



CAMBRIDGE CHAMBER OF COMMERCE

December 23, 1992

Chairman James J. Kerasiotes
Metropolitan Planning Organization
Executive Office of Transportation and Construction
10 Park Plaza, 3rd Floor
Boston, Massachusetts 02116

Commissioner Daniel S. Greenbaum
Department of Environmental Protection
1 Winter Street, 3rd Floor
Boston, Massachusetts 02108

Gentlemen:

By a letter dated October 15, 1992, Robert W. Healy, City Manager of the City of Cambridge, formally submitted the City's proposal for amendment of the State Implementation Plan to your agencies.

The centerpiece of the submission is the Vehicle Trip Reduction Ordinance adopted by the Cambridge City Council in June 1992. The City's proposal includes a comprehensive program of local transportation control measures as well as a regional trip reduction program aimed at reducing the number of commuters who travel to work by single-occupant vehicles.

The City's Proposal observes that ... "achieving consensus in support of transportation control measures is an important factor in the success of those measures." In this regard, we would like to make you aware of the background of the business community's support for the employer-based measures included in the City's proposal.

Attached is a copy of a letter dated June 11, 1992, which was submitted to the Cambridge City Council prior to its vote on the City's Ordinances, and which sets forth the basis of our support.

As you may be aware, the City of Cambridge has been grappling with this issue for several years. The Clean Air Committee of the Chamber of Commerce has been an active participant throughout this lengthy process. Our goal, both then and now, has been to find workable solutions that protect our environment and maintain the City's and the region's economic viability. Over the course of the deliberations leading to the

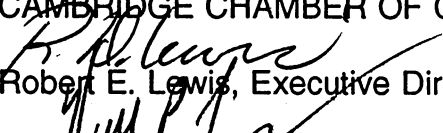
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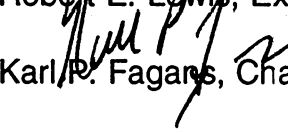
City's proposal, solutions were identified that address many of these issues while moving towards achieving this goal. We believe that these solutions are relevant to the deliberations of your agencies as they look to balance the environmental and economic needs of the region.

We share the Cambridge City Council's belief in the importance of an environmentally and economically viable regional response to the objectives and requirements of the Clean Air Act. As such, we would appreciate the opportunity to work with you in order to share the experience and perspective we have gained working on these complex issues. We seek your advice as to how we may best participate and provide assistance in helping the Commonwealth develop implementable solutions that respond directly to the problems at hand. We would welcome the opportunity to meet with you and obtain your counsel.

Sincerely,

CAMBRIDGE CHAMBER OF COMMERCE


Robert E. Lewis, Executive Director

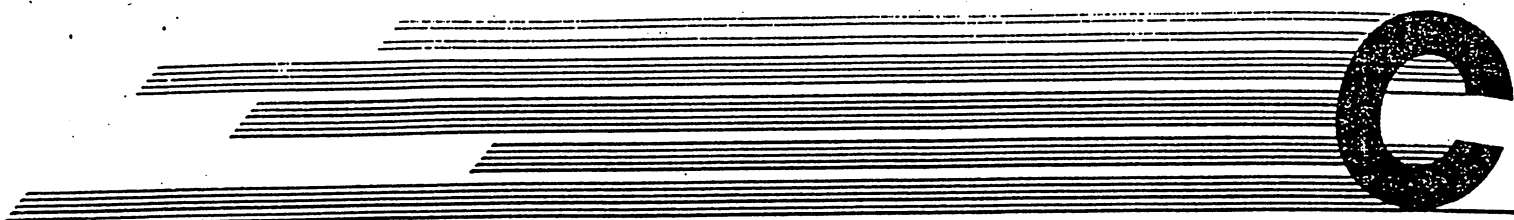

Karl P. Fagans, Chairman - Clean Air Committee

cc: Commonwealth of Massachusetts:

Susan F. Tierney, Secretary of Environmental Affairs
Laural Carlson, Deputy Director, DEP
Thomas B. Powers, Deputy Commissioner, DEP
Barbara A. Kwetz, Director, DEP
Christine Kirby, Regional Planner, DEP
Douglas Shallcross, Deputy General Counsel, DEP
Robert Baum, Undersecretary/General Counsel, EOTC
William G. Constable, Assistant Secretary/Staff Counsel, EOTC
Sonia W. Hamel, Director of Air Policy, EOEA

Cambridge City Council:

Robert W. Healy, Cambridge City Manager
Donald A. Drisdell, Deputy City Solicitor
Ellen Semonoff, Project Assistant



CAMBRIDGE CHAMBER OF COMMERCE

June 11, 1992

The Honorable Cambridge City Council
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

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OFFICE OF CITY CLERK
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CAMBRIDGE MA.

The Officers and Directors of the Cambridge Chamber of Commerce (see attached list), have endorsed the position of its Clean Air Committee and recommend that the City Council approve the proposed new clean air ordinances, the amendment to the Interim Parking Freeze Ordinance and the Vehicle Trip Reduction Ordinance, and thereby move forward programs to improve air quality without placing local employers at a competitive disadvantage.

The ordinances as they stand today, including the amendments which the Clean Air Committee has proposed and discussed with the City's representatives, go a long way toward codifying the policy statement of the City Council, unanimously approved by those present at its April 27, 1992 meeting (see copy attached), that put it on record favoring a regional solution to improving air quality -- a solution that will maintain Cambridge's strong competitive edge in nurturing and attracting commercial enterprises.

