

# City of Cambridge

Agenda #14. Clean Air Transportation Control Plan.

MASSACHUSETTS

In City Council October 1, 1973 19

		YEA	NAY	ABSENT	
	Mr. Clinton				
	Mr. Danehy				
	Mr. Duehay				
	Mrs. Graham				
	Mr. Moncreiff				
	Mr. Owens				
	Mr. Sullivan				
	Mr. Vellucci				
	Mayor Ackermann				

THE JOINT TRANSPORTATION PLANNING

of the

Department of Planning and Development

Department of Traffic and Parking

TO: John H. Corcoran, City Manager

FROM: *R.A.B.* Robert A. Bowyer, Director of Planning and Development and  
*G.T.* George Teso, Director of Traffic & Parking

DATE: Sept. 25, 1973

SUBJECT: Recommended Position Concerning Governor Sargent's  
Clean Air Transportation Control Plan

On September 4, 1973, Governor Sargent released his proposed Clean Air Transportation Control Plan\* for the Boston Region. This plan is a modification of the plan previously proposed by the U. S. Environmental Protection Agency (EPA). Both plans were developed to achieve the air quality standards and deadlines mandated by Congress in the Clean Air Act of 1970. Basically, the Clean Air Act requires that all feasible measures be taken by mid-1975 to reduce carbon monoxide and hydrocarbon emissions to levels that do not constitute a threat to public health.

The Clean Air Plan proposed by Governor Sargent includes most of Cambridge as part of the core area with the same restrictions as downtown Boston. The inclusion of Cambridge as part of the core area is the direct result of the Cambridge City Council's desire to have Cambridge included in the parking controls envisioned by the EPA for the Boston core area, so as to avoid the spillover of Boston parking into Cambridge. The Federal Environment Protection Agency will conduct a public hearing on the modified Clean Air Transportation Control Plan on October 15, 1973 in Gardner Auditorium at the State House at 3-6 p.m. and 7-10 p.m.

\*Enclosure

After reviewing the regulations subsequently developed after the City Council's request and contained in Governor Sargent's proposal, our staffs have some serious reservations as to the overall effects on Cambridge of such stringent parking restrictions being imposed throughout most of Cambridge.

Cambridge should support the general objective of the plan to reduce the amount of long-term parking and the use of automobiles by commuters. However, any curtailment of short-term parking for shoppers and other persons with business in Cambridge could have an adverse impact on the economy of the City.

While supporting the general objective of reducing automobile usage, and hence of parking, there are some important distinctions between the access and parking problems of Downtown Boston and those of Cambridge, which will affect the type of restrictions most appropriate for Cambridge:

1. Boston has considerable off-street parking in public and commercial parking garages; Cambridge has very little off-street parking available to the general public. Most of Cambridge's parking problem is dealt with (unsatisfactorily) on-street at the curb.
2. According to the Boston Transportation Planning Review, 58 percent of the persons employed in the Downtown Boston area travel to work by public transportation; in Cambridge only 19 percent of the employees travel to work by public transportation.
3. Downtown Boston is the most accessible location in New England by public transportation; it is the crossroads and transfer point of all four of MBTA's rapid transit lines, of numerous MBTA bus lines, of several inter-city bus lines and of several commuter rail lines. In contrast Cambridge is on one end of part of the MBTA Red Line, which only goes half way through the city, and has only one station of the MBTA Green Line, which terminates at Lechmere Square. Except for a few towns in the Northwest Corridor and the communities along the southern end of the Red Line, it is difficult to get to Cambridge by public transportation from most points in the Boston Metropolitan area.
4. It will be at least 5-8 years at the earliest before Cambridge can benefit from any public transportation improvement because that is the minimum time needed for the Red Line extension to be in operation.

5. The sections of Boston included in the control district are principally in non-residential, high employment locations. Most of Cambridge, including most of the residential area of the City, is within the proposed control district. That would be comparable to including the outlying residential areas of Boston like Dorchester, Hyde Park, Roslindale, West Roxbury, etc. which are not in the control district.

The parking problem in Cambridge, in its simplest form, is that we are trying in the face of overwhelming numbers to accommodate parking on-street at the curb. The solution, in its simplest form, is to transfer parking away from the curb to off-street garages and to discourage excessive or unnecessary automobile usage. A freeze on off-street parking garage construction or a surcharge or a 40 percent vacancy requirement, as proposed in the Plan, would be counter-productive to a solution to Cambridge's parking problem.

Enforcement of parking regulations, or the lack thereof, is already a serious problem. Enforcement responsibility for the Clean Air Transportation Control Plan rests with the City of Cambridge. The proposed on-street parking ban would be more severe than our snow emergency regulations. Without the justification of a snowstorm, it is difficult for us to visualize how this unpopular regulation might be enforced.

If the regulations were enforced in Boston, and the present pattern of enforcement continued in Cambridge, we might still have many of the problems of spillover from Boston that prompted the City Council Order of July.

