

Terms of Reference

“*Gestión Inteligente del Transporte* (Intelligent Transportation Management) G.I.T. 2020”

Organizers

This call for proposals is organized by:

- Bogotá Mayor’s Office
- Secretariat of Mobility of Bogotá
- With the support from the Inter-American Development Bank – IADB

Introduction

Like many other cities in the world, Bogotá faces the challenge of managing demand for private transportation and reducing the negative externalities associated with its use. Although the city government has implemented measures geared towards this objective, the number of vehicles has been growing consistently in recent years. This growth has had negative environmental, economic, and public health impacts on citizens. The Secretariat of Mobility of Bogotá (SDM) has led the evaluation of various initiatives to expand the scope of its private transport demand management strategy, as detailed in this document (see Annex *Background*).

On the other hand, the transition to the “*new normal*” presents new challenges for the city’s mobility. Faced with an eventual migration of users of public transport to other modes, the urgency of implementing measures that encourage people to choose sustainable modes (pedestrian, bicycles, micromobility) over private motorized vehicles increases.

Aiming to face these challenges, G.I.T. 2020 invites participants to contribute their experience and knowledge to contribute their experience and knowledge to bolster the strategy for managing demand for private motorized transportation. We encourage the presentation of innovative proposals that:

- Address mobility challenges the city currently faces.
- Integrate with the Secretariat’s ongoing projects.
- Mitigate the negative effects associated with the usage of private motor vehicles.

General Objective

Enhance the Transportation Demand Management (TDM) strategy through the incorporation of innovative proposals that: 1) respond to the mobility challenges in the Bogotá Region¹, 2) are oriented towards the achievement of the Sustainable Development Goals - SDG for 2030 and 3) are aligned with the *Plan Distrital de Desarrollo* ("PDD" - Development Plan) 2020-2024 "A new social and environmental contract for Bogotá in the XXI century", approved by the Bogotá Council.

The objective of the PDD (*Acuerdo 761 de 2020*²) is:

"Consolidate a new social, environmental and intergenerational contract to make progress towards equal opportunities, recovering the economic and social loss derived from the COVID-19 emergency, taking advantage of the lessons learned and of the instruments of solidarity, redistribution and economic reactivation created, to serve and mitigate the effects of the pandemic and, in this way, build along with the citizens a Bogotá where the rights of the most vulnerable are guaranteed through: the expansion of opportunities for social and productive inclusion, particularly of women, young people and families, to progressively overcome the factors of normalization of exclusion, discrimination and socioeconomic and spatial segregation that prevent equal opportunities and the exercise of a free, collectively sustainable and happy life.

The PDD provides for Bogotá to be integrated with the region through the creation of the Bogotá-Cundinamarca Metropolitan Region and a Land Use Plan (POT) with a regional vision, returning to the Main Ecological Structure (EEP) its importance and, consequently, its role as the organizer of the territory, as well as a multimodal mobility system based on a regional metro network, in accordance with the demographic projections of the 2018 census for Bogotá and the region. "

Based on the structure of the PDD 2020-2024, this initiative seeks for proposals that are aligned with the purposes and strategic programs referenced below:

- **Goal #1: To make a new social contract with equal opportunities for social, productive and political inclusion.**

Redistribute the costs and benefits of living in Bogotá and its region. Improve conditions so that populations that have traditionally been excluded from development opportunities and have assumed the highest costs of living in the city, can fully exercise their rights, perform their duties and enjoy the benefits of living in the city. For those who have enjoyed better opportunities for educational, social, and economic development, increase opportunities for solidarity, generation and redistribution of the

¹ Bogotá and the surrounding municipalities of Bojacá, Cajicá, Chía, Cota, El Rosal, Facatativá, Funza, Gachancipá, La Calera, Madrid, Mosquera, Sibaté, Soacha, Sopó, Tabio, Tenjo, Tocancipá and Zipaquirá.

² Available at <https://www.alcaldiabogota.gov.co/sisjur/normas/Norma1.jsp?i=93649>

benefits of living in the city, in order to reduce inequities and increase opportunities for all.

This purpose aims to close gaps, level the field of opportunities and increase the willingness of citizens to exercise their own agency, to cooperate in the construction of the common project expressed in the 1991 Constitution and to lay the foundations to achieve the Sustainable Development Goals in 2030 in the following four years. Likewise, it aims to address the social, economic, and environmental emergency derived from the Covid-19 pandemic, mitigate its consequences and generate conditions for social and economic reactivation in the medium and long term.

To mitigate the negative economic effects that the pandemic generates, this purpose also seeks to increase, in a sustainable way, productivity, competitiveness, innovation, well-being and the equitable distribution of collective prosperity.

