CCM-101

# City of Cambridge

16.
Amended Order

**IN CITY COUNCIL**

December 15, 1997

COUNCILLOR SULLIVAN
VICE MAYOR BORN
COUNCILLOR DAVIS
COUNCILLOR DUEHAY
COUNCILLOR GALLUCCIO
COUNCILLOR REEVES
MAYOR RUSSELL
COUNCILLOR TOOMEY
COUNCILLOR TRIANTAFILLOU

ORDERED: That the City Manager be and hereby is requested to confer with the Assistant City Manager for Community Development and report back to the next City Council with respect to the report in the December 2, 1997 TAB that Cambridge has failed to make any use at all of its designation as an economic target area such that the State Economic Assistance Coordinating Council is considering dropping Cambridge from the program.

In City Council December 15, 1997.
Adopted as amended by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy; D. Margaret Drury

ATTEST:-
D. Margaret Drury
City Clerk

CCM-101

# City of Cambridge

16.
Original Order

**IN CITY COUNCIL**

December 15, 1997

COUNCILLOR SULLIVAN

ORDERED: That the City Manager be and hereby is requested to confer with the Assistant City Manager for Community Development and report back to the City Council with respect to the report in the December 2, 1997 TAB that Cambridge has failed to make any use at all of its designation as an economic target area such that the State Economic Assistance Coordinating Council is considering dropping Cambridge from the program.

16: 12/1

M/S

Ordered! That the City Manager be and hereby is requested to confer w/ the Assistant City Manager for C D Board report back to the City Council w/ respect to the report in the December 2, 1997. TAB that Cambridge has failed to ~~take~~ make any use at all of its designation as an economic target area such that the state Economic Assistance Coordinating Council is considering dropping Cambridge from the program.

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**Brudnoy at the Movies**

# Lack of incentive may cost Cambridge

## *Chairman for economic development board considers dropping city from program*

*By Brian Sullivan*
*TAB Correspondent*

The chairman of the state board that controls economic development incentives for municipalities said he would consider dropping Cambridge from the program because the city has done nothing, in his view, to take advantage of the program.

At a Nov. 24 meeting of the state's Economic Assistance Coordinating Council, Chairman David Tibbetts said he is disappointed with Cambridge's lack of action. Tibbetts also fired a shot at Waltham for the same reason.

"We've been dating for three years and we don't have a ring yet," said Tibbetts, who is also the director of the state's office of economic development.

Tibbetts said he made the comments because, after three years of being designated to dole out tax incentives to local businesses that want to expand or relocate in Cambridge, the city has yet to come up with a plan to take advantage of its special status or give any business in the city a tax break under the program.

But the Cambridge development office says that it hasn't ignored the program, it just hasn't seen an opportunity to use it yet. In an interview, an office spokeswoman added that the city is hopeful that Tibbetts will not follow through on his threat.

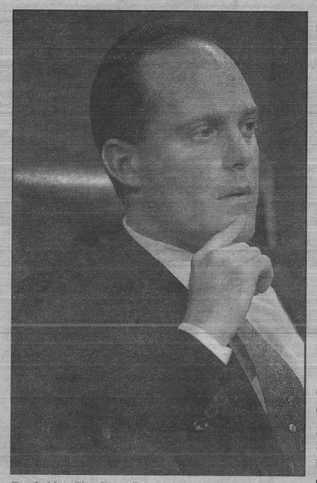
"We don't feel we have to use it unless it makes sense," said Jeanne Strain, director of economic development for the city's Community Development Department.

Strain said that when a deal was being put together to revitalize the former Purity Supreme site in Central Square, the options available under the EACC program were considered. She said at the end of the process, however, the city did not need to resort to giving tax incentives.

The problem for Tibbetts and the EACC is that the state law that created the program dictates that there can only be 34 economic target areas statewide. All 34 slots are now filled. Tibbetts said that Everett and a few other municipalities have expressed a desire to take part in the program but cannot do so unless the state Legislature creates more slots or the Economic Assistance Coordinating Council takes back some of the existing slots.

