



Programs & Services Committee Agenda

City of Newton **In City Council**

Wednesday, November 6, 2024

7:00 PM

City Council Chambers (Room 207)

The Programs & Services Committee will hold this meeting as a hybrid meeting on Wednesday, November 6, 2024 at 7:00 PM that the public may access in-person or virtually via Zoom. To attend this meeting via Zoom use this link: <https://newtonma-gov.zoom.us/j/84432735196> or call 1-646-558-8656 and use the Meeting ID: 844 3273 5196.

Items Scheduled for Discussion:

#435-24 Hancock Estates Easement for Walking Trail Access

HER HONOR THE MAYOR requesting authorization for the City to accept a Grant of Easement from Hancock Estates LLC for walking trail access over its property at 200 Estate Drive, Chestnut Hill, MA, known as Hancock Estates.

#345-24 Request for Updates from School Committee and Newton Public Schools

COUNCILORS KRINTZMAN AND OLIVER requesting semi-annual updates from the School Committee and Newton Public Schools. The goal of this item will be to increase information sharing between these parties and the City Council per the recommendation from the Community Dialog Working Group.

#297-24 Requesting discussion on the current status of transitioning to electric school buses

COUNCILORS LOBOVITS, HUMPHREY, MALAKIE, LAREDO, GREENBERG, ALBRIGHT, KRINTZMAN, MICLEY, AND LIPOF requesting a discussion on the investigation by NPS administration into transitioning school buses to electric powered vehicles.

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.

Referred to Programs & Services and Finance Committees

#409-24 Authorization to appropriate \$2,000,000 to the NPS Educational Stabilization Fund

HER HONOR THE MAYOR requesting authorization to appropriate two million dollars (\$2,000,000) from June 30, 2024 Certified Free Cash to the NPS Educational Stabilization Fund.

Referred to Programs & Services and Finance Committees

#412-24 Authorization to appropriate and expend \$338,119 for McKinney-Vento Homeless Student Transportation

HER HONOR THE MAYOR requesting authorization to appropriate and expend the state reimbursement in the sum of three hundred and thirty-eight thousand one hundred and nineteen dollars (\$338,119) from June 30, 2024 Certified Free Cash to Newton Public Schools for FY24 McKinney-Vento Homeless Student Transportation.

**Respectfully Submitted,
Josh Krintzman, Chair**



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#435-24

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

October 31, 2024

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

Honorable Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization for the City to accept a Grant of Easement from Hancock Estates LLC ("Hancock Estates") for walking trail access over its property at 200 Estate Drive, Chestnut Hill, MA, known as Hancock Estates (the "Premises").

Attached is a letter and backup information from Senior Assistant City Solicitor Andrew Lee.

The City is seeking to establish a walking trail from one end of Harwich Road to Lagrange Street, as depicted as a dotted blue, red and pink line on the sketch titled "Area Trail Network with Proposed Connection from Lagrange Street," a copy of which is attached to Senior Assistant City Solicitor Lee's letter. The proposed trail traverses over three parcels of land. The City owns the two parcels closest to Harwich Road. The City also holds a Conservation Restriction encumbering a portion of the Hancock Estate premises. The Conservation Restriction permits the City to establish a trail on the land.

Due to the location of the brook on the Hancock Estate premises and the topography of the Conservation Restriction land adjacent to Lagrange Street, Mr. Lee worked closely with Jennifer Steel, the City's Chief Environmental Planner, and Hancock Estates on walking trail access. Hancock Estates has agreed to grant the City, for no cost, an access easement over its premises.

A draft of the Grant of Easement and Plan showing the location of the Easement are attached.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

LAW DEPARTMENT



CITY OF NEWTON, MASSACHUSETTS

CITY HALL

1000 COMMONWEALTH AVENUE

NEWTON CENTRE, MA 02459

TELEPHONE (617) 796-1240

FACSIMILE (617) 796-1254

**CITY SOLICITOR
ALISSA O. GIULIANI**

**DEPUTY CITY SOLICITOR
JONAH M. TEMPLE**

**SENIOR ASSISTANT CITY SOLICITOR
ANDREW S. LEE**

ASSISTANT CITY SOLICITORS
JACLYN R. ZAWADA
CAROLYN A. WEISMAN
JENNIFER M. WILSON
KRISHNA M. BASU
JENNIFER S. KELLY
KRISTEN N. ANNUNZIATO

October 31, 2024

Mayor Ruthanne Fuller
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Dear Mayor Fuller:

I write to respectfully request that you submit a docket item to our Honorable City Council, authorizing the City's acceptance of a Grant of Easement from Hancock Estates LLC ("Hancock Estates") for walking trail access over its property at 200 Estate Drive, Chestnut Hill, MA, known as Hancock Estates (the "Premises"). The City is seeking to establish a walking trail from Harwich Road to Lagrange Street, as depicted as a dotted blue, red and pink line on the sketch titled "Area Trail Network with Proposed Connection from Lagrange Street", a copy of which is attached to this letter. The proposed trail traverses over three parcels of land. The City owns the two parcels closest to Harwich Road. The City also holds a Conservation Restriction encumbering a portion of the Premises. The Conservation Restriction permits the City to establish a trail on the land.

Due to the location of the brook on the Premises and the topography of the Conservation Restriction land adjacent to Lagrange Street, there is no feasible access to the proposed trail from Lagrange Street over the Conservation Restriction land. I have worked closely with Jennifer Steel, the City's Chief Environmental Planner, and Hancock Estates on a solution to the lack of access. Hancock Estates has agreed to grant the City, for nominal consideration, an access easement over the Premises allowing public access from Lagrange Street to the trail to be established on the Conservation Restriction land. A draft of the Grant of Easement and Plan showing the location of the Easement are attached.

