CCM-101

City of Cambridge

O-25.

IN CITY COUNCIL

September 13, 1999

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

WHEREAS: It has come to the attention of this City Council that House Appropriations Committee is proposing to cut $2 billion from President Clinton's proposed $28 billion budget for the Department of Housing and Urban Development (HUD); and

WHEREAS: HUD calculates that this reduction could leave 156,000 families without affordable housing; and

WHEREAS: This reduction would mean that Cambridge will miss out on over $2 million of additional funds for next year, which could have funded an additional 89 jobs, housing for 7 more homeless persons and persons with AIDS and 220 additional housing units for low and moderate income families; and

WHEREAS: These reductions are being recommended in order to continue the now obsolete "budget caps" enacted by Congress to take effect in FY 2000; "caps" which have become devastating, draconian and unnecessary budget cuts in a time of unexpected and unprecedented federal revenue growth; now therefore be it

RESOLVED: That the City Council go on record urging the Massachusetts Congressional Delegation to take all necessary steps to remove these obsolete budget caps in order to provide HUD with the FY2000 funding requested by President Clinton and urgently needed by low and moderate income residents of Cambridge and the country as a whole; and be it further

RESOLVED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to Massachusetts Congressional Delegation, President Clinton and HUD Secretary Andrew Cuomo, Jr. on behalf of the entire City Council.

In City Council September 13, 1999.
Adopted by the affirmative vote of nine members.
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- D Margaret Drury

D. Margaret Drury
City Clerk

MS

W/A It has come to the attention of this City Council that House Appropriations Committee is proposing to cut $2 billion from President Clinton's proposed $28 billion budget for the Department of Housing and Urban Development (HUD); and

W/A HUD calculates that this reduction would leave 156,000 families without affordable housing; and

W/A This reduction would mean that Cambridge will miss out on over $2 million dollars of additional funds for next year, which could have funded an additional 89 jobs, housing for 7 more homeless persons and persons with AIDS and 220 additional housing units for low and moderate income families; and

Take all necessary steps to enable passage

W/A These reductions are being recommended in order to continue the now obsolete "budget caps" enacted by Congress to take effect in FY 2000; "caps" which have become devastating, budget cuts in a time of unexpected and unprecedented federal revenue growth and; now therefore be it

Resolved: That the C-C go on record urging the Massachusetts ~~to~~ Congressional Delegation to ~~remove~~ take all necessary steps to remove these obsolete budget "cops" in order to provide HUD with the FY 2006 funding requested by President Clinton and urgently need by low and moderate residents of Cambridge and the county as a whole; and be it further

Resolved: SEC to delegation + Pres Clinton + HUD Secretary Andrew Cuomo, Jr

25

September 13, 1999

COUNCILLOR SULLIVAN

Margaret:

There were two articles – one on HUD and then the following day a release from Mayor Menino chastising HUD.

It was either this past Thursday/Friday or Friday/Saturday

Would you put an order in for me chastising HUD?

Thank you

Michael

Hud

Proposed budget would stunt progress in housing, HUD says

By Eun Lee Koh
GLOBE CORRESPONDENT

WASHINGTON – The proposed reduction in additional funding in next year's housing budget could leave about 156,000 families, including about 1,300 in Boston, without affordable housing, according to a report released yesterday by the Department of Housing and Urban Development.

While the proposed reduction would not kick out tenants currently living in federally subsidized housing, it would block HUD from providing additional housing to low-income families, according to the report.

"At a time of unprecedented national prosperity, Congress shouldn't rob the poorest Americans," HUD Secretary Andrew J. Cuomo said during a news conference.

President Clinton had proposed a $28 billion HUD budget for fiscal 2000 – up from $24 billion this year. The House Appropriations Committee approved $26 billion. The funding still has to be approved by the full House and the Senate.

Although the budget adopted by the House committee is $2 billion more than this year's budget, HUD officials said the increase is not enough to fund all its housing assistance programs.

According to the report, the additional money requested by the administration would provide housing for 156,000 families, housing assistance for 16,000 homeless people and people with AIDS, and jobs for 97,000 people.

A spokesman for the House Appropriations subcommittee that handles HUD spending, said: "The administration mentions only that they didn't get all of the money they requested, but the next year's budget is more than this year's. It's a fair statement that we are not providing new housing vouchers, but the people already in federal housing programs will still get housing."