The Chamber is very pleased that the City Council has recognized the impact that travel and parking controls unique to Cambridge can have on business, and therefore on jobs, taxes and the economic health of the City. It is important to Cambridge that it not be subject to both an employer-based vehicle trip reduction plan and to a parking freeze at the same time, if other communities in the region are not affected by the same restrictions, a situation that would most certainly encourage business to leave Cambridge.

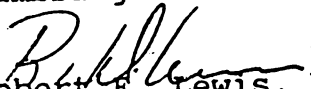
We see these ordinances, as developed through a series of public hearings and working sessions, as being responsive to concerns being expressed by the City's employers and continuing to build the new public-private partnership in Cambridge.

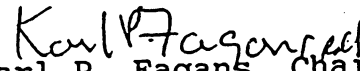
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The Clean Air Committee of the Chamber is ready to assume a role in working with the City to gain cooperation from the City's employers to develop further specifics of the vehicle trip reduction plan.

Sincerely,

Cambridge Chamber of Commerce


Robert E. Lewis, Executive Director


Karl P. Fagans, Chairman
Clean Air Committee

cc: Robert W. Healy, City Manager
Attachments

**1992 Cambridge Chamber of Commerce
Officers and Directors**

President

James C. Hawkins, *Polaroid Corp.*

President Elect

William Sage, *Sage Hotel Corp.*

Treasurer

Sandra Lagrega, *W.T. Phelan Insurance*

Clerk

Sheldon Cohen, *Out of Town News*

Vice Presidents

Joseph P. Barrell, *Acorn Realty*

Carl F. Barron, *Putnam Furniture Leasing Co.*

Richard A. Foot, *Cambridge Family YMCA*

Tracy Gallagher, *Tofias, Fleishman & Shapiro*

Gerald W. Oldach, *GWO Enterprises*

Karen Swaim, *Frameworks*

Ex-Officio

Burdette A. Johnson, *Com Energy System*

Robert Jones, *The Athenæum Group*

E. Donald Lewis, *Hastings Tapley Insurance*

Helen Moulton, *Ellis & Andrews Inc. Realtors*

Joseph O'Connor, *C.S. Draper Laboratory*

Wayne Sharpe, *First Trade Union*

Board of Directors

Theodora Arvanites, *Cambridgeport Bank*

Tom Barrett, *Sears, Roebuck*

Dale Blank, *Genetics Institute*

Connie Botticelli, *East Cambridge Savings Bank*

Nancy Busnach, *Lotus Development Corp.*

Howard Dinin, *M&D Communications*

Brenda Ellis, *The Office, Inc.*

Sara Eusden, *M.I.T.*

Karl Fagans, *Arthur D. Little, Inc.*

Edward Guleserian, *Sheraton Commander Hotel*

Mary Ann Jarvis, *Harvard University*

Charles Laverty, *Laverty Associates*

Francis Lynch, *Mt. Auburn Hospital*

Sister Mary Mark, *Sancta Maria Nursing Facility*

Norman McIver, *Cambridge Trust Company*

Mark Murphy, *BayBanks*

Peter Neville, *James F. Farr Academy*

Steve Sigel, *New England Development*

Daniel Sullivan, *Bolt, Beranek & Newman*

David Vickery, *Reynolds Vickery Messina & Griffen*



City of Cambridge

24.

IN CITY COUNCIL

April 27, 1992

COUNCILLOR WOLF
VICE MAYOR CYR
COUNCILLOR RUSSELL
COUNCILLOR DUEHAY
COUNCILLOR WALSH
MAYOR REEVES

WHEREAS: The City Council, in its concern to implement the Clean Air Act of 1990 and to be master of its own plan, has before it a plan submitted by the City Manager with a number of components largely focussed on reducing the vehicle miles travelled in the City; and

WHEREAS: Residents and business people alike recognize the importance of improving air quality but feel that there must be a regional solution; and

WHEREAS: The Ordinance Committee of the City Council is considering a recommendation that it adopt some non-controversial measures to be implemented in the near future, enhance the interim ordinance to allow its continued implementation, and that it consider further the more complex and more futuristic proposals that would also be recommended for consideration in regional hearings and for a regional plan; and

WHEREAS: Committee and Council consideration of these matters is not yet complete and will continue, involving the residents and business community in a dialogue; and

WHEREAS: In keeping with extensive testimony, the City Council wishes to state its understanding of the importance of Cambridge's commitment to confirm a regional plan in order to reach the stated clean air goals and to maintain Cambridge's strong competitive edge in nurturing and attracting commercial enterprises; now therefore be it

RESOLVED: That the City Council, as a matter of public policy, go on record as supporting a regional approach to implementation of the Clean Air Act of 1990; and be it further

RESOLVED: That it is the intention of the City Council to develop and consider the options available for reducing vehicle miles travelled in a deliberative manner listening carefully to the concerns, desires, and needs of the residents and of the business community; and be it further

RESOLVED: That the City Council, as a matter of public policy, go on record as supporting additional rigorous, mandatory regulations only as such regulations are required of communities throughout the region.

In City Council April 27, 1992.

Adopted by the affirmative vote of eight members.

Attest:- Joseph E. Connarton, City Clerk.

A true copy; *Joseph E. Connarton*

ATTEST:-

Joseph E. Connarton
City Clerk

Consent Comm. # 11 S-2
Comm. from Robert E. Lewis, Exec.
Dir. Cambridge Chamber of Commerce
and Karl P. Fagans, Chairman, Clean Air
Committee, transmitting a copy of a letter
sent of the Commonwealth of Mass. to
inform the Commonwealth of the willing
to participate to develop solutions
regarding the city's proposal for
amendment of the State Implementation
Plan.

In City Council,

January 4, 1993

Placed on file