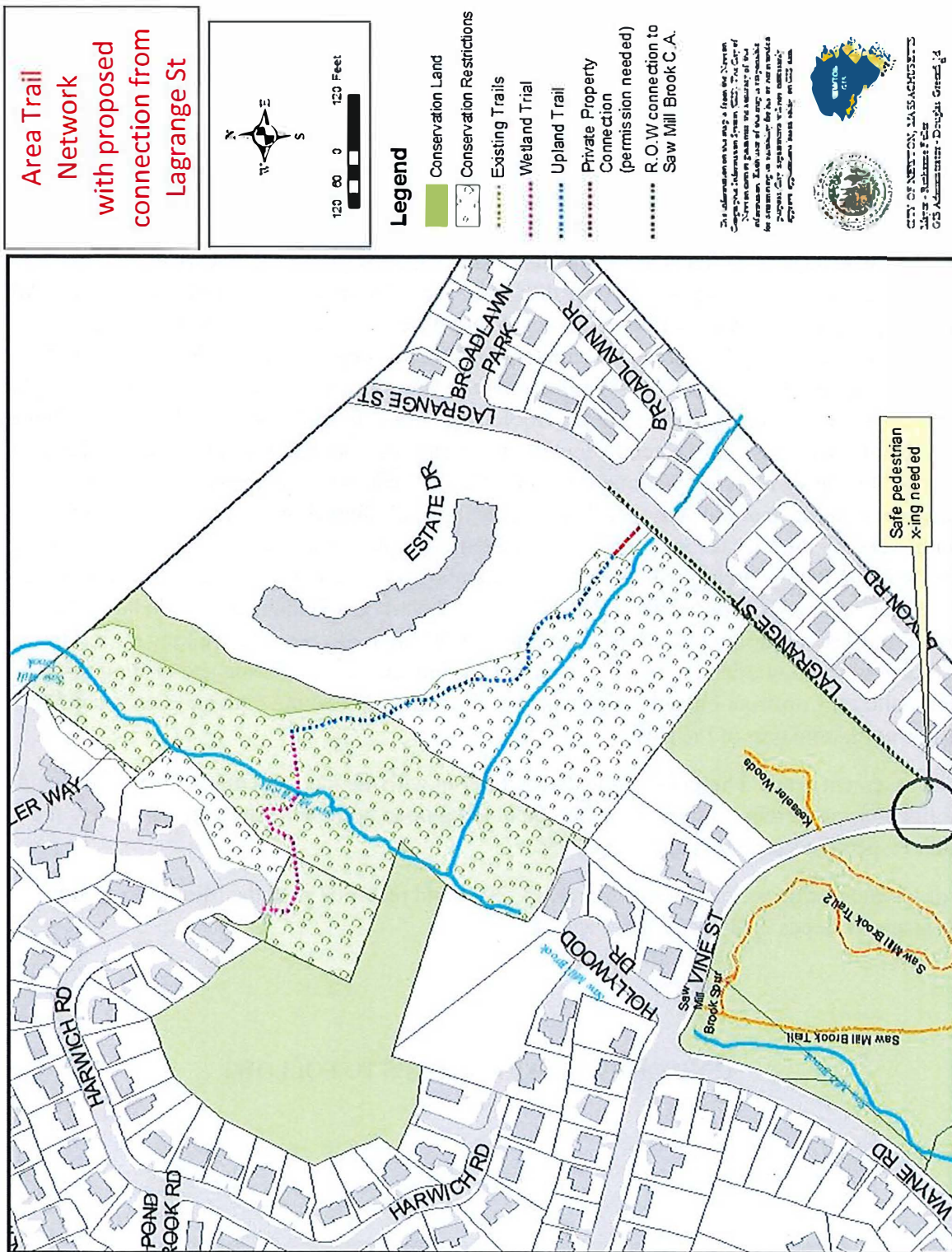
Thank you for your consideration of this matter.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'ASL', is positioned below the closing 'Very truly yours,'.

Andrew S. Lee
Senior Assistant City Solicitor

cc: Jennifer Steel, Chief Environmental Planner



GRANT OF EASEMENT TO THE CITY OF NEWTON

200 Estate Drive, Newton, MA 02467

Hancock Estates LLC, a Delaware limited liability company authorized to conduct business in Massachusetts with a principal office address of c/o Chestnut Hill Realty Corp., 300 Independence Drive, Chestnut Hill, MA 02467 (hereinafter, the “Grantor”), in consideration of \$1.00, the receipt of which is hereby acknowledged, hereby grants to the City of Newton, a municipal corporation organized under the laws of the Commonwealth of Massachusetts, with a principal office address of 1000 Commonwealth Avenue, Newton, Massachusetts 02459 (hereinafter, the “City”), a perpetual right and easement, subject to Massachusetts General Laws, Chapter 21, Section 17C, over and upon the land shown as “Easement Area” on the plan titled “Easement Sketch, 200 Estate Drive, Newton, Mass. 02467”, prepared by Otte & Dwyer, Inc. Land Surveyors and recorded herewith, to install, use and maintain a path no greater than five (5) feet in width (the “Walking Path”) for the public to pass and repass by walking, jogging, running and like activities, but specifically excluding all motorized vehicles except as authorized by the City for maintenance, management, police and emergency purposes. Paving the Walking Path is prohibited. The Grantee is authorized to use the portions of the Easement Area not occupied by the Walking Path to access, construct, and maintain the Walking Path, including, but not limited to, access to and from LaGrange Street to the Walking Path. The Grantee is also authorized to install and maintain signage for wayfinding and posting of rules and policies. Construction and maintenance of the signage, Walking Path and Easement Area shall be at the sole cost of the City.

The easement granted herein shall be deemed to run with the land together with all rights and obligations, as herein set forth, and shall be binding upon both the Grantor and the City, and their respective successors and assigns.

For Grantor’s title see deed dated March 18, 2021 and recorded with the Middlesex South Registry of Deeds in Book 77347, Page 18.

[END OF PAGE – SIGNATURES TO FOLLOW]

Executed as a sealed instrument this ____ day of _____, 2024.

HANCOCK ESTATES LLC

By: CM-CHR, Inc., its Manager

By: _____

Title:

Duly Authorized

COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, ss.

On this ____ day of _____ 2024, before me, the undersigned notary public, personally appeared _____, proved to me through satisfactory evidence of identification, which were _____, to be the person whose name is signed on the preceding document, and acknowledged that he/she signed it as the Manager of Hancock Estates LLC voluntarily for its stated purpose.