Tibbetts said he would entertain taking the designation away from Cambridge and Waltham if those communities do not take advantage of their special status under the law. Tibbetts' comments raised the eyebrows of some of his fellow council members, but he insisted that if a city or town does not take advantage of the program, then the advantages should be given to those cities or towns that are prepared to use them.

Strain said she is sure Cambridge will eventually find a project that could benefit from the tax-incentive program. The program is a "useful tool" in Cambridge's box of options, she said.



Cambridge City Councilor Anthony Galluccio says that programs offered by the Economic Assistance Coordinating Council could give the city the means to create good manufacturing jobs for its undereducated and underskilled population.

However, she added that trouble with tax-cutting incentives is that they often turn into "a race for the bottom."

How does a community support services that depend on taxes if it is cutting taxes for specific business, Strain said.

"Raise taxes on other businesses?" she asked.

"Give-aways just aren't widely used here," Strain added.

But as an example of how the program can work successfully, Tibbetts pointed to Chelsea, which had nine projects approved by his panel last week. The nine projects will create 130 new jobs and keep another 627 jobs in Chelsea. In exchange for relocating or expanding in Chelsea, the companies will receive property-tax breaks.

> "We've been dating for three years and we don't have a ring yet."
>
> *David Tibbetts*

Under the program, a municipality can completely waive the taxes on the cost of whatever new construction is necessary for the business to expand or relocate for up to 20 years. However, in most cases, only a portion of the taxes are forgiven. Many of the projects the council approved last week received between 20-40 percent tax cuts spread over a period of 10 years, said Sean Calnan, director of the EACC.

Calnan said that any incentive program must be first passed on the local level before it is sent to the EACC for approval.

While Strain and the development office said they can't see a current use for the program Cambridge City Councilor Anthony Galluccio said he takes Tibbetts' point of view. Galluccio questioned why the city has not been more aggressive about taking advantage of the incentives.

Galluccio said he fears that an elitist attitude has crept into the way the development office approaches its work. Cambridge prides itself on having a highly educated workforce, while forgetting about other city residents, Galluccio said.

The draft of the city's Economic Development Policy manual stresses that "54 percent of Cambridge residents have at least a college degree, and 30 percent have a graduate degree … This highly skilled labor pool is attractive to knowledge-based businesses, enabling them both to locate qualified workers with ease and to reduce training and recruiting costs."

While Galluccio said the city should be proud of its highly educated population, it cannot forget that 16 percent of its residents do not have a high school diploma.

"We have an undereducated and underskilled population that has an employment problem," Galluccio said. He added that programs such as those offered by the EACC could give the city the means to create good manufacturing jobs to serve that portion of its population that is not going to find work at high-tech research and development firms.

The EACC program could give Cambridge an opportunity to do something for this part of its population, he said, but added that it would require the will of members of the city's government.

"We need to have a discussion [within the city] about this," Galluccio said.

All in all, Galluccio said the city needs to look at the state program and open a dialogue with the EACC before the council takes any drastic action. Strain said the city has been in "a correspondence" with Tibbetts and has discussed this issue with Tibbetts in the past.

"He's said this before," Strain said of Tibbetts' threat.

Still, she added that she does not want Cambridge dropped from the program.

"We aren't going to be in a strong economy forever," Strain said. "Times will change and we will use it."

As for the EACC itself, it does not meet again until the end of December, but the agenda for the meeting appears to be filling up fast and it is seems unlikely that Tibbetts' suggestion will be discussed in detail until early 1998. ❑





STAFF PHOTO BY DARREN MCCOLLESTER

**The Summer Street bridge over the Reserve Channel is one of 60 bridges across the river in Boston that need significant repair.**

tunnel preservation.

Carolyn Mieth, who co-chaired the Coalition for Alewife, a group of residents who came together to fight for repairs to a bridge on Alewife Parkway, said it took about five years of organizing and pushing for officials to move on the project. And, with most of the state money funneled into the Central Artery project, she said a bridge would have to be on its last legs to get any attention.

"The chance of many of these bridges being fixed are zero to nil," said Mieth, an activist from North Cambridge. "It takes some citizen action and pressure to get it done … It takes a lot of effort and consistent effort, because it will wear you down. But if you persist, you can win. The Central Artery is one huge sponge."