According to HUD's findings, the reduced budget could mean Massachusetts would miss out on $51.5 million in additional funds for housing next year and Boston about $15 million.

"It's the worst possible things that can happen to Boston right now," said Howard Leibowitz, a spokesman for Mayor Thomas M. Menino. "We have had such a squeeze in housing in recent years."

Leibowitz said that, although Boston's housing budget would not be reduced by the cut, the lack of additional funding would make it difficult for the city to alleviate its housing crunch.

"Money can only stretch so far," he said. "More and more people are without housing, and the increase in funding will make make it a little easier to swim upstream."

The budget increase requested by HUD would provide housing for another 1,296 low-income families in Boston and jobs for 572 people, according to the HUD study.

For Massachusetts, the additional money would provide housing for 5,292 more families and about 2,920 jobs.

Cuomo blamed the reduction on the tax bill Congress approved earlier this month calling for $792 billion in tax cuts over 10 years.

"To me, the cruelest irony is the $800 billion tax cut goes to help the richest Americans," he said. "We would have to cut the homeless programs here at HUD, cut the programs that house people with AIDS to finance a tax cut to the richest Americans."

Bessette estates sought

By Jeanne King
REUTERS

NEW YORK – The mother of Carolyn Bessette Kennedy and Lauren Bessette applied yesterday to be allowed to handle the sisters' affairs, including the right to sue over their deaths in a plane crash with John F. Kennedy Jr. last month.

The single-engine Piper Saratoga piloted by Kennedy plunged into the waters off Martha's Vineyard on July 16, killing him, his wife, and her sister.

The women did not have a will, so their mother, Ann Freeman of Old Greenwich, Conn., filed papers requesting that she be allowed to manage their estates. The estates have a net worth of about $500,000 each, which Freeman and her former husband, William Bessette, inherit as next-of-kin.

The papers, filed in New York Surrogate Court, said that "personal injury and wrongful-death claims against persons and parties as yet unknown arising from airplane crash on July 16, 1999" could be filed.

Constantine Ralli, a lawyer representing Freeman, declined to say if the family is contemplating a negligence or wrongful death suit. "We do represent Ann Freeman as administrator. That's the only statement I'm going to make," he said.

However, legal experts said there was no reason for the clause to be included except to leave open the family's option to sue.

"The mother would have been appointed with or without that clause," said New York attorney Lee Kreindler, who handled class-action suits for families of victims in the Swiss Air Flight 111 and TWA Flight 800 crashes.

"The family could theoretically bring an action against the Kennedy estate for negligence, which I doubt. Or against the manufacturer of the airplane, which is possible but I think unlikely," he said.

Raoul Felder, a prominent New York lawyer who handles many cases, said that those who could be named in such a suit include: the Caldwell, N.J., airport where Kennedy took off; the FAA for licensing an unqualified pilot; the source who provided Kennedy with weather information; the manufacturer of the plane; or even the Kennedy estate.

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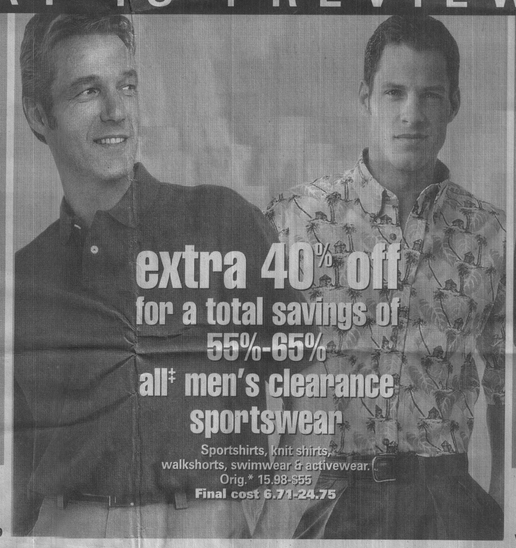