Notary Public

My Commission expires: _____

Grant of easement accepted by the City of Newton:

CITY OF NEWTON

By: _____
Ruthanne Fuller, Mayor

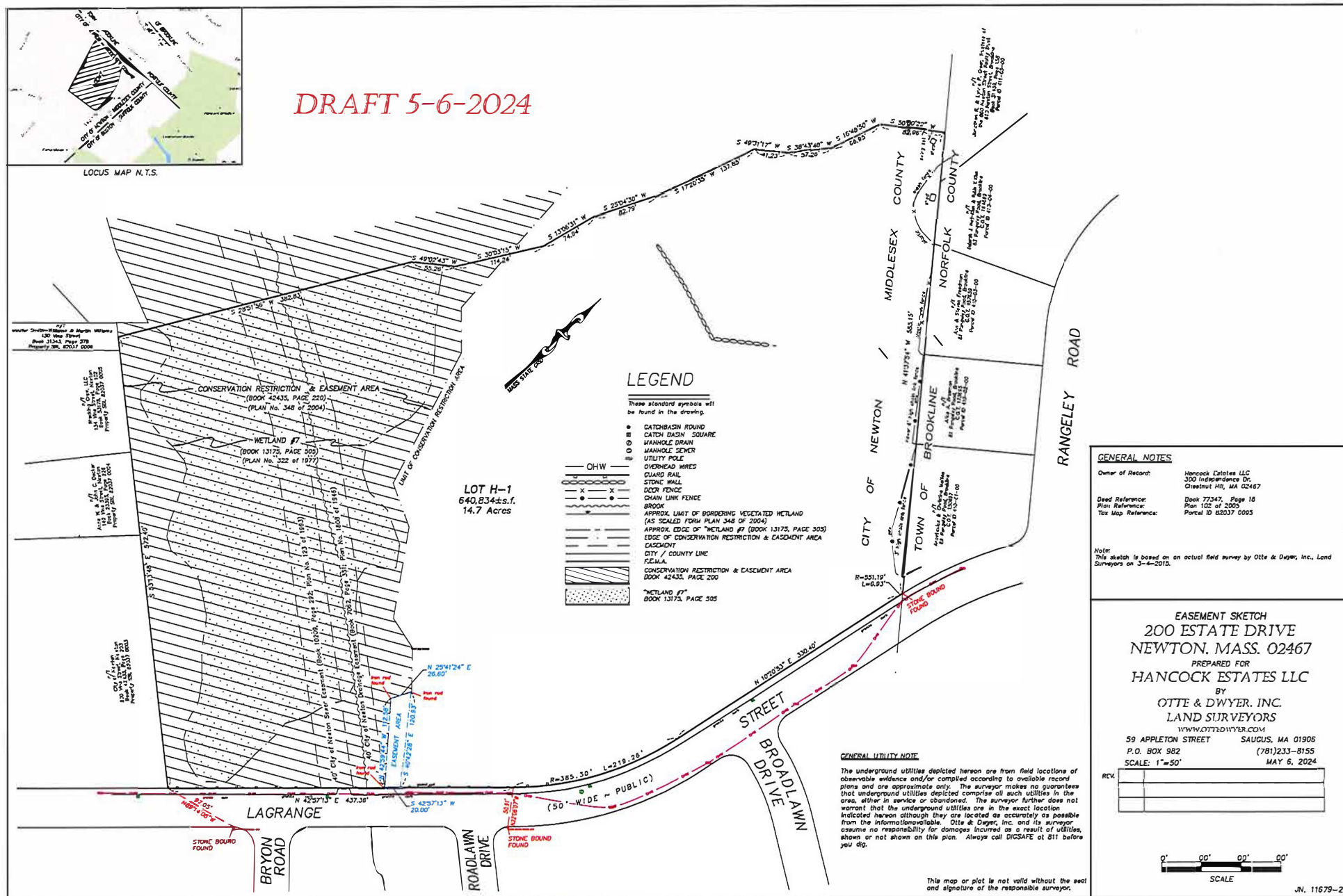
COMMONWEALTH OF MASSACHUSETTS

MIDDLESEX, SS.

On this ____ day of _____ 2024, before me, the undersigned notary public, personally appeared Ruthanne Fuller, and proved to me through satisfactory evidence of identification, which were Personal Knowledge, to be the person whose name is signed on the preceding document, and acknowledged to me that she signed it in her official capacity as Mayor of the City of Newton voluntarily for its stated purpose.

Notary Public

My Commission expires: _____



How does our garden grow?



Schools in the Garden City: Newton Public Schools

Dr. Anna Nolin, Superintendent and Mr. Liam Hurley, CFO
City Council – Programs & Services Committee
November 6, 2024



- Critical Thinking
- Communication
- Empathy
- Adaptability
- Learner's Mindset

Newton Schools Portrait of a Learner

School Committee
[DRAFT budget guidelines](#)
for FY26 budget.



Our Goals

Foster Joyful and Supportive Learning Environments

Provide Culturally Responsive, High Quality, Rigorous Instruction for All

Ensure Equitable Access to Effective Educators

Optimize District Planning and Budgeting Ecosystem

This Winter:
New 3-5 year
strategic plan
coming soon!



Where every student can thrive

**Growing minds,
hearts and bonds
for students to
independently
and safely
navigate the
world, and in
doing so, change
it for the better.**

OUR PROMISE AND WHAT NEWTON FAMILIES EXPECT:

STRONG, CHALLENGING AND ENGAGING ACADEMIC PROGRAM OF STUDY



- Reasonable class sizes with personalized learning
- Specialist teachers to support classroom instruction
- Academic coordination across district
- Multiple pathways for diverse learners (AP classes, CTE, etc.)
- Multiple World Language offerings, including **Spanish, French, Mandarin Chinese, and Italian**
- Seven distinguished, state-recognized **Career and Technical Education programs—we NEED to add more! (Both sides of town to be able to attend.)**
- Approximately **20 College-Board approved Advanced Placement** courses—not enough space in them for all interested students!
- Neighborhood schools** that build community and connection
- Thirty-four varsity sports** at each Newton high school, and 10 additional interscholastic sports at the middle school level
- Award-winning fine and performing arts** programming
- A wide range of **student clubs and academic teams and other learning opportunities** at the middle and high school level



OUR PROMISE AND WHAT NEWTON FAMILIES EXPECT:

INCLUSIVE & WELCOMING SCHOOLS AND SCHOOL COMMUNITIES



- Smaller elementary schools
 - With parent support networks built in
- In-district special education programming to serve needs of diverse learners vs. sending students to outplaced programs
- English Learner programs - more than 50 languages supported
- Athletics, fine arts, clubs, and activities beyond academia
 - Adaptive assessments to provide personalized intervention blocks



