



City of Cambridge

23.

Amended Order

IN CITY COUNCIL

May 6, 1996

COUNCILLOR DAVIS
VICE MAYOR BORN
COUNCILLOR DUEHAY
COUNCILLOR GALLUCCIO
COUNCILLOR REEVES
MAYOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TRIANTAFILLOU

WHEREAS: The Massachusetts Bay Transportation Authority (MBTA) was created in 1964 under M.G.L. Chapter 161A to provide public transportation services within the 78 cities and towns comprising the MBTA District; and

WHEREAS: Cambridge is currently served in whole or part by 29 separate bus routes, four rapid transit stations on the Red and Green Lines and one commuter rail station on the Fitchburg Line; and

WHEREAS: Many Cambridge residents are dependent on both the level and quality of MBTA service for access to jobs, shopping and essential services; and

WHEREAS: The MBTA Advisory Board was created in 1964 as part of Chapter 161A as an oversight committee to among other duties, approve the annual expense budget of the MBTA, approve any fare changes for local service, approve the Program for Mass Transportation (the five year capital program for the MBTA), and review substantial changes in service; and

WHEREAS: The MBTA Advisory Board provides a crucial means of community input to decisions made by the MBTA Board of Directors that affect the quality and extent of service available within the MBTA District; and

WHEREAS: Legislation has been filed to abolish the MBTA Advisory Board; and

WHEREAS: There is a need to maintain or even enhance current levels of service, both to meet the transportation needs of the district and to reduce air pollution from the use of private automobiles where adequate alternative transportation does not presently exist; and

WHEREAS: The MBTA Board of Directors is proposing to contract with private firms to operate the bus system starting in January, 1997; and

WHEREAS: This privatization or "outsourcing" is being carried out without input from the MBTA Advisory Board, the cities and towns within the MBTA District, or the citizens affected; and

WHEREAS: Great care must be taken to ensure that "outsourcing" will not undermine the level or quality of MBTA service in Cambridge and the District; now therefore be it

RESOLVED: That before any solicitations are made for the "outsourcing" of any MBTA bus route operations, the Cambridge City Council requests the MBTA Board of Directors to hold a public hearing so that the residents of the district can have input into the process; and be it further

RESOLVED: That the Cambridge City Council be on record as opposing any attempt to abolish the MBTA Advisory Board; and be it further

RESOLVED: That the City Clerk be and hereby is requested to send copies of this resolution to the Cambridge legislative delegation, the Governor and the MBTA.

In City Council May 6, 1996

Adopted as amended by the affirmative vote of eight members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

23.
Original Order

IN CITY COUNCIL

May 6, 1996

COUNCILLOR DAVIS

- WHEREAS: The Massachusetts Bay Transportation Authority (MBTA) was created in 1964 under M.G.L. Chapter 161A to provide public transportation services within the 78 cities and towns comprising the MBTA District; and
- WHEREAS: Cambridge is currently served in whole or part by 29 separate bus routes, four rapid transit stations on the Red and Green Lines and one commuter rail station on the Fitchburg Line; and
- WHEREAS: Many Cambridge residents are dependent on both the level and quality of MBTA service for access to jobs, shopping and essential services; and
- WHEREAS: The MBTA Advisory Board was created in 1964 as part of Chapter 161A as an oversight committee to among other duties, approve the annual expense budget of the MBTA, approve any fare changes for local service, approve the Program for Mass Transportation (the five year capital program for the MBTA), and review substantial changes in service; and
- WHEREAS: The MBTA Advisory Board provides a crucial means of community input to decisions made by the MBTA Board of Directors that affect the quality and extent of service available within the MBTA District; and
- WHEREAS: Legislation has been filed to abolish the MBTA Advisory Board; and
- WHEREAS: There is a need to maintain or even enhance current levels of service, both to meet the transportation needs of the district and to reduce air pollution from the use of private automobiles where adequate alternative transportation does not presently exist; and
- WHEREAS: The MBTA Board of Directors is proposing to contract with private firms to operate the bus system starting in January, 1997; and

WHEREAS: This privatization or "outsourcing" is being carried out without input from the MBTA Advisory Board, the cities and towns within the MBTA District, or the citizens affected; and

WHEREAS: Great care must be taken to ensure that "outsourcing" will not undermine the level or quality of MBTA service in Cambridge and the District; now therefore be it

RESOLVED: That before any solicitations are made for the "outsourcing" of any MBTA bus route operations, the Cambridge City Council requests the MBTA Board of Directors to hold a public hearing so that the residents of the district can have input into the process; and be it further

RESOLVED: That the Cambridge City Council be on record as opposing any attempt to abolish the MBTA Advisory Board.