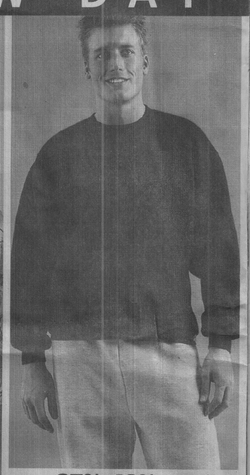

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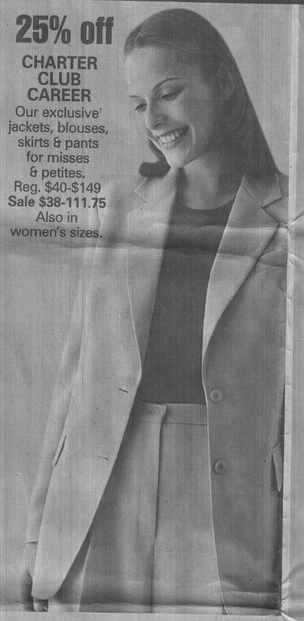

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Resistance to using seat belts persists

■ CRASH
Continued from Page A1

often refuse to wear seat belts. Or simply pay them no attention.

"It's just something you don't really think about," said Bob Mason, 18, of Randolph. "Like, when you get in the car, the first thing isn't 'buckle your seat belt.' You put your key in the ignition and go."

That sort of thinking is pervasive: Massachusetts has the third-lowest rate of seat belt use in the nation, said Maria Farrah John, spokeswoman for the Governor's Highway Safety Bureau. According to a state survery, about 51 percent of the state's front-seat passengers wear their seat belts, she said, well below the national average of 69 percent. And only 35 percent of Massachusetts teenagers buckle up.

The resistance seems especially baffling in a state where many residents are well-educated and most people are accustomed to a large dose of regulation. And it's a frightening trend, John said, considering the risks. The chances of dying in a crash increase up to tenfold if someone is thrown from a car, she said, which is unlikely if the person is safely restrained.

Seat belts are especially important in SUVs, which have a greater risk of rolling during crashes than cars because of their higher center of gravity, said Liz Neblett, a spokeswoman for the National Highway Traffic Safety Administration. In 1997, 1,482 people died when their SUVs rolled over; 1,088 were not wearing seatbelts.

The disregard for seat belts so disturbs officials at Boston Medical Center – whose trauma unit treats many accident victims – that they are holding a news conference today to make a public plea for buckling up.

Psychologists say that it's difficult to train people – especially young people – to wear their belts instinctively. It's hard to convince people that accidents can happen to them, said Esther Shapiro, a psychology professor at the University of Massachusetts at Boston.

"You can get people to hold the opinion that it's good to wear a seat belt," she said. "But they may not buckle their seat belt as a physical habit. They do not have that feeling you must have – that you're uncomfortable until you click it."

Massachusetts law tends to reinforce the notion that seat belts are not important, Shapiro said. Though the fine for an adult not wearing a seat belt is $25, police can cite offenders only if their cars have been stopped for other violations.

In telephone surveys her office has conducted, John said, Massachusetts drivers offer all sorts of excuses for not wearing safety belts: "It's uncomfortable. It wrinkles my clothing. I'm only going down the street. I don't need one; I'm a good driver."

Edith Flynn, a professor of criminal justice at Northeastern University, admits she resisted Massachusetts' seat belt law at first. She had trouble adjusting to the physical constraints, she said. And she had heard too many stories of people who burned to death trapped in cars.

But among teenagers, Flynn said, resistance to seat belts is often more basic.

"The idea of dying and death is certainly not part of their thought process," she said. And "the wiring of the juvenile brain" she said, makes adolescents more likely to take risks and less likely to be responsible.

Alcindo Goncalves, 18, of Brockton, said he wears his belt on the expressway, or when it's snowing or raining hard. But he doesn't bother doing it every day.

"I just don't like the feeling. I don't think it looks right, basically," he said.

There is disdain, some teenagers say, for the look and feel of a seat belt – and for the message it sends. Meghan Lawler, 12, of Quincy, wears her seat belt with her family. But she doubts she'll wear one regularly after she starts to drive.

"It depends on my friends," she said. "If they put their seat belts on, I'll put my seat belt on." But if she were the lone seat belt wearer, she said, she'd worry "that they'd think I was weird, or different."

Some teenagers say they wear seat belts because their parents have made wearing seat belts a ritual. And Michelle Barron, 18, of Newton, said she's too nervous not to wear a seat belt. Every year, a student in her high school dies because of cars, alcohol, and carelessness, she said.

"I lost a friend to it," she said.

State officials have been working hard, John said, to instill that sense of urgency in more teenagers. But reaching high school students can be tough, she said.

"They're a very savvy group, and they're used to seeing very highly-produced programming," she said. "To really get to them, you have to be able to speak their language."