Alex Bardow, Massachusetts' bridge engineer, however, said it is much easier to fix a bridge today than it was several years ago. He notes that when Weld-Cellucci administration took over, there were a lot of structurally deficient bridges. But now, the repair list is shrinking, he says.

"The ones that are structurally deficient, we are trying to go after," said Bardow. "Now, we're sort of ahead of the curve. We're eating away at the numbers."

Despite the progress, there are still three bridges in Cambridge listed with the lowest structural rating allowable for bridges. Two other bridges have been given the second-lowest rating.

If you drive outside of the city, the potential problems are no less severe. Severely deficient bridges run through nearly all of Massachusetts' cities and towns, and appear along most of its vital arteries, such as Route 128, Route 495, Route 290, Route 2, Storrow Drive and Route 1, according to inspection data for all of the state's bridges provided by the Federal Highway Administration.

"This illustrates the need for the state to maintain its road and bridge program," said Glen Tepke, senior policy associate of the Massachusetts Taxpayers Foundation, which monitors spending on roads and bridges.

Among the worst bridges are some of the busiest in eastern Massachusetts. The TAB analysis found:

- Between Newton and Westboro on Route 9 — one of greater Boston's main shopping areas — at least six bridges have the lowest structural rating and each carry at least 50,000 cars a day.
- Some of the worst bridges are in the state's wealthiest communities. In recent years, Wellesley's bridges were allowed to deteriorate to the point that they had to be closed, causing traffic headaches for commuters and shoppers. Three Wellesley bridges that remain open are structurally deficient.
- Some towns have clusters of substandard bridges. For example, Somerville has five crumbling bridges within a mile-and-a-half radius of the junction of Routes 28 and 38.

State and federal officials say repairs take place on bridges that are deemed to be the most in need of help.

"We're going to focus on the worst bridges," said Peter Markle, the division director of the Federal Highway Administration's office in Massachusetts. "We're working with the state to get to all of the structurally deficient bridges in a reasonable amount of time."

He added the state plans to repair or replace all of the deficient bridges during the next 15 years.

"If a bridge warrants it, we put weight restrictions on it or close it to protect public safety," Markle said. About 80 bridges are closed statewide not only for replacement and repair, but also to protect the public from the danger of a collapse.

The Walden Street Bridge was given a six-ton weight limit by the state several years ago, according to Lauren Preston, deputy traffic director for the Cambridge Department of Traffic, Parking and Transportation. Trucks are also restricted from the road. The bridge is narrow and has a steel beam running through the middle of the roadway. The combination of the narrow road, the steep incline and the tunnel below makes it complex to replace, said Preston.

"It's been a concern for the city," said Preston of the condition of the Walden Street Bridge. "We hope that Mass. Highways will do the right thing."

Collapses often occur when moving water erodes the sand or earth beneath a bridge's foundations, and when cracks develop in welded bridge connections or when concrete beams supporting a bridge deteriorate and lose their strength, according to a nationwide study by the New York State Department of Transportation.

The Massachusetts Highway Department employs 34 inspectors as well as three full-time scuba divers who check for erosion under bridges. In Massachusetts and in other states, inspectors are required to examine bridges every two years. They report their findings annually to the Federal Highway Administration, which records the data in the national bridge inventory. That inventory of the nation's 580,00 bridges reveals that nearly one-fifth of them are considered structurally deficient.

To get a better handle on the condition of a bridge, inspectors not only rate the overall condition of a bridge but they also grade its parts. For this report, The TAB obtained a computer file with all of the inspection data for Massachusetts' 5,000 bridges and found nearly a dozen with either decks, substructure, superstructure or culverts in critical condition.

The analysis also found that, in general, cities and towns do a worse job of maintaining bridges than the State Highway Department. While cities and towns maintain only one-fourth of the state's bridges, they are responsible for 50 percent of the deficient ones.

"They often don't have the resources to fix their bridges. We try to assist them," Bardow said.

Deficient bridges do not exist on every artery. One of the exceptions is the Massachusetts Turnpike. Fourteen of the 50 bridges in the best shape in Eastern Massachusetts are on the Pike.

