



Public Safety & Transportation Committee Report

City of Newton In City Council

Wednesday, June 23, 2021

Present: Councilor Downs (Chair), Markiewicz, Oliver, Lucas, Malakie, Lipof, Bowman and Grossman

Also Present: Councilor Noel

City Staff: Sergeant Michael Wade, Newton Police Department; Jonathan Yeo, Chief Operating Officer; David Koses, Transportation Coordinator; Stephanie Gilman, Director of Planning, Project Management and Sustainability, Newton Public Schools and Amy Winston, Principal, Newton North High School Principal

Others Present: Joseph David, Asset Manager, VPNE Parking Solutions; Lisa Cinella, Director of Operations, TransAction Associates, Inc.; Kayla Malone, Regional Office Experience Manager, Trip Advisor; Attorney Frank Stearns, Holland & Knight, LLP; John Savino, Transportation & Parking Manager, Boston College; Jeanne Levesque, Director of Government Relations, Boston College. PJ Cappadona, Vice President of Operations, MASCO; New TV and The Boston Globe

#157-21 Requesting four (4) new bus licenses for VPNE Parking Solutions, LLC.
VPNE PARKING SOLUTIONS, LLC. requesting four (4) new bus licenses for VPNE Parking Solutions, LLC.

Action: Public Safety & Transportation Approved 8-0

Note: Sergeant Michael Wade, Newton Police Department; Joseph David, Asset Manager, VPNE Parking Solutions and Lisa Cinella, Director of Operations, TransAction Associates, Inc. joined the Committee for discussion on this item.

Sergeant Wade stated that the buses passed City inspection, routes were approved, and appropriate paperwork was received.

Committee members comments, questions and answers:

Comments:

Councilor Bowman expressed interest in convening a working group of fleet managers to discuss reducing bus emissions and moving toward an all-electric fleet. What kind of policy should we craft for Newton? How can Newton help these buses to stay charged in the middle of the day? Newton is serious about moving to a more efficient fleet although we appreciate the shuttles, they help us reduce our transportation emissions. Councilor Bowman stated that she would like a commitment from every applicant here tonight, that they are willing to join the working group. Participants

suggested that an ordinance on reduced private shuttle emissions might be needed to level the playing field.

Three to five years feels like a long time to be thinking about these buses not becoming electric especially given what incentives exist today to make this transition as well as the quality of the equipment.

Ms. Cinella stated that a gasoline-powered bus is four times less expensive than an electric or hybrid bus. Charging locations would be necessary within the City to allow buses to charge during their routes, because buses only get approximately 100 miles per day.

Mr. Davis said that his fleet is primarily gas at this time, but it is something VPNE is researching and will consider in the future.

Questions and Answers:

What is the approximate number of passengers using the shuttles? Mr. Davis answered that three buses are 24 passengers, and one bus is 14 passengers, and he is running at a little less than half capacity right now.

Is there an interest or have you investigated hybrids, which are more efficient? Mr. Davis answered hybrids may be purchased in three to five years.

Are private shuttles run by private operations and not something the City contracts out for? Ms. Cinella answered yes, if the City desires more hybrid or electric buses it would be necessary to make that requirement if you're operating in Newton.

Without further discussion, Councilor Bowman made a motion to approve four new one-year bus licenses for VPNE Parking Solutions, LLC. Committee members agreed 8-0.

#186-21 Five (5) Bus License renewals for Trip Advisor Bus

TRIP ADVISOR, requesting triennial renewal of five (5) bus licenses for a triennial term to provide employee-only shuttle service. There are no changes proposed from 2018.

Action: Public Safety & Transportation Approved 8-0

Note: Sergeant Michael Wade, Newton Police Department; Lisa Cinella, Director of Operations, TransAction Associates, Inc. and Kayla Malone, Regional Office Experience Manager, Trip Advisor joined the Committee for discussion on this item.