The enforcement problem probably could be greatly reduced by an increased number of personnel, although the problem is deeper than mere numbers of officers. At present Cambridge has only two parking control officers (popularly known as meter maids), only one of which is on the street, and a few regular police officers doing parking enforcement. The Traffic Division of the Police Department was formerly much larger than at present. Money should not be a problem, because enforcement of the parking regulations is an eligible expenditure of the City's Parking Fund. An enforcing officer can write enough tickets in 15 minutes to cover his/her pay for the day.

Cambridge already has parking regulations posted on the streets that are in keeping with the spirit of the Clean Air Transportation Control Plan. Based on the power that already exists with the Director of Traffic and Parking, we could post regulations on additional streets. These regula-

tions apply to limitations on parking during peak hours on arterial streets, which would improve bus travel, no parking or two-hour parking restrictions in residential areas in addition to those posted for the Resident Sticker Program (which would reduce the number of commuters parking on streets all day) and once a week restrictions for street sweeping (which also could reduce commuter parking).

The effectiveness of the existing regulations has not been tested, because many of them have never been enforced. The underutilization of the powers already vested in Cambridge caused the two Departments to consider recommending to you that Cambridge not be included in the control district until a concerted effort has been made by Cambridge on its own to comply with the spirit of the Clean Air Transportation Control Plan without formally being included in it. We recommend instead that modifications be made in the Plan.

A word is in order about administering, as well as enforcing new parking regulations. The Resident Sticker Program has substantially increased the administrative requirements for the Department of Traffic and Parking. As the Resident Sticker Program is expanded, and we believe it should be expanded, a responsible managerial administrator should head up the program; it is not a job that can be left to the clerical personnel of the Department.

Based on the present enforcement capability and the present ability of the Department of Traffic and Parking to manage and administer programs, we feel that an effective limit has been reached with the existing parking program. Reluctantly we state that neither additions to the Resident Sticker Program nor the types of extraordinary regulations contained in the Clean Air Transportation Control Plan can be added to the existing enforcement and administrative machinery until a compensatory increase in enforcement and administrative capability is provided. If we attempt to add to the present program, it is our judgement that the limited success achieved in the Cambridgeport and Mt. Auburn St. areas will be lost and Cambridge will be in a worse predicament than it is at present.

\* \* \* \* \*

The remainder of this memorandum discusses, point by point, the elements of the proposed Clean Air Transportation Control Plan. The recommendations of the two Departments are included.

We are suggesting that the City of Cambridge support the following modifications to Governor Sargent's Clean Air Transportation Control Plan. If the control measures we propose here prove to be insufficient, then more stringent regulations can be adopted at a later date.

Sections I, II & III: Inspection/Maintenance Program and Emission Control Device

The regulation contained in these sections deal with the entire Boston Region and are no more stringent in Cambridge than anywhere else.

Recommendation: No modification is suggested.

Section IV: Parking Control Strategy (Region-wide Employee Parking)

Employers of 50 or more persons (including the City of Cambridge) would have to reduce their existing parking spaces by 25 percent. Each employer must submit an action plan to the City and we must submit a plan to prevent overflow onto adjoining streets.

Although these regulations apply region-wide, implementation could significantly influence the decision on whether an industry would move into Cambridge. Existing firms would be affected equally throughout the region, but businesses investigating potential development sites might find employee parking more restrictive in Cambridge than elsewhere in the region. This is because the existing ratio of parking spaces to employees is lower in Cambridge than in the suburbs. Therefore, even though the land might be available for parking the new firm would not be able to provide the same number of new parking spaces in Cambridge or elsewhere. There is also concern over applying these regulations to all working shifts over a 24-hour period when public transportation is unavailable at certain times of the day.

If adopted the regulation would likely aggravate the problem of non-resident parking on local streets.

Recommendation: Since this is a region-wide program and the car-pooling feature is the cornerstone of Governor Sargent's program, we are not optimistic a Cambridge recommendation would be influential in obtaining a change. We urge that the opinion of the Cambridge business community be solicited on this regulation. We feel it would be injurious to the economic health of Cambridge and should be opposed.

As an alternative, perhaps the employers could receive a form of credit for providing public transportation vouchers for their employees. In fact employers might find it cheaper to subsidize their employees' travel to work by public transportation rather than by subsidizing their parking by absorbing the costs of acquiring property, demolishing buildings, and constructing parking lots.

Section V: Parking Control Strategies (Regional Core and Logan Airport)

- A. Off-Street Parking Surcharge - a surcharge of \$.25 per hour would be applied to all off-street parking spaces "for hire" during 7 a.m. to 7 p.m. on weekdays.

With the present Cambridge need for more short-term off-street parking rather than less, implementation of these regulations as proposed would seem to have an overall detrimental impact on the City.

