



Finance Committee Agenda

Revised

City of Newton In City Council

Wednesday, June 26, 2019

7:00 PM
Room 211

Items Scheduled for Discussion:

Chair's Note: The Chair intends to provide the Committee with an update on the City's investments.

Referred to Public Safety & Trans., Public Facilities and Finance Committees

- #156-18** **Ordinance amendments for enforcement and fines for sidewalk clearing violations**
COUNCILORS DANBERG, ALBRIGHT, CROSSLEY, NORTON, AND LIPOF requesting amendments to Chapter 17, Section 3 and Chapter 26 Section 8D of the Revised Ordinances to provide for enforcement and fines for violations of the sidewalk clearing ordinance.
Public Safety Approved 6-1 (Cicccone opposed) on 06/19/19
Public Facilities Approved 6-2 (Gentile and Lappin opposed) on 06/19/19

Referred to Public Facilities and Finance Committees

- #161-19** **Appropriation of \$2 million for design of the Washington Street corridor**
HER HONOR THE MAYOR requesting authorization to appropriate and expend two million dollars (\$2,000,000) from Free Cash for the purpose of developing 25% conceptual design of the Washington Street corridor in order to make the improvements to the corridor eligible for the State's Transportation Improvement Program (TIP) funding.
Public Facilities Approved as Amended 6-0-1 (Norton abstaining) @ \$650,000 – setting aside \$400,000 and appropriating \$250,000 of the funds

- #232-19** **Request to transfer funds to correct an error related to Utilities Division accounts**
HER HONOR THE MAYOR requesting the following transfers to correct an error that was made in the Fiscal Year 2019 funding of the Water, Sewer and Stormwater Health Benefits Accounts:

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

<u>From</u>	<u>To Account</u>	<u>Amount</u>
Water Full-time Wages (28A401Z3-511002)	Water Health Insurance (28A401Z3-57HLTH)	\$150,000
Sewer Full-time Wages (27A401Y2-511002)	Sewer Health Insurance (27A401Y2-57HLTH)	\$60,000
Stormwater Full-time Wages 26A401A-511002	Stormwater Health Insurance (26A401A-57HLTH)	\$25,000

#233-19 Rescind bond authorizations

HER HONOR THE MAYOR requesting reductions in the amount authorized for the following bond authorizations as a result of cost saving on projects and/or premiums received and applied during the bond sale:

<u>Council Order</u>	<u>Project</u>	<u>Amount</u>
#286-13(2)	Angier Elementary School Construction	\$591,542.29
#227-16	Fire Station #3/HQ Reconstruction	\$14,693.23
#94-17	Traffic Signals and Ped Improvements	\$38,008.85
#145-17	Replace Laundry Brook Culvert	\$11,014.78
#182-17	Dedham/Nahanton/Brookline Intersection	\$10,881.21
#176-17	Replace Mondo Track at NSHS	\$9,285.06
#494-18	Carr School AC Units	\$186,081.00
#511-18	Crafts Street Garage Roof	\$482,000.00
#537-18	2 6-Wheel Dump Trucks	\$124,919.00
	Total	\$1,468,425.42

#234-19 Transfer to cover overtime costs for the scanning project in ISD

HER HONOR THE MAYOR requesting authorization to transfer the sum of fifteen thousand dollars (\$15,000) from the Human Resources Full-time Salaries Account to the Inspectional Services Overtime/Special Projects Account to cover costs of the scanning project.

#235-19 Transfer to rebalance the snow and ice accounts

HER HONOR THE MAYOR requesting authorization to transfer the sum of seven hundred thousand dollars (\$700,000) from the Snow and Ice Overtime Account to the Snow & Ice Rental Vehicles (Contractors) Account in order to rebalance the actual costs incurred for the removal of snow and ice throughout the Fiscal Year 2019 winter season.

Referred to Programs & Services and Finance Committees

- #455-18** **Ordinance amendments to the Plastic Bag Reduction Ordinance**
COUNCILORS LEARY, NORTON, AUCHINCLOSS, BROUSAL GLASER, DANBERG, KALIS, MARKIEWICZ proposing ordinance amendments to Chapter 12, Section 71 by revising the definition of “reusable bag”, revising the definition for retailers to include establishments of less than 3,500 sq. ft., and adding a 10-cent fee for paper bags provided by the retailer.
Programs & Services Approved as Amended 6-0 subject to second call on 02/06/19

Referred to Programs & Services and Finance Committees

- #224-19** **Request for salary increase for City Clerk/Clerk of the City Council**
COUNCILORS LAREDO AND KALIS requesting an increase in the salary of the City Clerk/Clerk of the City Council to \$139,719 effective July 1, 2019 to match the percentage increase included in the FY20 budget for H-grade employees.
- #210-19** **Mayor’s reappointment of James Pellegrine as a Constable**
HER HONOR THE MAYOR reappointing James Pellegrine., 15 Adams Court, Newton as a Constable for the City of Newton for a term of office to expire June 30, 2022. (60 days: 08/02/19)
- #231-19** **Mayor’s re-appointment of Daniel Kunitz as a trustee of the Cousens Fund**
DANIEL KUNITZ, 51 Pratt Drive, West Newton re-appointed as a trustee of the Horace Cousens Fund for a term of office to expire on June 1, 2022. (60 days – 08/17/19)

All other items before the Committee will be held without discussion.

Respectfully submitted,

Leonard J. Gentile, Chair

Questions from January 23rd PF and PS&T joint meeting regarding sidewalk snow removal

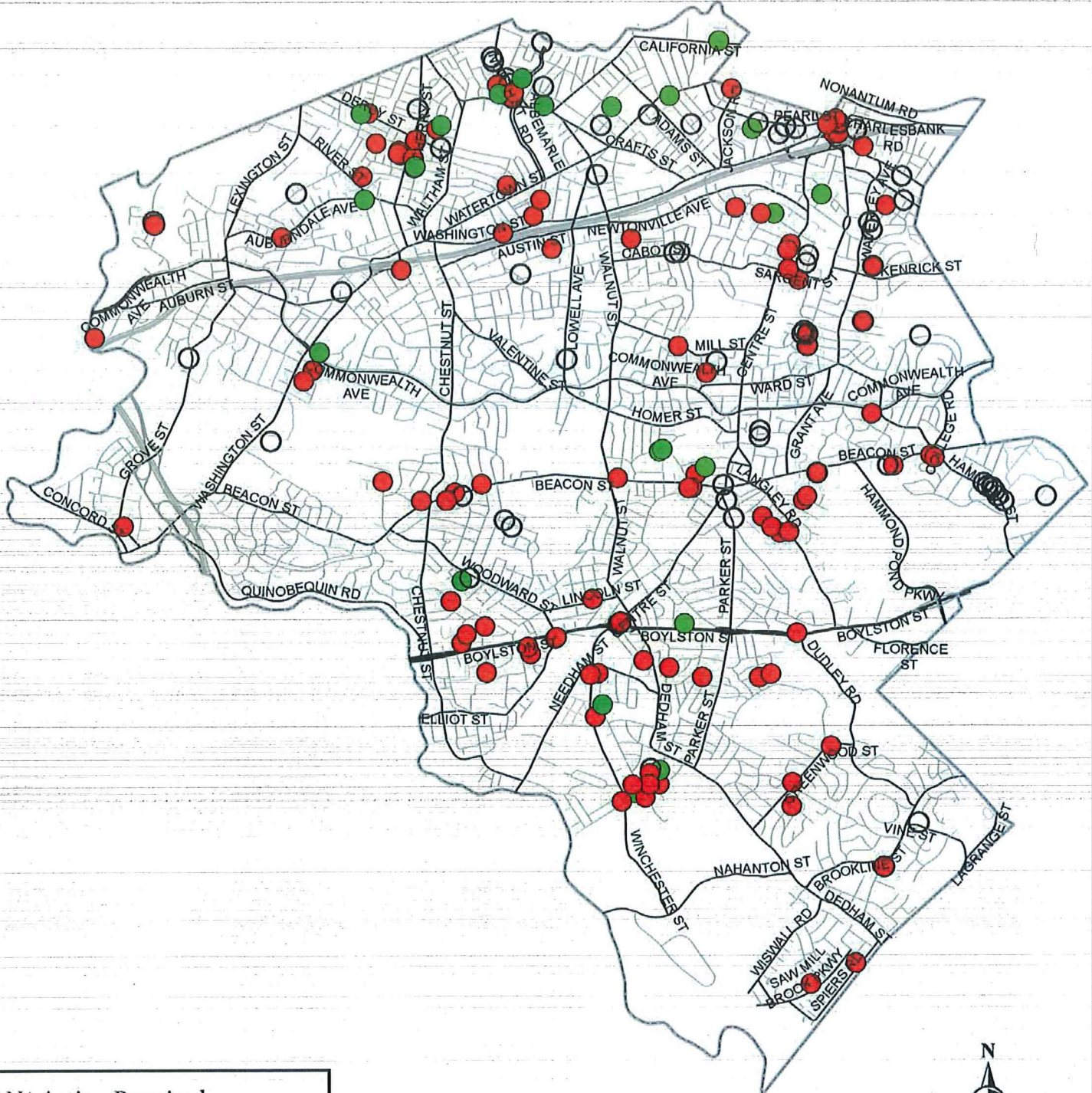
1. Is it possible to get the demographics of the residents who are non-compliant?
DPW does not have that information.
2. Will there be exemptions for residents with religious restrictions? (IE: not being able to shovel because the window of requirement falls within the Sabbath)
Currently there are no restrictions for any holidays.
3. Can DPW provide the data on the number of complaints for 2016-2017 and 2017-2018? How many were compliant after the initial notification by door hanger, how many were non-compliant?
Chart is attached.
4. Could DPW map out the locations through the city where the complaints were? Can we show who was compliant and non-compliant as well?
Maps are attached.
5. How will the fines work if a complaint comes in on a property that is on a City snow route? If the city plows a sidewalk and a complaint comes in and the sidewalk missed or not good enough will the resident be held liable and issued a ticket?
The City will be responsible for areas listed on the sidewalk snow removal maps which are updated yearly and are posted the City website.
6. What will happen when we have major storms or an event like an ice storm? Will the time frame be extended? How will notification of this message be delivered?
The City ordinance (Sec. 26-8D) states "shall use reasonable efforts to remove snow and ice from the sidewalk and accessible ramps". There are weather events where the temperature drops drastically, and snow can be difficult to remove without a mechanical means. When this occurs the time frame to clear sidewalks will be extended and communicated through the City website, customer service, social media, etc.

Complaints for 2016-2017 and 2017-2018

Winter Season	2017	2016
Residential Sidewalk Snow Complaints	385	303
Investigated - No Action Required	129	74
Investigated - Resident Given Doorhanger	180	152
Closed Resolved Resident Compliant	66	72
Closed Unresolved Resident Non-Compliant	128	103

Snow Complaints 2016

City of Newton, Massachusetts



- No Action Required
- Ticket Issued - Compliant
- Ticket Issued - NonCompliant

Map Date: January 29, 2019

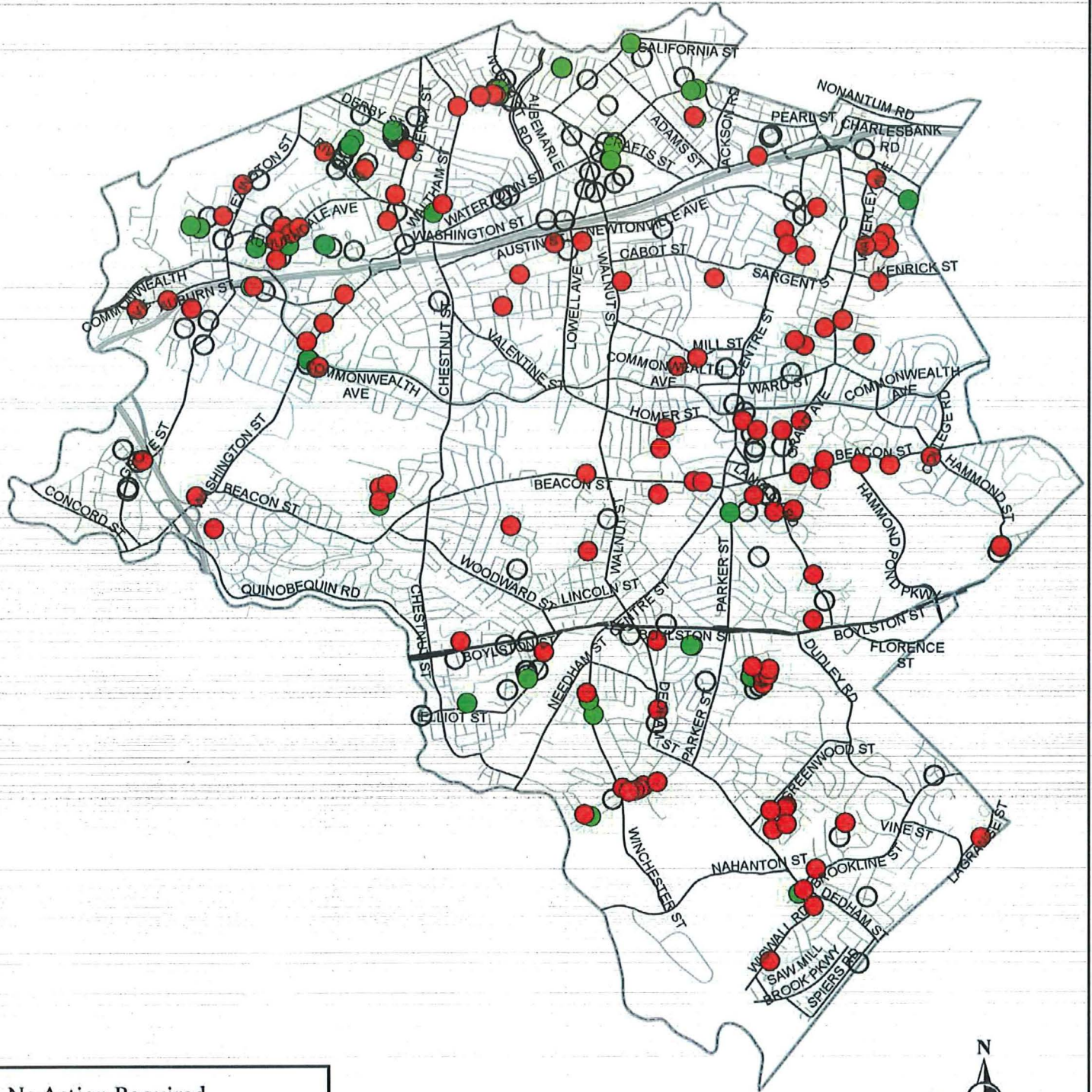


CITY OF NEWTON, MASSACHUSETTS
 Mayor - Ruthanne Fuller

The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

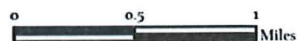
Snow Complaints 2017

City of Newton, Massachusetts



- No Action Required
- Ticket Issued - Compliant
- Ticket Issued - NonCompliant

Map Date: January 29, 2019



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 Mayor - Ruthanne Fuller

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156-18 Draft for Discussion 1/18/2019

Revise the provisions of Sec. 26-8D and Sec. 17-23 as follows:

Sec. 26-8D. Removal of snow and ice from sidewalks

In order to allow for safe pedestrian and wheelchair passage, every owner or occupant of a building or lot of land abutting upon a paved sidewalk or any person having charge of such property shall use reasonable efforts to remove snow and ice from the sidewalk and handicap access ramps, and shall use reasonable efforts to treat said sidewalk and ramps to allow for a safe passageway of approximately thirty-six (36) inches in width, provided that where such sidewalk is less than thirty-six (36) inches in width the passageway shall encompass its entire width and handicap access ramps. Snow and ice shall be removed, and sidewalks and ramps shall be treated, within ~~thirty-two~~ thirty-two (3024) hours after such snow has ceased to fall or such ice has formed. This section shall apply to snow and ice which falls from buildings, other structures, trees or bushes, as well as to that which falls from clouds. This section shall not apply to owners or occupants of a building or lot covered by Section 26-8. The mayor or his designee is authorized to coordinate volunteer snow clearing assistance or to grant an exemption, renewable annually, for citizens who upon written petition demonstrate hardship due to a combination of health and financial duress. ~~Enforcement shall be limited to issuance of notices of non-compliance for violations of any provision of this section.~~ (Z-83, 3-21-11)

Add Sec. 26-8D to the provisions of Sec. 17-23 (f)

Sec. 17-23. Enforcing persons and revised ordinances subject to civil fine.

