

A tenth line went into service in July 1994. It returned to rubber-tired technology and employs advanced signaling equipment. This brought the total "route-miles" to 178 kilometres, with 132 stations.

Work began in October 1994 on a new 20-kilometre line known as *Tren Metropolitano Línea B*, which will run east and northeast from *Buena Vista* Station to *Ciudad Azteca*, the city of Azteca.

MONTERREY

The *Sistema de Transporte Colectivo Metrorrey*, Monterrey Subway Authority, completed the first 5-kilometre phase of its new north-south subway "Line 2", in October 1994. It intersects the original 18-kilometre elevated east-west line at Cuauhtémoc.

GUADALAJARA

On July 1, 1994, "Line 2" of Guadalajara's *Sistema de Tren Eléctrico Urbano (SITEUR)*, Guadalajara Urban Transit Authority, was officially opened, two months ahead of schedule. This ten-station, 8.5 kilometre east-west subway intersects *SITEUR*'s original 15-kilometre north-south "Line 1" at Juárez.

URBAN BUS SYSTEMS

Mexico is heavily dependent on buses for the transportation of people. There are large fleets of both urban and intercity buses, a large proportion of which are privately owned. Small 10- to 15-passenger vehicles are common although the government has been encouraging a shift to larger vehicles. Fares are low, and a large proportion of buses are owned by small owner-operators. As a result, relatively old, low-technology designs predominate. School buses are uncommon and limited mainly to private schools.

MEXICO CITY

Mexico City has a large public bus transportation system, that includes many terminals on the *metro*. In addition, there is a network of privately-owned buses.