Recommendation: A parking surcharge should be applied to off-street parking spaces for hire during the period from 7 a.m. to 7 p.m. on weekdays only for a parking duration of more than 4 hours. This surcharge would accumulate and start at \$1.00 for parking over 4 hours with an additional \$.25 per hour charged for each hour over four hours up to a maximum of \$2.50 All monies derived from this surcharge will go to the City's Parking Fund for use in administering and enforcing the regulations proposed in this Plan. In addition, off-street parking rates should be structured so that the hourly charge for parking would increase as the duration of parking increases.

- B. Off-Street For-Hire Parking--Supply Freeze - there would be a freeze on the construction of "for hire" parking. New parking spaces could be built if replacing existing spaces elsewhere. The regulation would not apply to residential parking.

Recommendation: Since Cambridge is in need of more off-street parking spaces, the City should be exempt from this regulation. Our parking program is geared towards replacing on-street parking with off-street parking and will be oriented towards short-term spaces. In addition, given past performance and the problems of land acquisition and costs of garage construction, there is little danger it will increase the inventory of parking too rapidly. Therefore, exemption from this section should not greatly affect the overall pollution levels for the region.

Section VI: Parking Control Strategies (Regional Core Only)

- A. On-Street Parking Ban - there would be a ban on all on-street parking between 7 a.m. - 10 a.m. The ban would not apply to residents or handicapped persons.

Recommendation: The resident sticker program should be extended in a staged and manageable program city-wide to all residential areas. In addition non-residents should be banned from all Emergency Arteries from 7 a.m. to 10 a.m. in all areas of the City. This could actually be more restrictive for non-residents since it would extend to many business areas.

B. Off-Street For-Hire Parking, Vacancy Requirement and Off-Street Customer Parking - forty percent of the off-street parking spaces for hire should be kept vacant between 7 a.m. and 10 a.m.

Recommendation: Because of the scarcity of parking in Cambridge, the City should be exempt from these regulations. Other recommendations included above would accomplish the basic objective without the detrimental effect of this regulation on Cambridge residents and businesses.

Section VII: Egress Toll, Logan Airport

These regulations do not apply to Cambridge

Section VIII and IX: Carpooling and MBTA Commuter Passes

Cambridge should vigorously support these proposals.

Section X: Fringe Parking

Recommendation: Cambridge should support this effort but insist that the Allston Yards remote parking project for Harvard Square and the Kennedy Library and fringe parking along the corridor for the Red Line Extension be included as high priority sites. Possible location sites along the Red Line corridor would include the Alewife area and sites along Route 2 (west of Cambridge) and Route 128. Shuttle buses would then be used for access to Cambridge.

Section XI, XII & XIII: Preferential Use of Highway Lanes; Bus Limousine and Taxi Service to Logan Airport, and Catalytic Retrofit

These proposals do not directly affect Cambridge and therefore no position is required.

SUMMARY  
 CLEAN AIR TRANSPORTATION CONTROL PLAN  
 BOSTON REGION

STRATEGY	PROPOSING AGENCY	PROJECTED EFFECTIVE DATE
I. INSPECTION/MAINTENANCE PROGRAM	State/EPA	December 31, 1975
II. EMISSION CONTROL DEVICE: VACUUM SPARK ADVANCE DISCONNECT (VSAD) (Automobile model years 1967 and earlier)	State/EPA	May 31, 1975
III. EMISSION CONTROL DEVICE: AIR BLEED (Automobile model years 1968-1971)	State/EPA	May 31, 1976
IV. PARKING CONTROL STRATEGY (REGIONWIDE EMPLOYEE PARKING)	State/EPA	May 31, 1975
V. PARKING CONTROL STRATEGIES (REGIONAL CORE AND LOGAN AIRPORT)		
A. Off-Street Parking Surcharge	State/EPA	May 31, 1975
B. Off-Street For-Hire Parking Supply Freeze	State/EPA	September 1, 1973
VI. PARKING CONTROL STRATEGIES (REGIONAL CORE ONLY)		
A. On-Street Parking Ban	State/EPA	March 1, 1975
B. Off-Street For-Hire Parking, Vacancy Requirement	State/EPA	March 1, 1975
C. Off-Street Customer and Residential Parking	State/EPA	September 1, 1973
VII. EGRESS TOLL, LOGAN AIRPORT	State/EPA	May 31, 1975
VIII. COMPUTERIZED CARPOOLING	State/EPA	March 1, 1975
IX. MBTA COMMUTER PASSES	State/EPA	May 31, 1974
X. FRINGE PARKING FACILITIES	State/EPA	Various
XI. PREFERENTIAL USE OF HIGHWAY LANES	State/EPA	Various
XII. LIMOUSINE AND TAXI SERVICE TO LOGAN AIRPORT	State/EPA	May 31, 1975
XIII. CATALYTIC RETROFIT	EPA	May 31, 1977

## OUTLINE

### CLEAN AIR TRANSPORTATION CONTROL PLAN

#### BOSTON REGION

Proposed by the Governor of the Commonwealth of Massachusetts and the Regional Administrator of the United States Environmental Protection Agency

The following is an outline of transportation control strategies which are today being proposed for the Boston region by the Governor of the Commonwealth of Massachusetts and the U.S. Environmental Protection Agency (EPA). All but one element of the plan are being jointly proposed. The requirement for catalytic retrofit of certain vehicles is being proposed solely by the EPA.

