

By Mr. Cohen of Andover (by request), petition of Karl Haartz to get the individual automobile highway program back on course by reversing prior Executive directives.

**The Commonwealth of Massachusetts**

In the Year One Thousand Nine Hundred and Seventy-Eight.

RESOLVE FOR GETTING THE INDIVIDUAL AUTOMOBILE HIGHWAY PROGRAM, THE MOST SUCCESSFUL AND LARGEST NET TAX PRODUCER THAT THE COMMONWEALTH HAS EVER KNOWN, BACK ON COURSE BY REVERSING THE DIRECTION OF IT INADVERTENTLY IMPOSED BY GOVERNOR SARGENT AND NOW BEING AIDED AND ABETTED BY GOVERNOR DUKAKIS ALL TO THE DETRIMENT OF COMMON PRUDENCE IN THE MANAGEMENT OF CIVIC AFFAIRS.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1     *Resolved*, That, because of the boundless capacity of technical  
2 ingenuity it has now been determined that with the development  
3 and application of electronic and computer capability to the  
4 automobile engine of five years ahead, it shall not only be one  
5 hundred percent pollution free, but will also return to the air purer  
6 components than it takes into its conversion processes as well as  
7 returning residues beneficial to human breathing so that it is now  
8 evident that the innocent, yet unwise decisions that reversed the  
9 individual automobile transportation policy of the Com-  
10 monwealth in nineteen hundred and seventy under Governor  
11 Sargent and now further fortified under the mistaken concepts and  
12 precepts of Governor Dukakis, so that it is now imperative that the  
13 transportation policy of the past seven years be reversed so as to go  
14 ahead with the original goal of providing infinite highway utility  
15 and, for the equally vital purpose of being ready to make use of the  
16 new potential of providing, by individual automobile use, the  
17 purer air that such use will provide to cities as they strive to  
18 overcome the several and various air and land pollutants that are  
19 the concomitants of people living too close together, over  
20 capitalization of land and the use of the most inefficient form of

21 people transit known; rail rapid, and that the Commonwealth  
22 proceed forthwith to reactivate the plans for completing the inner  
23 automobile highway belt through Cambridge, on or below ground,  
24 and extend Route I-Ninety Five from Canton at One Twenty Eight  
25 directly into Boston's Central Artery as originally planned, though  
26 under ground where it would be an improvement, and the same  
27 with respect to completing the original plans for I-Ninety Five  
28 North of Boston it being self evident now that rail rapid transit's  
29 extreme costliness and waste will bankrupt both itself and the  
30 automobile owner and user the ever larger bleeding of which is rail  
31 rapid's only hope of survival having already woefully injured the  
32 residential home owner and, be it further

33 *Resolved*, That, a copy of these resolutions be sent forthwith by  
34 the Secretary of the Commonwealth to the Governor thereof, to  
35 each member of the Congress of the United States from this  
36 Commonwealth, to the Secretary of Transportation of the Office  
37 of the Presidency of The United States, to the President of each of  
38 "The Big Four" automobile manufacturing entities, and to each  
39 public, private, and high school library within the Commonwealth.