- **Goal # 4: To make Bogotá Region a model of multimodal, inclusive and sustainable mobility.**

Promote sustainable modes and improve travel times and travel experience by considering the regional network of metro, buses and bike lanes as the foundation of mobility both in the city and in the region.

- **Goal #5: To build Bogotá - Region on the pillars of an open, transparent government and a conscious citizenry.**

Guarantee an empathic, integral, participatory and transparent government that allows the integration of the District with the region, through the promotion of alliances oriented to collective action and the sense of co-responsibility, concurrence and subsidiarity among all the actors of Bogotá - Region.

Specific objectives

G.I.T. 2020 aims to identify specific and implementable projects to mitigate or eliminate negative externalities associated with the use of private vehicles. The following are the objectives that should be addressed directly or indirectly by the proposals:

1. Incorporate new technologies: the implementation of intelligent transport systems (ITS) allows providing innovative services to citizens and improving the management and control of vehicle traffic. Projects can consider solutions that leverage on connectivity, big data, and artificial intelligence, among other technologies.
2. Reduce congestion: average speeds in Bogotá decrease each year due to an increase in the number of private vehicles. This is mainly related to motorization rates which, in turn, are associated with the income of citizens. In addition to private transport, low speeds affect public and freight transport.

3. Reduce air pollution: air quality is directly affected by the type of fuel and the usage of passenger and cargo vehicles. Air pollution is also associated with average speeds and distances traveled in such vehicles.
4. Improve Road Safety: a high proportion of the number of deaths and injuries on the streets of Bogotá is associated with the use of private vehicles. Proposals must align with the Vision Zero policy implemented by the city.

Proposals should be aligned with the general vision of promoting public transport and non-motorized modes for the generation of environmental, social, and public health benefits for citizens. The projects should complement the work that SDM has been developing, and which includes projects detailed in the Annex *Background*. Although it is essential that proposals are explicit regarding how they are aligned with initiatives that have been evaluated or developed by the city so far, innovative proposals are welcome.

Projects submitted by participants should meet the criteria defined on section “*Evaluation of the proposals*” of this document. Technical and financial perspectives must be specified, as well as the roadmap for its implementation. The scope of these projects must consider their impact on the entire Bogotá Region area (i.e. not be focused on a specific area of the city). Additionally, projects are expected to include a proposal for mechanisms to measure the effectiveness of the measure (in terms of its impact on transportation demand management), and to identify its potential impacts in the environmental, social and cultural dimensions.

Participants

Proposals from individuals, teams or organizations that are part of research groups, multilateral organizations, NGOs or consulting companies with interest or experience in transportation engineering, architecture, urban planning, environmental sciences, economics, or related areas are welcome. There are no restrictions with respect to the citizenship of the participants in this call.

Proposals

All proposals must be submitted in Spanish or English and within the times stipulated in the Timeline section of this document, using the link available at

<https://www.movilidadbogota.gov.co/web/competition>

Proposals must include (though need not be limited to):

- Team bios
- A slide deck summarizing the proposal
- A detailed document that includes:
 - Diagnosis of the main challenge(s) addressed by the project.
 - State of the art
 - Strategy to address the challenge
 - Technical aspects
 - Required technologies.
 - Implementation stages.

- Definition of KPIs, indicating sources of information and procedure for calculation.
- Financial aspects:
 - Detailed budget
 - Other funding sources, if any
- Potential impacts:
 - Risks
 - A quantitative and qualitative assessment of the proposal's expected impacts.
 - A description of potential harms and benefits for various populations and the project's impact on gender equality.
- Implementation guidelines
 - Identification of the agencies, institutions or entities that should be involved as part of the support network for the implementation of this initiative.
 - Milestones and estimated times for the stages of implementation.
- Supporting documents such as spreadsheets, maps, videos, etc.

Sources of information and data

Participants should use all information that they deem necessary to structure their proposals. The following are some sources that can be useful:

- Open Data - Secretariat of Mobility of Bogotá: <https://datos-abiertos-sdm-movilidadbogota.hub.arcgis.com/>
- Secretariat of Mobility of Bogotá: <https://www.simur.gov.co/portal-simur/>
- Open Data - Transmilenio: <https://datosabiertos-transmilenio.hub.arcgis.com>
- Secretariat of Planning of Bogotá: <http://www.sdp.gov.co/gestion-estudios-estrategicos>
- Special Administrative Unit of the District Cadastre (geographic information of Bogotá): <https://www.ideca.gov.co>
- Bogotá Maps: <https://mapas.bogota.gov.co/>
- Bogotá Reference Map: <https://www.ideca.gov.co/recursos/mapas/mapa-de-referencia-para-bogota-dc>
- Legal Secretariat of Bogotá (local and national regulations): <https://www.alcaldiabogota.gov.co/sisjur/index.jsp>
- Open Data Bogotá: <https://datosabiertos.bogota.gov.co>.
- Chamber of Commerce of Bogotá: <https://opendatabogota.ccb.org.co/>
- National Administrative Department of Statistics (DANE): <https://www.dane.gov.co/index.php/>
- Open Data Colombia: <http://datos.gov.co>
- Inter-American Development Bank³: <https://publications.iadb.org/es/publicaciones>

³ Particularly:

- *“Urban Transport Policies in Latin America and the Caribbean: Where We Are, How We Got Here, and What Lies Ahead”*
- *“Políticas de tarificación por congestión: Efectos potenciales y consideraciones para su implementación en Bogotá, Ciudad de México y Santiago”*

Evaluation of Proposals

The evaluation panel consists of four (4) members:

- Two (2) from the Secretariat of Mobility of Bogotá
- One (1) from the Interamerican Development Bank
- One (1) from the Chamber of Commerce of Bogotá

The evaluation will consider the following criteria:

Criterion	Description	Weight
Oriented	The proposal should focus on measures to manage the demand for private transport. The expected impacts of these proposals must be at a city level.	25%
Comprehensive	The projects presented must include a technical and a financial proposal.	20%
Sustainable	Proposals should pivot around Sustainable Development Goals (SDGs).	15%
Coherent	The proposed goals must be achievable and their associated costs and rates (in general, all its information) must be credible. Business model and financial self-sufficiency of the proposals is a plus.	15%
Measurable	Follow-up indicators for the proposal must be defined, in accordance with the provisions of the National Planning Department of Colombia ⁴ .	10%
Aligned	All proposals must be aligned with the vision of the city described on the PDD and must take into account the work that has been carried out or that is being carried out by the city on mobility.	10%

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- *“Tarificación vial: Una política para la reducción de externalidades negativas producidas por el congestionamiento vial”*

⁴ *Guía metodológica para la formulación de indicadores*, Departamento Nacional de Planeación de Colombia, 2010.

<https://colaboracion.dnp.gov.co/CDT/Inversiones%20y%20finanzas%20pblicas/Guia%20Metodologica%20Formulacion%20-%202010.pdf>



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Best proposal

The individual or team that submits the best proposal will receive:

- The opportunity to publish at the IADB Moviliblog⁵.
- An acknowledgement from the Bogotá Mayor's Office.

Timeline⁶

Deadline for the submission of proposals: December 18th, 2020

Announcement of shortlisted proposals: January 8th, 2021

Presentation of shortlisted participants: third week of January 2021

Selection of Best Proposal: last week of January 2021

General Conditions

Participants confirm that submitted proposals are of their own and that they have not been taken totally or partially from the work prepared by other person (s) and / or entity (s) without express permission and that their use and presentation does not violate the rights of third parties.

It is possible that the SDM and / or the IADB make publications for informational purposes in the name of the authors or that the city implements projects that include ideas, principles or material from one or more of the submitted proposals. In any case, the author or authors of the proposal will not receive any compensation in exchange for the ideas.

Participation in this call for proposals is totally free and does not generate any compensation beyond what is mentioned in this document, which will be granted to the entire team and not to each of its members.

Teams can be made up of one person. There is no limit to the maximum number of members.

The same person can only be part of one team. In the event of receiving two or more proposals from different teams with the same member, only the one received first will be accepted, while the others will be rejected.

The same team can submit just one proposal. In case of receiving two or more, the last one will be evaluated.

⁵ <https://blogs.iadb.org/transporte/es/>

⁶ Bogota time (GMT-5). This is relevant for the time of submission of proposals. For example, a proposal sent at 5:00 am on October 31, 2020 from London would be received at 23:00 on August 14 in Bogotá and, therefore, would be considered.

A person or team that submits a proposal declares that the images used for the preparation of the proposal, and any other graphic, audiovisual or printed content as part of the documentation, are free of use by their author or co-author, exonerating the organizers and its supporters from any error with respect to author recognition.

The SDM reserves the right to cancel, modify or suspend this process, as well as disqualify any of its participants.

No worker of the Mayor's Office of Bogotá, the Secretariat of Mobility of Bogotá or the Inter-American Development Bank may submit a proposal or participate in a team submitting a proposal.

Each participant agrees to comply with all that is established in these Terms of Reference and agrees to respect the final decision of the evaluating jury without any appeal.