It should be emphasized that a fundamental assumption underlying this plan is that the Governor's regional transit improvement program, including the special purpose Third Harbor Tunnel (for use by buses, trucks and limousines), will be implemented. Especially in light of the restrictions on auto travel which are being proposed, it is imperative that we move forward to provide the citizens of this region with alternative means of mobility as rapidly as possible.

#### I. INSPECTION/MAINTENANCE PROGRAM

- A. Semi-annual inspection and maintenance shall be required for all automobiles registered in the Boston Air Quality Control Region. (see attached map)
- B. The inspection system shall be supervised by the State.

- C. The system will employ a so-called "loaded" emissions test, one that inspects the operation of vehicles in more than simply an "idle" mode.
- D. Cost to motorist per vehicle: two dollars.
- E. This requirement, shall be effective on December 31, 1975.

II. EMISSION CONTROL DEVICE: VACUUM SPARK ADVANCE DISCONNECT (VSAD)

- A. VSAD, simply described, is a modification of ignition (spark) timing in such a manner as to improve the efficiency of combustion at lower speeds, thus reducing emissions. (VSAD is standard equipment on post-1967 vehicles.)
- B. This requirement shall be applicable to automobiles registered in the Boston Air Quality Control Region, model years 1967 and earlier.
- C. The cost per vehicle installation is \$20.00.
- D. The requirement shall be effective on May 31, 1975

III. EMISSION CONTROL DEVICE: AIR BLEED

- A. Air bleed is a device which increases the flow of air into the engine in such a manner as to increase the efficiency of combustion at higher speeds, thus reducing emissions. Air bleed is standard on post-1971 vehicles. It is unnecessary to install air bleed on pre-1968 vehicles in light of the VSAD requirement.)
- B. This requirement shall be applicable to all automobiles registered in the Boston Air Quality Control Region, model years 1968 to 1971.
- C. The cost per vehicle installation is \$40.00.
- D. This requirement shall be effective on May 31, 1976

IV. PARKING CONTROL STRATEGY (REGIONWIDE - EMPLOYEE PARKING)

- A. Each employer in the Boston Air Quality Control Region with fifty or more employees shall reduce his ratio of employee parking spaces to employees by 25%. Illustratively: if an employer of 200 people currently provides 100 employee parking spaces, the employer's current ratio is 1:2. His permissible ratio as of the effective date of this regulation will be 0.75:2. In short, if he continues to employ 200 people, he will be permitted 75 employee parking spaces. Should his employment decline to 160, his permissible number of parking spaces would decline to 60. The method for dealing with future increases in employment is outlined below.
- B. In assigning the reduced number of employee parking spaces that remain available, the employer will be urged to give preference to carpools.
- C. The base date for establishing the current ratio of employee parking spaces to employees is September 1, 1973.
- D. The effective date of the regulation will be May 31, 1975.
- E. Each employer of 50 or more people will be expected to submit an action plan for compliance with this requirement to the chief executive of the locality(ies) in which his employee parking spaces are located.
- F. Each such city or town shall transmit the employer action plans to the State, together with its comments on those plans, and shall also submit its own action plan to manage on-street parking in a manner which prohibits transfer of off-street employee parking to on-street parking.
- G. For the purpose of establishing permissible parking space/employee ratios for future increases in employment, the region will be divided into sectors. The State, with Federal assistance, will conduct a regional parking inventory to determine the ratios that currently prevail in different parts of the region. The sectors will be defined by the State on the basis of this inventory. The permissible ratio

for new employment in each sector will be the current ratio in that sector minus 25%.

V. PARKING CONTROL STRATEGIES (REGIONAL CORE AND LOGAN AIRPORT)

A. Off-Street Parking Surcharge

1. A surcharge of \$0.25 per hour shall be applied to all off-street parking spaces for hire during the period from 7 AM to 7 PM on weekdays, except that any surcharge applied during this period shall not exceed \$2.50. The surcharge shall apply during the first day of continuous parking.
2. This surcharge shall apply to the Boston regional core and to Logan Airport.
3. The cities of Cambridge and Boston, the State, and the Massachusetts Port Authority shall submit an action plan to implement this surcharge.
4. This requirement shall be effective on May 31, 1975.