OUR PROMISE AND WHAT NEWTON FAMILIES EXPECT:

ROBUST AND MEANINGFUL MENTAL HEALTH SUPPORTS

- Staff Specialists
 - School guidance counselors
 - Social workers
 - Adjustment counselors
 - Psychologists
 - Social emotional interventionists
- Programming
 - Social & emotional learning programs
 - Partnerships with community mental health organizations
 - K-8 social emotional screening assessment for all students
 - Connectedness surveys for all students



OUR PROMISE AND WHAT NEWTON FAMILIES EXPECT:

MODERN, INNOVATIVE, AND ACCESSIBLE TECHNOLOGY

- Dedicated 1:1 device program for grades 6-12
- Adaptive digital tools to personalize learning and practice
- Sophisticated and adaptive assessment tools (K-8)
- Digital creation tools
- Access to content by text, audio, & video

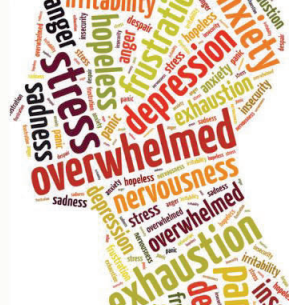
Current Challenges



Old and dated buildings not conducive to 21st century learning



District lacks Early College & Certification Programs (e.g., early child care, computer repair, web design) that are available across rest of Commonwealth.



Growing mental health needs of students



Curriculum that has not been updated in over two decades with exception of elementary math and literacy/reading. Few curricular or lab resources.



Newton in 1994 vs. 2024: The Difference 30 Years Makes

Increased State Mandates

Examples:

- All MIAA games required a certified athletic trainer on site/staff
- Specific curriculum frameworks in all subjects
- Must employ a district physician
- Students can no longer be suspended or expelled, must have behavior assessments and plans
- All students must pass MCAS to graduate including disabled or English Language Learner students
- All staff must have a sheltered English immersion designation / training to be certified
- Required legal and cyber security requirements and trainings.

Increased Complexity

Examples:

- Board Certified Behavior Analysts
- Behavior Technicians
- Assistive Technology Experts
- Athletic trainers
- District Technology and Cybersecurity Director
- Instructional Technology/Library Science staff
- Cybersecurity and AI protections and procedures/investments





Newton in 1994 vs. 2024: The Difference 30 Years Makes

Parental Expectations

Examples:

- Frequent communication and teacher feedback updates, full curricular and lesson transparency, 24 hour response time from all administrators and staff
- Full breadth of after school programming and athletics
- Extra weeks of summer special education programming
- Multilingual learner options
- Global travel and field trips without financial restrictions
- Neuropsych level evaluations in basic special education testing
- Individualized College Counseling
- Average English, math and STEM teachers write over 50 college recommendations a year
- Field trips at every grade level
- Arts experiences woven into school day
- Medical care on site for diabetics, those with catheters, particular therapies and allergies, medication administration on site
- Safeguards from trauma of geopolitical events
- Therapeutic on-demand supports



Enrollment is down: Shouldn't Expenses Be?

Complexity and severity of both mental health and academic recovery need is extended in NPS because of **lack of common and systematic emotional and academic curriculum and services.**

Prior budget cuts have created key **holes/gaps** in our ability to provide the strongest general education academic programs.

- Statewide, special education needs have outpaced state and federal funding and **promised reimbursements for programs and transportation have not been realized** (expected 75%, received 44% in FY 24).
- Newton has **redeployed general education resources to create in-house programming and added special education supports** that has reduced out of district and other special education costs.
- **While overall enrollment has decreased in Newton, special education enrollment has risen.**
- Statewide, Student Opportunity Act (SOA) monies have been infused in many poorer districts but **not in Newton** to a meaningful result.
- Like the rest of the Commonwealth, special education transportation and placement costs outpace budgets and Newton receives less aid proportionally than other districts.

The actual savings and how...

In FY 24, the district saved

- the expected \$3million carryforward
- \$1.6 million additional savings in personnel
- \$1 million additional in various operations accounts

How?

- Smart hiring
- In-house special education programs guard against outside placements (OSD 14% increase in one year two years ago, NPS programming guards against this volatility)
- Cutting down on redundant tools, programs and materials
- Implementation of checks and balances on purchasing
- Removing many HR support contracts and unorganized teaching and learning contracts

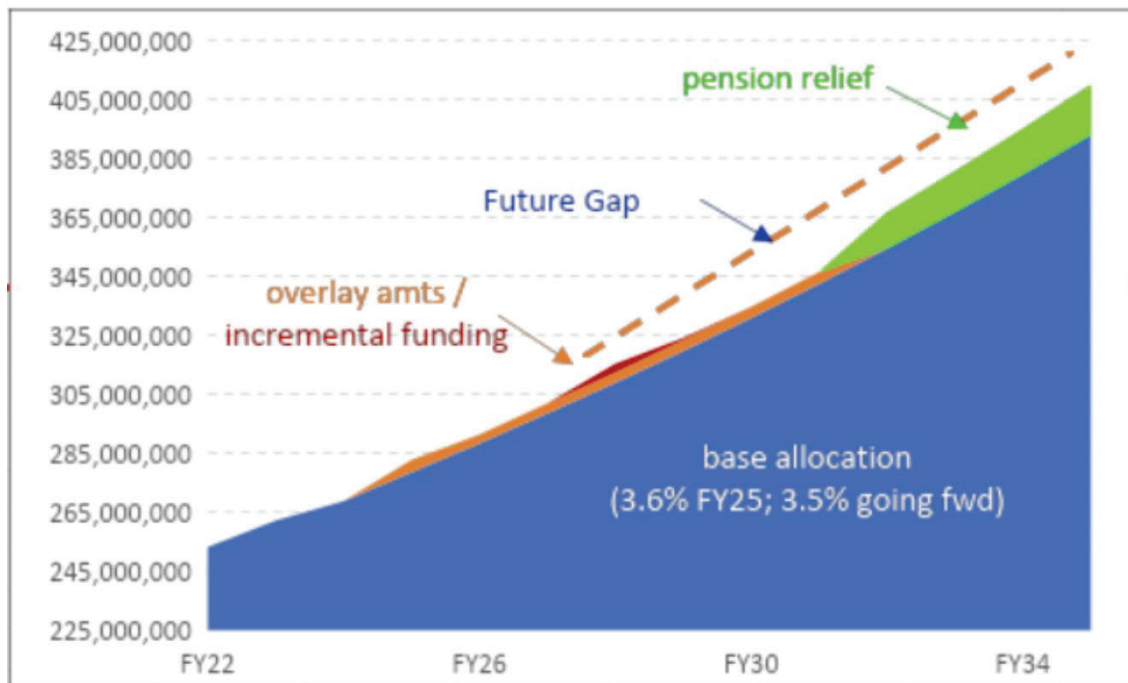
Future:

We will have to continue to bring in our own revenue and reduce other costs! Need support for ideas like school choice, fee increases, and other changes.

