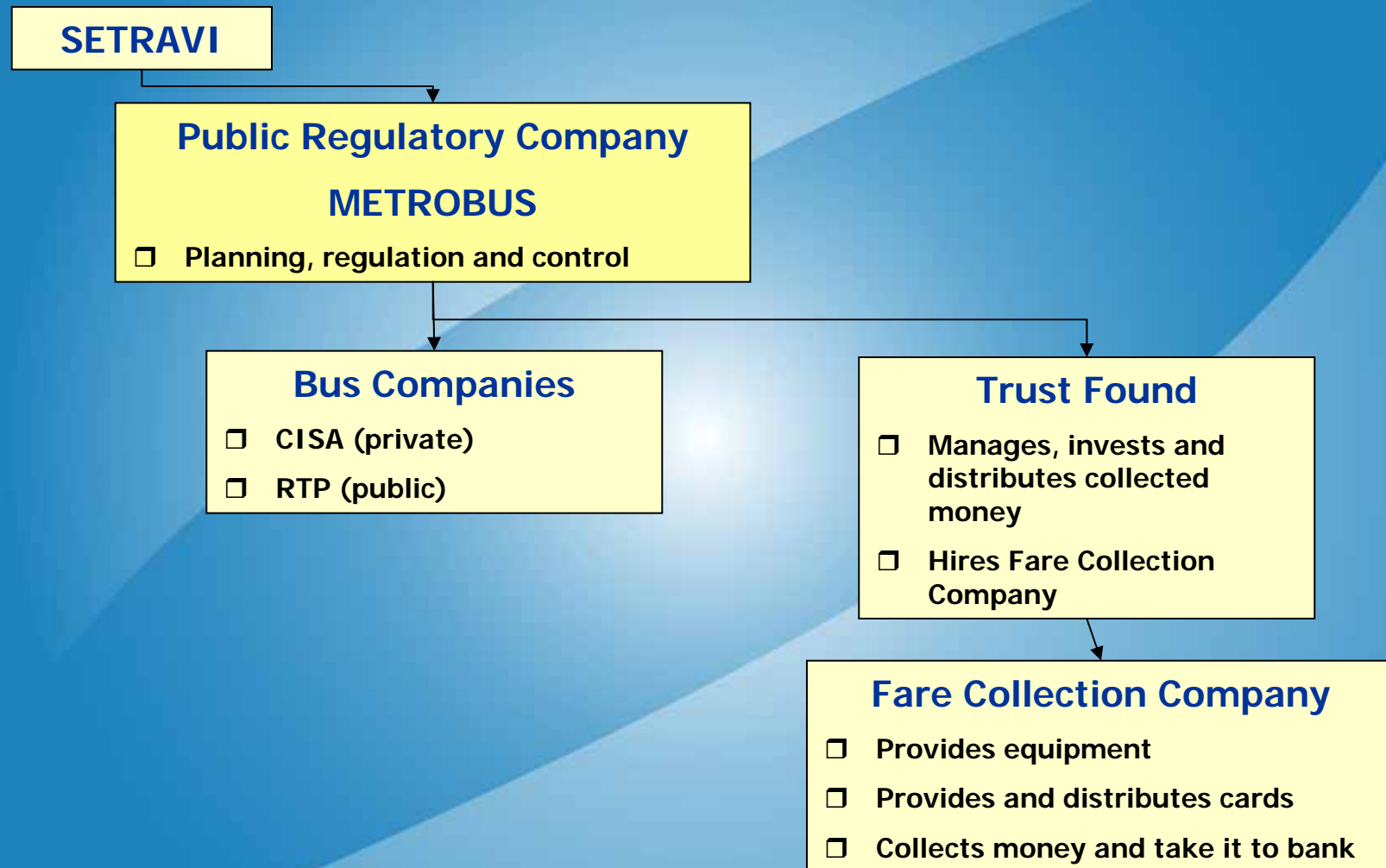
- 250 private buses
(±150 owners)
- 100 public buses
(RTP)

BRT operators:

- 60 private buses
(1 company: CISA)
- 20 public buses
(RTP)



Institutional Structure



Risks x Opportunities

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- Financial sustainability
- Conflict MetroBus x CISA X RTP
- Low incentive for a real change in service quality
- High quality standard of service
- RTP sets the standard

Costs and Financing

Infrastructure: City Government (\pm 30,000,000 USD)

Buses:

RTP: City Government (\pm 4,500,000 USD)

CISA: \pm 1,000,000 USD City Government (existing
microbus – autobus substitution program)

\pm 4,000,000 USD CISA

\pm 15,000,000 USD CISA, with VOLVO credit

Thank you for your attention

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