FAX TO COUNCILOR DAVIS
FR. LIZ EPSTEIN

5.2.96

53.

WHEREAS, The Massachusetts Bay Transportation Authority (MBTA) was created in 1964 under M.G.L. Chapter 201A to provide public transportation services within the 78 cities and towns comprising the MBTA District; and

WHEREAS, Cambridge is currently served in whole or part by 29 separate bus routes, four rapid transit stations on the Red and Green Lines and one commuter rail station on the Fitchburg Line; and

WHEREAS, Many Cambridge residents are dependent on both the level and quality of MBTA service for access to jobs, shopping and essential services; and

WHEREAS, The MBTA Advisory Board was created in 1964 as part of Chapter 161A as an oversight committee to among other duties, approve the annual expense budget of the MBTA, approve any fare changes for local service, approve the Program for Mass Transportation (the five year capital program for the MBTA), and review substantial changes in service; and

WHEREAS, the MBTA Advisory Board provides a crucial means of community input to decisions made by the MBTA Board of Directors that affect the quality and extent of service available within the MBTA District; and

WHEREAS, Legislation has been filed to abolish the MBTA Advisory Board; and

→ WHEREAS, There is a need to maintain or even enhance current levels of service both to meet the transportation needs of the district and to reduce air pollution from the use of private automobiles where adequate alternative transportation does not presently exist; and

WHEREAS, The MBTA Board of Directors is proposing to contract with private firms to operate the bus system starting in January, 1997; and

WHEREAS, this privatization or "outsourcing" is being carried out without input from the MBTA Advisory Board, the cities and towns within the MBTA District, or the citizens affected; and

WHEREAS, Great care must be taken to ensure that "outsourcing" will not undermine the level or quality of MBTA service in Cambridge and the District.

NOW THEREFORE BE IT RESOLVED, That before any solicitations are made for the "outsourcing" of any MBTA bus route operations, the Cambridge City Council requests the MBTA Board of Directors to hold a public hearing so that the residents of the district can have input into the process; and

BE IT FURTHER RESOLVED, That the Cambridge City Council be on record as opposing any attempt to abolish the MBTA Advisory Board.

WHEREAS: This privatization or "outsourcing" is being carried out without input from the MBTA Advisory Board, the cities and towns within the MBTA District, or the citizens affected; and

WHEREAS: Great care must be taken to ensure that "outsourcing" will not undermine the level or quality of MBTA service in Cambridge and the District; now therefore be it

RESOLVED: That before any solicitations are made for the "outsourcing" of any MBTA bus route operations, the Cambridge City Council requests the MBTA Board of Directors to hold a public hearing so that the residents of the district can have input into the process; and be it further

RESOLVED: That the Cambridge City Council be on record as opposing any attempt to abolish the MBTA Advisory Board.



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May 6, 1996

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WHEREAS: The MBTA Advisory Board provides a crucial means of community input to decisions made by the MBTA Board of Directors that affect the quality and extent of service available within the MBTA District; and

WHEREAS: Legislation has been filed to abolish the MBTA Advisory Board; and

WHEREAS: There is a need to maintain or even enhance current levels of service, both to meet the transportation needs of the district and to reduce air pollution from the use of private automobiles where adequate alternative transportation does not presently exist; and

WHEREAS: The MBTA Board of Directors is proposing to contract with private firms to operate the bus system starting in January, 1997; and

Born, Duhaay, Galluccio, Reeves
Consent Order #23 Russell, Sullivan

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Councillor Davis re: That the Cambridge
City Council be on record as opposing
any attempt to abolish the MBTA Advisory
Board. Triantafyllou S-251

In City Council May 6, 1996

Adopted as Amended.