(f) DEPARTMENT OF PUBLIC WORKS: The commissioner of public works and/or his or her designee shall be authorized to issue written notice of the following violations:

Sec. 28D. Removal of snow and ice from sidewalks.

() First offense per 365 day periodwritten warning

() Second and subsequent offenses per 365 day period\$50.00



OFFICE OF THE COMMISSIONER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

Ruthanne Fuller
Mayor

June 14, 2019

To: Councilor Crossley, Public Facilities Committee
Councilor Gentile, Finance Committee

From: James McGonagle, Commissioner

Subject: Docket Number 161-19, Washington Street Corridor/Boulevard
Funding Request for Initial Design Work

RECEIVED
NEWTON CITY OFFICE
2019 JUN 14 PM 3:39
David A. Olson, City
Newton, MA 02459

Goals for the Washington Boulevard Project

For many years, the condition of Washington Street, a critical east-west connector, has been a deep concern. Aesthetically and functionally, it is a concrete four-lane throughway rather than a walkable, green, tree-filled boulevard that welcomes people and residents and fosters the neighboring businesses. Today the corridor is inhospitable to and often unsafe for pedestrians and bicyclists. Many of us envision Washington Street transformed into a Boulevard with “people walking together on wide sidewalks, eating at outdoor cafes, and crossing the street safely to get to the local store, bus stop, or train station. The vision includes kids and families biking comfortably in protected bike lanes, ... trees and benches welcoming visitors and providing shade on summer days, and slow-moving cars respectfully passing through the corridor’s historic village centers.”¹ We want drivers along Washington Street to proceed at a moderate and steady pace free of gridlock.

Washington Street not only needs and deserves a complete overhaul, its geometry makes it possible to accomplish. It has a very wide right-of-way. Thus, there is space available to meet the needs of people who are driving, walking, bicycling or trying to get to a bus or a commuter rail station. In addition, since the portion we are focusing on runs parallel to the Mass Pike, those who want to bypass the Newton Corner to West Newton portion have another option.

Twice now high-level concepts have been illustrated for our consideration that would transform this corridor into a pedestrian-friendly multi-modal boulevard by reconfiguring the layout of lanes on the portion of Washington Street connecting through West Newton and Newtonville to Newton Corner. We saw this for the first time in a study by the State’s Metropolitan Planning Organization in 2014-2015 and again during the Hello Washington Street project in 2018 and early 2019. The Department of Public Works is requesting funds to move the conversation about the road design into an engineering, design and pilot phase.

The Transportation Improvement Program

Creating a Washington Boulevard will be transformational and expensive. The investment needed to make Washington Street safer, enjoyable, tree-filled and multi-modal is likely in the \$30 million to \$40 million range. The City looks to do this in partnership with the Commonwealth of Massachusetts through its Transportation Improvement Program (TIP). The TIP program requires that the City of Newton be

¹ Hello Washington Street Vision Plan, City of Newton, 4/22/19, p. 162.

responsible for funding and leading the entire design and community engagement process for Washington Street. A rule of thumb used by the industry is that design typical costs 12% to 14% of the construction; thus we expect to need to expend approximately \$3.6 million to \$5.6 million for the design. If accepted onto the TIP, the full construction costs would come from the State.

The Transportation Improvement Program (TIP) process is long and arduous. The Boston Region Metropolitan Planning Organization (MPO) reviews TIP projects from its 97 cities and towns annually and Mayor Ruthanne Fuller has one of the 22 seats on the MPO. In order to be considered for the TIP, the project needs to have a completed 25% design and a Functional Design Report. Each year, approximately 150 transportation infrastructure projects, collectively costing more than one billion dollars, are submitted as candidates to receive funding through the Boston Region MPO's rolling, five-year capital investment program, the Transportation Improvement Program (TIP). The types of projects that are eligible for TIP funding include intersection improvements, complete streets redesigns, bicycle and pedestrian connections, highway reconstruction, transit maintenance, and transit expansion. Typically, approximately \$95 million is available in any given year for such projects. Each submitted project is scored on such criteria as addressing safety issues, improving substandard infrastructure, using existing capacity more efficiently, increasing healthy transportation options, improving the environment, providing access and service equitably, and fostering economic vitality. With these criteria, we expect the Washington Street project to score quite high.

After the 25% design is complete and the Washington Street project is scored by the MPO, the Department of Public Works will have a better sense of the likelihood of the funding and timing of the project. We expect this project will need to be added to the MPOs financially-constrained Long-Range Transportation Plan (LRTP) before it can be added to the TIP, as the construction cost is expected to be greater than the \$20 million. The LRTP is updated every 4 to 5 years. We recently encountered some of the challenges about adding projects to the LRTP in our recent advocacy for adding the Newton Corner/Exit 17 reconstruction to the LRTP.

Thus, this is a long process with many phases and significant challenges along the way.

Nonetheless, the need to do this work is essential and the time to begin Phase 1 is now.

Phases

We have divided the project into two phases.

Goal of Phase 1: Reach 25% Design and Enter the TIP Process

Phase 1 includes a survey by engineers, multiple traffic counts, a conceptual, high level design of the entire corridor to inform the trial (or trials), design and then implementation of a trial or trials on the portion of Washington Street between Chestnut and Lowell (a segment with no traffic signals), substantial community engagement, and then a permanent design to the 25% conceptual level. The City will then enter the project into the TIP project ranking process, which determines when construction funding would be available from the State.

This memo details the costs and timeline of the first two parts of Phase 1. The full cost of later parts in Phase 1 is still being determined. We will continue to refine the scope of work and costs as we move forward. We will work with the City Council and come back for permission to expend funds at key milestones. Our goal is to set aside a substantial amount of the design funds, \$2 million, so we can ensure funding for a significant portion of this important work that will occur in the next 18 months, fall 2019 through the end of 2020.

Goal of Phase 2: Reach 100% design

This phase begins as soon as the TIP funding timeline is known. During Phase 2, the City will fund and develop the final design and engineering.

With this memo, the Department of Public Works is requesting funds of \$2M to advance towards the 25% design for the Washington Street Corridor Project thereby taking the project through to the TIP application for construction funds.

Cost Estimates and Timeline

To repeat, the current estimate of the construction cost is \$30M - \$40M with additional design costs of \$3.6M to \$5.6M. We now have a detailed cost estimate through the design of the trial. We will continue to develop detailed cost estimates for additional steps as we move forward. We will share these cost estimates with the City Council regularly.

While we are requesting that the City Council set aside the first \$2M in design costs of the \$3.6M - \$5.6M now, the Department of Public Works is requesting approval of the expenditure of \$650,000 to move us through the design of the trial. DPW will update the Public Facilities Committee regularly in 2019 and 2020. We expect to return to the Public Facilities Committee and the City Council for additional funding authorization in about seven months, early 2020, when we have the specific cost estimates and detailed plans for the trial implementation. During the trial, DPW will update the Public Facilities Committee regularly once the trial begins. We expect to return to the Public Facilities Committee and the City Council for additional funding authorization in late 2020, assuming the trial is successful, when we have specific cost estimates for the permanent design to 25% completion. It is entirely possible that the design cost to 25% design may be below \$2M, or more. As we develop these cost estimates, we will regularly update the Public Facilities Committee.

The timing of the first design phase has been given careful consideration. We considered ongoing projects in the City, the best time to do traffic counts, optimal times for community engagement, and the TIP's program deadlines. Given the variety of dates and deadlines that the staff in Public Works and the Planning Department are tracking, DPW recommends a Fall 2019 start to the design work.

The City aims to conduct traffic counts under the most routine conditions possible. The traffic count program begins after an engineering team is on board. The City would much prefer to conduct counts in the Fall of 2019 than in the Spring of 2020 when substantial construction in West Newton Square will be underway. We are concerned that if we wait until 2020, drivers will be diverting around construction areas. We would also prefer to avoid holiday-related traffic.

Phase 1: Through to 25% Design

We have prepared a detailed preliminary budget through the design of the trial assuming the project progresses on the schedule outlined.

Traffic Study & Conceptual Design Development of Washington Street from West Newton Square to Newton Corner: September 2019 – December 2019

Traffic Data Collection/Counts/Analysis (See next section for additional information)	
Street Layout and Conceptual Corridor Design to Facilitate the Trial (# of lanes, locations of center turning lanes, locations & layouts & sizes of green spaces and vegetative buffers, locations of protected & unprotected bike lanes, widths of sidewalks, parking locations and types, intersection layouts, location of bus stops and shelters, etc.)	
Meetings/Coordination	
Total	\$300,000

Design of Trial: January 2020 – May 2020
Preliminary Design

Final Design	
Bid Document Preparation	
Meetings/Coordination	
Total	\$315,000
Contingency (5.4%)	\$35,000
Total	<u>\$650,000</u>

Implementation of Trial: June 2020 – July 2021

Bid and award the construction of the trial: May 2020 – June 2020

Construct trial: July 2020

Cost of trial can range widely depending on such factors as length of implementation, ease of moving elements in the design, number of required safety elements, cost of safety elements, number of trials (e.g., just one or more), etc.

Implement trial: July 2020 – June 2021

Preparation of 25% Design Documents: 12-18 months, perhaps beginning during the trial

Timeline and cost to implement trial and to prepare 25% design documents will be determined in greater detail in 2019 and early 2020; current estimate is \$1M - \$2M

Phase 2: 25% - 100% Design

Develop final engineering items, including: (1) construction documents for all constructed elements including all horizontal and vertical construction and signal timing plans; (2) significant public and elected officials input via public meetings and Council meetings; and (3) the preparation and submission of all required progress sets in accordance with TIP requirements.

Cost to complete design development, engineering details and final construction documents will be determined in greater detail; current estimate is \$2 million - \$4 million

Phase 1, Step 1: Traffic Data Collection/Counts/Analysis

The Washington Boulevard redesign extends from Washington Street at Chestnut Street in West Newton Square to Thornton Street in Newton Corner, where Washington Street becomes a one-way road. In order to do the conceptual design and to evaluate a trial(s) in Phase 1, traffic counts are necessary for the entire length. (We expect traffic counts to be repeated at various stages in the design process.) While the trial will be focused on the Chestnut to Lowell area, traffic counts will also be necessary on Watertown Street and possibly other streets to allow an understanding of potential traffic diversions from Washington Street. The Engineering team in DPW will refine the list to ensure comprehensive traffic count information.

Intersections along Washington Street that will be part of the traffic count program in 2019 include:

- | | | |
|----------------------|---------------------|---------------------|
| 1. Chestnut Street* | 9. Walker Street | 17. Lenglen Road |
| 2. Dunstan Street | 10. Lowell Avenue* | 18. Adams Street* |
| 3. Amory Street | 11. Walnut Street* | 19. Jackson Road* |
| 4. Cross Street | 12. Central Avenue | 20. Walnut Park |
| 5. Parsons Street | 13. Beach Street | 21. Jewett Street |
| 6. Eddy Street | 14. Harvard Street* | 22. Church Street* |
| 7. Harrington Street | 15. Court Street | 23. Hovey Street |
| 8. Brookside Avenue | 16. Crafts Street* | 24. Thornton Street |

Streets listed in with an asterisk* are signalized intersections.

Selection of Engineering Design Consultants and Construction Contractors

Environmental Partners Group (EPG), one of DPW's on-call transportation engineering consultants, has been selected to perform the initial two steps of this project. This includes the traffic study and the conceptual design development of Washington Street, as well as the design of the trial. EPG was selected based on their excellent performance on prior transportation engineering projects in Newton and (a) our desire to move this project forward expeditiously; (b) have the traffic counts done in the fall of 2019; and (c) understand the likely success of the trial before moving forward with selection of the firm that will do the 25% design of the permanent solution. EPG has been the City's transportation engineer for Washington Street at Harvard Street, Dedham Street at Nahanton Street and Brookline Street, Walnut Street Newtonville, and Wells Avenue at Nahanton Street.

The construction of the trial itself will be procured by the public bid process, with bid plans and specifications prepared for public bidding. The bid will be awarded to the lowest qualified eligible construction contractor. (To be clear, this is a construction firm, not an engineering firm so it is entirely different from EPG.)

The selection of the engineering design consultant for the remaining engineering design services project, including the preparation of the 25% design, 100% design, and plans and specifications for bidding the construction of actual roadway improvements, will be procured by a request for qualifications/proposal (RFQ/P) process. Engineering design firms submit their qualifications (including, perhaps, EPG), and provide a cost proposal, based on the specified scope of services. City personnel, via a selection committee, select the best engineering firm based on qualifications and cost (not necessarily the lowest cost firm). This is not a bid process, but rather a qualifications/proposal process.

The actual construction of the roadway improvements will be procured by the public bid process, with bid plans and specifications prepared for public bidding. The bid will be awarded to the lowest qualified eligible construction contractor.

I look forward to answering your questions at the upcoming Public Facilities Committee and Finance Committee meetings.