Teen "speak" is the hook in a card produced by the safety bureau, to be distributed this fall to drivers' education classes, high schools and Registry of Motor Vehicle offices. "Hey, Teens ... Wanna Live? Buckle Up!" it says, attacking some excuses for not wearing seat belts.

"All students, even jocks and cheerleaders, fly through the windshield at the same rate of speed," it says.

The state tries other education programs, as well, John said. Police officers visit schools sharing descriptions of the gruesome wrecks they've witnessed. Public service announcements and videos repeat the same theme: that a seat belt can mean the difference between life and death.

The strategy worked, Goncalves-said, on one of his former girlfriends. Every time she got into the car, he said, she made him buckle up.

"She went to driver's ed, and I guess she watched a video about seat belts and safety," he said. "She got on this whole seat belt thing."

AP PHOTO

State Police investigators worked the scene of Wednesday's accident on the Southeast Expressway in which two teenagers were killed.

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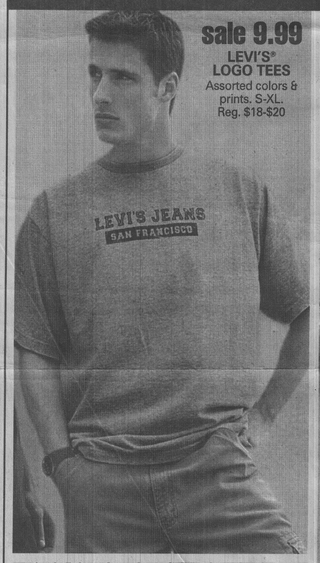

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Ethics of award disputed

Continued from preceding page

that was $250 lower than the quote submitted by John J. Paonessa Company, Inc. of Malden.

"This whole thing was a setup from the start," Paonessa said. "Ravanesi told me afterwards that the mayor wanted Wood Waste to do the job so that it could pay off its back taxes. They just used me to tell them how much the job would cost."

William J. Thibeault, a principal in Wood Waste, would not comment about the issue.

The deal also appears to run counter to a state law designed to prevent tax delinquents from obtaining public contracts. The 1983 law requires all companies seeking public contracts to submit an affidavit with their bids that they had complied "with all laws of the commonwealth relating to taxes."

But since the Everett City Council has not adopted the law, firms that are delinquent in paying property taxes may not be prohibited from bidding on public contracts, according to a spokesman for the state Department of Revenue.

However, Garron, the Everett procurement chief, said he believes firmly that the law does cover all companies bidding on city contracts and he makes certain that they submit a signed affidavit with their bids asserting that they have paid all of their taxes, state as well as local.

"I believe that if you are going to bid on contracts in Everett then you have to be up to date with your taxes," Garron said last week.

But Garron was excluded from the city's dealings with Wood Waste and none of the work was subject to the requirements of the state's public bidding statute. Instead, Ravanesi, the public works chief, did all the negotiating with Wood Waste to dispose of rubble, from concrete to fallen tree limbs, that ends up on Everett roads. Ravanesi also approved Wood Waste's invoices for payment, a customary function of the procurement office.

Salvato asserted that waste disposal services are exempted from the state's public bidding statutes. Garron disagrees.

"I can't justify it or defend it," Garron said. "If it had gone through this office, I would have put the whole thing out to bid." But since other officials believe the work is not subject to bid requirements, he said, "they're able to do what they want."

By some accounts, politics also played a role in Ragucci's decision to have the city take a lot adjacent to the Prescription Shoppe on Broadway owned by Anthony J. LaMonica.

LaMonica, who backed former mayor John McCarthy, said his lot was earmarked for the taking because it is directly across the street from the offices of Ragucci's treasurer, Cataldo.

Cataldo acknowledged in an interview that he had urged Ragucci to propose having LaMonica's lot taken by eminent domain – a proposal which the City Council adopted unanimously last November. But he said Ragucci's decision was based on legitimate concerns for area businesses and not political favoritism.

But LaMonica noted that his lot was the only one taken for off-street parking during Ragucci's tenure. LaMonica said: "I know how politics works and I got no problem with politicians helping their own. But they shouldn't be doing it when it hurts other people."

