City of Cambridge

15.

IN CITY COUNCIL

COUNCILLOR CYR
VICE MAYOR REEVES
MAYOR WOLF

September 16, 1991

WHEREAS: The Massachusetts Bay Transportation Authority is considering fare increases for the second time in less than three years; and

WHEREAS: Public transportation users are among those members of our society most in need of economic support, with 50-60% of local bus riders living in households with an annual income below $20,000, 70-80% owning no automobile, and 40-60% having no driver's license; and

WHEREAS: Over 10% of public transportation users are elderly and facing a tax increase as a result of the legislature's recent decision to reclassify SSI payments as taxable income; and

WHEREAS: The MBTA is projecting that 43,000 daily riders, on average, will be driven off the system by the projected fare increase; and

WHEREAS: By not driving, MBTA riders save 142 million gallons of gasoline annually, resulting in 90% less hydrocarbon emissions and 75% less carbon monoxide emissions than if they drive; and

WHEREAS: The "Big Dig" which will further exacerbate the traffic and environmental problems in the city; and

WHEREAS: The MBTA's 1989 study of "Financing Operating Costs" indicates that the MBTA's mechanism of fiscal control is eroding, as the MBTA's primary funding source shifts from local communities to the state government; and

WHEREAS: That same study claims that a thorough investigation is needed to determine whether the small percentage of transit costs covered by MBTA fares is due to an inadequate fare schedule, or due to high management costs; and

WHEREAS: "High management costs" are often associated with the lack of an effective a management structure; and

WHEREAS: The MBTA Budget Office's "Staff Summary," which suggests the fare increase, makes no mention of the management question; and

WHEREAS: The MBTA faces greater revenue problems then a fare increase can answer, as a result of declining federal and local aid; and

WHEREAS: The MBTA is one of only five of the twenty-six largest public transit systems which lacks a dedicated revenue source; and

WHEREAS: The MBTA's 1989 Study, "Financing MBTA Operating Costs: Alternatives for the Future," points to the need for such dedicated revenue sources as the most likely option for solving the MBTA's budget crisis; now therefore be it

RESOLVED: That the Cambridge City Council, in meeting assembled, hereby expresses its opposition to the proposed fare increase, advises Boston's representatives to the MBTA Advisory Board to oppose them; and be it further

RESOLVED: That the MBTA should follow its own recommendations and conduct a "thorough examination" of the MBTA's management structure before considering raising fares; and be it further

RESOLVED: That the possibility of dedicated revenue source, such as auto-use taxes and fees, be seriously considered as an alternative to raising fares; and be it further

RESOLVED: That the City Clerk forward a copy of this resolution to Boston's representatives to the MBTA Advisory Board, Boston's representatives to the State Legislature, and Governor Weld.

In City Council September 16, 1991.
Adopted by the affirmative vote of nine members.
Attest:- Joseph E. Connarton, City Clerk.

A true copy; Joseph E. Connarton

ATTEST:-

Joseph E. Connarton, City Clerk

CITY OF BOSTON
IN CITY COUNCIL

15.

Cyr, Reeves, Mayor Wolf

RESOLUTION OF COUNCILLOR ~~[illegible]~~

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COUNCILLOR CYR

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RESOLVED That the City Clerk forward a copy of this resolution to Boston's representatives to the MBTA Advisory Board, Boston's representitives to the State Legislature, and Governor Weld.

NO ACTION

City of Cambridge

15.

IN CITY COUNCIL

COUNCILLOR CYR
VICE MAYOR REEVES
MAYOR WOLF

September 16, 1991

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SEP. 1 6 1991

City Council

Adopted by the affirmative vote

of 9 members

Joseph E. Conw...

City Clerk

Consent Order # 15 5-966

Councillor Cyr, Vice Mayor Reeves and
Mayor Wolf re: MBTA fare increases.

In City Council,

Sept. 16, 1991

Order adopted