"They spend vast amounts of money per mile on their system," Bardow said.

The total number of bad bridges in the state has declined, thanks to an infusion of state and federal funds. Between 1991 and 1995, more than 900 bridges were repaired or replaced at a cost of $764 million. Only 300 were fixed in the previous four-year period with $264 million.

"Overall, the roads and bridges are in much better shape in 1997 than they were in 1990," said Tepke of the Massachusetts Taxpayers Foundation.

In recent years, an injection of funding came through the federal Intermodal Surface Transportation Efficiency Act of 1991. But that source is slowly drying up. Federal funding for bridge and highway work in Massachusetts has slipped from a peak of more than $1 billion in 1994 to $715 million this fiscal year, according to Markle, the federal highway administration's division director. Of that total, the highway department spends about $200 million a year on bridges, while the rest goes to highways and the Central Artery.

The slip in federal funds and the drain on them by the Central Artery Project worries some people.

"One of our concerns is that if the federal funding for the Central Artery falls short of projections, the funding for road and bridge maintenance will be cut back and make matters worse," Tepke said.

But the state's top bridge engineer is optimistic that Massachusetts will tackle the problem.

"I truly believe we can eliminate the structurally deficient bridges," Bardow said. "We're attacking the problem. We're using better materials that will last a lot longer. The commitment is there." ❑

*(For additional information on bad bridges, see www.townonline.com)*

*TAB Staff Writer Courtney Claire Brigham contributed to this report.*

### Cambridge's worst bridges

*Bridges in the city that have received the lowest safety ratings by the Federal Highway Administration*

| Road | Location | Average daily traffic |
|---|---|---|
| Walden Street | south of Route 2A & Rt. 16 | 11,900 |
| Memorial Drive | .2 miles from city line | 32,500 |
| Massachusetts Avenue | north end of Harvard Bridge | 32,401 |
| First Street | north of Longfellow Bridge | 30,041 |
| Memorial Drive | east of Magazine Street | 34,866 |
| Land Boulevard | north of Longfellow Bridge | 15,547 |

**April 1996 from inventory*

*Note: List represents the most up-to-date information that could be compiled. Some bridges on the list are scheduled for repair, others may be under repair.*

SOURCE: FEDERAL HIGHWAY ADMINISTRATION — CHART BY SAM CALOMO JR.

### The region's worst bridges

*Status of improvements for Eastern Massachusetts' most dangerous bridges*

| Town | Over | Under | Status |
|---|---|---|---|
| Arnesbury | Clinton St. | Back River | Bids to be opened in January |
| Arnesbury | Main St. | Merrimack River | Bids to be advertised Oct., 1998 |
| Attleboro | Olive St. | AMTRAK | Bids to be advertised May, 1998 |
| Boston | Summer St. | Reserve Channel | Bids opened, not awarded |
| Boston | Broadway | Foundry Street | Part of Central Artery project |
| Boston | Bridge St. | Charles River | Bids to be opened this month |
| Cambridge | Walden St. | MBTA | Bids to be advertised Oct. 1998 |
| Canton | Dedham St. | Neponset River | Bids opened, not awarded |
| Fall River | Almond St. | CONRAIL | Bids to be advertised April 1998 |
| Falmouth | Palmer Ave. | MBTA | Bids to be advertised Oct. 1998 |
| Haverhill | Upper County | Merrimack River | Bids to be advertised Aug. 1998 |
| Lowell | Wilder St. | B&M Railroad | Under construction |
| Lowell | Aiken St. | Merrimack River | Under construction |
| Marshfield | Route 3A | North River | Temporary bridge in place |
| Newbury | Hanover St. | Little River | Under construction |
| Sharon | Depot St. | AMTRAK | Under construction |
| Somerville | Cedar St. | MBTA | Under construction |
| Waltham | South St. | Stony Brook | Details under consideration |
| Waltham | Lyman St. | Lyman Pond Brook | Bids to be opened in January |
| Westport | Hix Bridge Rd. | Westport River | Bids to be advertised June, 1998 |

SOURCE: MASSACHUSETTS HIGHWAY DEPARTMENT — CHART BY SAM CALOMO JR.

