
The Commonwealth of Massachusetts

EXECUTIVE DEPARTMENT
STATE HOUSE, BOSTON 02133, June 27, 1972.*To the Honorable Senate and House of Representatives:*

Today, I propose special legislation to avert an interruption of essential transportation service to the 79 cities and towns comprising the MBTA. I was hopeful that the current crisis would be resolved by those most immediately responsible. It now appears, however, that if we are to prevent a stoppage of public transportation your immediate action will be required. If we do not act now MBTA service may cease this summer. No less than 650,000 daily riders will be left without transportation. Some 7,000 employees will be jobless. We simply cannot afford to deny help to a transportation system which serves half of the population of Massachusetts.

I am, therefore, asking you to help me resolve the immediate MBTA crisis by voting emergency legislation, attached as Appendix A, to allow the Board of Directors of the MBTA by a 4/5's vote to restore to the budget itemized reductions which the Advisory Board may make in any budget or supplementary budget submitted to it through the end of 1973. As a further requirement of fiscal responsibility this legislation establishes a ceiling on 1972 and 1973 spending by the MBTA providing for no further MBTA budget increases in 1972 beyond the Supplementary Budget currently before the Advisory Board, and for a 3% cost of living increase in 1973. The MBTA budget could, of course, rise by more than 3% in 1973, but only with the consent of the Advisory Board.

In addition to the emergency legislation designed to face up to the immediate MBTA crisis, I am also recommending to you a program of state assistance to the MBTA and to the proposed regional transit authorities outside of the MBTA district. The MBTA legislation attached as Appendix B will provide for contract assistance by the Commonwealth in an amount not to exceed one third of the net cost of service for any given year. This act will provide an additional ten million dollars to the MBTA for 1972.

With this additional state assistance, I am proposing in Appendix B that the Commonwealth, through its Governor, share with the

Advisory Board budgetary review. In particular, I am asking that the Governor be able to make itemized reductions in the MBTA budget. As part of this process, the Advisory Board would be able to restore itemized reductions made by the Governor so long as they did so with the understanding that these items would not be eligible for state contract assistance.

At the same time, I will be recommending that the compromise Regional Transit bill now in Senate Ways and Means be amended to provide state assistance up to one half of the net cost of service. I do so in recognition of the greater difficulty of supporting transit service in the smaller, less densely populated urban regions of the Commonwealth.

Lastly, to allay the fears of the commuting public in the 79 cities and towns of the MBTA area, I am recommending in Appendix C that we prohibit fare increase for express or local service by the MBTA during 1972 and 1973.

I urge your immediate consideration of these proposals.

Respectfully submitted,

FRANCIS W. SARGENT,
Governor

The Commonwealth of Massachusetts

In the Year One Thousand Nine Hundred and Seventy-Two.

APPENDIX A

AN ACT AUTHORIZING THE BOARD OF DIRECTORS OF THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY DURING THE CALENDAR YEARS 1972 AND 1973 TO RESTORE TO THE BUDGET ITEMIZED REDUCTIONS.

1 *Whereas*, The deferred operation of this act would tend to
2 defeat its purpose, which is to authorize restoration of itemized
3 reductions of Massachusetts Bay Transportation Authority bud-
4 get in the current year, therefore it is hereby declared to be an
5 emergency law, necessary for the immediate preservation of the
6 public convenience.

*Be it enacted by the Senate and House of Representatives in
General Court assembled, and by the authority of the same, as
follows:*

1 Notwithstanding the provisions of section 5(i) of chapter
2 161A of the General Laws, the Board of Directors of the
3 Massachusetts Bay Transportation Authority may, during the
4 calendar years 1972 and 1973, by an affirmative vote of not less
5 than four directors, restore to the budget for each of said
6 calendar years any part of or all itemized reductions which the
7 Advisory Board may have made in any budget or supplementary
8 budget submitted to it provided, however, that no amounts so
9 restored to the 1972 budget shall cause it to exceed the sum of
10 one hundred fifty-four million, six hundred seventy-one thou-
11 sand, seven hundred dollars and no amounts so restored to the
12 1973 budget shall cause it to exceed the sum of one hundred
13 fifty-nine million, three hundred eleven thousand, eight hundred
14 fifty-one dollars.

APPENDIX B

AN ACT AMENDING THE LAW ESTABLISHING THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY AS TO BUDGET APPROVAL AND FURTHER AUTHORIZING THE PAYMENT OF A PORTION OF NET COST OF SERVICE BY THE COMMONWEALTH.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. Section 5(i) of Chapter 161A of the General
2 Laws, as most recently amended by section 1 of chapter 81 of
3 the acts of 1967, is hereby further amended to read as follows: –

4 All current expenses of the authority shall be in accordance
5 with an itemized budget prepared and submitted by the
6 authority to the governor not later than September first of each
7 year for the ensuing calendar year. Within sixty days after such
8 submission, the governor shall approve said budget as submitted
9 or subject to such itemized reductions therein as the advisory
10 board shall deem appropriate. Prior to its approval, the advisory
11 board may restore to the budget such itemized reductions made
12 by the governor, provided that no such item restored shall be
13 considered a portion of the net cost of service eligible for
14 contract assistance under section 28. The budget shall govern the
15 current expenses of the authority during such calendar year. No
16 such expenses may be incurred in excess of those shown in the
17 budget, but the budget may from time to time be amended by
18 the preparation and submission by the authority to the governor
19 and by the governor to the advisory board of supplements
20 thereto. The governor and the advisory board shall each within
21 thirty days after submission approve or reduce any supplement-
22 ary budget as provided above.

1 SECTION 2. Section 28 of the said chapter 161A, as most
2 recently amended by section 7 of chapter 1075 of the acts of
3 1971 is hereby further amended by adding at the end of the first
4 paragraph the following sentence: –

5 (D) To the extent that contract assistance whether granted

6 under the foregoing provision or any other provision of law does
7 not exceed an amount equal to one-third of the net cost of
8 service for any given year, an additional amount of contract
9 assistance may be granted, provided that the total contract
10 assistance does not exceed one-third of the net cost of service.

APPENDIX C

AN ACT PROHIBITING FARE INCREASES BY THE MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY DURING THE CALENDAR YEARS
1972 AND 1973.

1 *Whereas*, The deferred operation of this act would tend to
2 defeat its purpose, which is to prohibit fare increases by the
3 Massachusetts Bay Transportation Authority in the current year,
4 therefore it is hereby declared to be an emergency law, necessary
5 for the immediate preservation of the public convenience.

*Be it enacted by the Senate and House of Representatives in
General Court assembled, and by the authority of the same, as
follows:*

1 Notwithstanding the provisions of sections 3(i) and 5(d) and
2 (e) of chapter 161A of the General Laws no fare increase for
3 express or local service by the Massachusetts Bay Transportation
4 Authority shall be effective during the calendar years 1972 and
5 1973.

HOUSE

No. 1000

RESOLUTION

That the Secretary of the State be and he is authorized to issue a license to the following persons to sell and distribute the following liquors to wit:

John J. [Name] [Address] [City] [State]

[Name] [Address] [City] [State]

[Name] [Address] [City] [State]

[Name] [Address] [City] [State]

1887, No. 402

The first of the following articles is the only one which is not a translation of a Chinese work. It is a paper by the author of the present volume, and is entitled 'On the History of the Chinese Language'.

The second article is a translation of a paper by the author of the present volume, and is entitled 'On the History of the Chinese Language'.

The third article is a translation of a paper by the author of the present volume, and is entitled 'On the History of the Chinese Language'.

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