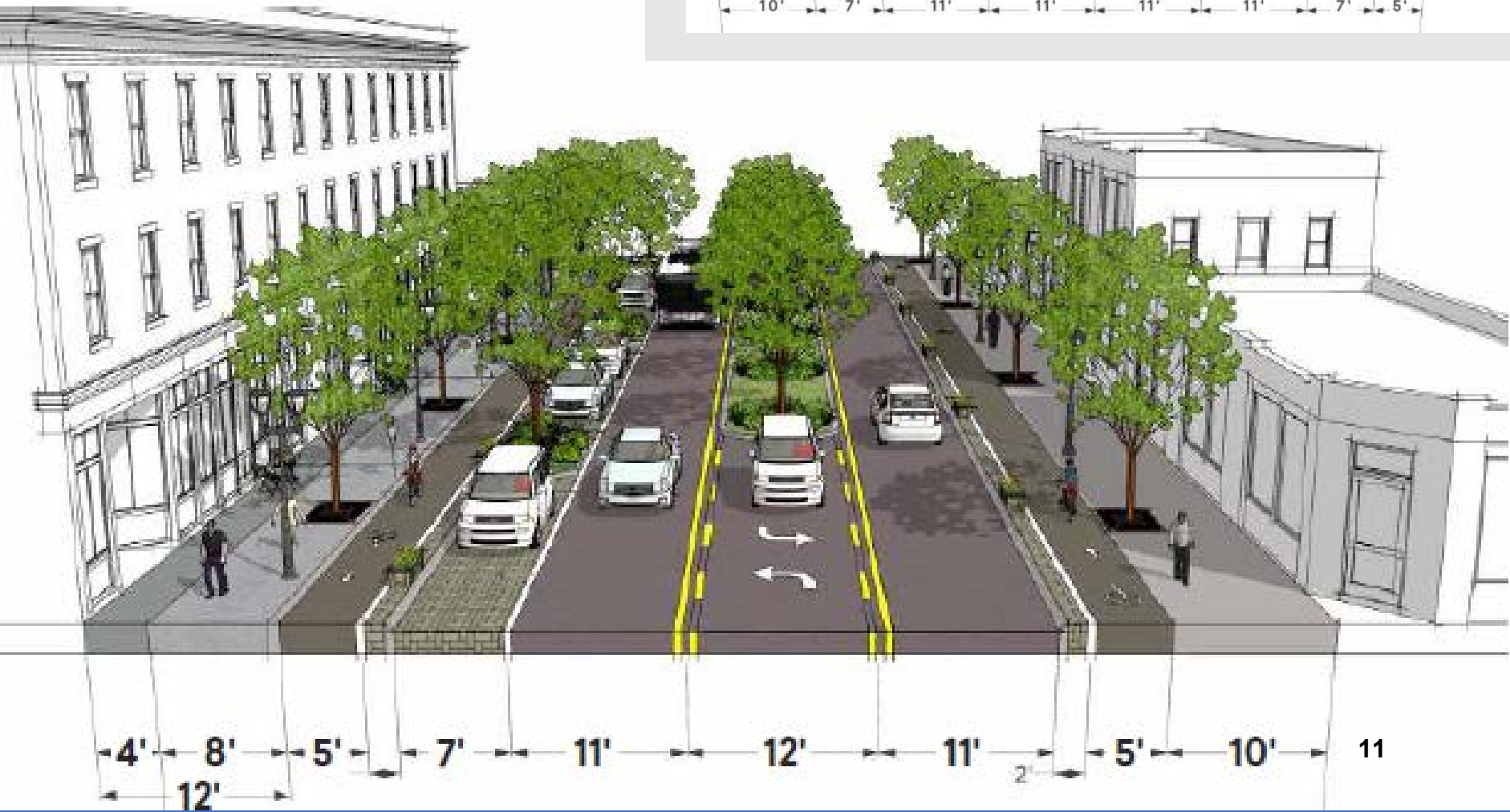
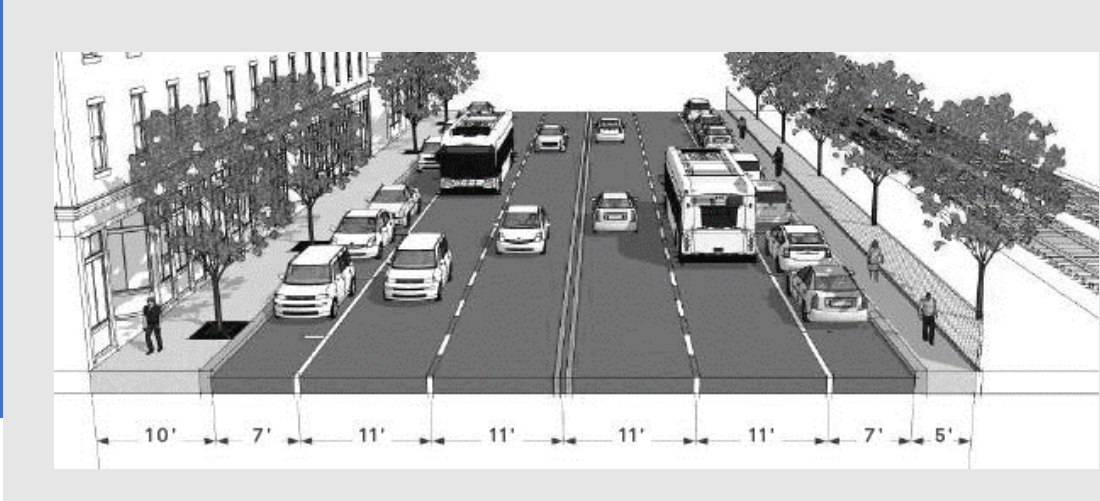
Sincerely,

James McGonagle
Commissioner Public Works

cc: Jonathan Yeo, Chief Operating Officer
Maureen Lemieux, Chief Financial Officer
Louis M. Taverna, P.E., City Engineer
Jason Sobel, P.E., Director of Transportation Operations
Barney Heath, Director of Planning and Development
Nicole Freedman, Director of Transportation Planning

#161-19

Washington Street Boulevard



Washington Street Boulevard Design Timeline

- **June 2019** PF/Finance/City Council – Fund \$650k – appropriate \$250k
- **July 2019 thru mid-September 2019** – Gather data, conduct counts (traffic, pedestrian, cyclist) through entire corridor, data analysis, begin design of pilot - expend \$250K
- **Mid-October 2019** – PF/Finance/City Council with preliminary report on findings and define location of pilot – request additional funding to complete design of pilot and preparation of bid documents for construction of pilot
- **November 2019 thru April 2020** – Conduct public meeting, complete design of pilot
- **April 2020 thru July 2020** – Bid construction of pilot, award bid, construct pilot
- **August 2020 thru June 2021** – Monitor, adjust, evaluate pilot, report findings and recommendations to be included in bid package for final design (conceptual to 100%) of Washington St Blvd
- **July 2021 thru September 2021** – Prepare bid documents and RFP for final design (conceptual to 100%)



RUTHANNE FULLER
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#232-19
Telephone
(617) 796-1100
Telefax
(617) 796-1113
TDD
(617) 796-1089
E-mail
rfuller@newtonma.gov

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

RECEIVED
CITY CLERK
2019 JUN 17 PM 12:09
June 7, 2019
Ruthanne A. Fuller, Mayor
Newton, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to approve the following transfers to correct an error that was made in the FY19 funding of the Water, Sewer and Stormwater Health Benefits Accounts.

<u>From Acct</u>	<u>To Acct</u>	<u>Amount</u>
28A401Z3-511002	28A401Z3-57HLTH	\$150,000
27A401Y2-511002	27A401Y2-57HLTH	\$ 60,000
26A401A-511002	26A401A-57HLTH	\$ 25,000

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor



RUTHANNE FULLER
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#233-19

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Telefax
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TDD
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E-mail
rfuller@newtonma.gov

June 17, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

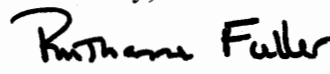
Councilors:

I respectfully submit a docket item to your Honorable Council requesting that the following Bond Authorizations be rescinded. The actual amounts bonded were reduced by cost savings on the projects and/or premiums received and applied during the bond sale.

RECEIVED
 NEWTON CITY CLERK
 2019 JUN 17 PM 12:08
 David A. O'Brien
 Newton, MA 02459

Council Order	Project	Amount Available to be Rescinded
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#227-16	Fire Station #3/HQ Reconstruction	\$14,693.23
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#537-18	2 6-Wheel Dump Trucks	\$124,919.00
TOTAL AMOUNT TO BE RESCINDED		\$1,468,425.42

Thank you for your consideration of this matter.

Sincerely,

 Ruthanne Fuller
 Mayor



RUTHANNE FULLER
MAYOR

City of Newton, Massachusetts
Office of the Mayor

#234-19

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(617) 796-1100

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E-mail
rfuller@newtonma.gov

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to approve the transfer of \$15,000 from Acct # 0110901-511001 Human Resources Full Time Salaries to Acct # 0122001-513001D Inspectional Services Overtime/Special Projects to cover costs of the scanning project.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

June 17, 2019

DEAN A. O'NEILL, CLERK
NEWTON, MA 02459

2019 JUN 17 PM 12:08

RECEIVED
NEWTON CITY CLERK



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June 17, 2019

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Newton Centre, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to approve the transfer of \$700,000 from Acct # 0140110-513001 Snow & Ice Overtime to Acct # 0140110-5273 Snow & Ice Rental Vehicles (Contractors) in order to rebalance the actual costs incurred for the removal of Snow and Ice throughout the FY2019 winter season.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

RECEIVED
Newton City Clerk
2019 JUN 17 PM 12:08
David A. O'Brien, Clerk
Newton, MA 02459

Questions from the Finance Committee

Q.A Committee member would like to understand where the reusable plastic bag definition came from and who created it.

A.The current definition was created at least in part by Brookline Town Meeting Member and Sierra Club volunteer Clint Richmond in response to the proliferation of pseudo-reusable plastic bags that just met Brookline’s plastic bag reduction ordinance but rather encouraged thicker plastic bags. Best practice is to no longer rely on bag thickness. It is important to encourage reusable bags that can give many years of service:

“Reusable checkout bag” means a sewn bag with stitched handles that (1) can carry 25 pounds over a distance of 300 feet; (2) is either (a) made of cloth or other machine washable fabric; or (b) made of plastic other than polyethylene (HDPE, LDPE, PETE, etc.) or polyvinyl chloride that is durable, non-toxic, and generally considered a food-grade material that is more than 4 mils thick

Committee members asked if all retail establishments were notified that they would be required to charge customers 10 cent fee per paper bag. In addition, the Committee would like to know if and what education has been done to provide retailers with why the City is changing the ordinance. It seems like the City should provide this education to stores so they can pass it along to their customers.

Please see the “Dear Business Owner/Manager Letter that was sent to over 1,600 businesses and the NN Chamber of Commerce. We also did spot canvassing in Newton Corner, Newtonville, Newton Highlands, West Newton and Newton Centre and along Needham Street. The City will work with retailers to give out stickers and other educational materials so their customers will understand the reasons for new policy.

Q.There was a question regarding local grocery delivery services and how the City would ensure that they comply with the ordinance. If the delivery service purchases food outside of Newton, the ordinance would not apply. It could be assumed that if the delivery service is charged a fee for paper bags, they would pass that on to the consumer.

A.If the point of sale is in Newton, it’s under our jurisdiction. Delivery services are tricky—we can’t really check compliance on that. It’s hard to enforce. Many do use reusable bags or reusable boxes. We would be capturing the majority of the market and sending the right message to the markets.

A. It was re-emphasized that small business establishments need to be notified of the changes and that they are no longer exempt under the proposed amendments. If possible, the Council should hold a public comment meeting on the proposed changes.

Please see the "Dear Business Owner/Manager Letter that was sent to over 1,600 businesses and the NN Chamber of Commerce. We also did spot canvassing in Newton Corner, Newtonville, Newton Highlands, West Newton and Newton Centre and along Needham Street. There was an opportunity to send feedback/comments and all received a response.

Also, the small businesses under 3,500 square feet who have been exempted will have a full year to comply with the ordinance. The City of Cambridge held a series of workshops after their ordinance passed, and there will be plenty time for something similar to happen here.

Q. A local retailer on Washington Street commented that the City Council needs to consider small boutiques and retailers. It is very hard to comply with reusable bag ordinance and she is not comfortable with charging customers for paper bags. The retailer needs to protect her products from the elements and paper bags do not provide protection. She added that she found out about the proposed changes and this meeting by reading the Boston Globe.

A. This retailer both received a letter in the mail and was visited by a city council member. She is not in favor of the ordinance. Complained bitterly of high commercial rents.

The Chair asked for a motion to hold the item to consider the proposed amendments. He also needs to understand why the City is telling retail establishments that they must charge a minimum of 10 cents per bag. It seems like it would make sense to let the market dictate how much retailers charge for paper bags. Some retailers do not want to charge for bags. The Chair understands why the other amendments are being proposed. They are good changes that benefit everyone in the long run but has problem with dictating what retailers charge. Councilor Leary will provide information on why a fee for paper bags is effective in reducing paper bag use.

There is nothing stopping retailers from charging a fee for check out bags now. The market is not always the best mechanism for allocating resources. There are at least 2 businesses in Newton that do charge a fee, Baza Market and PetSmart on Needham Street. I am not aware of others.

A fee on check out bags has proven to be very effective. You may be aware that both the City of Boston and the City Cambridge now charge a fee for checkout bags. Bag fees have been shown to be important in helping to change consumer behavior and encouraging re-usable bag use. More and more people have come to realize the very negative impacts of our "use it once and throw it away" lifestyles. Single use bags remain a key flash-point for the ongoing effort to raise awareness about the value of reduction — not just recycling.

A leading international peer-reviewed scientific journal, Science of the Total Environment, has published data that demonstrates the effect of a fee on the use of plastic bags in retail outlets in Europe was dramatic—a reduction in use of the order of 90%. A fee on plastic shopping bags, previously provided free of charge to customers at points of sale, was later adopted by other European member states. The plastic bag fee policy came into force in England in October 2015, the total number of carrier bags used at the UK's biggest retailers has fallen by an estimated 85%.

In this country, the Los Angeles County Board of Supervisors and the City of San Jose adopted ordinances banning plastic bags and imposing a 10-cent charges on paper bags, at large retail establishments in unincorporated LA County on July 1, 2011. One year later, reports show that overall single-use bag use was reduced by 95%, which includes a 30% reduction in single-use paper bags. California has since adopted a statewide plastic bag ban and a fee on all check out bags.

The City of Chicago added a seven-cent fee on all paper and plastic checkout bags, starting on February 1, 2017. Preliminary results show that Chicago's bag fee has already led to a significant decrease in both the number of disposable bags used and number of customers using disposable bags. After the fee was implemented, the average number of disposable bags used per shopping trip decreased by roughly one bag per trip—over a 40 percent decrease. Additionally, less than 50 percent of customers in Chicago used any disposable bags after the tax was implemented—a decrease of more than 30 percentage point (please see Chicago bag fee study included in the packet).