Any questions, comments, or suggestions, please contact us at git@movilidadbogota.gov.co.



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Annex: Background

The SDM, as head of the mobility sector in Bogotá, has structured, evaluated, and implemented different projects to apply Transportation Demand Management (TDM) strategies and policies. These projects are divided into three areas: restrictions on vehicle movement, road pricing policies and parking management. Below are details of these projects:

Restrictions on vehicle movement:

- **Peak and Plate License Plate Restriction (*Pico y Placa*)**

"*Pico y Placa*" was established by *Acuerdo 3 of 1995* of the Bogota Council "By which rules are dictated on the motor vehicles' traffic in Santa Fe de Bogota, D.C. and other provisions are established ". Later, it was regulated in the framework of the Development Plan of 1998 due to the need to guarantee adequate traffic in the city, seeking acceptable levels of mobility. It has presented modifications over the years.

The *Decreto Distrital 626 de 1998* established that the *Pico y Placa* measure operated from Monday to Friday, between 7:00 and 9:00 and between 17:30 and 19:30, restricting traffic based on the last digit of the license plate, considering four digits per day.

With the issuance of *Decreto Distrital 007 de 2002*, the restriction schedule was adjusted according to the city of registration of the vehicle. For vehicles registered in Bogotá, the restriction applied from 7:00 to 9:00 and from 17:00 to 19:00. For vehicles registered outside of Bogotá, the restriction applied from 6:30 to 9:00 and from 17:00 to 19:00, maintaining the distribution of digits per day but incorporating an annual rotation of one day per plate block.

With *Decreto Distrital 180 de 2004*, the restriction hours were extended: for vehicles registered in Bogotá the restriction applied from 6:00 to 9:00 and from 16:00 p.m. to 19:00 p.m., and for vehicles registered outside Bogotá from 5:30 to 9:00 and from 16:00 to 19:00.

Through *Decreto Distrital 198 de 2004*, the restriction hours were unified regardless of the place where automobiles were registered, defining the following time bands: from 6:00 to 9:00 and from 16:00 to 19:00.

Decreto Distrital 033 de 2009, the schedule was extended from six to fourteen hours a day, between 6:00 and 20:00, and the distribution of plates per day was modified, keeping four digits per day.

Through *Decreto Distrital 271 de 2012*, the hours of restriction were modified from 6:00 to 8:30 and 15:00 to 19:30, restricting vehicles with a license plate ending on even numbers on even business days, and those with license plate ending on an odd digit on odd business calendar days. Additionally, certain vehicle categories such as motor vehicles powered exclusively by electric motors, the motorcade for the president, diplomatic or consular service vehicles, vehicles of State security agencies, among others, are exempted from the restriction.

Currently, the *Pico y Placa* measure is regulated by *Decreto Distrital 575 de 2013*, which defines the restriction hours from 6:00 to 8:30 and from 15:00 to 19:30. In said decree an additional restriction was created for the downtown area, which was repealed by *Decreto Distrital 515 de 2016*. The last modification made to *Decreto Distrital 575 de 2013* was to its articles 4 and 6, adjusting the exceptions to the restriction through *Decreto Distrital 846 de 2019*. On the other hand, *Decreto Distrital 208 of 2020 "By means of which a transitory measure of restriction of vehicular circulation in the city of Bogotá is established and other provisions are issued"*, which governs exclusively during the state of calamity, incorporated four additional exceptions:

- Hybrid vehicles motorized by combustion engines (diesel or gasoline) and which operate alternately or simultaneously with an electric motor.
- Vehicles with an occupancy of three (3) or more people including the driver, upon registration on the platform provided by the District Secretary of Mobility for this purpose. The vehicle must maintain the minimum occupancy of three (3) people (including the driver) throughout the journey (from origin to destination).
- Vehicles whose owner or tenant has voluntarily requested the Special Permit for Access to Area with Vehicle Restriction ("Pico y Placa Solidario" – see following section) and has accepted and complied with all the terms and conditions, established by the District Mobility Secretariat, to access the same.
- The vehicles of the personnel necessary for the provision of all types of human health services, upon registration in the platform provided by the District Secretary of Mobility for this purpose.

Under the current restrictions, roughly 50% of the cars in the city are restricted during the hours of operation of *Pico y Placa*. Considering that there are 1,825,685 cars, trucks and private service vehicles registered on the District Automotive Registry (RDA), this measure has an impact on approximately 900,000 vehicles per day. It should be noted that based on the exceptions included in *Decreto Distrital 846 de 2019*, 16,240 vehicles are exempted from the measure.

