TransitMatters envisions a clean, efficient, and accessible bus system that serves both the greater Boston area and underserved communities in Boston.

**In-Motion and In-Route Charging Buses**
TransitMatters encourages MBTA use of both in-motion charging (IMC) and in-route charging (IRC) buses. IMC technology lets buses charge on electric lines, like existing trolleybuses, to make trips outside line range. IMC buses are available for FTA funding, and existing bus lines can be converted by installing lines in only ⅓ of the existing route. The Silver Line and Harvard tunnel buses are great first candidates. IRC buses, which charge at specific stops, are suitable for less dense routes.

**Expanded Reach of Service**
The expanded geographic range of IMC buses will enable better service for historically marginalized communities, as well as more reach into greater Boston. The benefits of electric buses, including reduced noise and air pollution and increased efficiency, will protect the respiratory health of surrounding communities and reduce time spent in transit.

**More Bus Lanes**
Dedicated bus lanes would make trips faster and safer for all parties involved. The MBTA should work to create more dedicated bus lanes in the Boston area, as well as better traffic signaling and smart intersections, for faster and safer service.

**More Bus Storage**
Faster service will require more vehicles, and the MBTA should build additional bus storage in key areas to achieve this goal. TransitMatters also proposes sharing bus storage space with overlapping services, such as Brockton Area Transit, to encourage a less Boston-centric approach to bus service.

**Easily Navigable Service**
The signage of complex bus stops, such as Ruggles station, and on-road bus transfers can be confusing, particularly for disabled users. The MBTA should collaborate with users and wayfinding experts to devise signage and transfer experiences that are safe, legible, and fun.