



FRANCIS W. SARGENT
GOVERNOR

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE, BOSTON 02133

June 24, 1969

Honorable Kevin H. White, Mayor of Boston
George Brown, Chairman, Board of Selectmen, Brookline
Honorable James F. Brennan, Mayor of Somerville
James Leo Sullivan, City Manager, Cambridge

Gentlemen:

I appreciate the delicacy of the negotiations which the representatives of your communities have been conducting with the Department of Public Works concerning the Inner Belt, and commend all parties for the substantial progress that has been made. I further thank you for the comprehensive positions you have prepared. They have been helpful to me in arriving at my decision with respect to the issues in dispute.

While, indeed, there are significant issues still unresolved, there has been significant progress toward establishing a sound approach for determining the best solution to the transportation need for the area concerned. One such significant development was the agreement to conduct a "joint concept" study as substantially proposed in the memorandum prepared by the former Federal Highway Administrator, Lowell K. Bridwell. I heartily endorse such a study that will consider not just the feasibility of the proposed transportation facility to be built, but will in addition consider its effect on the entire social and economic stability of the community as well.

As one who has been a conservationist by nature and profession, and a former Commissioner of the Department of Public Works, I can attest to the fact

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that the issues of housing, jobs and protection of our environment, in relation to transportation needs, are never easy to reconcile. And now as Governor, it is clear to me that the conflict is more intense or at least more visible today. I expressed this concern in a recent address I gave before the States Urban Action Center of Urban America.

I stated:

"Obviously we need a modern highway system. It is vital and it always will be. But there are other needs - and they are not necessarily compatible one with the other....Needs, then are conflicting. We must resolve these conflicts.... Are different agencies, with different goals working at cross purposes? Are housing agencies scrambling to build while transportation agencies rush to demolish? And - here a very central question - what are the real costs involved, the costs beyond dollars, the costs in community disruption, loss of employment, economic and social deprivation. I am saying, finally, that we must re-examine our urban highway and transportation planning - goals, methods, real costs - and not merely here in my state, but indeed all across the country."

As indicated in my recent address, I am creating a Special Transportation Task Force to re-consider fully how the state may best attempt to meet our transportation needs in the future. I said then - and I now reiterate - that we can no longer indiscriminately build highways. Instead, we must at every step insure that we seriously evaluate the construction of every mile of highway road for its impact on the community. In view of these considerations, I recently requested appropriations for the accelerated highway program sufficient to complete projects currently

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in progress without interruption while permitting us to freely review future commitments.

My concern in this area has prompted me to take the following steps with regard to the more specific issue at hand.

I have requested Commissioner Ribbs to broaden the area under consideration for the proposed "joint concept" study to include Memorial Drive as a possible alternative. Such a step was proposed by the communities of Boston, Cambridge, and Brookline in their letter of March 31 to my office. I am convinced that broadening the study in this manner will insure a full and conclusive evaluation of all reasonable alternatives. I am assured by Commissioner Ribbs that all reasonable "no belt" alternatives will be studied carefully as well. I cannot, however, agree that the Bridwell memorandum should be broadened to allow for such studies under Task B.

These alternatives should be given careful review under Task A to consider their feasibility.

With respect to the communities' involvement in the conduct of the study, I find that both the Department and the communities are correct in principle. The Department should not - and it cannot be expected to - abrogate its legal responsibility in directing the study. At the same time, however, the community must have an opportunity meaningfully to participate in the conduct of the study. I am convinced of the sincerity of all parties in their efforts to work out a mutually acceptable agreement for such participation, and I am happy to see that a great deal of progress has been made in this regard. In particular, the Department of Public Works has agreed to accept a consultant highly recommended by the community to conduct the study.

I therefore request that all parties concerned attempt to complete the negotiations for meaningful

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participation by the communities in the study. I have asked Dr. Robert Marden, Director of the Office of Program and Planning Coordination in the Department of Administration and Finance, to lend whatever assistance he can during these negotiations.

The Commonwealth is committed to this study, and I intend to do everything I can to make the study meaningful. I am accordingly directing Commissioner Ribbs, and he has given me assurance of his full cooperation, to postpone any hearing on a Route 2 corridor of the nature requested by Mr. Hansen of the Federal Highway Administration until the results of the "joint concept" study are known. I am doing this in order that options open for study will not be foreclosed by such a hearing.

At the same time, there must be assurance given by the Cities of Cambridge and Somerville that the proposed corridor for Route 2 extension, as indicated in the basic design report which has been transmitted to said communities, in January 1969, be kept free from building encroachments which would require prohibitive costs for right of way acquisition at a later date if said corridor were to be selected.

I would emphasize that this will cause no delay in the building of an extension of Route 2, since I am informed by the Department that the extension could not under any circumstances be constructed in the near future.

I further requested Commissioner Ribbs to obtain approval from the appropriate Federal highway agency for the implementation of these decisions.

I am glad to be able to announce these measures at this time, and I hope they will lead to greater

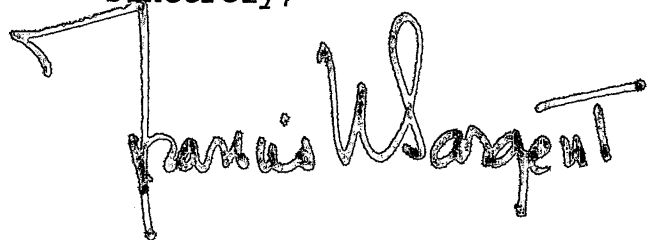
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understanding and the development of genuine solutions to many problems of our urban highway system.

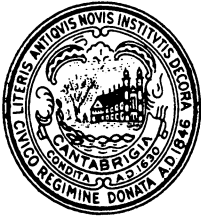
With best wishes,

Sincerely,

A handwritten signature in dark ink, reading "Francis W. Sargent". The signature is written in a cursive style with a large, prominent loop at the beginning of the first name. The signature is positioned below the word "Sincerely,".

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CITY MANAGER

JUNE 26 1969



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT

James L. Sullivan
City Manager

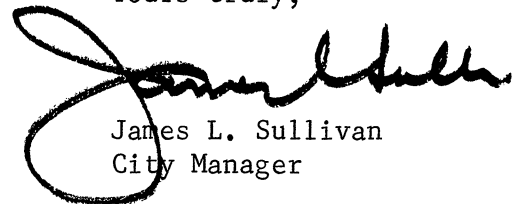
John H. Corcoran
Assistant City Manager

June 30, 1969

To the Honorable, the City Council:

I transmit herewith communication from the Honorable Francis
W. Sargent, Governor of the State of Massachusetts, relative to the
Inner Belt.

Yours truly,



James L. Sullivan
City Manager

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COMMUNICATION
from the City Manager trans-
mitting one from the Hon. Francis
W. Sargent, Governor of the State of Massa-
chusetts relative to the Inner Belt.

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