



January 2024

Welcome to the **Better Bus Dispatch**—your up-to-date news source for Metro’s **Better Bus** initiative!

In This Issue...



Our unprecedented budget crisis: A letter from the General Manager



Looking back on the 50-year history of Metrobus

Fiscal Year 2025 Budget: Proposed Fare and Service Changes

A Message from Metro General Manager Randy Clarke:

In December, Metro released [its proposed budget for 2025](#). This budget reflects what the agency can do with the funding that’s available. Metro is faced with the combination of the end of federal pandemic relief money and historic inflation that has for years pushed costs for everyone even higher.

The Better Bus initiative is just one of many components of Metro’s forward-looking vision, which builds on indisputable achievements to date and delivers on the goals of our adopted, region-supported [Strategic Transformation Plan: Your Metro, The Way Forward](#). The vision would fund full rail and bus service; continue to implement the Better Bus Network Redesign; order the first option of new, locally-assembled railcars to retire the oldest cars in the fleet; return the Yellow Line to Greenbelt; advance equitable paratransit; invest in retaining and rewarding staff performance; develop the next-generation, technology-ready workforce; achieve our zero-emission bus program to meet regional climate targets; and preserve capital for needed infrastructure repairs and modernization.

Unfortunately, the budget proposal does not deliver on that vision and would jeopardize Metro's current advances. Metro is one of the only large transit agencies without a dedicated local funding source. Metro is digging deep, saving \$95 million last year, and \$50 million this year in new and recurring savings. Still, closing the rest of the budget gap through service cuts and fare hikes would be painful for customers and all the workers who keep the system running. Just as ridership is accelerating, Metro would have to reduce rail and bus service back to pandemic levels, below what is needed to accommodate our current level of ridership.

[READ THE GENERAL MANAGER'S LETTER TO CUSTOMERS](#) →

In Our Golden Era: Celebrating 50 Years of Metrobus!

Metrobus is celebrating its Golden Anniversary as an integral part of the region's transit network! For 50 years, Metrobus has connected travelers around the region with their workplaces, schools, community resources, friends and families, fun local activities, and more! We are thrilled to have shared every challenge and success with you as our network has grown over the years.



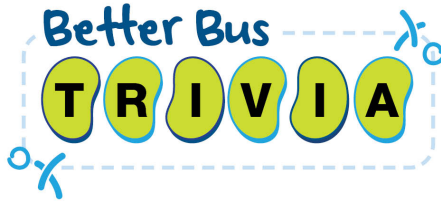
Click below to join us for a behind-the-scenes journey through the history of Metrobus with our new interactive e-book.

[EXPLORE 50 YEARS OF METROBUS](#) →

Test Your Knowledge!

How well do you know the region's bus network? For bragging rights only... 😊

Metro has had many bus garages throughout the years, which also are known as divisions. The two oldest divisions were originally streetcar houses that we rebuilt and converted into bus garages. **Which two bus divisions were these?**



- [A. Shepherd Parkway \(Southwest DC\) and Montgomery \(Montgomery County\) Divisions](#)
- [B. Northern and Western \(Northwest DC\) Divisions](#)
- [C. Four Mile Run \(Arlington\) and Bladensburg \(Northeast DC\) Divisions](#)
- [D. Cinder Bed \(Fairfax County\) and Southern \(Prince George's County\) Divisions](#)

How did you do on our last quiz?

Metro is investing in upgrading which of our bus garages to support zero-emission operations? **The correct answer was All of the Above—this includes the Northern Bus Garage, Bladensburg Bus Garage, and Western Bus Garage!**

[Click here](#) to learn more about our zero-emission bus goals, including plans for these three garages.

If you got the answer correct, great job! Check back in the next edition to see how you did on this quiz.

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