B. Off-Street For-Hire Parking -- Supply Freeze

1. There shall be a freeze on the total supply of for-hire parking in the Boston regional core and at Logan Airport.
2. The base date for the freeze will be September 1, 1973. The parking supply as of this date will be calculated on the basis of for-hire parking spaces that are currently in service or under construction. A parking facility will be considered under construction if a binding contract for construction has been awarded. The exclusion of parking spaces that are under construction from the freeze is subject to the following limitation: it must not result in an increase of more than 10 percent in the number of for-hire spaces actually in service as of September 1, 1973.
3. The freeze will not prevent the development of new parking facilities, so long as they are offset by the retirement of an equivalent number of parking spaces in older facilities.

4. The parking supply ceilings will be calculated separately for the cities of Boston and Cambridge and for Logan Airport. The responsible political subdivisions (the two cities and the Massachusetts Port Authority) will be responsible for implementing the freeze within each of these jurisdictions.

VI. PARKING CONTROL STRATEGIES (REGIONAL CORE ONLY)

A. On-Street Parking Ban

1. There shall be a ban on all on-street parking in the Boston regional core from 7 AM to 10 AM on weekdays. The ban shall not apply to residents or handicapped persons.
2. The cities of Boston and Cambridge shall submit an action plan to implement this on-street ban.
3. This requirement shall be effective on March 1, 1975.

B. Off-Street For-Hire Parking, Vacancy Requirement

1. Forty (40) percent of all off-street parking spaces for hire in the Boston regional core shall be withheld from use between 7 AM to 10 AM on weekdays.
2. It should be noted that the present overall vacancy rate for off-street spaces in the core at 10 AM is 27%. Thus, an increment of 13% in this overall rate is being required.
3. Each owner of off-street for hire parking spaces shall submit to the city of Boston or Cambridge an action plan for achieving the required vacancy rate for spaces under the owner's control. The city shall submit an overall action plan to the State.
4. This requirement shall be effective March 1, 1975.

C. Off-Street Customer and Residential Parking

1. Customer parking is defined as those spaces that are provided at no charge to other than employees, and that are clearly designated as for customers and visitors. Customer parking that is now in service will not be subject to any restriction. New spaces developed for this purpose, over and above the total customer parking supply currently available in the Boston regional core, will be exempt from the parking freeze if they are held vacant between 7 AM and 10 AM. The cities of Boston and Cambridge will be expected to submit action plans to implement this regulation.
2. No restrictions on residential parking are proposed.

VII. EGRESS TOLL, LOGAN AIRPORT

- A. It has been noted that parking restrictions at Logan Airport will very likely generate an increase in pick-up and drop-off trips unless special measures are taken to avert this result. The strategy here proposed, together with the improvements in limousine service and inducements to pooled taxi service proposed below, are intended to guarantee (a) that the parking surcharge does in fact produce the required reduction in vehicular travel to and from Logan Airport, (b) that unnecessary visitor trips to Logan Airport will be reduced, and (c) that convenient means of travel to and from Logan Airport will be available to air passengers.
- B. An egress toll will be applied to all private passenger vehicles departing from Logan Airport, subject to the exemptions defined below, on weekdays between 7 AM and 7 PM.
- C. The level of the toll will be \$2.00 from 7-10 AM and 4-7 PM, and \$1.00 from 10 AM to 4 PM.
- D. The following vehicles will be exempt from the egress toll:

1. buses, airport limousines, trucks making deliveries at the airport, and emergency vehicles;
  2. taxicabs carrying two or more passengers;
  3. vehicles driven by employees of Massport and of firms located at Logan Airport;
  4. vehicles leaving the Airport after parking for a minimum of four hours in one of the Airport for-hire garages.
- E. The Massachusetts Port Authority and the Commonwealth will be expected to submit an action plan for implementation of this requirement.
- F. The effective date of this requirement will be May 31, 1975.

#### VIII. CARPOOLING

- A. As part of their action plans to reduce employee parking, employers will be urged to include measures to assist employees in finding carpool mates and to give preference to carpools in the assignment of parking spaces.
- B. Regionwide, a computerized system of assisting people to find carpool mates will be available at no charge to users. WBZ and the Automobile Legal Association have recently inaugurated such a service. A commitment will be sought from them to give the State at least six months notice before any termination of this service. The State will be required to have a contingency plan for providing this service in the event of termination of the WBZ-ALA service.
- C. The effective date of this requirement is March 1, 1975. One aspect of it, the regionwide computerized carpool service, is of course currently available.

#### IX. MBTA COMMUTER PASSES

- A. The MBTA will shortly make available passes for sale to regular transit users. These will come in several

prices, designed to be more or less inclusive of MBTA services. The price will be calculated on the basis of regular commutation use, and will provide, as a supplemental benefit, unlimited off-peak and weekend use.

- B. Employers of more than 100 people will be encouraged to establish a payroll deduction plan for the convenience of their employees who wish to purchase MBTA passes.

