

## **Bus Service Does Come First**

Rick Casey's Friday column ("METRO Can't Let Rail Jeopardize its Buses," March 12, 2010) should have included more evidence on precisely how METRO is putting bus service first.

For the previous five fiscal years, METRO has spent \$34 million improving the existing rail line on Main Street. During that same period, \$518 million was spent improving bus service – a 15 times greater investment in bus service than rail service.

Improvements to bus service include:

- 365 new buses, part of a plan to purchase 100 new hybrid buses per year
- 4 new Park and Ride lots and 3,150 new parking spaces
- 5 new local routes
- 2 new Signature bus routes
- 200-plus new passenger shelters/stations
- Adjusted running time to improve reliability on 50+ routes

Unlike the example of Los Angeles cited by Mr. Casey, no court needed to force Houston METRO to make these investments.

Our bus fleet has been, and will continue to be, the backbone of Houston's transit system.

John Sedlak  
Executive Vice President  
Metropolitan Transit Authority