

UNCLOGGING MEXICO'S MOBILITY ARTERIES

To combat the congestion and environmental effects of motorized transportation, the Mexican capital is setting an example for not only the country but also other cities around the world by implementing innovative public policies in mobility. In July 2017, Mayor Miguel Ángel Mancera dropped regulatory requirements for parking spaces in the construction of new developments and pushed to incorporate new uses for existing lots. The announcement

was a stride toward integrated urban planning as mandated parking causes a shortage of living spaces, drives up the costs of housing and promotes the use of automobiles in cities. The city was also the first in Latin America to use a bike-sharing program in 2010. Mexico may still have a long way to go in terms of mobility but concerned citizens and authorities are working to reverse the effects of car-oriented legislation to develop healthier cities.

MEXICO'S BIKE REVOLUTION

Bicycles are gaining popularity as a form of transportation. Over the last three years, the 30 most-populated cities in Mexico invested on average 0.3 percent of federal funds designated to mobility for bicycle use

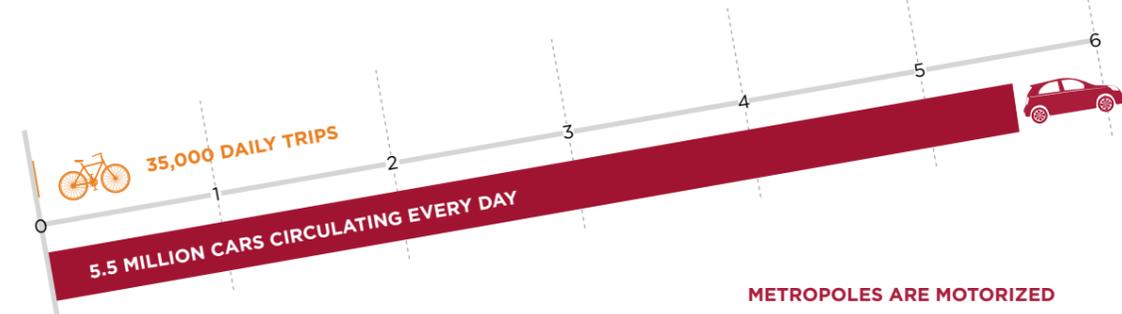
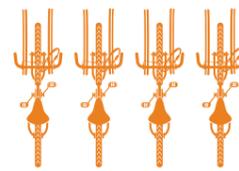
Extended Paths

There are 737km of bicycle infrastructure in Mexico.

- **Mexico City** encompasses **170.11km** (bike lanes, bus-bike lanes and complete street schemes)
- **15km bicycle paths** added in **2016** on main avenues (Revolución, Patriotismo and Buenavista)
- In **2017**, **Mexico City** hosted the **World Bike Forum**

Parking Facilities for Bikes

Two massive bicycle parking facilities located at Modal Transfer Centers Pantitlán and La Raza (first of their kind in the city). Automatic accessibility system allows up to 1,200 uses per day



MX\$3.5 billion received by Mexico City in 2015 from the Mexico-Chile Cooperation Fund Commission to keep promoting the use of bicycles.



METROPOLES ARE MOTORIZED

Vehicle fleet in Valley of Mexico Metropolitan Area more than doubled in one decade; ZMVM includes the capital and 18 State of Mexico municipalities

30 million vehicles registered in 2015

27,171,560 automobiles
2,608,659 motorcycles

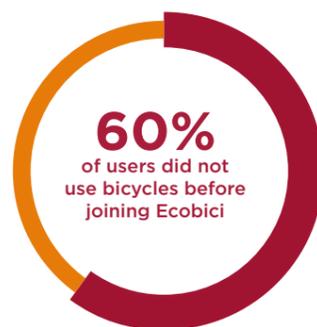
Vehicle Increase (2005-2015)



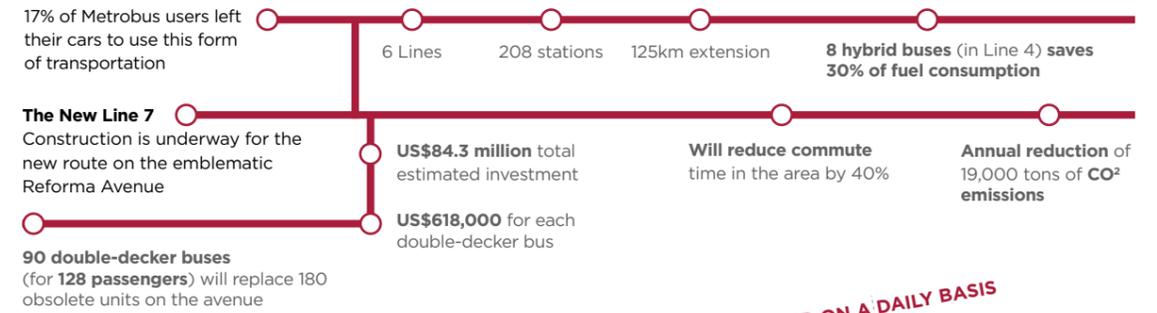
Bike-Sharing System

Early in 2010, Ecobici became one of the biggest bike-sharing programs in the world

- **452 stations** and **6,500 bicycles**
- **36 million trips** provided in six years
- **2,652 tons of CO² reduction** (until 2016)



Sources: INEGI El Economista, Ciclo-ciudades, Governmental Reports



- The Mexico City Metro** has 195 stations
- It has 390 trains
- Line 12** The Most Expensive and the newest Metro Line in Mexico City
- distributed over 12 lines
- more than 5 million people use it every day.
- 108 of those are under maintenance, special projects or in reserve
- US\$11.2 million annual expense for maintenance (tracks and stations)
- US\$1.7 billion for service for 30 trains (17-year contract)

MEXICO CITY METRO

The cost of public transportation in Mexico City is complex. The capital may have one of the cheapest subway systems in the world (and one of the most affordable transportation systems in Mexico), but as the average commuter travels long distances using more than one form of transportation, prices can add up in comparison to the base salary.

42.3% of the approved budget comes from revenues raised by a price hike on tickets (from 3 to 5 pesos implemented in December 2013)

Renovation and Expansion

- Expansion of Lines 12, 9, A and B
- 10 new trains
- 43km total
- for Line 1 (for 2018)

The construction of Latin America's first waste-to-energy facility for Metro

Huge Investment

- To catch up on the maintenance and repair lags of the system
- The metro requires a US\$1.7 billion investment and an annual budget of US\$1.1 billion, according to SCT
- Approved by Mexico City Legislative Assembly (ALDF)

AVERAGE PRICE SINGLE-RIDE METRO TICKET 2017 COMPARED TO MONTHLY MINIMUM WAGE SALARIES