Multi-Year Efficiencies & Savings

| Potential Efficiencies and Savings relative to FY24 Budget | | | | | | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Description of Actual Actions /Savings | FY25 Estimate | FY26 Estimate | FY27 Estimate | FY28 Estimate | FY29 Estimate | FY30 Estimate | FY31 Estimate | FY32 Estimate | FY33 Estimate | FY34 Estimate | FY35 Estimate |
| Contracted /Consulting Services Savings due to addition of Williams Reflection Classroom | -\$217,000 | -\$224,595 | -\$232,456 | -\$240,592 | -\$249,012 | -\$257,728 | -\$266,748 | -\$276,085 | -\$285,748 | -\$295,749 | -\$306,100 |
| Additional Revenue from Strong Fee Collection Practices | -\$50,000 | -\$51,750 | -\$53,561 | -\$55,436 | -\$57,376 | -\$59,384 | -\$61,463 | -\$63,614 | -\$65,840 | -\$68,145 | -\$70,530 |
| Thrive Development and Alumni Development and Donations Campaign | -\$10,000 | -\$10,350 | -\$10,712 | -\$11,087 | -\$11,475 | -\$11,877 | -\$12,293 | -\$12,723 | -\$13,168 | -\$13,629 | -\$14,106 |
| Helpsy Textile Bins | -\$39,000 | -\$40,365 | -\$41,778 | -\$43,240 | -\$44,753 | -\$46,320 | -\$47,941 | -\$49,619 | -\$51,356 | -\$53,153 | -\$55,013 |
| Reduction of Asst. Director | -\$89,000 | | | | | | | | | | |
| Reduction of HS program due to attrition | -\$103,000 | | | | | | | | | | |
| Total Per Year | -\$508,000 | -\$327,060 | -\$338,507 | -\$350,355 | -\$362,617 | -\$375,309 | -\$388,445 | -\$402,040 | -\$416,112 | -\$430,676 | -\$445,749 |
| Cumulative Total | | -\$835,060 | -\$1,173,567 | -\$1,523,922 | -\$1,886,539 | -\$2,261,848 | -\$2,650,293 | -\$3,052,333 | -\$3,468,445 | -\$3,899,120 | -\$4,344,869 |
| Savings and Efficiency Ideas under Consideration | | | | | | | | | | | |
| Private School Busing Change - saves us from adding 2 buses needed for overcrowding | | -\$250,000 | -\$258,750 | -\$267,806 | -\$277,179 | -\$286,881 | -\$296,922 | -\$307,314 | -\$318,070 | -\$329,202 | -\$340,724 |
| Expand tuition preschool classrooms at elementary schools | | -\$25,000 | -\$25,875 | -\$26,781 | -\$27,718 | -\$28,688 | -\$29,692 | -\$30,731 | -\$31,807 | -\$32,920 | -\$34,072 |
| Peschool programs tuition rate increase | | -\$50,000 | -\$51,750 | -\$53,561 | -\$55,436 | -\$57,376 | -\$59,384 | -\$61,463 | -\$63,614 | -\$65,840 | -\$68,145 |
| FY26 - Use of School Building rate increase | | -\$50,000 | -\$51,750 | -\$53,561 | -\$55,436 | -\$57,376 | -\$59,384 | -\$61,463 | -\$63,614 | -\$65,840 | -\$68,145 |
| Fee Increases in accordance with actual rate increase | | | -\$150,000 | -\$155,250 | -\$160,684 | -\$166,308 | -\$172,128 | -\$178,153 | -\$184,388 | -\$190,842 | -\$197,521 |
| Transition to Chromebooks or BYOD at HS* for students (Needs more investigation) | | -\$150,000 | -\$155,250 | -\$160,684 | -\$166,308 | -\$172,128 | -\$178,153 | -\$184,388 | -\$190,842 | -\$197,521 | -\$204,435 |
| Bus Depot Parking | | | | -\$350,000 | -\$362,250 | -\$374,929 | -\$388,051 | -\$401,633 | -\$415,690 | -\$430,239 | -\$445,298 |
| Total per year incremental | | -\$525,000 | -\$693,375 | -\$1,067,643 | -\$1,105,011 | -\$1,143,686 | -\$1,183,715 | -\$1,225,145 | -\$1,268,025 | -\$1,312,406 | -\$1,358,340 |
| Cumulative Total | | -\$525,000 | -\$1,218,375 | -\$2,286,018 | -\$3,391,029 | -\$4,534,715 | -\$5,718,430 | -\$6,943,575 | -\$8,211,600 | -\$9,524,006 | -\$10,882,346 |
| Major Policy and Community Impact Savings and Efficiency Ideas | | | | | | | | | | | |
| Consider State Mandated transportation (only K -12 students residing more than 2.0 miles from attending school). Would result in needing approximately 6 total buses | | -\$2,500,000 | -\$2,587,500 | -\$2,678,063 | -\$2,771,795 | -\$2,868,808 | -\$2,969,216 | -\$3,073,138 | -\$3,180,698 | -\$3,292,023 | -\$3,407,243 |
| Acceptance of School Choice students (Assumes 50 student @\$7,500 per student)* | | -\$375,000 | -\$388,125 | -\$401,709 | -\$415,769 | -\$430,321 | -\$445,382 | -\$460,971 | -\$477,105 | -\$493,803 | -\$511,087 |
| *\$7500 is the state average for reimbursement of all types of school choice students/sped and gen ed | | | | | | | | | | | |
| Total per year incremental | | -\$2,875,000 | -\$2,975,625 | -\$3,079,772 | -\$3,187,564 | -\$3,299,129 | -\$3,414,598 | -\$3,534,109 | -\$3,657,803 | -\$3,785,826 | -\$3,918,330 |
| Cumulative Total | | -\$2,875,000 | -\$5,850,625 | -\$8,930,397 | -\$12,117,961 | -\$15,417,089 | -\$18,831,688 | -\$22,365,797 | -\$26,023,599 | -\$29,809,425 | -\$33,727,755 |
| All Savings Combined from above (Includes Actual, Considerations, and Major Policy and Community Impact | | | | | | | | | | | |
| Total per year incremental | -\$508,000 | -\$3,727,060 | -\$4,007,507 | -\$4,497,770 | -\$4,655,192 | -\$4,818,124 | -\$4,986,758 | -\$5,161,294 | -\$5,341,940 | -\$5,528,908 | -\$5,722,419 |
| Cumulative Total | | -\$4,235,060 | -\$8,242,567 | -\$12,740,337 | -\$17,395,529 | -\$22,213,652 | -\$27,200,410 | -\$32,361,704 | -\$37,703,644 | -\$43,232,552 | -\$48,954,971 |