DRAFT 6/20/19 CLEAN COPY

Delete Sec. 12-71 in its entirety and insert in its place the following:

Sec. 12-71. PLASTIC BAG REDUCTION ORDINANCE

(a) Declaration of findings and policy-Scope.

The City Council hereby finds that the reduction in the use of plastic bags by commercial entities in the city is a public purpose that protects the marine environment, advances solid waste reduction and protects waterways. This ordinance seeks to reduce the number of plastic bags that are being used, discarded and littered, and to promote the use of reusable checkout bags by retail stores located in the city. Further, this ordinance seeks to increase the use of reusable bags.

(b) Definitions

The following words shall, unless the context clearly requires otherwise, have the following meanings:

"Department" means the city's department of health and human services.

"Commissioner", means the Commissioner of Health & Human Services or his/her designee.

"Checkout bag", means a carryout bag provided by a store to a customer at the point of sale. Checkout bags shall not include:

- (i) bags, whether plastic or not, in which loose produce or products are placed by the consumer to deliver such items to the point of sale or check out area of a retail establishment;
- (ii) laundry or dry-cleaner bags;
- (iii) newspaper bags;
- (iv) a paper bag given to customers at a pharmacy for medication;
- (v) a bag without handles that is used to protect items from damaging or contaminating other items such as protecting wine bottles or vegetables;
- (vi) a bag used to contain unwrapped food.

"Recyclable Paper Bag" means a paper bag that is (1) 100 percent recyclable including the handles; (2) contains at least 40% post-consumer recycled paper content; and, (3) displays the words "recyclable" and "made from 40% post-consumer recycled content" (or other applicable amount) in a visible manner on the outside of the bag.

"Reusable checkout bag" means a sewn bag with stitched handles that (1) can carry 25 pounds over a distance of 300 feet; (2) is either (a) made of cloth or other machine washable fabric; or (b) made of plastic other than polyethylene (HDPE, LDPE, PETE, etc.) or polyvinyl chloride that is durable, non-toxic, and generally considered a food-grade material that is more than 4 mils thick.

"Retail establishment", means any commercial entity, whether or not for profit, with retail space located in the City of Newton including but not limited to a restaurant, food or ice cream truck, convenience store, retail pharmacy, supermarket, or seasonal and temporary businesses. "Retail establishment" shall not include Meals on Wheels food delivery services to home bound persons with disabilities or home bound seniors.

(c) Requirements

(1) If any retail establishment provides a checkout bag to customers, the bag shall be either a recyclable paper bag or a reusable checkout bag.

(2) A retail establishment that provides any type of checkout bag shall sell it for no less than ten cents (\$0.10). All moneys collected pursuant to this ordinance shall be retained by the retail establishment.

(3) Any charge for a checkout bag shall be separately stated on a receipt provided to the customer at the time of sale and shall be identified as the "Checkout Bag Charge" thereon.

(4) The Commissioner may promulgate rules and regulations to implement this section.

(c) Effective date.

This ordinance shall take effect six months from date of passage for any retail establishment with retail space of 3500 square feet or larger or with at least two locations under the same name within the city with retail space that totals 3500 square feet or larger; and shall take effect 12 months from date of passage for all other retail establishments.

(d) Exemptions

No exemptions shall be allowed.

(e) Penalties and enforcement.

(1) Fine. Any retail establishment which violates any provision of this section or any regulation established by the commissioner shall be liable for a fine as follows: First offense, warning; second offense, \$100.00; third offense, \$200.00; fourth and subsequent offenses, \$300.00. Each day a violation occurs shall constitute a separate offense.

(2) Whoever violates any provision of this section or any regulation established by the commissioner may be penalized by a noncriminal disposition as provided in G.L. c. 40, §21D. For purposes of this section, the commissioner of the health and human Services, or his or her designee, shall be enforcing persons.

(f) Severability.

Each separate provision of this section shall be deemed independent of all other provisions herein, and if any provision of this section be declared to be invalid by a court of competent jurisdiction, the remaining provisions of this section shall remain valid and enforceable.

Commented [MML1]: In council order, state this ordinance shall become effective (give the 6 month date) So this would be September 1, 2019 if using the example date from the above comments. That way the current 12-71 remains in effect until the new ordinance deletes and replaces it.



«Business_Name»
«Owner_Name»
«MAIL_STREET»
«MAIL_ADDR_2»
«MAIL_CITY», «MAIL_STATE» «MAIL_ZIP»

May 21, 2019

Dear Business Owner or Manager,

The City of Newton is exploring efforts to reduce plastic waste and increase recycling efforts. We are considering amendments to our plastic bag reduction ordinance that would remove the exemption for small businesses, update the definition of a reusable bag and add a fee on all check out bags (including paper bags) at the point of sale. The purpose of the Ordinance is to protect the marine environment, advance solid waste reduction, reduce greenhouse gas emissions and protect waterways by reducing disposable or single use checkout bags at retail establishments. **The Ordinance seeks to reduce the number of plastic and paper bags being disposed, used, discarded and littered, and to promote the use of reusable checkout bags.**

Amendments to Plastic Bag Reduction (AKA “Bring Your Own Bag”) Ordinance includes:

1. If any store provides a checkout bag to customers, the bag must be either a recyclable paper bag or a reusable checkout bag. A reusable checkout bag is defined as:

“reusable checkout bag”, means a sewn bag with stitched handles that (1) can carry 25 pounds over a distance of 300 feet; (2) is either (a) made of cloth or other machine washable fabric; or (b) made of plastic other than polyethylene (HDPE, LDPE, PETE, etc.) or polyvinyl chloride that is durable, non-toxic, and generally considered a food-grade material that is more than 4 mils thick.
2. A store that provides any type of checkout bag shall sell them for no less than ten cents (\$0.10). All money collected will be retained by the store.
3. Any charge for a Checkout Bag shall be separately stated on a receipt provided to the customer at the time of sale and called the “Checkout Bag Charge”.

A checkout bag does not include: a paper bag given to customers at the pharmacy for medication any bag without handles that’s used to protect items from damaging or contaminating others, such as protecting wine bottles or vegetables, or a bag used to contain unwrapped food.

Adopt Best Practices for Private Hauler Regulations

In addition, the City is working to improve recycling access and compliance throughout the City. This includes businesses and commercial properties who rely on private haulers to collect waste and recycling. State laws prohibit recyclable materials from being disposed of as trash. Yet, there are a significant number of businesses and commercial properties, as well as some condo associations that currently do not subscribe to recycling services.

The intent is to adopt a requirement for all private waste haulers that wish to be licensed to operate in the City of Newton to offer both recycling and waste pick up, known as "bundled service," to all customers. This requirement will ensure a level playing field, increase recycling access and bring all businesses and commercial properties into compliance with State waste ban laws.

The City would like to hear from you about both these proposals, particularly about existing barriers that limit recycling access currently at your place of business.

Please send comments to: recycling@newtonma.gov

Thank you!

Alison Leary
Newton City Council
aleary@newtonma.gov

January 29, 2019

Newton City Hall
1000 Commonwealth Ave
Newton Center, Massachusetts 02459
Attn: Programs and Services Committee

Re: Support for amending City of Newton's Ordinance Banning Single-Use Plastic Bags, Chapter 12, Section 71 of the Newton City Code

To the Programs and Services Committee of the City of Newton:

My name is Kirstie Pecci, and I am the director of Conservation Law Foundation's Zero Waste Project. Conservation Law Foundation ("CLF") is a nonprofit, member-supported, regional environmental organization working to conserve natural resources, protect public health, and promote thriving communities in the New England region. Through the Zero Waste Project's Plastic Free New England campaign, CLF aims to protect New England communities from the dangers posed by unsustainable plastic use.

CLF strongly supports the proposed amendments to Chapter 12, Section 71 of the Newton City Code (i.e. the ordinance to ban single-use plastic shopping bags). The proposed amendments to Newton's bag ban would strengthen the existing ordinance by updating the definition of a reusable bag, increasing the fee on paper bags to 10-cents, and expanding the ban to all retailers in the city. If passed, these amendments would significantly improve the effectiveness of Newton's bag ban, and make the City a leader on waste management in the Commonwealth.

Plastic is a polluting, toxic, and unsustainable material

Plastics are polluting at every stage. They are made from petroleum, which is often sourced from fracked gas in the United States. Fracking, refineries, plastic manufacturers, and incinerators all emit dangerous toxic pollution and are all much more likely to be sited in environmental justice communities.

Even as taxpayers and governments are forced to manage the environmental and social costs and burdens of single-use plastic, the fossil fuel and petrochemical industries plan on sharply increasing the production of plastic. Increases in renewable alternatives such as wind and solar are forcing oil and gas companies to look for new markets in plastic production. In the U.S. alone, over 50 new gas processing and plastic "cracking" plants are in development, which will combined emit 20.5 million tons of *added* CO2 equivalent, or a 30% increase.¹ Most of this capacity will be used to manufacture plastic, including single-use plastic bags.

Plastic bags and other filmy plastics do not get recycled in the United States. Plastic bags represent the leading source of contamination in loads of single-stream recycling. They tangle in sorting equipment, slowing lines and increasing sorting costs.

Plastic shopping bags also play a major role in the ocean plastic pollution crisis. According to a 2018 ocean cleanup report from the Ocean Conservancy, plastic shopping bags are the 5th most common item collected during international

¹ Kelly, S. (October 28, 2018). *Why Plans to Turn America's Rust Belt into a New Plastics Belt Are Bad News for the Climate*. Desmogblog.com. Retrieved from: <https://www.desmogblog.com/2018/10/28/petrochemical-industry-america-rust-belt-plastics-fracking-climate?fbclid=IwAR3hmco5Dy1hXsP7MvC1f86-HP4i1v-QndYpwrVYglbyrmh5KstzgKxEME>

beach cleanups,² and plastic bags are regularly a top item collected in land-based litter cleanups.³ As land-based litter, plastic bags are a threat to wildlife and a cost to taxpayers who fund cleanups. In the ocean, plastic bags break down into microplastics which can do long-lasting harm to living organisms (including humans) and are now ubiquitous in the environment.⁴

CLF encourages Newton to adopt the amendments to Chapter 12 Section 71 to further reduce single-use plastic bag pollution

The amendment calls for a revision of the definition of a reusable bag, such that a reusable check-out bag,

“shall mean a sewn bag with stitched handles that is specifically designed for multiple reuse and that (1) can carry 25 pounds over a distance of 300 feet; (2) is machine washable; and, (3) is either (a) made of natural fibers (such as cotton or linen); or (b) made of durable, non-toxic plastic other than polyethylene or polyvinyl chloride that is generally considered a food-grade material that is more than 4 mils thick.”

A more detailed definition of reusable bag will increase their intended reuse, reducing waste in any form. Despite thickness requirements, less explicitly defined reusable bags may be mistaken for a thicker form of single-use plastic bag, leading customers to only use them once. Encouraging reusable bags through better definition and design will also increase their use over paper. Newton’s current ordinance requires 40% recycled content in paper bags which are 100% recyclable, but reusable bags should be promoted over paper. According to the Zero Waste International Alliance zero waste hierarchy, reduction and reuse are prioritized over recycling because they are less polluting and use less energy, and this distinction should bolster the residents of Newton to prioritize minimizing waste.⁶

The amendment also expands the single-use plastic shopping bag ordinance to include all retailers within the City of Newton. Many plastic bag laws target grocery stores as the primary source of single-use plastic bags, but they are distributed from a diverse array of convenience stores, clothing shops, pharmacies, and other retail centers. Because single-use plastic bags are provided at so many locations, North Americans and Europeans use roughly 80% of the world’s plastic bag supply, amounting to an estimated 100 billion plastic bags each year.⁷ The harms single-use plastic bags pose as described above will be reduced if less retail stores distribute them. As such, the Programs and Services Committee should amend the definition of “retail establishment”.

Lastly, if passed, the amendment will increase the minimum required 5-cent fee on paper or reusable bags to 10-cents. Fees serve two purposes; first, they create a small source of income for retail owners to cover the cost of bags, and second, they incentivize customers to purchase and make use of reusable bags. CLF

² The Ocean Conservancy (2018). *Building a Clean Swell*, page 13.

³ Coastal Cleanup Data, (2017). *California County Plastic Grocery Bag Litter Data Summary: 2008-2017*.

⁴ Thompson, A. (September 4, 2018). *From Fish to Humans, a Microplastic Invasion May Be Taking a Toll*. Retrieved from: <https://www.scientificamerican.com/article/from-fish-to-humans-a-microplastic-invasion-may-be-taking-a-toll/>

⁶ Anthony, R., Liss, G. (2013). *Zero Waste International Alliance adopt Zero Waste Hierarchy*. Zero Waste International Alliance. Retrieved from: <http://zwia.org/standards/zero-waste-hierarchy/>

⁷ WorldWatch Institute. *New bans on plastic bags may help protect marine life*. Retrieved from: <http://www.worldwatch.org/node/5565>

strongly encourages the Newton City Council to adopt such an amendment, as a higher fee further creates a structure within which customers of retail establishments purchase and utilize reusable shopping bags.

Conservation Law Foundation is committed to Zero Waste policy which incorporates the concerns of low-income, minority majority (i.e. Environmental Justice) communities.

Environmental hazards and burdens are disproportionately borne by low-income, minority-majority, and immigrant communities around the world. These communities are often excluded from decision-making processes, and frequently live near toxic and polluting facilities, as described above. Much of Massachusetts' plastic waste is burned in incinerators, six of seven of which are in environmental justice communities. Newton's bag ban and proposed amendments move towards relieving the burdens that plastic places on national and international environmental justice communities. However, the City should be conscious of citizens who may be adversely impacted by the implementation of a bag ban. Conservation Law Foundation recommends that municipal plastic shopping bag ordinances include language to exempt customers enrolled in state aid programs like SNAP/EBT or the Special Supplemental Nutrition Program for Women, Infants and Children (WIC) from a fee on paper bags. Cities like Boston and Cambridge have taken the additional step of distributing reusable bags free of charge to vulnerable populations such as the elderly and those with lower incomes.

Newton's strengthened bag ban will further reduce plastic bag pollution and protect the environment.

Bans on single-use plastic shopping bags successfully reduce litter and save taxpayer money. Beach cleanup data from California has shown plastic bags fall from 7.42% of all litter to 1.5% (a reduction from 65,736 to 11,847 bags) between 2010 and 2017.⁸ California implemented a comprehensive bag ban in 2016. Further, estimates from litter cleanup groups show savings of \$34-\$107 million dollars in taxpayer money since California passed their bag ban.⁹ Europe's recent bag bans are credited for the drastic reduction in plastic bags found in litter cleanups from the English Channel.¹⁰ These laws help decrease litter and waste costs, improve the recycling system, and protect marine and human health.