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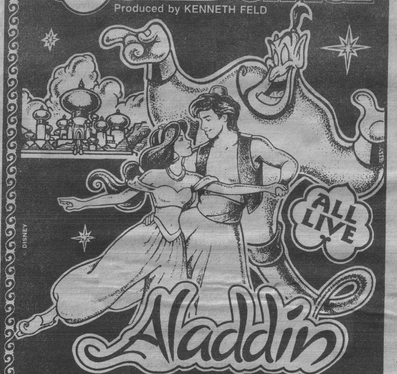


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# Radio station pursues fight for air time

## *Allston broadcasters work to restore programming after FCC shutdown*

*By Melissa Da Ponte*
*TAB Staff Writer*

Radio Free Allston may not be broadcasting anymore, but station organizers say the fight for air time is far from over.

With a lengthy legislative process in the works, leaders are now gearing up to mobilize public opinion around regulatory and access issues related to the radio dial. The station, which had been active since February, was shut down Oct. 28 by agents from the Federal Communications Commission because it was operating without a broadcasting license.


STAFF PHOTO BY DARREN MCCOLLESTER

**Radio free Allston organizer Steve Provizer (left) is leading the charge to get his station back on the air.**

Rather than buck the system and become embroiled in legal battles over sanctions, station operator Steve Provizer said his group is taking a more active approach. Its goal is to make public broadcasting more accessible through a piece of legislation in the process of being drafted.

The article, which is now being looked at by attorneys, would require the state to make provisions for community radio stations. At this time, such provisions exist for cable television stations, but not for radio frequencies, Provizer said.

"We're trying to show the legislature that people demand this," said Provizer. "Our plan for December is to go out and make our case to the public. We feel that part of our [role] is to educate people about this and to make people understand that the broadcast dial has evolved to what it is today because of 60 years of lobbying — not because it's the way it should be."

The government agents did not confiscate the station's equipment or transmitter, and volunteers continue to staff the station. But to continue Radio Free Allston's community programming on the air would result in fines of up to $11,000 and/or imprisonment for a year for the first violation.

The FCC charges that unlicensed radio transmissions create a danger of interference with important authorized radio communication services. The FCC stepped in after the New Jersey-based Greater Media Group, which owns several Boston radio stations, complained that Radio Free Allston was interfering with their listeners' ability to tune into their stations.

The only alternative now would be to buy a station, at a minimum cost of about $1 million, but more likely about $10 million, according to Provizer. He said the average cost of a commercial station in Boston is from $30 million to $40 million.

Station leaders have begun meeting with local civic groups to solicit statements of support and circulating a petition to have the public access station reinstated. So far, they have received overwhelming support for the unlicensed station, which offered residents air time on everything from local news and community organizations to informational programs and music shows.

"The focus of our campaign is public service," said Provizer. "We serve it, and the FCC does not."

> "The focus of our campaign is public service. We serve it, and the FCC does not."
>
> *Steve Provizer*

Provizer said the group is still negotiating with attorneys, but anyone who takes the case will understand that the fight will be drawn-out and difficult.

"The laws surrounding the FCC are very complicated," he said, "and lawyers know that they would be making a long-term commitment by taking this case. It will take a long time."

Station leaders plan to spend this month manning information tables in local neighborhoods, and hope to have the legislation filed in January.

State Rep. Steven Tolman (D-Brighton) said he is waiting to see the group's preliminary draft of the legislation, but that if there is anything he can do to move it forward, he will do it. He said he would be happy to file the legislation if the state law would not be pre-empted by FCC regulations. ❑

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# Cambridge Politics

## BEACON HILL ROLL CALL

*The following local senators' and representatives' votes are on roll calls from late sessions the week of Nov. 17-21. There were no roll calls in the House or Senate last week. Following a long-standing tradition of Senate presidents, Thomas Birmingham rarely votes on roll calls.*

### Water tank construction approved

The House, 102-48, and Senate, 34-1, each gained the necessary two-thirds vote to approve and send to acting Gov. Paul Cellucci a bill enabling the Massachusetts Water Resources Authority to build a 115-million-gallon water storage tank on conservation land in Weston.