Based on the 2019 Mobility Survey (which is available at the following link <https://www.simur.gov.co/portal-simur/datos-del-sector/encuestas-de-movilidad/>), even with the *Pico y Placa* measure in the city of Bogotá, 19% of trips are made by car, with a rate of 0.33 trips per person. However, when reviewing this indicator by socioeconomic stratum, there is a difference of 1.1 trips between the travel rates of people residing in stratum 1 homes, with a rate of 0.08, and those of stratum 6, with a rate of 1.18.

These trips have an average length of one hour, and the main areas that generate trips in private vehicles are in the North of Bogotá and the town of Chía. Other areas where trips in private vehicles are generated are Kennedy and Bosa, mostly related to the use of motorcycles. As for destinations, they are concentrated in the expanded center of the city, an area in which most the greatest economic movement in the city is located; the concentration of these trips tends to decrease as the distance to the center increases.

Congestion Pricing:

- ***Pico y Placa Solidario:***

The Special Permit for Access to the Vehicle Restriction Area ("*Pico y Placa Solidario*" or "*PEAARV*"), is a measure implemented through *Decreto Distrital 846 de 2019*, through which the SDM grants a permit, at the request of a natural or legal person and in exchange for a biannual fee, so that a registered vehicle is allowed to operate during the hours restricted by the *Pico y Placa* measure. Moreover, *Decreto Distrital 163 de 2020* added regulation that aims to generate environmental awareness in Bogotá, encourage other transportation alternatives, avoid the purchase of a second car, and provide insights to modify behavior to improve road safety.

People who are voluntarily interested in acquiring this permit must pay COP\$2,066,200 (USD \$534) for a 6-month permit. The funds captured by this program will be invested in Bogotá's public transportation system. Additionally, registered people must take a pedagogical course and make a social compensation.

- **Congestion Charge**

National Development Plans ("PND", projects presented by each President of the Republic once he/she is in office and that become law once they are accepted by Congress) have given the power to some municipalities or districts to charge fees to access highly congested areas:

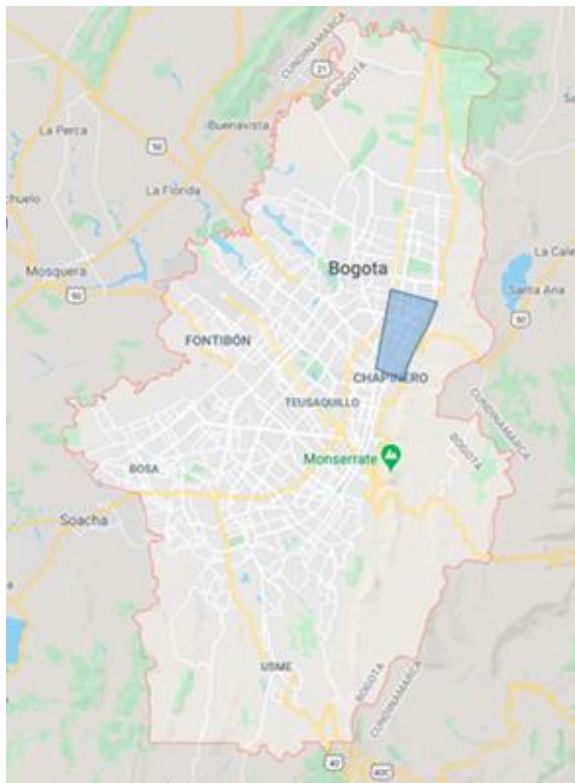
- 2010 - 2014: Article 90 of *Ley 1450 de 2011*.
- 2014 - 2018: Article 33 of *Ley 1753 de 2015*.
- 2018 - 2022: Article 97 of *Law 1955 de 2019*.

The Colombian Ministry of Transportation, through *Decreto 2883 de 2013*, defined the criteria to determine areas of high congestion or high contamination.

With the regulatory framework defined by *Ley 1450 of 2011*, in December 2012 the consulting contract 1869 of 2012 was awarded by the SDM to the temporary union Steer Davies Gleave, Posse Herrera Ruiz - Akiris to carry out the studies, designs and technical, legal and financial structuring of the congestion charge project for the city of Bogotá DC

As a result of this study, a congestion charge area limited by Cra. 7 to the east, Autopista Norte to the west, Cll. 116 to the north and Cll. 72 to the south was proposed (Figure 1). The study proposed to charge cars, trucks and taxis that entered or drove through the area.