The City Financial Ecosystem and NPS Gap



Future Proofing NPS

Catch-Up

Reliance on one-time funds to address what needs ongoing attention.

- Purchase of curriculum resources
- New Buildings
- Capital improvements
- End the Break/Fix Technology and Infrastructure Model
- Cycle of reliable onboarding professional development
- Professional development for an experienced teaching staff (60% have been here 15 years or more).
- Early College and College Block experiences in high schools
- Adequate Early intervention staff and systems.

Thriving

What we need to do to serve today's students and community.

- Revise all curricular programs to meet current standards, technology integration and real-world applications via our Profile of a Learner
- Expand in-house special education programs to reduce out of district program tuitions
- Reduce student learning gaps through general education supports, materials and training for teachers to design personalized instruction
- Expand mental health lessons and interventions.

Futuring

What's Coming down the Pike, Rt. 9, Comm Ave and the Global Superhighways.

- Universal Pre-K
- College and Career Pathways and work experiences built into academic program for all students
- Certification pathways for students upon graduation (computer, fitness, preschool, web design)
- Expansion of CTE/VoTech Offerings for all sides of city and any student
- State of the art STEM middle school facility
- Sustainability practices such as EV busing and up-to-date heating and cooling options/eliminate fossil fuels.

| Content Area Focus | Phase 1: Self-Study | Phase 2: Design/ re-design/ pilot (purchase year) | Phase 3: Professional Development implementation | Phase 4: Monitor, Refine and Evaluate (Year 1) | Phase 4: Monitor, Refine and Evaluate (Year 1) |
|------------------------------|---------------------|---|--|--|--|
| ELA | 2021- 22 | 2022-23 | 2023-24 (K-2) 2024-25 (3-5) | 2024-2025 (K-2) 2025-26 (3-5) | 2025-27 6-12 |
| ELL | 2023-24 | 2024-25 | 2024-2025 (3-5) | 2025-2026 (3-5) | K-12 |
| Math | 2024-2025 | 2025-2026 | 2026-2027 | 2027- 2028 | 2027-2028 |
| Social Studies | 2025-26 | 2026-2027 | 2027-2028 | 2028-2029 | 2029-2031 |
| P.E./Health/ Wellness | 2024-25 | 2025-2026 | 2026-2027 | 2027-2028 | 2028-2029 |
| Science | 2023-2024 | 2024-2025 | 2025-2026 | 2026-2027 | 2027-2028 |
| Technology/ Business | 2024-25 | 2024-2025 (6-8) 2025-26 (K-5) 2025-26 (HS) | 2025-26 (6-8) 2026-2027 (K-5) 2026-2027 (HS) | 2026-27 (6-8) 2027-28 (K-5) 2027-28 (HS) | 2027-28 (6-8) 2028-29 (K-5) 2028-29 (HS) |
| World Language Fine Arts | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 |
| Fine Arts Performing Arts | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 2030-31 |

The Major Catch-Up
The Academic Program:
Curriculum
Renewal Cycle:
*Note Cost Years
in Phase 2
Column
through 2031



Your Questions!



Electric Bus Update

Electric Bus - Information Gathering

Current Yellow Bus Service Details -

- Currently in year 3 of a 5-year contract with Eastern Bus Expires June 30, 2027.
- Two bus depots located within Newton are leased by Eastern Bus
- 42 total buses (31 In-City, 5 METCO, and 6 shared)+ 5 backup buses/drivers
- 83 morning routes, 77 afternoon routes, 22 late bus runs (across all schools)
- Late buses for middle and high schools run every day
- Buses also serve NPS' robust athletic program for fall, winter and spring sports
- Buses are used for field trips in between AM and PM routes
- 14 bus routes for Newton private schools (5 morning, 7 afternoon, 2 Late routes)
- 3,624 bus passes issued for 2024-2025 school year (as of 10/23/24)
- In FY25, \$120,600 for each in City bus per year.



Electric Bus - Information Gathering

Benefits of Electric School Buses*

- Zero tailpipe pollution -- students, drivers, and members of the community will be exposed to significantly less harmful diesel emissions like PM and NOX
- Reduced greenhouse gas emissions compared to diesel school buses
- Reduced maintenance costs
 - Less brake wear due to regenerative braking and no engine or exhaust system maintenance
 - Potential for reduced fuel costs compared to diesel depending on electricity costs
- Quiet, clean operation
- Potential for [fleets to partner with local utilities to feed power back into the grid when buses are not in use](#) and electricity demand is high
- Improved student attendance and academic achievement

Bipartisan Infrastructure Law

EPA Clean School Bus Program provides \$5 billion over five years (FY 2022-2026) to clean a substantial portion of the nation's fleet of nearly 500,000 school buses.