Supporters said the town will be fairly compensated to the tune of $3 million, and argued the tank is necessary to comply with federal mandates to provide clean and safe drinking water to many communities.

Opponents said the methods used to take this land from the town are outrageous and have ramifications beyond this one incident. They noted that Weston Town Meeting rejected the proposed construction of the water tank on this conservation land and charged that the state, pressured by the MWRA, is overriding the mandate of a local community.

They also charged the House leadership with successfully twisting arms on the House floor and getting several legislators to switch their votes to get the necessary two-thirds vote.

*A "yes" vote is for the bill. A "no" vote is against it.*
**Sen. Thomas Birmingham: did not vote**
**Sen. Robert Havern: yes**
**Sen. Warren Tolman: yes**
**Sen. Robert Travaglini: yes**
**Rep. Paul Demakis: yes**
**Rep. Alvin Thompson: yes**
**Rep. Timothy Toomey Jr.: yes**
**Rep. Alice Wolf: yes**

### Foxboro liability for stadium parking fees affirmed

The House, 124-26, refused to reconsider its earlier voice-vote approval of an amendment to a section of the Foxboro Stadium bill that requires the New England Patriots to pay the state $100 annually for each stadium parking space, and requires other lots within three miles of the stadium to pay the state $50 per space. The amendment would make the town of Foxboro liable for any revenue the Pats or other lot owners neglect to pay the state and would deduct the shortfall from the town's local aid.

Amendment supporters said this local aid intercept is standard practice and ensures the state will receive the estimated $2 million in parking fees to help the state recoup its $52 million in infrastructure improvements around the stadium.

Amendment opponents said it is ludicrous and outrageous to make a town liable for money that private companies owe the state.

*A "yes" vote is for reconsidering approval of the amendment making Foxboro liable. A "no" vote is for making Foxboro liable.*
**Rep. Paul Demakis: no**
**Rep. Alvin Thompson: no**
**Rep. Timothy Toomey Jr.: no**
**Rep. Alice Wolf: no**

### Stadium bond requirement rejected

The House, 115-36, rejected an amendment requiring the Patriots to post a bond equal to 50 percent of the estimated $2 million in annual parking revenue the team will be required to pay the state based on $100 per parking space.

Amendment supporters said this will help protect Foxboro, which is liable for any payments the Pats fail to make to the state. Amendment opponents offered no arguments.

*A "yes" vote is for the amendment requiring the bond. A "no" vote is against it.*
**Rep. Paul Demakis: no**
**Rep. Alvin Thompson: no**
**Rep. Timothy Toomey Jr.: no**
**Rep. Alice Wolf: no**

### Criminal home health aides' registry endorsed

The Senate, 38-0, gave near-final approval to, and sent to the House, a bill creating a "do not hire" registry of home health aides, hospice workers and homemakers found by the Department of Public Health to have abused, neglected, mistreated or stolen from patients. The measure also protects directors of home health agencies and hospices from liability when providing references for former employees.

Supporters said this will help weed out any of these workers who have been preying on the sick and elderly, and will ensure protection for these vulnerable patients in their homes.

*A "yes" vote is for the bill.*
**Sen. Thomas Birmingham: did not vote**
**Sen. Robert Havern: yes**
**Sen. Warren Tolman: yes**
**Sen. Robert Travaglini: yes**

### Stricter auto emissions tests backed

The Senate, 35-2, approved and sent to the governor a bill mandating new, stricter car and truck emissions tests in Massachusetts beginning in 1999. The tests would be conducted every other year, while the current regular safety inspection test would still be required annually.

Supporters said the bill is necessary to comply with provisions of the federal Clean Air Act, and noted that failure to do so may result in the loss of millions of dollars in federal highway funds. Opponents expressed concern that the as yet-undetermined fee for the new inspections may be high and that cars that fail the test will be costly to repair.