Figure 1: a) Congestion Charge Area b) Detection and Collection check-points



a)

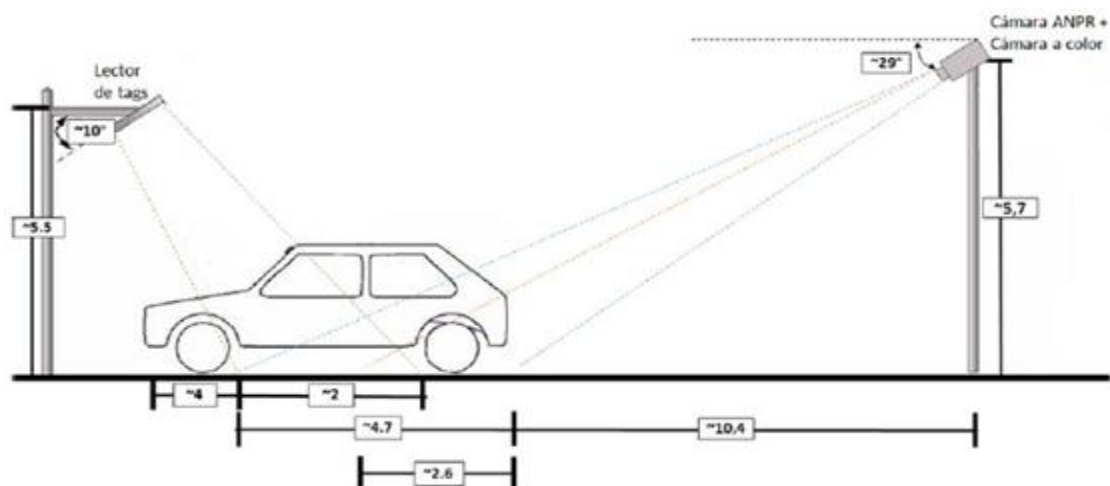


b)

Source: Unión Temporal Steer Davies Gleave – Akiris – Posse Herrera Ruíz, Elaborar los estudios, diseños y estructuración técnica, financiera y legal del proyecto de cobros por congestión para la ciudad de Bogotá D.C. 2014

Figure 2 illustrates the technical solution proposed for the implementation of congestion pricing. It considered RFID tag readers and Automatic Number Plate Recognition (ANPR) cameras.

Figure 2: Equipment used for detection of vehicles in the congestion area



Source: Unión Temporal Steer Davies Gleave – Akiris – Posse Herrera Ruíz, Elaborar los estudios, diseños y estructuración técnica, financiera y legal del proyecto de cobros por congestión para la ciudad de Bogotá D.C.

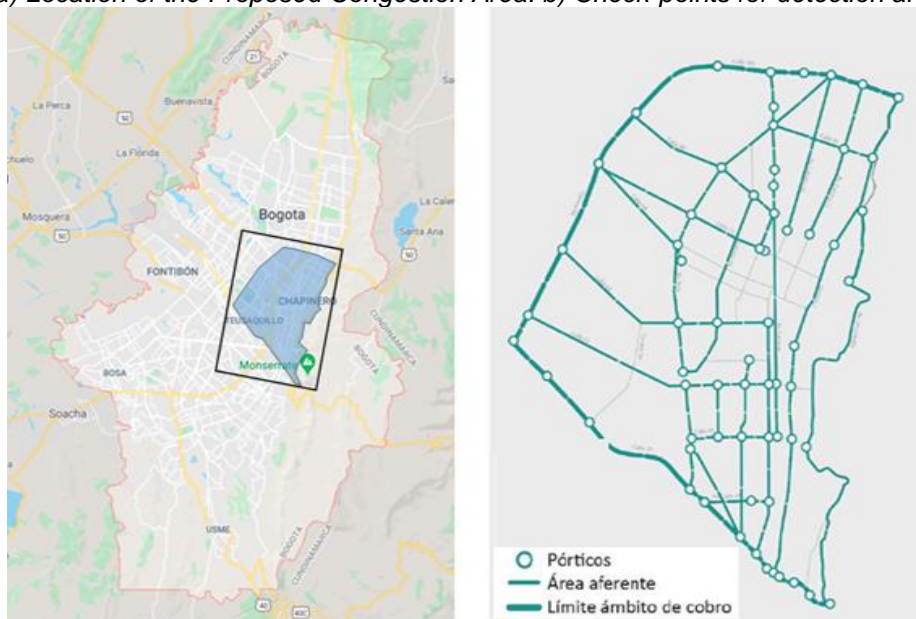
This proposal was presented three times to the City Council for approval. In the first two attempts (April and September 2014), the councilors stated that they found consistency problems in the project and considered the creation of a congestion charging zone unfeasible without first having a better mobility system (full implementation of the Integrated Public Transportation System SITP, metro, bicycle network, etc). The third time the bill was brought to the Council two months before the end of the period for which the councilors had been elected, so they did not have enough time to discuss it.