For all of these reasons, CLF respectfully requests that the Council of the City of Newton adopt the proposed amendments. Thank you for the opportunity to submit this testimony. CLF stands ready to answer any questions or supply additional information that the Committee may find useful.

Very truly yours,



Kirstie L. Pecci
Director, Zero Waste Project

⁸ California Coastal Cleanup Day – Litter Data Summary 2010-2017. Retrieved from: <https://static1.squarespace.com/static/54d3a62be4b068e9347ca880/t/5a0237d7652deae895d2df1c/1510094808473/California+Coastal+Cleanup+Data+2010.2016.2017.pdf>

⁹ Californian's Against Waste. *California's Statewide Plastic Bag Ban*. Retrieved from: <https://www.cawrecycles.org/the-problem-of-plastic-bags>

¹⁰ Chow, L. (April 5, 2018). *Plastic Bag Bans Actually Work, Study of European Waters Show*. EcoWatch. Retrieved from: <https://www.ecowatch.com/plastic-bag-bans-uk-2556456601.html>



50 Federal Street, 3rd floor
Boston MA 02110
(617) 423-5775
www.sierraclubmass.org

February 4, 2019

Dear Newton City Council:

The Massachusetts Chapter of the Sierra Club has been actively supporting efforts to curb the use of single-use plastic at the state and local levels. In the last seven years, more than 90 communities across the state from Williamstown to the Cape have passed local bag laws. This represents over 2.7 million residents.

Newton was a pioneer in restricting single-use bags along with its neighbors of Brookline and Cambridge. Brookline saw problems right away and was able to revise its law in 2016 to strengthen it in similar fashion to your proposed amendment. Later communities such as Wellesley benefited from previous experience, and passed a stronger law at the outset.

The Massachusetts Sierra Club strongly endorses your revised ordinance. We commend the City on including all retailers to create a level playing field as has been done in nearly all communities, and most importantly to add a fee. Having a modest fee is essential to reducing bag demand that will both benefit the environment and save businesses money. Fees have been adopted in the cities of Boston, Cambridge, Greenfield and Haverhill. The proposed new state plastic bag law also includes a universal 10¢ fee.

We support Newton's commitment and **urge you to pass this revised ordinance.**

Respectfully,

Deb Pasternak
Mass. Sierra Club, Chapter Director
deb.pasternak@sierraclub.org

Preliminary study suggests Chicago's bag tax reduces disposable bag use by over 40 percent

Summary. In November 2016, the Chicago City Council repealed its ban on disposable plastic bags and replaced it with a seven-cent tax on disposable paper and plastic bags, effective February 1, 2017.^{i,ii} The City of Chicago commissioned a joint study with the behavioral design lab ideas42 and researchers from New York University and the University of Chicago Energy & Environment Lab to track bag use at large grocery chains in Chicago and surrounding suburbs before and after the tax went into effect.

Preliminary results from this study show that Chicago's bag tax has already led to a significant decrease in both the number of disposable bags used and number of customers using disposable bags. Prior to implementation, customers shopping in the study's sample stores in Chicago used an average of just over two disposable bags per trip, with over 80 percent of customers using at least one disposable bag. After the tax was implemented, the average number of disposable bags used per shopping trip decreased by roughly one bag per trip—over a 40 percent decrease. Additionally, less than 50 percent of customers in Chicago used any disposable bags after the tax was implemented—a decrease of more than 30 percentage points.

Background. One hundred billion plastic bags are used annually in the United States.ⁱⁱⁱ While plastic bags are often recyclable, only a small percentage actually are recycled (just over five percent according to one of the latest studies from the EPA).^{iv} Most plastic bags that are not recycled end up in landfills, where estimates suggest it can take them up to 1,000 years to decompose. Paper bags also have significant environmental impacts; for example, the paper industry—including paper bags and other paper products—contributed to 20 percent of all toxic air releases in the US in 2015.^v

Starting in 2015, in an effort to curb disposable bag use, the City of Chicago banned chain stores from providing disposable plastic bags at checkout. However, the ban excluded plastic bags that met certain requirements, including but not limited to being at least 2.25 mils thick.^{vi}

In November 2016, the Chicago City Council repealed the ban on plastic bags and replaced it with a seven-cent tax on all paper and plastic checkout bags, starting on February 1, 2017.^{vii}

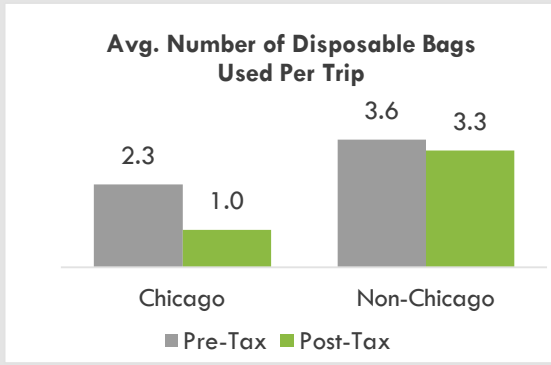
Reasons for a Tax Instead of a Ban. While the 2015 ban eliminated the use of certain types of disposable bags, it left others unregulated. As a result, many stores chose to offer the permitted thicker plastic checkout bags rather than eliminate plastic bags altogether,^{viii} which may have minimized the environmental impact of the law.^{ix,x} Since stores simply substituted one type of plastic bag for another, there was no strong cue to customers to change their behavior, and many continued to use the thicker, “reusable” plastic bags as single-use bags. Separate from the ban, some Chicago stores use small rewards to incentivize reusable bag use, but previous research has shown that these rewards are similarly ineffective.^{xi}

In contrast, disposable bag taxes have been shown to have a significant behavioral impact. For example, a five-cent tax on disposable paper and plastic bags in the Washington, D.C. area led to a large reduction in overall disposable bag use.^{xii} The differential impact of the tax on disposable bag use and a

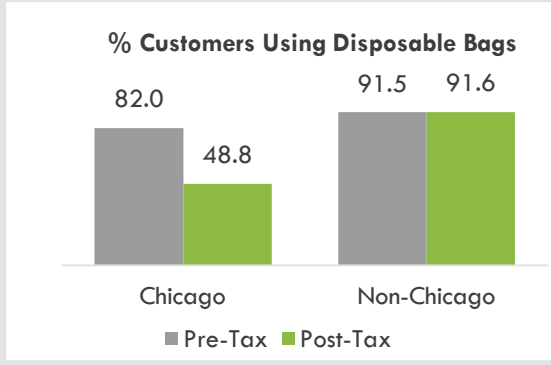
reward for reuseable bag use is consistent with the concept of loss aversion, i.e., individuals experience losses more strongly than they do gains of the same amount.^{xiii}

Additionally, although Chicago’s seven-cent tax is a small fee, it was designed to be more salient than the ban. While customers may not notice that their grocery store has switched to providing thicker plastic bags as a result of the ban, research suggests that customers are likely to notice when an item that they previously received for free now comes at a price,^{xiv} thus bringing their bag use to the top of their minds.

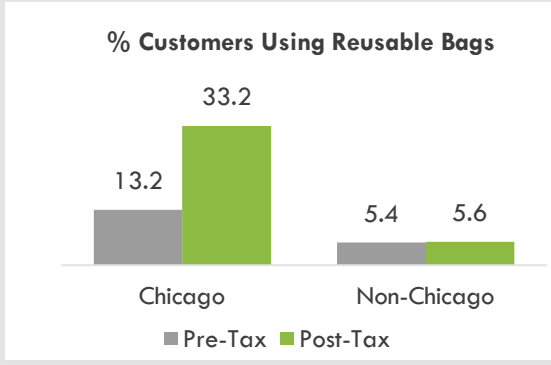
Results. This study compares shopping bag use for 14,168 customers shopping at large grocery store chains in Chicago and surrounding suburbs in the months just before and after the bag tax implementation. The results reported here are based on raw, unadjusted data. The results remain robust after controlling for various demographic and neighborhood factors.^{xv}



Prior to the implementation of the tax, customers in Chicago used an average of 2.3 disposable bags per shopping trip. Preliminary analysis suggests that the average number of disposable bags used per shopping trip decreased by 1.3 bags in the first month that the tax was in effect in Chicago, but only 0.3 bags in the stores outside of Chicago that were not subject to the tax. Taken together, this suggests that the tax led to a 42 percent reduction in the average number of disposable bags used per trip.

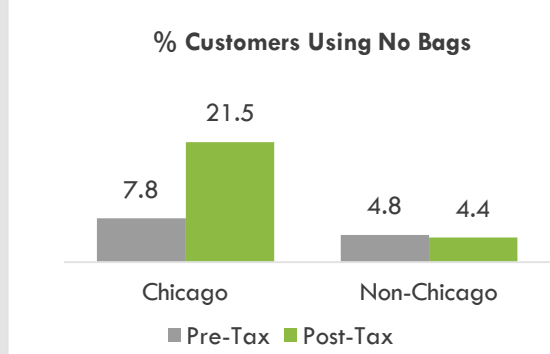


While the majority of customers in Chicago (82 percent) used at least one disposable bag prior to the implementation of the tax, only 49 percent used a disposable bag in the first month after the tax was in effect—a decrease of 33 percentage points. In contrast, there was no significant change in disposable bag use in stores outside of Chicago.



After the tax was implemented, many customers in Chicago switched from disposable bags to reusable bags. Reusable bag use in Chicago jumped from 13 percent to 33 percent after the tax was implemented—an increase of 20 percentage points.

Note: around 3 percent of customers used both a disposable bag and a reusable bag.



Some customers in Chicago also opted to not use any bags at all. The percent of customers choosing to not use a bag in Chicago stores increased from just under 8 percent to 21.5 percent. The percentage of customers outside of Chicago who did not use bags remained nearly unchanged with under 5 percent of customers using no bag in both time periods.

Discussion. This year, Chicago joined Washington, D.C., Los Angeles, San Francisco, and Seattle as one of the largest cities in the U.S. to implement a tax on disposable paper and plastic bags.^{xvi} While the debate about the effectiveness of disposable bag taxes continues,^{xvii} this preliminary evaluation in Chicago contributes to the growing literature of evidence-based research on the effectiveness of disposable bag regulations. In commissioning this study, the City has been proactive in determining the extent and magnitude of the effects of its policies on Chicago customers. Moreover, the study provides information that can assist other municipalities in making decisions about the use of different policy tools aimed at decreasing disposable bag use.

This study suggests that the Chicago bag tax significantly decreased disposable bag use in the first month after implementation. Additional data collection and analysis are planned in 2017 to estimate the longer-term behavioral effects of the tax.

Research Team

Tatiana Homonoff: Assistant Professor of Economics at New York University's Robert F. Wagner School of Public Service. Professor Homonoff previously served as a Faculty Fellow at the White House's Social and Behavioral Sciences Team. Contact Tatiana Homonoff at Tatiana.Homonoff@nyu.edu.

ideas42: ideas42 is a behavioral science research and design firm. In collaboration with the City of Chicago Mayor's Office, ideas42 uses behavioral science to help inform and improve public policy and programs.

University of Chicago Energy & Environment Lab: The Energy & Environment Lab partners with civic and community partners to identify, rigorously evaluate, and help scale energy and environmental programs and policies with the greatest potential to improve human lives. Contact Matt Smith at matthewsmith@uchicago.edu.

For more information, contact Doug Palmer at dpalmer@ideas42.org.

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- ⁱ Chicago, Illinois, Municipal Code § 3-50. Retrieved from: https://www.cityofchicago.org/content/dam/city/depts/rev/supp_info/TaxPublicationsandReports/3-50ChicagoCheckoutBagTaxOrdinance.pdf.
- ⁱⁱ Horng, E. (2016, December 28). Chicago Repeals Plastic Bag Ban, Starts 7-Cent Bag Tax on Feb. 1. ABC Inc., WLS-TV Chicago. Retrieved from <http://abc7chicago.com/news/chicago-repeals-plastic-bag-ban-starts-7-cent-bag-tax-on-feb-1/1676969/>
- ⁱⁱⁱ Clapp, J., & Swanston, L. (2009). Doing away with plastic shopping bags: international patterns of norm emergence and policy implementation. *Environmental Politics*, 18(3), 315-332.
- ^{iv} United States Environmental Protection Agency (2006). Municipal solid waste in the United States: facts and figures, March [online]. Retrieved from: <http://www.epa.gov/epaoswer/non-hw/muncpl/pubs/mswchar05.pdf>.
- ^v United States Environmental Protection Agency (2017). Air Releases by Industry in the 2015 TRI Analysis [online]. Retrieved from: <https://www.epa.gov/trinationalanalysis/air-releases-industry-2015-tri-national-analysis>.
- ^{vi} Chicago, Illinois, Amendment of Municipal Code Chapter 11-4 by adding Article XXIII. Retrieved from: <https://chicago.legistar.com/LegislationDetail.aspx?ID=1676473&GUID=E704F6F5-3960-4327-BC60-07B8766C35FA&Options=Advanced&Search=>.
- ^{vii} Chicago, Illinois, Municipal Code § 3-50. Retrieved from: https://www.cityofchicago.org/content/dam/city/depts/rev/supp_info/TaxPublicationsandReports/3-50ChicagoCheckoutBagTaxOrdinance.pdf.
- ^{viii} Elejalde-Ruiz, A. (2015, June 20). The result of Chicago plastic bag ban: Shopping bags to be sturdier. *Chicago Tribune*. Retrieved from <http://www.chicagotribune.com/business/ct-plastic-bag-ban-0622-biz-20150622-story.html>
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- ^x Elejalde-Ruiz, A. (2016, February 1). Six months in, Chicago's plastic bag ban a mixed bag. *Chicago Tribune*. Retrieved from <http://www.chicagotribune.com/business/ct-plastic-bag-ban-0131-biz-20160129-story.html>
- ^{xi} Homonoff, T. A. (2013). Can Small Incentives Have Large Effects? The Impact of Taxes versus Bonuses on Disposable Bag Use (Working Paper No. #575). *Industrial Relations Section*. Princeton, NJ.
- ^{xii} 51 percent reduction; Homonoff, T. A. (2013). Can Small Incentives Have Large Effects? The Impact of Taxes versus Bonuses on Disposable Bag Use (Working Paper No. #575). *Industrial Relations Section*. Princeton, NJ.
- ^{xiii} Tversky, A., & Kahneman, D. (1991). Loss aversion in riskless choice: A reference-dependent model. *The quarterly journal of economics*, 106(4), 1039-1061.
- ^{xiv} Shampanier, K., Mazar, N., & Ariely, D. (2007). Zero as a special price: The true value of free products. *Marketing science*, 26(6), 742-757.
- ^{xv} Differences between graphs and reported numbers are due to rounding.
- ^{xvi} State Plastic and Paper Bag Legislation. (2016, November 11). Retrieved from <http://www.ncsl.org/research/environment-and-natural-resources/plastic-bag-legislation.aspx>
- ^{xvii} McKinley, J. (2017, February 14). Cuomo Blocks New York City Plastic Bag Law. *The New York Times*. Retrieved from https://www.nytimes.com/2017/02/14/nyregion/cuomo-blocks-new-york-city-plastic-bag-law.html?_r=0

Sent: Tuesday, May 28, 2019 3:04 PM
To: recycling <recycling@newtonma.gov>
Subject: gift bags

Hello Ms. Leary - I received your notice about recycling but I am confused. I own a jewelry store (The Silver Woman) in Newton Centre, and I put presents into paper gift bags. Are you saying I have to charge people for those bags? That would be unacceptable, as it is a service that is part of the gift wrapping process. Please advise. Thank you.