X. FRINGE PARKING

- A. The State will undertake the development of additional fringe "park and ride" facilities for use by commuters and air travelers. Among the high priority sites for development are: Riverside, Wonderland, South Quincy, South Braintree, the stub end of I-95 in Canton, and one of two alternative sites in the Reading/Stoneham area.
- B. EPA officials will encourage other responsible Federal officials to do everything possible to expedite the review of funding applications for these projects.

XI. PREFERENTIAL USE OF HIGHWAY LANES

- A. The inbound lanes of I-93 from Sullivan Square to the Central Artery will be open only to buses, trucks, and carpools during the hours of 7-9 AM on weekdays.
- B. A feasibility study of the following proposals should be instituted as quickly as possible:
  - 1. A north-south transit loop in the Boston core, with Washington Street and a reserved lane on Tremont Street being principal candidates for special purpose use by buses and taxis.
  - 2. A system of bus and carpool preference on the Southeast Expressway during peak commutation hours. The following options should be analyzed: (a) wrong-way bus lane, (b) right-way bus lane, (c) a metering system, for use either on the expressway itself or at entrance

ramps, to maintain smooth traffic flow by rationing access to the lanes approaching the core, with preferential access for buses and carpools; and (d) restriction of the use of downtown off-ramps during the morning commutation hours.

3. Toll restructuring on the Massachusetts Turnpike Extension, the Sumner and Callahan Tunnels, and the Tobin Bridge. The following alternatives should be analyzed: (a) free passage or a reduced toll for vehicles with three or more passengers, to be offset by a slight toll increase for automobiles with fewer than three passengers; (b) a doubling of tolls during the hours of 7-10 AM and 4-7 PM, to be offset by toll-free use during selected nighttime and/or weekend hours; and (c) a policy of collecting all required net revenue during a briefer period each week, such as 7 AM to 11 PM on weekdays, with the higher tolls during these hours to be offset by toll-free use at all other times.

It is important to note that EPA will monitor air quality after this Clean Air Transportation Plan goes into effect. If it determines that the air quality standards are not being met, it will promulgate supplemental strategies. It is intended that the feasibility studies outlined above should be available to inform the planning process if this contingency materializes.

## XII. BUS, LIMOUSINE AND TAXI SERVICE TO LOGAN AIRPORT

- A. The Massachusetts Port Authority, in consultation with State and local officials, will be expected to prepare an action plan for the expansion of bus and limousine service and for pooled taxi use for trips to and from Logan Airport. It may be appropriate for the expanded bus and limousine services to be subsidized with revenues from the proposed parking surcharge and/or Logan egress toll. The encouragement of pooled taxi service should include a dispatching service to assist travellers in making taxi sharing arrangements -- both for leaving the airport and, by phone, for trips to the airport. This dispatching service may also be an appropriate item for support from surcharge and/or egress toll revenues.

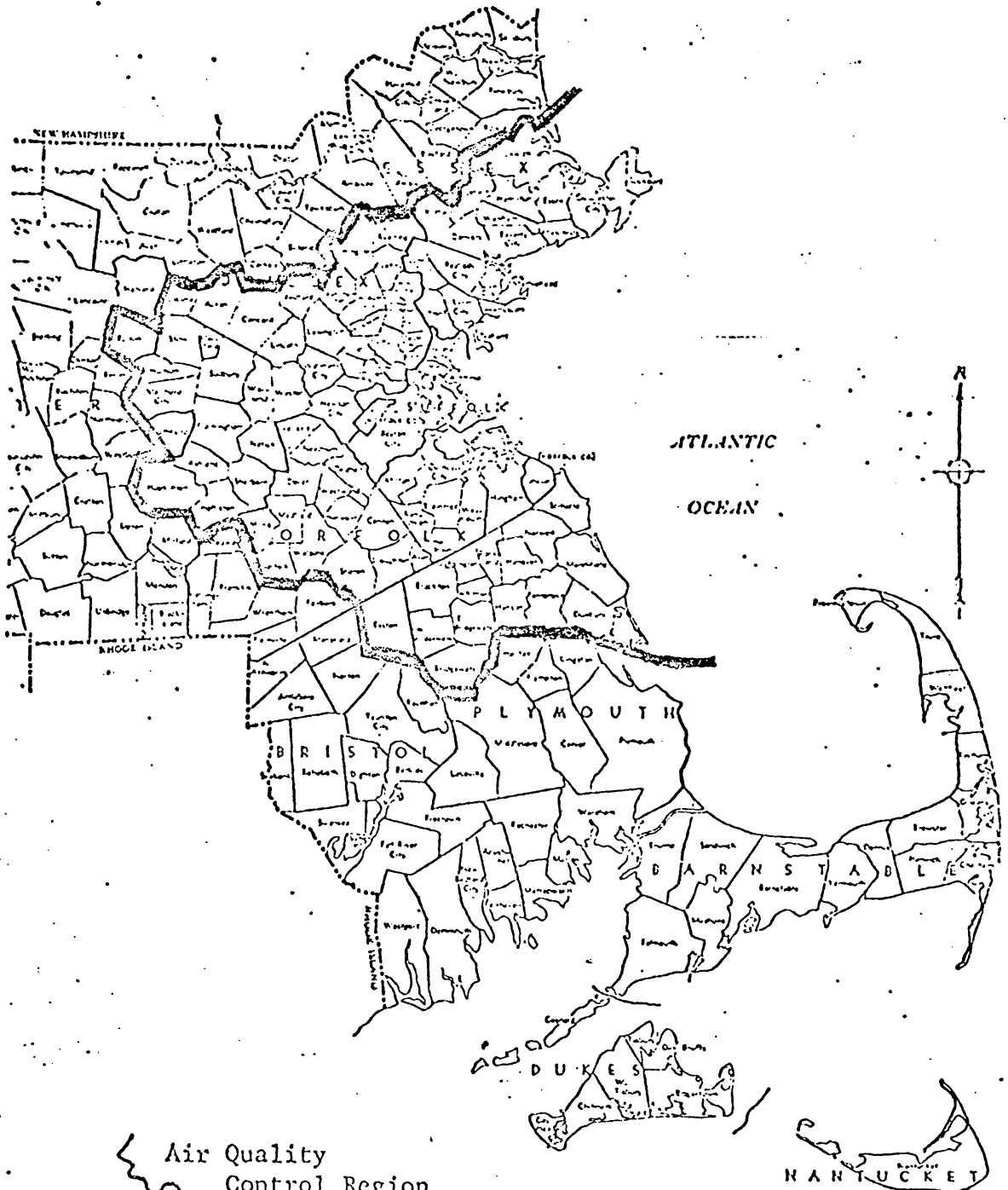
- B. These services should be inaugurated over a nine month period from September 1, 1974 to May 31, 1975.