- **Distance-based congestion charging**

Another study was developed with which it was intended to implement an intelligent charge to access an area of high congestion. For this, at the end of 2017, contract 1668 was awarded to the temporary union Steer Davies Gleave - GSD + - Akiris to develop the technical, financial and legal structuring of the implementation of a congestion charging system that considered the distance traveled by private motorized vehicles in Bogota

Unlike the previous project, this one sought to charge for each kilometer traveled within the area and not only for accessing it. The final proposal delimited the area between Av. Circunvalar to the east, Av. 68 to the west, Cll. 100 to the north and Cll. 26 to the south. In this case, a rate of 300 COP / km for cars and 210 COP / km for motorcycles would be charged for the congestion area illustrated in Figure 3.

Figure 3: a) Location of the Proposed Congestion Area. b) Check-points for detection and collection



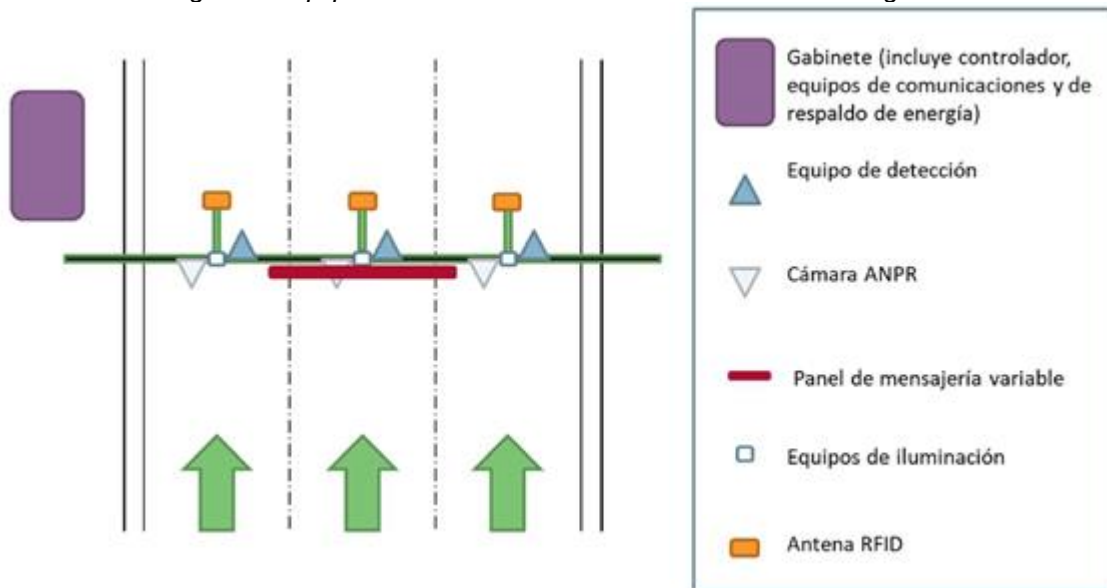
a)

b)

Source: UNION TEMPORAL SDG – GSD – PHR, Consultoría de estructuración técnica, financiera y legal de la implementación de un sistema de cobro por distancia recorrida por vehículos motorizados privados que circulen en Bogotá, 2017

The proposal presented by the consultant for detection and collection consisted of gantries with radio-frequency identification (RFID) detectors. Figure 4 presents a schematic of the system.

Figure 4: Equipment used for detection of vehicles in the congestion area



Source: Unión Temporal Steer Davies Gleave – Akiris – Posse Herrera Ruíz, *Elaborar los estudios, diseños y estructuración técnica, financiera y legal del proyecto de cobros por congestión para la ciudad de Bogotá D.C.* 2014

This project was not presented to the Bogotá Council for approval due to the need to have the validation of the Ministry of Transportation under the National Development Plan 2014-2018, which was not obtained before the entry into force of the 2018-2022 National Development Plan.

Parking Management:

- **On-street parking**

The SDM hired in 2016 a consultancy to "Structure the demand management strategy for public access on-street and off-street parking in the city of Bogotá". Said consultancy provided the guidelines to structure the system for its possible implementation. This study can be found in the following website:

https://www.movilidadbogota.gov.co/web/cuarto_de_datos_licitacion_publica.