*A "yes" vote is for the bill. A "no" vote is against it.*
**Sen. Thomas Birmingham: did not vote**
**Sen. Robert Havern: yes**
**Sen. Warren Tolman: yes**
**Sen. Robert Travaglini: yes**

### Rights for the mentally ill expanded

The Senate, 38-0, approved and sent to acting Gov. Cellucci a bill giving new rights to patients with mental illnesses when they are admitted to private psychiatric hospitals or units. Provisions include: the right to send and receive unopened mail; the right to a humane psychological and physical environment, including privacy in dressing, sleeping, bathing and reading; and access to legal advocates.

Supporters, noting the trend toward a privatized mental-health system, said this simply gives these patients the same basic rights and protections now enjoyed by patients in public mental health facilities.

*A "yes" vote is for the bill.*
**Sen. Thomas Birmingham: did not vote**
**Sen. Robert Havern: yes**
**Sen. Warren Tolman: yes**
**Sen. Robert Travaglini: yes**

## PUBLIC MEETINGS

*All meetings will be held at Cambridge City Hall, 795 Mass Ave., unless otherwise noted. Notices of public or grassroots meetings should be sent 10 days in advance to: Cambridge TAB, P.O. Box 9112, Needham, MA 02192-9112. Or by fax, (781) 433-8202.*

✓ **Planning Board:** Tuesday, Dec. 2, 7:30 p.m., 57 Inman St., third floor.
✓ **Election Commission:** Wednesday, Dec. 3, 2 p.m., 362 Green St., third floor.
✓ **Board of Zoning Appeals:** Thursday, Dec. 4, 7 p.m.
✓ **Historical Commission:** Thursday, Dec. 4, 4 p.m., 57 Inman St., third floor.
✓ **Human Rights Commission:** Thursday, Dec. 4, 6:30 p.m., 51 Inman St., second floor.
✓ **Mid-Cambridge Neighborhood Conservation District Commission:** Monday, Dec. 8, 5:30 p.m., third floor, 57 Inman St.
✓ **Fresh Pond Open Space/Public Art Project:** Tuesday, Dec. 9. 6 p.m., Senior Center, 806 Mass. Ave.
✓ **License Commission:** Thursday, Dec. 9, 6 p.m., 831 Mass. Ave., Basement Conference Room.
✓ **School Committee:** Thursday, Dec. 9, 6 p.m., Cambridge Rindge and Latin School, 459 Broadway, Henrietta S. Attles Meeting Room.
✓ **City Council, Ordinance Committee:** Thursday, Dec. 11, 5:30 p.m.
✓ **City Council:** Monday, Dec. 15, 5:30 p.m.

# TOLMAN

**FROM PAGE 8**

raised in Cambridge. He has lived in Boston for the last 30 years, eight of them in Brighton. He serves on the boards of the Brighton Allston Improvement Association and the local historical society, as well as on the state chapter of the Alliance for the Mentally Ill. He graduated from Northeastern University in 1970 and received a master's degree in counseling from Cambridge College in 1988.

Adams said he is pro-labor and "pro-civic-involvement." His goal is to get more residents involved in the local civic process.

Ciommo said he is considering a campaign, but he's still trying to make up his mind.

Moran, who unsuccessfully ran for that office three years ago, said last week that he is also mulling a run this time around. Having campaigned for Massachusetts Sens. John Kerry and Ted Kennedy in the past, Moran said he feels well prepared to launch a new campaign of his own if he decides to go forward. Moran currently works as an aide for City Councilor Stephen Murphy.

Hoy, meanwhile, said he is still in the process of deciding his next step. He was elected to the Brookline Board of Selectmen in 1996. ❑

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CCM-101

# City of Cambridge

16.

**IN CITY COUNCIL**
December 15, 1997

COUNCILLOR SULLIVAN

ORDERED: That the City Manager be and hereby is requested to confer with the Assistant City Manager for Community Development and report back to the City Council with respect to the report in the December 2, 1997 TAB that Cambridge has failed to make any use at all of its designation as an economic target area such that the State Economic Assistance Coordinating Council is considering dropping Cambridge from the program.

Consent Order #16 CM-844

Councillor Sullivan re: Cambridge's use of its designation as an economic target area.

In City Council December 15, 1997

ORDER ADOPTED
As Amended