Regards,

Dear _____,

After giving this some thought and checking with other communities about how they handle specialty stores and gift shops, we don't see how we can allow an exemption from the proposed fee.

Please understand that the charge is in place to encourage waste reduction, reduce our use of limited resources, reduce our costs and to protect the planet. At the end of the day, that bag ends up in the trash or recycling and the City is paying to dispose or process that bag, and hundreds of thousands more. And while your business may be different than a grocery store or a sub shop it doesn't make sense to exempt and discriminate about which businesses must comply because of the way they use bags. Every business must be on an even and fair playing field.

I hope you can understand our intentions and realize that we do have change "business as usual" going forward to ensure a more sustainable use of our resources.

Dear Alison - I am still not sure I get this. You are asking me to charge my customers \$0.10 per bag and I get to keep it? What if I just don't charge it? Is this money that you will collect from me for the City of Newton somehow? Please explain. By the way, this is an outrageous intrusion into a small business' operations. This town does nothing to help its small businesses as it is already, and now this. Maybe you want us all to leave, after all, we've lost several stores on Union Street recently.

Dear _____,

The City, along with members of Green Newton and other neighboring communities have been working on sustainable solutions regarding trash and recycling for a number of years now. You may remember that we phased out single use plastic bags about 4 years ago. The result was a dramatic reduction in the number of thin, plastic bags. These bags rarely get recycled, they jam sorting equipment at municipal recycling facilities and too often end up as litter. We were the 7th community to adopt such a law and now over 100 communities have such laws. However, we did increase the use of paper bags dramatically and paper has its own

carbon footprint. The best practice is to produce less trash and recycling. Bag fees have been shown to be very effective at changing consumer behavior and encouraging re-usable bag use. More and more people have come to realize the very negative impacts of our "use it once and throw it away" lifestyles. Single use bags remain a key flash-point for the ongoing effort to raise awareness about the value of reduction — not just recycling.

The way it works is that you would ask your customers if they would like to purchase a bag for 10 cents. A SKU code is created for the bag and it shows up as a line item on the receipt. You keep the 10 cent charge. The City will not collect any money from you. A bag fee has not shown to have negative impact on a business. Bag fees are widespread in Europe and in parts of the US and three cities in Massachusetts including Boston and Cambridge have bag fees. What seems to be having a negative impact on our small businesses are high commercial rents, which unfortunately we have little control over. We also are concerned about the proliferation of banks, especially in Newton Centre. I know parking is a concern as well and we are addressing that issue to make it easier for your customers to park closer to shops.

If you have a specific recommendations on what would be most helpful for small business owners we would welcome your input. We do have an active Economic Development Commission and work with the local Chamber of Commerce.

Dear Alison - thank you for your thoughtful reply. I understand how it is supposed to work now, and appreciate the logic. As for what Newton can do for small businesses, I will think about this. Can you refer me to the right person on the Economic Development Commission? I had joined the Chamber of Commerce a while ago but did not renew my membership when the meetings I went to made it clear that small business was not really what they were all about. Sorry if I snapped at you, by the way.

Regards,

I'm a registered business owner in Newton and received your letter soliciting comments on the proposed Checkout Bag Charge.

I believe that the outright ban of regular plastic checkout bags is a good idea.

I also support the idea of charging for the paper bags and the heavier duty reusable plastic bags.

It should be noted that the environmental footprint to manufacture a heavy kraft paper bag (given logging, deforestation, water for processing paper pulp, transportation, etc) is actually more than that of a plastic bag.

Now to get neighboring communities to sign on to the same program so there is a level playing field for Newton businesses.

Thanks,

As a co-owner of The New Studio I support the proposed amendments to the "Bring Your Own Bag" ordinance. I think it will be a positive step towards reducing the amount of plastic in the environment and would be a manageable change to how customers carry purchases.

I also support the effort to bring all waste haulers into uniform compliance with City and State requirements for transportation of recycling and waste.

Thanks for your letter about these proposals.

Sent: Tuesday, May 28, 2019 5:17 PM
To: recycling <recycling@newtonma.gov>
Subject: Feedback on Proposals

Dear Alison Leary and Newton Recycling,

Thank you for asking for feedback from Newton business owners regarding proposals to reduce plastic bag use and to bundle service for private waste haulers. Both the proposals

seem sensible to me, and I support them. However, I am not directly affected by these changes since my business is a psychotherapy practice that doesn't generate plastic bags or waste. I hope retailers, restaurants and others that are more directly affected, will see the value of these proposals for our community and the planet.

Many thanks,

**Cambridge Businesses, Residents, and Local Organizations
Come Together to Make Bring Your Own Bag (BYOB)
Ordinance a Success**

CAMBRIDGE, Mass. – August 4, 2016 – Thanks to strong support from



Cambridge kids using their new reusable bags.
Photo courtesy of the Cambridge Community Center.

the local business community and their customers, the City’s [Bring Your Own Bag \(BYOB\) Ordinance](#) has led to a significant reduction in use of single-use bags in Cambridge.

Public Works staff and volunteers from the Cambridge Recycling Advisory Committee recently performed a study at several large Cambridge businesses and found a sizeable reduction in the consumption of single-use bags.

“What we observed was significant,” said Meera Singh of the Cambridge Recycling Advisory Committee. “We saw a reduction in single-use bags of 50-80% across this group.”

In order to help senior citizens and low-income residents when this Ordinance went into effect, many members of the Cambridge community contributed to a reusable bag drive organized by the Cambridge Recycling Advisory Committee. More than 8,000 bags were collected and distributed to low-income and



Students in CitySprouts program with Whole Foods staff. Photo courtesy of CitySprouts.

senior residents throughout the City, and another 4,000 reusable bags were purchased to help reach Cambridge youth. Both Whole Foods Market and Star Market contributed reusable bags to this effort.

“We have a goal of reducing waste by 30% in Cambridge by 2020, with 2008 as our baseline year,” said Cambridge Public Works Commissioner Owen O’Riordan. “The bag charge has been very effective at encouraging waste reduction among shoppers in Cambridge.”

Whole Foods Market donated the mandatory bag charges collected in April from their three Cambridge stores to CitySprouts, a Cambridge-based nonprofit. With a focus on educating Cambridge schoolchildren about gardening and sustainability, CitySprouts hopes to use the \$13,000 donation to expand their efforts to engage kids with the natural environment.

Small businesses have also played an important role in ensuring the Ordinance’s success. “The businesses we’ve heard from have been surprised with the waste reduction,” said Executive Director Carrissa Blackburn. “Some businesses have calculated cost savings associated with the Ordinance.” One small business owner also commented, “We all need to take more moments like this to consider our impact on the environment. Too often, waste is routine.”

Nearly 1,000 businesses in Cambridge have eliminated single-use plastic bags and have implemented mandatory charges for reusable, paper, and compostable bags since the BYOB ordinance took effect on March 31. Learn more at www.cambridgema.gov/BYOB.

###

About the Department of Public Works:

The Cambridge Department of Public Works provides dependable, high quality and accessible service--maintaining, improving and expanding a safe, healthy, attractive and inviting physical environment. The department supports the infrastructure of a vibrant community through comprehensive planning, scheduled maintenance, collaborative efforts, the provision of information, and emergency preparedness and response.

Preliminary study suggests Chicago's bag tax reduces disposable bag use by over 40 percent

Summary. In November 2016, the Chicago City Council repealed its ban on disposable plastic bags and replaced it with a seven-cent tax on disposable paper and plastic bags, effective February 1, 2017.^{i,ii} The City of Chicago commissioned a joint study with the behavioral design lab ideas42 and researchers from New York University and the University of Chicago Energy & Environment Lab to track bag use at large grocery chains in Chicago and surrounding suburbs before and after the tax went into effect.

Preliminary results from this study show that Chicago's bag tax has already led to a significant decrease in both the number of disposable bags used and number of customers using disposable bags. Prior to implementation, customers shopping in the study's sample stores in Chicago used an average of just over two disposable bags per trip, with over 80 percent of customers using at least one disposable bag. After the tax was implemented, the average number of disposable bags used per shopping trip decreased by roughly one bag per trip—over a 40 percent decrease. Additionally, less than 50 percent of customers in Chicago used any disposable bags after the tax was implemented—a decrease of more than 30 percentage points.

Background. One hundred billion plastic bags are used annually in the United States.ⁱⁱⁱ While plastic bags are often recyclable, only a small percentage actually are recycled (just over five percent according to one of the latest studies from the EPA).^{iv} Most plastic bags that are not recycled end up in landfills, where estimates suggest it can take them up to 1,000 years to decompose. Paper bags also have significant environmental impacts; for example, the paper industry—including paper bags and other paper products—contributed to 20 percent of all toxic air releases in the US in 2015.^v

Starting in 2015, in an effort to curb disposable bag use, the City of Chicago banned chain stores from providing disposable plastic bags at checkout. However, the ban excluded plastic bags that met certain requirements, including but not limited to being at least 2.25 mils thick.^{vi}

In November 2016, the Chicago City Council repealed the ban on plastic bags and replaced it with a seven-cent tax on all paper and plastic checkout bags, starting on February 1, 2017.^{vii}

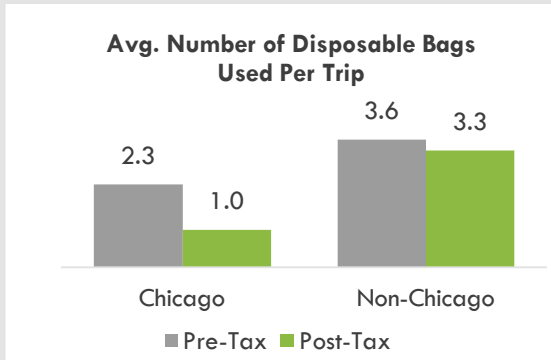
Reasons for a Tax Instead of a Ban. While the 2015 ban eliminated the use of certain types of disposable bags, it left others unregulated. As a result, many stores chose to offer the permitted thicker plastic checkout bags rather than eliminate plastic bags altogether,^{viii} which may have minimized the environmental impact of the law.^{ix,x} Since stores simply substituted one type of plastic bag for another, there was no strong cue to customers to change their behavior, and many continued to use the thicker, “reusable” plastic bags as single-use bags. Separate from the ban, some Chicago stores use small rewards to incentivize reusable bag use, but previous research has shown that these rewards are similarly ineffective.^{xi}

In contrast, disposable bag taxes have been shown to have a significant behavioral impact. For example, a five-cent tax on disposable paper and plastic bags in the Washington, D.C. area led to a large reduction in overall disposable bag use.^{xii} The differential impact of the tax on disposable bag use and a

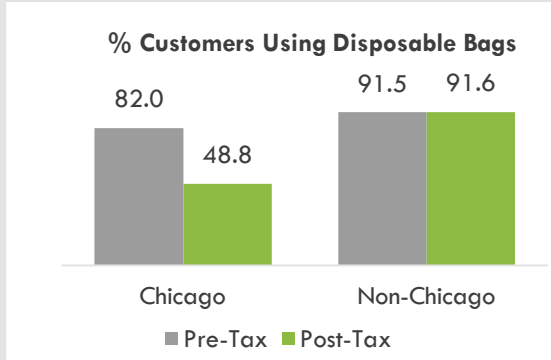
reward for reusable bag use is consistent with the concept of loss aversion, i.e., individuals experience losses more strongly than they do gains of the same amount.^{xiii}

Additionally, although Chicago’s seven-cent tax is a small fee, it was designed to be more salient than the ban. While customers may not notice that their grocery store has switched to providing thicker plastic bags as a result of the ban, research suggests that customers are likely to notice when an item that they previously received for free now comes at a price,^{xiv} thus bringing their bag use to the top of their minds.

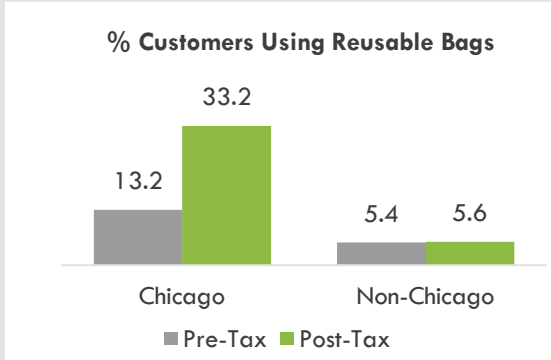
Results. This study compares shopping bag use for 14,168 customers shopping at large grocery store chains in Chicago and surrounding suburbs in the months just before and after the bag tax implementation. The results reported here are based on raw, unadjusted data. The results remain robust after controlling for various demographic and neighborhood factors.^{xv}



Prior to the implementation of the tax, customers in Chicago used an average of 2.3 disposable bags per shopping trip. Preliminary analysis suggests that the average number of disposable bags used per shopping trip decreased by 1.3 bags in the first month that the tax was in effect in Chicago, but only 0.3 bags in the stores outside of Chicago that were not subject to the tax. Taken together, this suggests that the tax led to a 42 percent reduction in the average number of disposable bags used per trip.

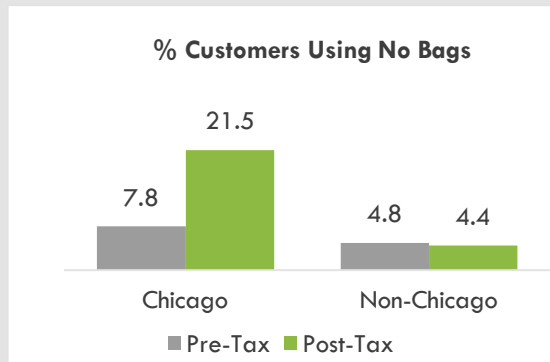


While the majority of customers in Chicago (82 percent) used at least one disposable bag prior to the implementation of the tax, only 49 percent used a disposable bag in the first month after the tax was in effect—a decrease of 33 percentage points. In contrast, there was no significant change in disposable bag use in stores outside of Chicago.