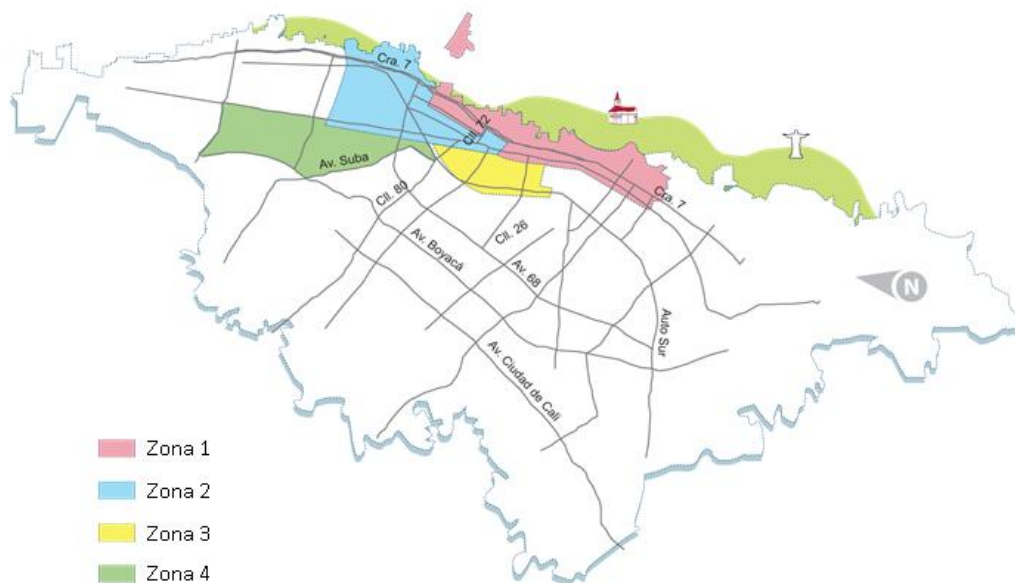
Subsequently, through *Acuerdo 695 de 2017*, "By means of which the District Administration is authorized to collect the fee for the right to park on public roads and other provisions are issued", the Intelligent Parking System (SIE) was created. The SIE considers off-street, on-street and valet parking, and is defined as "the set of rules, principles, values and measures to manage the demand for vehicle parking and incorporate the control, collection of fees and provision of the services of on-street, off-street and valet parking".

Based on the results obtained from the consultancy, in 2019 the SDM structured the bidding

process PSA-MC-090.2019 for the “Concession for the implementation and provision of the parking service on public roads delimited by zones, in the framework of the Intelligent Parking System in Bogotá DC”. No proposals were received for this bidding process, mainly due to the management, allocation and quantification of risks, the estimation of demand and turnover rates, the Service Level Agreements (SLA), the control scheme and because the letter of credit was very high for bidders.

Said process sought to concession the four zones prioritized by the consultancy, corresponding to a total of 13,501 parking spaces, which would be operated by a single operator which would also oversee the technology and collection component. As illustrated in Figure 5, zone 1 includes the urban planning units of La Candelaria, Las Nieves, La Macarena, Sagrado Corazón, Chapinero, Pardo Rubio and El Refugio, zone 2 includes Chicó El Lago, Usaquén, Santa Bárbara and Country Club; zone 3 includes Galerías and Los Alcázares and zone 4 La Alhambra, Niza, El Prado, Britalia, CasaBlanca, Suba and San José de Bavaria.

Figure 5. Prioritized zones for On-street Parking.



Source: SDM based on Consultancy 1167-2016

Since the bidding process was declared void, and to give continuity to the project, the city is currently exploring alternatives for the on-street parking system to be administered by public entities of the city.

Finally, by *Decreto Distrital 769 de 2019*, "Through which Article 6 of the *Acuerdo Distrital 695 de 2017* is regulated on matters relating to the Parking Registry as an information system for the Smart Parking System", the Parking Registry (“RDE”) was created in order to centralize the information on the supply of on-street, off-street and valet parking services in Bogotá and to improve the inspection, surveillance and control processes on parking services carried out by the local government.

- **Parking Fees to fund Public Transportation**

Considers an additional fee charged to users of both on-street and off-street parking. The funds collected through this mechanism shall be used to promote the sustainability and quality of public transport systems.

Article 33 of the National Development Plan 2014 - 2018 established that *“When the local authorities regulate the charging for the service of garages or parking areas for public use, including on-street parking, the entities may incorporate a fee to the rates charged to the users of the parking lots that encourages the use of parking systems. public transport”*.

Considering the need for resources of the Integrated Public Transportation System of Bogotá, the city government included this proposal on the draft of the PDD (Article 80). Although this article was rejected by the Bogotá Council, the city government plans to implement this project in the medium term.