

**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

James F. O'Leary
General Manager
50 High Street
Boston, Massachusetts 02110

September 30, 1981

Advisory Board to the Massachusetts
Bay Transportation Authority
Lynn City Hall
City Hall Square
Lynn, Massachusetts 01901

Attention: The Honorable Antonio Marino, Chairman

Dear Members of the Advisory Board:

Enclosed for your review is the Massachusetts Bay Transportation Authority's Budget of Current Expenses for calendar year 1982 in the amount of \$380.4 million. This budget is submitted in accordance with Massachusetts General Laws Chapter 161A, as amended.

In 1982, management at the MBTA will continue whenever possible to implement cost savings measures, reforms and changes in policy as recommended by the Advisory Board. During 1981, school service operations have been streamlined, the South Boston Power Plant closed, and reductions in overtime spending achieved through the coordination and cooperation that now exists between the MBTA and the Advisory Board. There is still much work to be accomplished and reforms awaiting implementation.

Transportation service must be provided at a level and schedule that will attract riders to the system and provide for the needs of workers, students, senior citizens, the handicapped, shoppers and other users of mass transportation. Unfortunately, service curtailments in 1981 had the net effect of inconveniencing many commuters, displacing others and contributing to decreased ridership. In 1982, we are planning to increase service levels and improve scheduling to provide reliable service.

These service improvements include extending the hours of operation on Sunday from 6:00 a.m. to 1:00 a.m., the hours formerly operated prior to cutbacks last Spring. Also on Sundays, we intend to reopen for rapid transit service Malden Center and Oak Grove Stations where shuttle buses are currently used in lieu of trains.

Both Bowdoin Station and Symphony Station will be reopened for weekday service. Additional rush hour trains will operate on the Red, Green and Orange Lines. It is also our intention to increase the cover list of available substitute personnel from 9% to 14%. Cutbacks in the cover list this year have caused an undesirable level of missed bus and train trips. Also included in our 1982 budget submission is the opening of Quincy Adams Station on the Red Line in the Autumn of 1982, and the hiring of 16 additional police officers to improve security on the system.

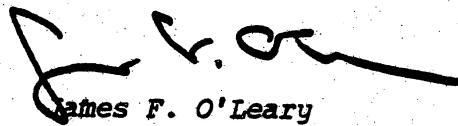
Increases in the 1982 spending authorization are sought not only to improve service but also to cope with the inflationary costs of fixed charges for borrowing and materials needed to maintain our transportation network. Of the \$31 million in additional funding requested for the 1982 budget, \$21 million is directly attributable to interest charges and other cost items over which the MBTA can exercise no control. We plan to reinvest \$10 million in fare revenue into improving the MBTA for our riders.

Not included in the budget submission are wage increase for operating personnel as this item is subject to an ongoing arbitration. Throughout the arbitration, management has sought to hold the line on wage increases and to have modern management practices implemented instead of outdated work rules which have long been a burden to increased productivity.

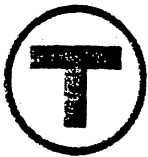
It is significant that the requested budget increase for 1982 will be paid through revenues generated as a result of last August's fare increase. Both the 79 cities and towns in the transit district and the Commonwealth will not have increased tax burdens as a result of the MBTA's proposed budget and at the same time, transit service can be substantially improved.

With this in mind, I respectfully submit for your consideration the MBTA's proposed 1982 budget. I look forward to meeting with you in the near future to discuss the MBTA's plans for the coming year.

Sincerely,



James F. O'Leary
General Manager



**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

Office of Budget and Operations Analysis
50 High Street, Boston, Massachusetts 02110

October 2, 1981

Dear Advisory Board Member:

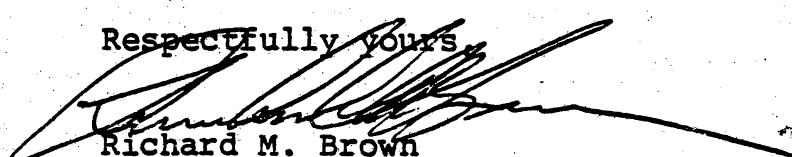
Attached is a copy of a letter from James F. O'Leary, General Manager, regarding the 1982 Current Expense Budget which was mailed to you yesterday.

Inadvertently, during production, this letter was not included in all the envelopes.

We apologize for any inconvenience this may have caused in your review.

If you have any questions regarding this submission, please do not hesitate to contact me (telephone 722-5786).

Respectfully yours,



Richard M. Brown
Budget Director

Attachment

12.

F-352

Comm. from Richard M. Brown, Budget
Director of the MBTA re: 1982 Current
Expense Budget of the MBTA.

In City Council,

October 19, 1981

10/19/81

Placed on File