apply to the state for the internships.

To begin the process of securing positions before March 15 so there will be sufficient time to

please let me know if you need additional information. We hope

project and other staff work. Please note that, if the existing

individual would assist with the study

the same to pay 95% of the salary for an intern. This individual is proposed to seek a grant from

For the most part, the necessary work would be accomplished by existing staff. However, if a

I. Identification of Funding Sources
   a. Five-year projections for both operating and capital budgets
   b. Proposal for organzational structure
   c. Development of alternatives for routing and scheduling
   d. For other modes of travel

II. Identification of travel patterns in the city and urban Allegheny County for bus riders and

the following:

proposals. The final proposal would take three months to a year for completion and would include

proposals. Final decisions would not be made until the study is reviewed in the fall.

the management teams of CTS and UTs are now proposing to move toward merger of the two

potential riders of CTS and UTs.

In the same time a combined route schedule was developed, printed and distributed to riders and

transfer system was initiated between the two systems which has proved to be very successful.

An initial study was begun in August 1991. A free

study has recommended that the systems be joined. Following the most recent study in 1991,

the issue of merging the Charlotville Transit Service and University Transit Service. Each

Over the past fifteen years, a number of studies have been done by outside consultants examining

RE: CITTS COORDINATION

DATE: FEBRUARY 3, 1993

FROM: JUDITH M. MUELLER, DIRECTOR OF PUBLIC WORKS

TO: GARY B. O'CONNELL, DEPUTY CITY MANAGER
Federal government, and therefore is ineligible for funding.

The university is considered a primary entity in the eyes of the significant portion of operating and capital costs. The current direct access to federal and state money to pay
(c) Access to Federal and State Funding Sources - CTS

to a contractor, or at the very least, better response from the
manufacturers and the lower the cost per vehicle.

(2) Increase in Ridership - the expanded network would likely result in a reduction in vehicle traffic and congestion.

(3) Reduction in Cost - by joining the systems, LTS and UTS

buses would become more efficient and effective, providing transit services more effectively and efficiently, resulting in increased demand for parking and pedestrian
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communities, and we are excited about the potential benefits.

A regional transit authority holds much promise for the

Upon your approval, we will initiate this project.

extensive start work will be required to produce the information for an indication of support for the concept of a united system.

In summary, we believe that it makes good sense to begin planning for adequate lot and office space.

The system, jack currently, both systems lack which will be inevitable. Currently, and have no room for the continued growth reached capacity, and must be designed to much higher fees to the users of this.