



**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

John J. Haley, Jr.
General Manager
Transportation Building
Ten Park Plaza
Boston, Massachusetts 02116

November 10, 1992

RECEIVED
92 NOV 16 AM 11:24
OFFICE OF THE CITY MANAGER

Robert W. Healy
City Manager
Cambridge City Hall
Cambridge, MA 02130

RE: Bus Exhaust Fumes
(Order No. 4, April 6, 1992)

Dear Mr. Healy:

Thank you for recently sending me a copy of the City Council Order No. 4 relative to bus exhaust fumes. Please accept my regrets for any inconvenience caused by the delay in responding to this order.

We realize the importance of controlling noxious emissions from our vehicles and were already striving to minimize the effects of tail pipe emissions before the passage of the Clean Air Act. For example, only the cleanest burning low sulfur No. 1 grade diesel is used in our fleet. In contrast, because of the limited commercial availability of this grade, most other vehicles traversing Cambridge streets use a lower quality No. 2 grade fuel. Our newest fleet manufactured in 1989 incorporates the latest in electronic engine control, further reducing noxious fumes emitted. In addition, we recently began a mid-life overhaul of our 1985 RTS buses, many of which, due to engine wear and tear, are our largest generators of noxious fumes. This overhaul should also reduce noxious fumes emitted.

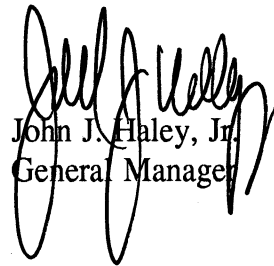
Urban transit providers nationwide have been largely dependent on bus and engine manufacturers' progress in reducing noxious fumes emissions of buses. However, we have not merely monitored the progress of these manufacturers' but have been active in the testing of emission control measures. Since 1988, we have been testing alternative fuels, assessing the impact of these fuels on daily operations, facility safety, the riding public, and the neighborhoods. We also took the lead in testing a "trap" device developed by the 3M Corporation and Donaldson Corporation of Minnesota which was intended to reduce the particulates emitted through exhaust to acceptable levels. While this program did not meet its initial expectations, a similar joint venture currently under way with Northeastern University shows some promise. In addition, we are currently testing a "ceramic" diesel engine to replace our in-house rebuilt engines, which we also expect would reduce emissions.

We will continue to monitor and take advantage of technological advancements. We have just completed the specifications for new buses which call for a vastly improved engine

(a 4 stroke rather than our current 2 stroke) that will greatly reduce emission levels. We are also soliciting interest for public/private ventures from such firms as Boston Gas and Distrigas of Massachusetts as, based on current technology, all buses manufactured after 1998 may require the use of alternative fuels.

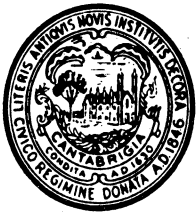
Please be assured that we share the Cambridge City Council's concern regarding noxious fume emissions and we will continue to comply with and strive to exceed the requirements of the Clean Air Act. If I can be of any further assistance in this area, please do not hesitate to contact me.

Sincerely



John J. Haley, Jr.
General Manager

3.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300

FAX 349-4307

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

November 23, 1992

To The Honorable, The City Council:

Please find attached a response to Awaiting Report Item No. 6, regarding bus exhaust fumes, received from John J. Haley, Jr., General Manager of the MBTA, relative to this matter.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Robert W. Healy", is written over a horizontal line.

Robert W. Healy
City Manager

RWH/mev
attachment

Consent Agenda # 3

8-1008

Awaiting Report Item Number Six
regarding bus exhaust fumes.

In City Council,

November 23, 1992

Placed on file