### XIII. CATALYTIC RETROFIT

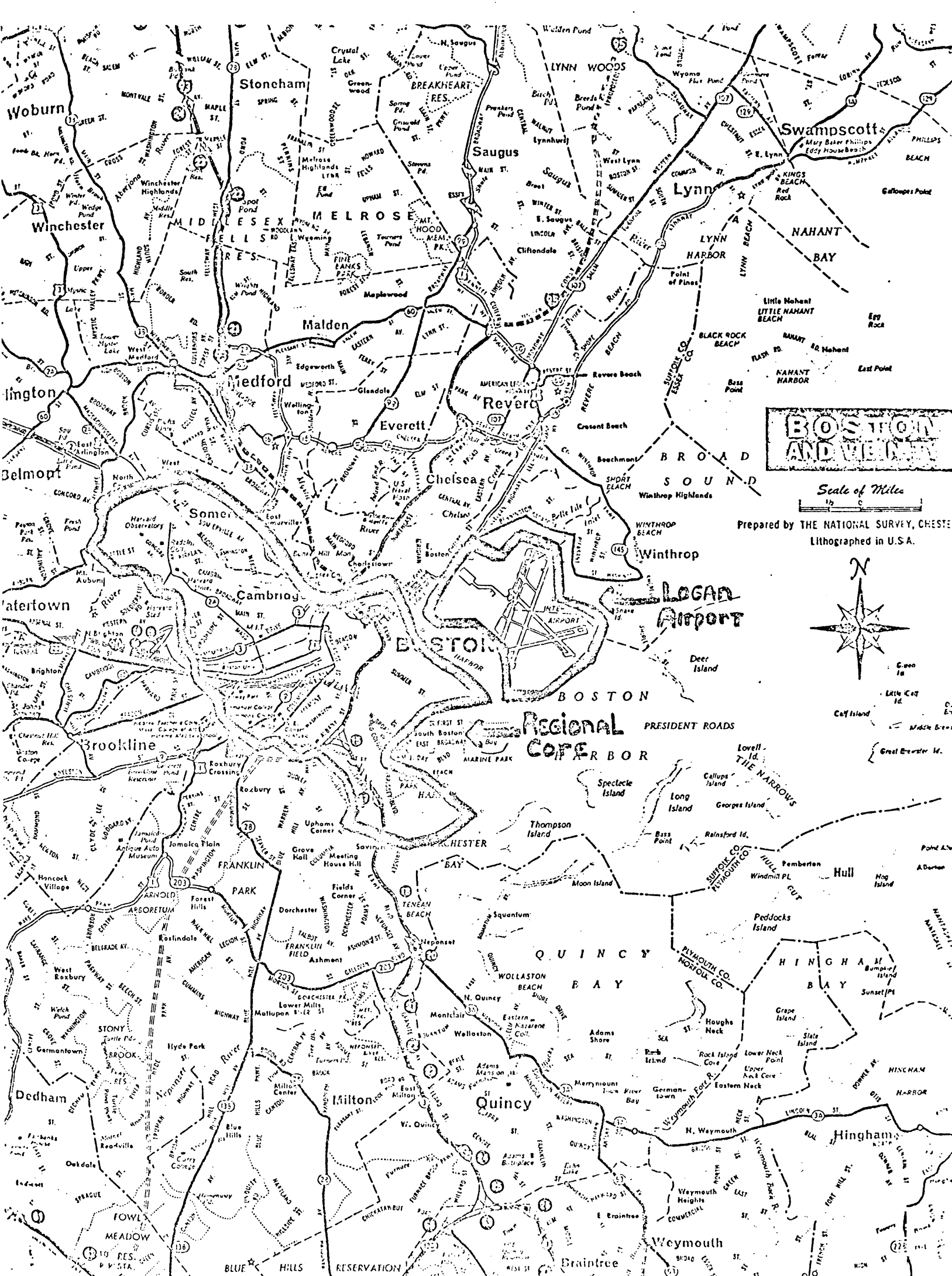
This control strategy is being proposed solely by the Environmental Protection Agency. It is required to enable the region to meet the Federal air quality standards by the current statutory deadline, with all permissible extensions, of May 31, 1977. Governor Sargent dissents from this strategy, and will urge Congress to eliminate the need for it in this region by providing for an extension of the statutory deadline to May 31, 1978.

