20 MUNICIPALITIES
1,706,431 hab. (2019)

13 MUNICIPALITIES
With rural relationship
125,478 hab. (2019)

BOGOTÁ
8,281,030 hab. (2019)
BOGOTA’S GROWTH AND TRANSMILENIO

Bogota today
<table>
<thead>
<tr>
<th>Service</th>
<th>Key Figures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRT buses</strong></td>
<td><strong>2,342</strong></td>
</tr>
<tr>
<td>Articulated – Bi-articulated – Hybrid-Service</td>
<td></td>
</tr>
<tr>
<td><strong>Cable Car</strong></td>
<td><strong>163 cabins</strong></td>
</tr>
<tr>
<td><strong>Bicycle parking spaces</strong></td>
<td><strong>6,059</strong></td>
</tr>
<tr>
<td><strong>BRT 2,500,000 daily trips</strong></td>
<td><strong>Cable Car 20,664</strong></td>
</tr>
<tr>
<td><strong>19,126 drivers</strong></td>
<td><strong>19,126 drivers</strong></td>
</tr>
<tr>
<td>4,733 Trunk y hybrid</td>
<td>12,130 local</td>
</tr>
<tr>
<td>2,263 Feeder</td>
<td><strong>1,400,000 daily trips</strong></td>
</tr>
<tr>
<td><strong>139 stations</strong></td>
<td><strong>7.477 Bus stops</strong></td>
</tr>
<tr>
<td>9 Terminals and depots</td>
<td><strong>13 Service zones</strong></td>
</tr>
<tr>
<td><strong>12 Corridors</strong></td>
<td><strong>37 depots</strong></td>
</tr>
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<td><strong>12 Corridors</strong></td>
</tr>
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<td><strong>12 Corridors</strong></td>
<td><strong>4,500 SITP Provisional Buses</strong></td>
</tr>
<tr>
<td><strong>5,977 local and feeder buses</strong></td>
<td></td>
</tr>
<tr>
<td><strong>37 depots</strong></td>
<td><strong>7.477 Bus stops</strong></td>
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</tr>
</tbody>
</table>
PROBLEMS OF THE LOCAL SERVICE CONTRACTS

1. Outstanding bank loans
2. Illiquid operators
3. Not enough income for bus operators
4. Bad service
5. Less buses available
6. Lack of bus maintenance
NEW BUSINESS MODEL

In 2018 we awarded contracts for 1,441 articulated and biarticulated buses.
Phases I and II

PROCUREMENT + OPERATION

Payment per kilometers
- Investment in vehicles
- Cost of operation, including depots
- Costos per kilometer

New contracts

PROCUREMENT

Payment per vehicle
- Investment in vehicles
- Costs of vehicle maintenance: cameras, depots
- Residual cost of the bus of 1%

OPERATION

Payment for vehicle operation
- Costs per kilometer: fuel, maintenance
- Incentives and penalties: Evaluation per trimester
- If the operator doesn’t perform the fleet can be taken

Payment per kilometer

Penalties if the bus is not available
PAYMENTS AND SUBSIDIES

- Fare income
- Transfers from city’s treasury (subsidy)

Central Trust Fund

- Fare account
- FET

Payments Fund

- Trust Fund Bank
- TF Fare Collection
- TF Concessionaries Phase III
- TF Concessionaries PROCUREMENT OF NEW BUSES
- TF Concessionaries OPERATION NEW BUSES
- Future Income

TRANSMILENIO S.A.
Electric-only Buses awarded in 2019

483

EURO VI+ buses awarded in 2019

794

Buses in an open tender now for e-buses and EURO VI

1,295
CHALLENGES

**BRT Component**

- New Infrastructure
- Integration with the metro and regional train
- Compliance of the SITP Addendum
- SITP Provisional Dismantle
- Tendering of remaining zones
- Operational redesign
- Small owners solution
- Bus renewal compliance

**Local Component**

- Re-engineering Implementation
- Anti-Fare evasion
- COVID-19
TRANSMILENIO AND BOGOTA’S TRANSPORTATION CHALLENGES

September 16, 2020