After the tax was implemented, many customers in Chicago switched from disposable bags to reusable bags. Reusable bag use in Chicago jumped from 13 percent to 33 percent after the tax was implemented—an increase of 20 percentage points.

Note: around 3 percent of customers used both a disposable bag and a reusable bag.



Some customers in Chicago also opted to not use any bags at all. The percent of customers choosing to not use a bag in Chicago stores increased from just under 8 percent to 21.5 percent. The percentage of customers outside of Chicago who did not use bags remained nearly unchanged with under 5 percent of customers using no bag in both time periods.

Discussion. This year, Chicago joined Washington, D.C., Los Angeles, San Francisco, and Seattle as one of the largest cities in the U.S. to implement a tax on disposable paper and plastic bags.^{xvi} While the debate about the effectiveness of disposable bag taxes continues,^{xvii} this preliminary evaluation in Chicago contributes to the growing literature of evidence-based research on the effectiveness of disposable bag regulations. In commissioning this study, the City has been proactive in determining the extent and magnitude of the effects of its policies on Chicago customers. Moreover, the study provides information that can assist other municipalities in making decisions about the use of different policy tools aimed at decreasing disposable bag use.

This study suggests that the Chicago bag tax significantly decreased disposable bag use in the first month after implementation. Additional data collection and analysis are planned in 2017 to estimate the longer-term behavioral effects of the tax.

Research Team

Tatiana Homonoff: Assistant Professor of Economics at New York University's Robert F. Wagner School of Public Service. Professor Homonoff previously served as a Faculty Fellow at the White House's Social and Behavioral Sciences Team. Contact Tatiana Homonoff at Tatiana.Homonoff@nyu.edu.

ideas42: ideas42 is a behavioral science research and design firm. In collaboration with the City of Chicago Mayor's Office, ideas42 uses behavioral science to help inform and improve public policy and programs.

University of Chicago Energy & Environment Lab: The Energy & Environment Lab partners with civic and community partners to identify, rigorously evaluate, and help scale energy and environmental programs and policies with the greatest potential to improve human lives. Contact Matt Smith at matthewsmith@uchicago.edu.

For more information, contact Doug Palmer at dpalmer@ideas42.org.

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- ⁱ Chicago, Illinois, Municipal Code § 3-50. Retrieved from: https://www.cityofchicago.org/content/dam/city/depts/rev/supp_info/TaxPublicationsandReports/3-50ChicagoCheckoutBagTaxOrdinance.pdf.
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- ⁱⁱⁱ Clapp, J., & Swanston, L. (2009). Doing away with plastic shopping bags: international patterns of norm emergence and policy implementation. *Environmental Politics*, 18(3), 315-332.
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- ^v United States Environmental Protection Agency (2017). Air Releases by Industry in the 2015 TRI Analysis [online]. Retrieved from: <https://www.epa.gov/trinationalanalysis/air-releases-industry-2015-tri-national-analysis>.
- ^{vi} Chicago, Illinois, Amendment of Municipal Code Chapter 11-4 by adding Article XXIII. Retrieved from: <https://chicago.legistar.com/LegislationDetail.aspx?ID=1676473&GUID=E704F6F5-3960-4327-BC60-07B8766C35FA&Options=Advanced&Search=>.
- ^{vii} Chicago, Illinois, Municipal Code § 3-50. Retrieved from: https://www.cityofchicago.org/content/dam/city/depts/rev/supp_info/TaxPublicationsandReports/3-50ChicagoCheckoutBagTaxOrdinance.pdf.
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- ^x Elejalde-Ruiz, A. (2016, February 1). Six months in, Chicago's plastic bag ban a mixed bag. *Chicago Tribune*. Retrieved from <http://www.chicagotribune.com/business/ct-plastic-bag-ban-0131-biz-20160129-story.html>
- ^{xi} Homonoff, T. A. (2013). Can Small Incentives Have Large Effects? The Impact of Taxes versus Bonuses on Disposable Bag Use (Working Paper No. #575). *Industrial Relations Section*. Princeton, NJ.
- ^{xii} 51 percent reduction; Homonoff, T. A. (2013). Can Small Incentives Have Large Effects? The Impact of Taxes versus Bonuses on Disposable Bag Use (Working Paper No. #575). *Industrial Relations Section*. Princeton, NJ.
- ^{xiii} Tversky, A., & Kahneman, D. (1991). Loss aversion in riskless choice: A reference-dependent model. *The quarterly journal of economics*, 106(4), 1039-1061.
- ^{xiv} Shampanier, K., Mazar, N., & Ariely, D. (2007). Zero as a special price: The true value of free products. *Marketing science*, 26(6), 742-757.
- ^{xv} Differences between graphs and reported numbers are due to rounding.
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- ^{xvii} McKinley, J. (2017, February 14). Cuomo Blocks New York City Plastic Bag Law. *The New York Times*. Retrieved from https://www.nytimes.com/2017/02/14/nyregion/cuomo-blocks-new-york-city-plastic-bag-law.html?_r=0

RECEIVED
Newton City Clerk

CITY OF NEWTON

DOCKET REQUEST FORM

2019 JUN -6 PM 2:09

DEADLINE NOTICE: Council Rules require items to be docketed with the Clerk of the Council NO LATER THAN 7:45 P.M. ON THE MONDAY PRIOR TO A FULL COUNCIL MEETING.

Newton, MA 02459

To: Clerk of the City Council

Date: June 5, 2019

From (Docketer): Councilors Laredo and Kalis

Address: _____

Phone: _____

E-mail: _____

Additional sponsors: _____

1. Please docket the following item (it will be edited for length if necessary):

Councilors Laredo and Kalis requesting an increase in the salary of the City Clerk/Clerk of the City Council to \$139,719 effective July 1, 2019 to match the percentage increase included in the FY20 budget for H-grade employees.

2. The purpose and intended outcome of this item is:

- | | |
|--|--|
| <input type="checkbox"/> Fact-finding & discussion | <input checked="" type="checkbox"/> Ordinance change |
| <input type="checkbox"/> Appropriation, transfer, | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Expenditure, or bond authorization | <input type="checkbox"/> License or renewal |
| <input type="checkbox"/> Special permit, site plan approval, | <input type="checkbox"/> Appointment confirmation |
| <input type="checkbox"/> Zone change (public hearing required) | <input type="checkbox"/> Other: _____ |

3. I recommend that this item be assigned to the following committees:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Programs & Services | <input checked="" type="checkbox"/> Finance | <input type="checkbox"/> Real Property |
| <input type="checkbox"/> Zoning & Planning | <input type="checkbox"/> Public Safety | <input type="checkbox"/> Special Committee |
| <input type="checkbox"/> Public Facilities | <input type="checkbox"/> Land Use | <input type="checkbox"/> No Opinion |

4. This item should be taken up in committee:

Immediately (Emergency only, please). Please state nature of emergency:

- As soon as possible, preferably within a month
- In due course, at discretion of Committee Chair
- When certain materials are made available, as noted in 7 & 8 on reverse
- Following public hearing

PLEASE FILL OUT BOTH SIDES

5. I estimate that consideration of this item will require approximately:

- One half hour or less
- More than one hour
- More than one meeting
- Up to one hour
- An entire meeting
- Extended deliberation by subcommittee

6. The following people should be notified and asked to attend deliberations on this item. (Please check those with whom you have already discussed the issue, especially relevant Department Heads):

City personnel

Citizens (include telephone numbers/email please)

- _____
- _____
- _____
- _____
- _____

- _____
- _____
- _____
- _____
- _____

7. The following background materials and/or drafts should be obtained or prepared by the Clerk's office prior to scheduling this item for discussion:

8. I have or intend to provide additional materials and/or undertake the following research independently prior to scheduling the item for discussion. *

(*Note to docketer: Please provide any additional materials beyond the foregoing to the Clerk's office by 2 p.m. on Friday before the upcoming Committee meeting when the item is scheduled to be discussed so that Councilors have a chance to review all relevant materials before a scheduled discussion.)

Please check the following:

- 9. I would like to discuss this item with the Chairman before any decision is made on how and when to proceed.
- 10. I would like the Clerk's office to contact me to confirm that this item has been docketed. My daytime phone number is:
- 11. I would like the Clerk's office to notify me when the Chairman has scheduled the item for discussion.

Thank you.

Councilor Marc Laredo
Signature of person docketing the item

[Please retain a copy for your own records]



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

RECEIVED
Newton City Clerk
May 31 2019
2019 MAY 31 PM 12:25
David A. Olson, Clerk
Newton, MA 02459

To the Honorable City Councilors:

I am pleased to reappoint James Pellegrine of 15 Adams Court, Newton as a Constable for the City of Newton. His term of office shall expire June 30, 2022 and his appointment is subject to your confirmation.

Thank you for your attention to this matter.

Warmly,

Ruthanne Fuller
Mayor

Application Form

Profile

James _____ Pellegrine _____
 First Name Middle Initial Last Name

jimpell538@gmail.com _____
 Email Address

15 Adams Court _____
 Home Address

Newton _____
 City

Suite or Apt

MA

02458

State

Postal Code

David A. O'Connell, Clerk
 Newton City Clerk
 2019 MAY 31 PM 12:25

What Ward do you live in?

Ward 1

Home: (617) 594-9529 _____
 Primary Phone

Home: _____
 Alternate Phone

Retired _____
 Employer

Police Officer _____
 Job Title

Which Boards would you like to apply for?

Constables: Submitted

Interests & Experiences

Please tell us about yourself and why you want to serve.

Why are you interested in serving on a board or commission?

I Was a Police officer For 30 years and would like to continue in Law Enforcement and have been a Constable for several years

Dear_Mayor.docx _____
 Upload a Resume

Dear Mayor

I have been a Constable for the City of Newton since June 14, 2010. My term expires in June 2019. I have been one of the most active Constables for the City during that time. I am also a member of the Massachusetts Constable Association. At this time I am asking for your consideration of re-appointment.

Sincerely

James A. Pellegrine

RECEIVED
Newton City Clerk
2019 MAY 31 PM 12:25
David A. Olson, City
Newton, MA 02459



The Hanover Insurance Company | 440 Lincoln Street, Worcester, MA 01653
 Citizens Insurance Company of America | 645 West Grand River Avenue, Howell, MI 48843
 Massachusetts Bay Insurance Company | 440 Lincoln Street, Worcester, MA 01653

PUBLIC OFFICIAL BOND

Bond No.: BONA856596

Know all men by these presents,

That James A. Pellegrine

as Principal, and The Hanover Insurance Company and/or Massachusetts Bay Insurance Company having its executive office in Worcester, Massachusetts, as Surety, are held and firmly bound unto the City of Newton in the penal

sum of Five Thousand Dollars (\$ 5,000.00) Dollars, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents, the liability of the Surety being limited to said penal sum regardless of the number of years this bond remains in force or is renewed or of the number of premiums that shall be payable or paid.

The condition of this obligation is such, That, Whereas the said Principal was elected or appointed as Constable

Now, therefore, if the Principal shall, during the term three years beginning on the 24th day of February, 2019, well and faithfully perform all and singular the duties incumbent upon it in said office or position, then this obligation shall be void; otherwise it shall be and remain in full force and virtue.

This bond may be extended at the option of the Surety by continuation certificate.

This bond may be terminated and cancelled, at any time, by the Obligee giving written notice to the Surety specifying the effective date of cancellation, or by the Surety mailing written notice to the Obligee and the effective date of such cancellation shall be at the expiration of fifteen days after the date of such notice.

In Witness Whereof, the Principal has hereunto set its hand and seal and the Surety has affixed its corporate seal and caused these presents to be signed by its Attorney-in-Fact this 7th day of February, 2019.

Witness:

James A. Pellegrine

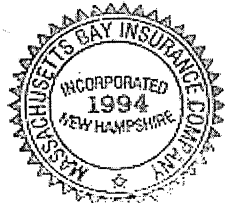
By: _____

THE HANOVER INSURANCE COMPANY

By: _____

MASSACHUSETTS BAY INSURANCE COMPANY

By: David C. Smith, Attorney-in-Fact



THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

POWER OF ATTORNEY

THIS Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

KNOW ALL PERSONS BY THESE PRESENTS:

That THE HANOVER INSURANCE COMPANY and MASSACHUSETTS BAY INSURANCE COMPANY, both being corporations organized and existing under the laws of the State of New Hampshire, and CITIZENS INSURANCE COMPANY OF AMERICA, a corporation organized and existing under the laws of the State of Michigan, (hereinafter individually and collectively the "Company") does hereby constitute and appoint,

David O. Smith

Of Burgin, Platner & Company, LLC, Quincy, MA

each individually, if there be more than one named, as its true and lawful attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed any place within the United States, any and all surety bonds, recognizances, undertakings, or other surety obligations. The execution of such surety bonds, recognizances, undertakings or surety obligations, in pursuance of these presents, shall be as binding upon the Company as if they had been duly signed by the president and attested by the secretary of the Company, in their own proper persons. Provided however, that this power of attorney limits the acts of those named herein; and they have no authority to bind the Company except in the manner stated and to the extent of any limitation stated below:

Constable

in the amount of: \$5,000.00

That this power is made and executed pursuant to the authority of the following Resolutions passed by the Board of Directors of said Company, and said Resolutions remain in full force and effect:

RESOLVED: That the President or any Vice President, in conjunction with any Vice President, be and they hereby are authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as it acts, to execute and acknowledge for and on its behalf as surety any and all bonds, recognizances, contracts of indemnity, waivers of citation and all other writings obligatory in the nature thereof with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be binding upon the Company as if they had been duly executed and acknowledged by the regularly elected officers of the Company in their own proper persons.

RESOLVED: That any and all Powers of Attorney and Certified Copies of such Powers of Attorney and certification in respect thereto, granted and executed by the President or Vice President in conjunction with any Vice President of the Company, shall be binding on the Company to the same extent as if all signatures therein were manually affixed, even though one or more of any such signatures thereon may be facsimile. (Adopted October 7, 1981 - The Hanover Insurance Company; Adopted April 14, 1982 - Massachusetts Bay Insurance Company; Adopted September 7, 2001 - Citizens Insurance Company of America)

IN WITNESS WHEREOF, THE HANOVER INSURANCE COMPANY, MASSACHUSETTS BAY INSURANCE COMPANY and CITIZENS INSURANCE COMPANY OF AMERICA have caused these presents to be sealed with their respective corporate seals, duly attested by two Vice Presidents, this 30th day of January, 2017.

