



CITY OF CAMBRIDGE

Community Development Department

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Community Development

Transit Advisory Committee Meeting

May 7, 2014 from 5:30 PM – 7:30 PM

Citywide Senior Center, 806 Massachusetts Avenue

Final Agenda

5:30 PM Committee updates

5:45 PM Discussion: Review of transit funding history 2013-2014

Handouts:

- CEOs, civic group urge action on transit in Mass. (Jan. 13, 2013)
- Patrick pushes for tax hikes to overhaul transit system: Legislative leaders open to call for new funding (Jan. 14, 2013)
- Mass. Department of Transportation budget gap (Jan. 15, 2013)
- DeLeo calls for scaled back transit plan (Mar. 7, 2013)
- Mass. gets scaled-back transportation plan: Top lawmakers offer \$500m finance program with narrower aims than Patrick's \$1.9b agenda (Apr. 2, 2013)
- Patrick rips rival transit package (Apr. 5, 2014)
- \$800m transportation bill passed (Jul. 24, 2013)
- Patrick to unveil funds for Pike, T: Red, Orange lines to get new cars; Governor to detail a \$1.3b project (Oct. 22, 2013)
- Casino, gas tax increase repeals may make ballot (Nov. 29, 2013)
- New Green Line trains planned for 2021 (Jan 10, 2014)
- MassDOT OK's \$75m for buses by '18 (Feb. 13, 2014)

- "[Maxed Out](#): Massachusetts Transportation at a Financing Crossroad." A primer from T4MA, October 2011.
- "[The End Of the Road?](#) The looming FISCAL disaster For Transportation," Transportation for America. May 2014.

6:45 PM Workshop: Developing planning objectives for Goal 2: Funding.

Handouts:

- Excerpt From Cambridge Strategic Plan Interim Report

7:20 PM Public comments

7:30 PM ADJOURN

Upcoming meetings (generally the first Wednesday of each month):

2014: June 4, Sept 3, Oct. 1, Nov. 5, Dec. 3

* indicates a deviation from the first Wednesday of the month.

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Excerpt From Cambridge Strategic Plan Interim Report

Better public transportation is critical for our city to meet our economic development, livability, social equity, and environmental objectives. Yet with \$9 billion of debt and \$3 billion in unfunded but necessary maintenance, the MBTA is struggling to operate the current system, let alone expand. The City of Cambridge has limited influence over the MBTA, which is a state agency governed by MassDOT and their Board of Directors. Because Cambridge contributes about \$8 million per year in usage assessments (MBTA's overall operating budget is \$1.4 billion plus \$450,000 in debt service),ⁱⁱ we are a voting member of the MBTA Advisory Board. Under the 2009 Transportation Reform legislation, though, this board lost authority to approve the MBTA budget.

Goal 2: Funding

Ensure that the legislature adequately funds our transit system, keeps it affordable, and has the regional common good at its core.

Current Activities

- Supporting transit funding in the State's proposed \$12 billion 5-year capital investment plan.
- Collaborating with regional transportation stakeholders.
- Engaging with MassDOT in collaborative regional transit planning.
- Contribute funds toward EZ Ride to grow ridership by the general public.

Future Objectives