* from the EPA's Clean School Bus website



Electric Bus - Activities to Date

- Eastern Bus applied for 2 buses in the first round of EPA EV Bus funding, but was not successful, as priority is given to Environmental Justice (EJ), low income, Bureau of Indian Affairs and rural districts.
- Met with Highland Electric for informational purposes and received a presentation on logistics of transition to EVs and also reviewed current leased bus depot locations with Highland
- Applied to MA Clean Energy Center for consulting services to help us transition to EV buses, but did not receive award, as priority is given to EJ, low income, rural and Bureau of Indian Affairs districts. *We continue to maintain contact with the point of contact at Power Options for this program.
- Applied to MA Clean Energy Center for fleet planning services. This was awarded and is being utilized through DPW, as it is tailored toward planning for **owned** vehicles.
- Worked with former Director of Transportation Planning, Josh Ostroff, on DOT project looking for feedback on use of DOT owned land in the area. Suggestion to use DOT property as an EV bus depot that could be shared by neighboring communities was not incorporated into the final recommendations.

Electric Bus - Activities to Date

- Currently reviewing possible ways to implement a 2 EV bus pilot program.
- City recently received DOE EECBG grant for EV charging stations to be installed throughout the city, including in school parking lots. This gives us an opportunity to learn about logistics and requirements for installing chargers as we continue to look for locations for one or two EV bus depots.
- Attended Altwheels Fleet Day, an annual conference of East Coast corporate, federal, municipal, and state fleet managers, as well as others connected to the energy transition in transportation.
- Exploring potential sites for bus depot location(s) in the city.
- Exploring opportunities for regional hubs for electric buses - could be a potential grant opportunity through MAPC (Metropolitan Area Planning Council).
- Established contacts with partners at MA CEC, Eversource, Power Options, EPA.
- Collaboration with city departments - Transportation Planning, Co-director of Sustainability, NPS
- Participating in DOE Energy Efficiency and Conservation Block Grant webinars with communities across the country.



Electric Bus - Challenges

Challenges to implementing EV School buses for Newton:

1. City/NPS does not currently own land for a bus depot and therefore a location to install chargers.
2. The infrastructure for charging stations and electrical capacity may be a challenge, requiring coordination and engagement with Eversource.
3. Funding/Cost of EVs - initial EV Bus cost is up to 3-4 times the cost of a diesel bus.
4. Navigating the grants, rebates and technical services programs is challenging and programs generally prioritize environmental justice (EJ), rural, tribal, and low income districts.
5. Term - electric bus contact vendors prefer a 10 plus year contract to amortize up-front costs.
6. Resistance of bus vendors to transition to EVs (80% of MA districts contract out for bus services), this is due to cost, risk and complexity of buying/leasing/financing, lack of charging infrastructure, and lack of provided parking.
7. The current model of contracting out for bus services creates questions of who owns and operates the electric buses. Our vendor would need to own and operate the fleet. How does (NPS) apply for grants without owning the buses?



Electric Bus - Costs & Funding

- Buses, Charging Infrastructure, Land, etc.
- Federal and State Funding - IRA, BIL, DOE, EPA, MA CEC
- Funding for buses, charging stations and technical assistance is available
- Navigating the grants, rebates and technical services programs is challenging and programs generally prioritize EJ, rural, tribal, and low income districts.
- Funding for charging stations is available through a separate state grant program (MassEVIP) as well as federal programs.

<https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program>

<https://afdc.energy.gov/vehicles/electric-school-buses#introduction>

<https://www.masscec.com/accelerating-clean-transportation-act-school-bus-overview>

<https://www.mass.gov/info-details/massachusetts-clean-cities-coalition-programs-and-projects>

<https://www.mass.gov/how-to/apply-for-massevip-public-access-charging-incentives>



Electric Bus - Next Step Recommendations

- 1. Identify Land for Bus Depot(s) - either leased or owned**
 - If Newton owns or leases the bus depot location(s), the schools would save approximately \$300,000-\$360,000 per year in the bus contract.
 - If Newton owns or leases the depot(s), it gives the city the ability to install charging stations. *Votrek was able to optimize installation for leased property in Boston.
 - If Newton owns or leases the bus depot(s), it could open up competition for the next bus contract, since one requirement of our contract is having a depot in or close to Newton.
- 2. Consider Applying for Funding for EV Buses and Chargers - 1/9/25 deadline**
 - Further investigate options for how to manage buses to be ready if/when funding is awarded. We are currently not ready to apply for grants for EV buses given the complexity and challenges identified above.
- 3. Connect with Eversource** to Evaluate Electric Capacity for Potential Depot Locations
- 4. Review / Revise Bus Contract Language for next bus contract**
 - Review contract language to ensure that it attracts multiple bidders - historically only have had 1 vendor bidding.
 - Add/edit language to support the transition to EV Bus Options