The Hanover Insurance Company
Massachusetts Bay Insurance Company
Citizens Insurance Company of America

John C. Roche

John C. Roche, EVP and President



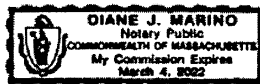
The Hanover Insurance Company
Massachusetts Bay Insurance Company
Citizens Insurance Company of America

James H. Kawiecki

James H. Kawiecki, Vice President

THE COMMONWEALTH OF MASSACHUSETTS)
COUNTY OF WORCESTER) ss.

On this 30th day of January, 2017 before me came the above named Vice Presidents of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, to me personally known to be the individuals and officers described herein, and acknowledged that the seals affixed to the preceding instrument are the corporate seals of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, respectively, and that the said corporate seals and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporations.



Diane J. Marino
Diane J. Marino, Notary Public
My Commission Expires March 4, 2022

I, the undersigned Vice President of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Companies, and do hereby further certify that the said Powers of Attorney are still in force and effect.

GIVEN under my hand and the seals of said Companies, at Worcester, Massachusetts, this 7th day of February 2019

CERTIFIED COPY

Theodore G. Martinez
Theodore G. Martinez, Vice President



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#231-19

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

May 22, 2019
RECEIVED
NEWTON CITY CLERK
2019 JUN -5 AM 10:38
Daniel A. O'Brien, City
Newton, MA 02459

To the Honorable City Councilors:

I am pleased to reappoint Daniel Kunitz of 51 Pratt Drive, Newton as a trustee of the Horace Cousens Industrial Fund. His term of office shall expire on June 1, 2022 and his appointment is subject to your confirmation.

Thank you for your attention to this matter.

Warmly,

Ruthanne Fuller
Mayor

Application Form

Profile

DANIEL

First Name

P

Middle Initial

KUNITZ

Last Name

Email Address

51 Pratt Drive

Home Address

Suite or Apt

Newton

City

MA

State

02465

Postal Code

What Ward do you live in?

Ward 3

Home: (617) 332-9108

Primary Phone

Home: (617) 852-6554

Alternate Phone

RETIRED

Employer

EDUCATOR

Job Title

Which Boards would you like to apply for?

Horace Cousens Industrial Fund Trustees: Submitted

Interests & Experiences

Please tell us about yourself and why you want to serve.

Why are you interested in serving on a board or commission?

SERVING ON THIS BOARD IS AN OPPORTUNITY TO GIVE BACK TO THE COMMUNITY. IT IS A BLESSING TO HELP PEOPLE IN NEED. DANIEL P. KUNITZ BIOGRAPHY I have been involved in education for more than fifty years spanning grades five through college. I received my Bachelor degrees and a Masters degree in the Social Sciences from the University of Chicago and have taken many additional courses from colleges and universities in the New England area. We moved to Newton in 1963 where I taught History at Day Jr. High School and at Newton North High School until I "officially" retired in 1997, with the exception of the 1970-71 school year during which I taught History at the Overseas School of Rome. For many years, I have mentored and supervised student teachers for Harvard and for Boston University. From 1997 to 2000 I helped establish and was Academic Dean for Thebes American College in Cairo. I also consulted to schools in Ramallah, Palestine and Jalalabad, Kyrgyzstan (under the auspices of the International Executive Service Corps). At Newton North, I was Advisor to the Model United Nations program and helped establish the Global High School Committee and the Newton North Human Rights Committee. I received the Elicker award for excellence in teaching and the City of Newton Human Rights award. In addition to teaching, I have been involved in creating a number of Social Studies units and have done professional development including guest speaking and teaching at Tufts University and at Brandeis University. I look forward, with much humility, to continuing my tenure on the Cousens Fund.

[RESUME_DAN_2015.pdf](#)

Upload a Resume

DANIEL P. KUNITZ
 51 Pratt Drive
 Newton, MA 02465
 TEL: (617) 332-9108
 e-mail: dankunitz@aol.com

EDUCATION:

University of Chicago, Chicago, Illinois
 M.A. Division of the Social Sciences: Major Field, Sociology, 1961
 A.B. Social Sciences, 1956
 B.A. Liberal Arts, 1955

National Defense Education Act Fellowships

Clark University Experienced Teacher Fellowship (Training Teachers of Teachers) History and
 the Social Sciences, 1969-70 School Year
 Dartmouth College Fellowship in Political Science, Summer, 1968

National Endowment for the Arts Fellowships

Brown University National Endowment for the Humanities Seminar - "George Kennan:
 Diplomat, Historian, Commentator" with Professor Charles Neu - Summer, 1989
 Tufts University National Endowment for the Humanities Seminar - "Road to Hitler through
 Literature" with Professor Sol Gittleman, Summer, 1986
 Tufts University (Fletcher School of Law and Diplomacy) "America and the Modern World" with
 Professor Seyom Brown, Summer 1985
 Boston University Advanced graduate credits in Education and Sociology
 Harvard University "Case Studies of Innovation and Intervention in Educational Settings"
 Tufts University, (Lincoln Filene Center) - "Economic Education Workshop: Games and
 Simulations in Economics"
 American Academy of
 Arts and Sciences Cambridge, MA - Nuclear Issues Seminar
 University of Mass. Inclusion: Integrating students with Special Needs; Use of Portfolios and
 Alternative Means of Assessment
 Commonwealth Literacy
 Corps English as a Second Language Volunteer Tutor Training

EXPERIENCE:

2013-2015 - Newton Community Education - "Life Time Learning" - The Decades (20's, 30's, 40's, 50's and 60,s)

December, 2008 - June, 2009 - EDCO, Watertown, MA - North Crossing - U.S. History and Western Civilization,
 ages 13 to 18 years; Special Needs

2008 One Marking Period - Modern European History (9th grade)
Lincoln Sudbury Regional High School

2007 One Marking Period - African History and US Special Needs
Lincoln Sudbury Regional High School

2006 Three weeks Economics
Newton Public Schools, Newton North High School, Newton, MA

Academic Year 9/05 - 2/06
Lincoln Sudbury Regional High School
 Teacher of Twentieth Century United States History - part time

Academic Year 2004-05

Newton Public Schools, Newton North High School, Newton, MA

Teacher of United States History - part time

Academic Years 2002-04

Wellesley Public Schools, Wellesley, MA. Wellesley High School

Teacher of World History and U.S. History -- Part time teacher

Boston University 2001-09

Supervisor of Student teachers and cooperating teachers at F.A. Day Middle School, Wellesley High School, Newton North High School, Quincy High School, Somerville High School and Bedford High School - provided training, mediated problems between the cooperating teachers and their interns.

September 2000 - 2002

Newton Public Schools, Newton, MA -- Newton North High School

Teacher of World History -- 9th and 10th Grades (part-time)

Harvard University, Cambridge, MA (2000-01) Supervisor of Mentors and student teachers at Arlington High School.

April - June 2000

International Executive Service Corps - Jalalabad, Kyrgyzstan (Volunteer Consulting Project)

The client was a privately owned school, elementary through high school, with 160 students and 24 faculty. The goals of the project included bringing the school up to international standards, introducing a preschool component, reorganizing administration and management, introducing a marketing plan, establishing an elective program and creating the position of guidance counselor. The language of instruction in the school is Russian. All work was accomplished through a translator.

1999 - 20002

American Educational Consultants: Consultant to American schools abroad -- providing professional development, assistance with curriculum goals and instruction, accreditation and general educational consultation (Egypt, Kyrgystan, Palestine).

1997-1999

Thebes American College in Cairo, Cairo, Egypt

(An American Style school Pre-K through 12th Grade for Egyptian students. For most students, English is a second language.)

Academic Dean: Responsible for designing the curriculum and syllabus development K-12, selecting and purchasing the texts and establishing the library. Recruited teachers, provided staff development, inservice training, classroom observations, supervision of lesson plans and teacher performance. Supervised student academic planning. Taught courses in U.S. History and Political Science. Coordinated and supervised the accreditation process for Thebes American College in Cairo as well as the Integrated Thebes Language Schools. Schools were accredited by the Northwest Association of Schools and Colleges in 1998.

1972 -1997

Newton Public Schools, Newton, Massachusetts-- Newton North High School

Teacher of U.S. History (all levels including Advanced Placement), Contemporary Problems (seniors) and World History (9th grade - including Facing History Unit); founder and member of Human Rights Committee and Chairperson of The Global High School Committee for the development of a public International High School. Served as Advisor to the Model United Nations Club; mentor to two African-American students (part of efficacy program). Designed and taught an American Studies program. F.A. Day Junior High School - Coordinator of the Social Studies Department; Teacher of Social Studies, 7th and 9th grades; developed and taught 7th grade World History course; Supervisor of Practice Teachers; Chairperson of the Symposium Committee On Education; Interdisciplinary Team Leader.

1965 - 1997

Harvard University, Cambridge, Massachusetts

1995-97 - Supervisor of Mentors: Monitored the mentor training program, provided training to mentors, mediated problems between the mentors and their interns.

1965-1995 - Supervisor of Student Teachers: Observation and supervision of Harvard graduate students in the Graduate School of Education; provided training in the development of learning strategies, lesson planning, classroom management, assessments of students and all aspects of the teaching process.

1979-81

Lesley College, Cambridge, Massachusetts

Adjunct Faculty Member - Advisor in Independent Study Program

1971 -72

Brookline Public Schools, Brookline, Massachusetts

Teacher of Honors U.S. History in the 11th grade; Honors World History, 9th grade; General Social Science, 9th grade.

1970 - 71

Overseas School of Rome, Rome, Italy Teacher of U.S. History and American Culture to juniors and seniors; teacher of course called "Topics in Social Science" in which all participants are teacher-learners involved in an educational enterprise with decisions made by consensus. Extra curricular: Student Government, Table Tennis, Softball.

1963 - 69

Newton Public Schools, Newton, MA

Coordinator of Social Studies; Interdisciplinary Team Leader; (See section on Curriculum Development) Teacher of Social Studies, 8th grade; Supervisor of Practice Teachers,

1959 - 63

Calumet Park Public Schools,

Calumet Park, Illinois Teacher of Academically Talented Students; designed and taught special program for academically talented students - 6th, 7th and 8th grades. Program emphasized communication skills and was project centered. All day field trips on Saturdays enlarged scope of activities. Master's thesis based on interpretation and analysis of this program; contains descriptive material on various projects, pupil selection, teacher reaction, etc. Extracurricular: Interest Groups, Coach, Basketball.

1958 - 59

Calumet City Public Schools, Calumet City, Illinois - Elementary school teacher; experimented with project centered interdisciplinary approach to learning in self-contained 5th grade class.

1957 - 58

Filpaco Industries, Chicago, Illinois Purchasing Agent.

LECTURES AND PRESENTATIONS

2006 and 2007 - Brandeis University - Lectures on the Art of Teaching

2006 -Boston University - Lecture on Student Teaching

1987 - Tufts University - National Education Policy and Local School Development: The United States of America in the 1980's - Presentation to Swedish educators - "Stimulating Innovation in Schools".

1983, 1984 Summers - Tufts University

Curriculum Advisor to experienced teacher-participants - National Endowment for the Humanities Summer Institute for Secondary Teachers - "The Shaping of American Communities".

1979 - Lesley College Graduate School - "Varied Approaches to Global and Future Studies". Presenter

1978, Conference on Psychological Education - "Living History: A Ninth Grade Experiential Social Studies Program for the Enhancement of Self" - Presenter.

1977 - United Nations Association - Model U.N. - Teacher workshop - "Teaching International Relations through Simulation". Presenter.

1976 - Tufts University - "Teaching Social Studies through Simulations and Games". Lecturer.

1970, Summer - Clark University, Worcester, MA - "Leader" and participant in cross-cultural Interaction Model involving students, teachers and members of the community.

1969 - Tufts University - Methods of Teaching in the Junior High School". Lecturer.

1968 - State College at Westfield - "Simulations, Educational Games and Role Playing". Lecturer.

1967, Summer - Newton Public Schools, Newton, MA - Consultant on Junior High School educational philosophy and its implementation in conjunction with planning for a new school.

CURRICULUM DEVELOPMENT

- American Studies Program: designed for use with 11th grade U.S. History and English courses.
- The Middle Ages: Religion (Judaism, Christianity and Islam),
- The Renaissance,
- Discovery and Exploration of the New World.
- Economics in the Junior High School. 1981 Sabbatical Project - Project Leader- Curriculum Workshop - "Integrating Economic Concepts into Junior High School Social Studies Curriculum".
- 9th Grade course - Black Studies - 1900 - 1920.
- Science, Technology and Change - A unit dealing with the interdependence of science and technology and its effects on current society.
- "The 19th Century American City: Case Study - Chicago in the 1890's" - 9th Grade Course
- Political science, conceptual scheme- power model. Game developed in conjunction with unit: "Success"
- "Our Town", a three-month simulation in which students relive history from 1896 through the 1930's.
- Future Studies, a 9th Grade course which had three major components:
 - I Personal Futures
 - II Post Industrial Society
 - III The Global Village

Education Development Center

Project: From Subject to Citizen, - 8th Grade Course developed for national distribution.

MEMBERSHIPS

Harvard University Teacher Center for Global Studies,
 Board of Directors OXFAM - Member of Curriculum Group.
 New England History Teachers Association, Board of Directors
 Newton Human Rights Committee, Board of Directors
 New England American Studies Association, Board of Directors

PUBLICATIONS

1980, Author: Workbook for Holt, Rinehart and Winston: People, Places and Change.

1976, The Co-Evolution Quarterly, published by Stewart Brand. "Another Classroom Dictatorship" (description of simulation on revolution)

HONORS AND AWARDS

City of Newton, Human Rights Award
 Newton North High School Human Rights Award
 Elicker Award for Excellence in Teaching

ADDITIONAL RELEVANT EXPERIENCE**Summers 1962-64 - American Friends Service Committee, Philadelphia, PA -**

Director, High School Work Camps and Service Projects A group living/working experience comprised of approximately 20 high school students. Provided leadership for consensus building approach to problem solving, community relations, intense group living situations, etc.

- 1962 - self-help urban renewal project in inner-city Philadelphia
- 1963 - Institutional Service/Work Project, Crotched Mountain Rehabilitation Center, Greenfield, NH (rehabilitation center for physically handicapped adults and children)
- 1964 - Institutional Service Unit, Brandon State Training School, Brandon, VT (state training school for the retarded)

Newton Public Schools

Summer School, 1975, 1981, 1991, 1992, including a program (in 1992) through the Jobs Training and Placement Act for students at risk.

TRAVEL

1970 - Italy, Greece, Austria, Germany, Switzerland, The Netherlands, England ; 1987 - Soviet Union
1992 - France; 1994 - Germany; 1995 - Spain; 1996 - Israel; 1997-99 - Egypt, Malta, Cyprus, Italy, Spain, Jordan
2000 - Turkey, Uzbekistan, Kyrgyzstan; 2002 - Austria, Germany, Czech Republic; 2007 - Northern Italy