

At this time the committee heard from Mr. Philip Shapiro of the M.B.T.A. Advisory Board who stated the Advisory Board had discussed the service cuts with Mr. Joseph Elcock, Legal Counsel to the M.B.T.A. and it was Mr. Elcock's opinion due to the emergency situation that existed at the time there was no time for a public hearing. Furthermore, he stated that only an emergency board and not the actual Board of Directors was in existence during this emergency and they could not make a decision of this magnitude.

Mr. Shapiro also stated that it was Mr. Elcock's position that these cuts were not substantial.

Councillor David Sullivan requested Mr. Easler to prepare and update a report for the committee's consideration relative to a city operated bus service along with an analysis of any legal impediments to same.

At this time City Manager Sullivan addressed the financial impact to Cambridge as a result of the emergency legislation. He stated the cost to Cambridge would be about \$450,000 and would be reflected on the Cherry Sheet from the state next year. He further stated that he hoped the legislature would adopt his payroll tax proposal which would allow Cambridge to tax its employers and the city could realize \$11.3 million by taxing these businesses 1% of payroll.

Councillor David Sullivan stated that he believes this could discourage some employment possibilities only because some businessmen may determine its cheaper to purchase additional equipment rather than fill vacancies which would be subject to a tax. However, he supports the proposal as a more progressive measure than the existing property tax system. He also urged greater citizen participation in this whole transportation area.

The hearing was adjourned at 7:50 p.m.

For the Committee,

David E. Sullivan
Councillor David E. Sullivan,
Chairman

City of Cambridge

In City Council..... December 22, 1980

The Transportation Committee conducted a public hearing on Tuesday, December 16, 1980 at 5:30 p.m. in the Walnut Room, City Hall.

The purpose of this hearing was to discuss the recently adopted legislation relative to the continued operation of the M.B.T.A., along with the service cuts inherent in the legislation, as well as the financial impact to Cambridge based on the new legislation.

Councillor David Sullivan opened the meeting by outlining the agenda for the hearing specifically stating that the emergency legislation formally known as Chapter 581 of the Acts of 1980 causes additional financial burden to the City of Cambridge and that in his opinion some sections could in fact be found illegal.

At Councillor David Sullivan's request, Mr. Richard Easler, Transportation Planner in the Community Development Department, outlined to the committee each provision of the new legislation.

Mr. Easler pointed specifically to Section 8 of Chapter 581 entitled "Management Rights" which he felt violated federal regulations under which the M.B.T.A. receives money. Consequently, he stated, this section could subsequently be repealed by the legislature.

The service cuts, recently made by the M.B.T.A. were outlined by both Mr. Easler and Mr. Daniel Wiseberg also of the Community Development Department. The most serious cuts being on Route #74, the Belmont Center/Harvard run and Route #72, the Huron Avenue/Harvard run, where there will be no bus on either route after 10 p.m.

Councillor David Sullivan stated that he thought these cuts were not legally done since no public hearing was held, nor was thirty days (30) notice to the M.B.T.A. Advisory made prior to the cuts as required by Chapter 161A, Section 5(f).

It was agreed that City Manager Sullivan meet with the Chairman of the M.B.T.A. to outline the concern of the Transportation Committee and the residents of Cambridge that it appears these cuts are not only arbitrary but clearly illegal.

3.

REPORT

S-563

Committee on Transportation

RE: MBTA

In City Council,

December 22, 1980

12/22/1980

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