- A. Catalytic retrofit involves the attachment of an after-burner to the automobile exhaust system. Through the action of a chemical catalyst, pollutant emissions are reduced. EPA estimates that the cost per vehicle installed will be \$140.00 if the retrofit program is State supervised and centrally managed.
- B. It is technically unfeasible to require catalytic retrofit by 1975 or 1976. EPA has therefore determined that the effective date of all catalytic retrofit programs will be May 31, 1977.
- C. Catalytic retrofit will be required for (a) all light duty fleet vehicles (automobiles and light trucks) registered in the Boston Air Quality Control Region, model years 1968-1974, and (b) all other automobiles registered in the Air Quality region, model year 1974 only.

BOSTON AIR QUALITY CONTROL REGION



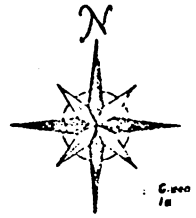
Air Quality  
Control Region  
Boundary  
(Same Cities and Towns  
as MAPC Region)



# BOSTON AND VICINITY

Scale of Miles  
1 1/2 0

Prepared by THE NATIONAL SURVEY, CHESTER  
Lithographed in U.S.A.



Deer Island  
Calf Island  
Great Egg Island  
Middle Egg Island  
Great Egg Island

## REGIONAL COOPERATION

PRESIDENT ROADS

THE NARROWS  
Lovell Id.  
Callups Island  
George Island  
Rainsford Id.

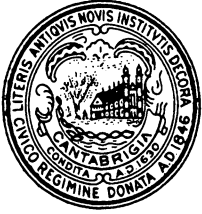
## QUINCY BAY

WOLLASTON BEACH

HINGHAM BAY  
Grape Island  
State Island  
Lower Neck Point  
Upper Neck Core  
Eastern Neck

## Hingham

Weymouth Heights  
Weymouth  
Hingham



# CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139  
Tel. 876-6800

14

EXECUTIVE DEPARTMENT  
JOHN H. CORCORAN  
City Manager

September 28, 1973

The Honorable, the City Council  
City Hall  
Cambridge, MA 02139

Dear Councillors:

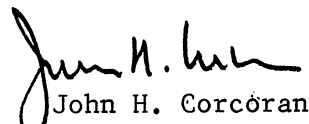
Enclosed herewith is a report prepared jointly by the Director of Planning and Development and the Director of Traffic and Parking on proposed parking limitations affecting Cambridge. On September 4, 1973, Governor Sargent released his proposed Clean Air Transportation Control Plan for the Boston Region. This plan is a proposed modification of the plan previously proposed by the U. S. Environmental Protection Agency (EPA). In response to the proposed EPA Plan, you will recall that the City Council requested that Cambridge be included in the proposed control district.

The present proposal results from public hearings conducted by EPA in mid July. It represents a joint effort between the Governor's Transportation Staff and the Federal EPA. A public hearing on the modified Clean Air Transportation Control Plan will be held on October 15, 1973 in Gardner Auditorium at the State House at 3:00-6:00 p.m. and 7:00-10:00 p.m.

The report prepared by the two Directors analyzes potential effects of this proposed Plan on Cambridge. Further, it contains recommendations for modifications to the Clean Air Transportation Control Plan.

As the report of the two Directors indicates, there are very important effects on the Cambridge economy and on the residents of the City that are contained in this proposed Plan. I urge your careful consideration of this matter.

Very truly yours,

  
John H. Corcoran  
City Manager

JHC:eb  
Enclosure

Agenda # 14

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Re: Governor Sargent's Clean Air Transportation Control Plan

In City Council,

October 1, 1973

10/1/73

Referred to Transportation  
Committee

copy sent to Trans-  
Committee 10/2/73 dl