How to contact Spotlight

The Globe Spotlight Team can be reached at 617 929-3208. Confidential messages about municipal corruption can be left on voice mail at 617 929-7483. The e-mail address is **spotlight@globe.com** The mailing address is: The Boston Globe, 135 Morrissey Blvd., Boston, MA 02125

Globe online

The Spotlight Team's series on municipal corruption that was published in April, as well as recent follow-up articles, are available at **http://www.boston.com**. Keyword: **Spotlight**.

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This Lord & Taylor coupon excludes Specially Priced items, cosmetics, fragrances, personal care/electrics, St. John, Polo Ralph Lauren, Lauren by Ralph Lauren, Tommy Hilfiger, Nautica & DKNY sportswear, men's and ladies' coats, outerwear, leathers and rainwear, Coach, Dooney & Bourke, Lenox & all Fine Jewelry. Discount on men's suits, sportcoats and dress slacks is 15% only. Cannot be combined. Not valid on prior purchases.
VALID FRIDAY, AUGUST 27TH THROUGH SUNDAY, AUGUST 29TH

3 DAY BONUS COUPON
EXTRA 20% OFF
ANY SINGLE FINE JEWELRY SALE ITEM
This Lord & Taylor coupon excludes Best Buys, watches and special event promotions. Cannot be combined. Not valid on prior purchases.
VALID FRIDAY, AUGUST 27TH THROUGH SUNDAY, AUGUST 29TH

3 DAY BONUS COUPON
EXTRA 20% OFF
ANY SINGLE SALE ITEM
This Lord & Taylor coupon excludes Specially Priced items, cosmetics, fragrances, personal care/electrics, St. John, Polo Ralph Lauren, Lauren by Ralph Lauren, Tommy Hilfiger, Nautica & DKNY sportswear, men's and ladies' coats, outerwear, leathers and rainwear, Coach, Dooney & Bourke, Lenox & all Fine Jewelry. Discount on men's suits, sportcoats and dress slacks is 15% only. Cannot be combined. Not valid on prior purchases.
VALID FRIDAY, AUGUST 27TH THROUGH SUNDAY, AUGUST 29TH

*Your reduction off ticketed prices will be taken at the register. Sale ends Sunday, August 29th, except for clearance items and as noted. †Savings off original prices. Fall and year-round suits not included. Sale excludes cosmetics, Best Buys, estate collections, diamond solitaire rings and watches in fine jewelry, Specially Priced items and Gift Collections. Selected collections, not every style and size in every store. Our regular and original prices are offering prices only and may or may not have resulted in sales. Advertised merchandise may be available at sale prices in upcoming sale events. No adjustments to prior sale purchases. Charge it with your Lord & Taylor Charge Card. We also accept American Express, MasterCard, Visa® and the Discover® Card. For the Lord & Taylor location nearest you, please call 1-800-223-7440, 8 am to 10 pm (ET) any day.

CCM-101

City of Cambridge

O-25.

IN CITY COUNCIL

September 13, 1999

COUNCILLOR SULLIVAN

WHEREAS: It has come to the attention of this City Council that House Appropriations Committee is proposing to cut $2 billion from President Clinton's proposed $28 billion budget for the Department of Housing and Urban Development (HUD); and

WHEREAS: HUD calculates that this reduction could leave 156,000 families without affordable housing; and

WHEREAS: This reduction would mean that Cambridge will miss out on over $2 million of additional funds for next year, which could have funded an additional 89 jobs, housing for 7 more homeless persons and persons with AIDS and 220 additional housing units for low and moderate income families; and

WHEREAS: These reductions are being recommended in order to continue the now obsolete "budget caps" enacted by Congress to take effect in FY 2000; "caps" which have become devastating, draconian and unnecessary budget cuts in a time of unexpected and unprecedented federal revenue growth; now therefore be it

RESOLVED: That the City Council go on record urging the Massachusetts Congressional Delegation to take all necessary steps to remove these obsolete budget caps in order to provide HUD with the FY2000 funding requested by President Clinton and urgently needed by low and moderate income residents of Cambridge and the country as a whole; and be it further

RESOLVED: That the City Clerk be and hereby is requested to forward a suitably engrossed copy of this resolution to Massachusetts Congressional Delegation, President Clinton and HUD Secretary Andrew Cuomo, Jr. on behalf of the entire City Council.

Order #25 1022 R

Councillor Sullivan re: urge the Massachusetts Congressional Delegation to take steps to remove the obsolete budgetcaps in order to provide HUD with an adequate FY 2000 budget.

In City Council September 13, 1999

ORDER ADOPTED