#345-24 & #297-24

| | | | <u>FY19:</u> | <u>FY23:</u> | | | <u>FY19:</u> | <u>FY23:</u> | | | <u>FY19:</u> | <u>FY23:</u> | | | <u>FY19:</u> | <u>FY23:</u> | |
|---------------------------------------|--|--|--------------|--------------|---------------|--|--------------|--------------|--------------|--|--------------|--------------|--------------|--|----------------|----------------|---------------|
| | | | <u>Elem</u> | <u>Elem</u> | | | <u>MS</u> | <u>MS</u> | | | <u>HS</u> | <u>HS</u> | | | <u>NPS</u> | <u>NPS</u> | |
| Enrollment | | | 5,626 | 4,951 | (675) | | 2,903 | 2,652 | (251) | | 4,082 | 4,015 | (67) | | 12,611 | 11,618 | (993) |
| | | | | | -12.0% | | | | -8.6% | | | | -1.6% | | | | -7.9% |
| Principal's Office: | | | 32.0 | 31.5 | (0.5) | | 25.0 | 25.0 | - | | 39.4 | 41.5 | 2.1 | | 96.4 | 98.0 | 1.6 |
| | | | | | - | | | | - | | | | - | | | | - |
| General Education: | | | | | - | | | | - | | | | - | | | | - |
| Teacher Salaries | | | 276.0 | 251.0 | (25.0) | | 194.3 | 192.7 | (1.6) | | 265.9 | 257.2 | (8.7) | | 736.2 | 700.9 | (35.3) |
| Other | | | 114.4 | 117.3 | 2.9 | | 4.0 | 0.5 | (3.5) | | 30.8 | 30.4 | (0.4) | | 149.2 | 148.2 | (1.0) |
| Total | | | 390.4 | 368.3 | (22.1) | | 198.3 | 193.2 | (5.1) | | 296.7 | 287.6 | (9.1) | | 885.4 | 849.1 | (36.3) |
| | | | | | | | | | | | | | | | | | -4.1% |
| ELL: | | | 32.9 | 30.1 | (2.8) | | 9.7 | 7.9 | (1.8) | | 7.4 | 6.5 | (0.9) | | 50.0 | 44.5 | (5.5) |
| | | | | | | | | | | | | | | | | | |
| Career & Technical Education | | | | | | | | | | | 16.0 | 15.1 | | | 16.0 | 15.1 | |
| | | | | | | | | | | | | | | | | | |
| Library Services | | | 11.0 | 10.2 | (0.8) | | 4.0 | 4.0 | - | | 4.0 | 4.6 | 0.6 | | 19.0 | 18.8 | (0.2) |
| | | | | | | | | | | | | | | | | | |
| Student Services / Special Ed: | | | | | | | | | | | | | | | | | |
| Special Education Teachers | | | 59.6 | 67.8 | 8.2 | | 47.4 | 55.0 | 7.6 | | 43.3 | 46.4 | 3.1 | | 150.3 | 169.2 | 18.9 |
| Inclusion Facilitators | | | 21.0 | 19.0 | (2.0) | | 8.6 | 9.5 | 0.9 | | 10.0 | 10.5 | 0.5 | | 39.6 | 39.0 | (0.6) |
| Aides | | | 105.6 | 108.8 | 3.2 | | 51.2 | 44.9 | (6.3) | | 42.1 | 39.9 | (2.2) | | 198.9 | 193.6 | (5.3) |
| Aide Specialists | | | 89.9 | 110.7 | 20.8 | | 26.8 | 36.9 | 10.1 | | 27.6 | 24.6 | (3.0) | | 144.3 | 172.2 | 27.9 |
| Guidance Counselors | | | - | - | - | | 16.3 | 15.3 | (1.0) | | 22.0 | 20.4 | (1.6) | | 38.3 | 35.7 | (2.6) |
| Other | | | 65.0 | 75.0 | 10.0 | | 19.1 | 19.2 | 0.1 | | 35.8 | 40.5 | 4.7 | | 119.9 | 134.7 | 14.8 |
| Total | | | 341.1 | 381.3 | 40.2 | | 169.4 | 180.8 | 11.4 | | 180.8 | 182.3 | 1.5 | | 691.3 | 744.4 | 53.1 |
| | | | | | | | | | | | | | | | | | |
| Custodial Services | | | 36.0 | 34.0 | (2.0) | | 19.0 | 20.0 | 1.0 | | 26.0 | 26.0 | - | | 81.0 | 80.0 | (1.0) |
| | | | | | | | | | | | | | | | | | |
| Grand Total | | | 843.4 | 855.4 | 12.0 | | 425.4 | 430.9 | 5.5 | | 554.3 | 548.5 | (5.8) | | 1,823.1 | 1,834.8 | 11.7 |
| | | | | | 1.4% | | | | 1.3% | | | | -1.0% | | | | 0.6% |



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#409-24

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

October 28, 2024

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

Dear Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to appropriate \$2 million from June 30, 2024, Certified Free Cash to the NPS Educational Stabilization Fund.

With the support of the Honorable Council, last year we worked to transform \$22 million of one-time funds into on-going support to bolster operations for the Newton Public Schools over the next five years. This NPS Educational Stabilization Fund will be part of the City of Newton's overall financial strategy to support programs and services for our students.

Taking advantage of higher than usual revenues from interest income, our financial plan includes the appropriation of an additional \$2 million this fall from Free Cash to the NPS Educational Stabilization Fund to extend the life of the fund. We have had discussions with the NPS leadership about our expectation that these dollars be used in the out years, thus providing a cushion as the Stabilization Fund is drawn down.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#412-24

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(617) 796-1100

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(617) 796-1089

Email

rfuller@newtonma.gov

October 23, 2024

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

Honorable Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to appropriate and expend the sum of \$338,119.00 from June 30, 2024 Certified Free Cash, to Newton Public Schools for FY24 McKinney-Vento Homeless Student Transportation (0130101-433007).

The McKinney-Vento Homeless Assistance Act, reauthorized in December 2001 as part of the Federal No Child Left Behind Act, ensures educational rights and protection for children and youth experiencing homelessness. The Massachusetts Educational Plan provides services aimed at preventing homeless children from experiencing further instability in their lives by minimizing their moves from school to school.

Appropriating these funds to the School Department will allow the district to directly offset a portion of the cost of bus transportation in FY25.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor



Office of Business, Finance and Planning
100 Walnut Street
Newtonville, MA 02460
617-559-9025

TO: Mayor Fuller

FROM: Liam Hurley, Assistant Superintendent / Chief Financial and Administrative Officer

DATE: 9/25/24

RE: Docket Request – McKinney Vento Reimbursement

A vote of the City Council is requested to appropriate the state reimbursement of \$338,119 for McKinney Vento Homeless Student Transportation to the School Department. Current receipts are housed in the following general revenue accounts.

0130101-433007
FY24 \$338,119

Please see attached School Committee memo and vote.

Thank you.



NEWTON SCHOOL COMMITTEE

Newton School Committee Members

| WARD | |
|-----------------------------------|----------------------------|
| I | Rajeev Parlikar |
| II | Christopher Brezski, Chair |
| III | Anping Shen |
| IV | Tamika Olszewski |
| V | Emily Prenner, Vice-Chair |
| VI | Paul Levy |
| VII | Vacant |
| VIII | Barry Greenstein |
| MAYOR RUTHANNE FULLER- EX OFFICIO | |

MEMO

To: Liam Hurley, Assistant Superintendent/Chief Financial, and Administrative Officer
From: Lisa Mazzola
Re: School Committee Approval
Date: September 24, 2024

On September 23, 2024 the School Committee voted to approve the following items:

1. Accept McKinney-Vento State Reimbursement for Homeless Students and Foster Care Transportation (\$338,119)
2. Transfer Textile Recycling Funds (43,189.52)

Motion to approve was made by Parlikar and seconded by Levi

The motion passed 8-0.

Lisa Mazzola

Secretary, School Committee