



Massachusetts Bay Transportation Authority

William F. Weld
Governor

Argeo Paul Cellucci
Lieutenant Governor

James J. Kerasiotes
Secretary and MBTA Chairman

Patrick J. Moynihan
General Manager

January 3, 1996

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OFFICE OF CITY CLERK
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CAMBRIDGE MA.

Ms. D. Margaret Drury
City Clerk of Cambridge
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

Dear Ms. Drury:

I am in receipt of the City of Cambridge's Resolution opposing the competitive contracting of MBTA Bus Operations. I want to take this opportunity to comment on the concerns raised in the Resolution.

The MBTA recognizes that it provides a vital public service to a large number of individuals who do not have alternate forms of transportation. We take our commitment to provide high-quality, low-cost service very seriously. That is why the Authority decided to pursue competitive contracting. Competitive contracting provides the MBTA with the opportunity to continue to provide high quality service at the lowest possible cost.

Elected officials in the City of Cambridge were invited to a series of public hearings in August where the MBTA communicated its plan for competitive contracting. At those hearings, the MBTA discussed the need for competitive contracting and the benefits of such an approach. Under the leadership of Secretary and MBTA Chairman James J. Kerasiotes, the MBTA has implemented unprecedented budget cuts over the past several years without having an adverse impact on service. However, the MBTA recognizes that even more can be done to lower costs, while maintaining service and fare levels. Competitive contracting will bring the MBTA bus service into line with market wage rates, efficient work practices and work rules that generate operating efficiencies and achieve maximum savings. Such initiatives have reaped substantial savings in other cities in which they have been implemented.

Over the past three months, the MBTA has been working with potential bidders, both public and private, in their efforts to prepare competitive bids. Much of this effort has been directed toward assisting current MBTA employees in preparation of a bid, something that the Authority has strongly encouraged. At the same time, MBTA staff has prepared a thorough transition plan, the implementation of which will provide for a seamless integration of private contractors if they should submit a winning proposal. As you can see, the MBTA is very dedicated to ensuring that the process is competitive and that the transition is a smooth one.

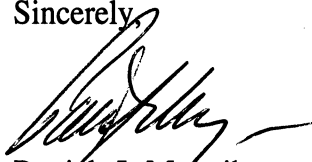
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If you have any additional questions, please contact Lisa McCallum, Deputy Chief of Staff, at 222-3106. Ms. McCallum is the MBTA's point person for competitive contracting of bus service.

Thank you for your continued interest and support of public transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick J. Moynihan", with a long horizontal flourish extending to the right.

Patrick J. Moynihan
General Manager

Consent Communication #7 S-25

Communication was received from Patrick Moynihan General Manager, Massachusetts Bay Transportation Authority, regarding the City Council resolution opposing the competitive contracting of MBTA Bus Operation.

In City Council January 13, 1997

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