Sergeant Wade stated that the buses passed state inspection and the appropriate paperwork was received.

Committee members questions, answers and comments:

Questions and Answers:

This request is for a triennial renewal. Why are some licenses renewed yearly and others not? Ms. Cinella answered that some companies apply for a one-year license because it may be their contract, others have longer contracts. If the City said we'd like the buses to be hybrid, we're already under contract with TripAdvisor for those buses for three years.

Because Trip Advisor has a three year contract with their vendor, does that mean we have to approve a three year license? Councilor Lipof answered no.

Trip Advisor has a three year contract, was this contract recently entered? When will the contract expire? Ms. Cinella answered that this request is for a triennial renewal.

Is contract pricing based on a six-year amortization? Ms. Cinella answered yes, if you're signing a contract now based on expecting the buses to be used for six years.

If Newton requires TransAction Associates in three years requiring buses operating in the City be hybrid or electric, would you be using those non hybrid or electric buses on a different contract or are the buses interchangeable? Ms. Cinella answered that TransAction Associates has over 140 buses. We built these buses at the price point for Trip Advisor on a six year run, three and three. The buses are a little bit more expensive than another client would want to operate, so they wouldn't be interchangeable. Typically, you buy a bus for that particular contract, based on what they're looking for such as a 14, 24 or 30 passenger bus, leather seats, Wi Fi, luggage racks, etc. TransAction Associates purchased gas buses because at the time it was a better option. Currently, Trans Action Associates is not running diesel buses. Trans Action Associates was one of the first companies to run electric buses and ran them for five years but due to recharging issues, went back to gas buses. We are not opposed, but issues must be worked out.

If Newton were to make a bus requirement, would TransAction Associates and Trip Advisor need a six-year notice? Ms. Cinella answered no because we've already put three years in. Two or three years would be an appropriate request.

What is the cost of an electric bus and is it more expensive than a gas powered bus? Ms. Cinella answered that electric buses costs up to three times as much as a gas powered bus.

Comments:

There is a clear interest the committee wants to move towards electric buses. It is important for the shuttle buses to continue running because we still want people taking shared transportation and fewer cars on the road.

No one should be forced to go electric before their time if electric buses cost three times as much as a gas powered bus. It is not certain how long they can hold their charge. The technology is just not there yet.

We can continue to have conversations with our vendors about when they are comfortable moving towards electric, but they should not be forced because we don't know when cost and technology are going to be realistic.

Without further discussion, Councilor Markiewicz made a motion to approve the triennial renewal of five bus licenses for Trip Advisor. Committee members agreed 8-0.

#229-21 Bus Licenses renewals for Boston College Bus

BOSTON COACH TRANSPORTATION, requesting annual renewal of the two Boston College Bus Licenses. There are no changes proposed to last year's licenses.

- 1) Boston College Law School Routes
- 2) Boston College Main Campus to Boston Route

Action: Public Safety & Transportation Approved 8-0

Note: Attorney Frank Stearns, Holland & Knight, LLP; John Savino, Transportation & Parking Manager and Jeanne Levesque, Director of Government Relations, Boston College joined the Committee for discussion on this item.

Attorney Stearns stated that Boston College would like to focus on the pre-pandemic proposed transition. Tonight, we will talk about route transitions, ridership including acknowledgement of how the pandemic affected bus utilization with the number of students that may not have been on campus and an overview of the due diligence that Boston College has done with respect to the research on electric and hybrid buses. We would be happy to share more detailed information with the working group that Councilor Bowman offered to lead.

Attorney Stearns stated that Boston College at a very high level has had consultations over the course of the last year with very many important stakeholders in the bus transportation sector, including bus companies, peer institutions, public authorities, like the MBTA, including engine manufacturers on questions related to the type of fuel and the ability of the engines to support different grades and blends of fuel.

Mr. Savino stated that Boston College's commitment contract with Boston Coach Transportation is a longer term contract. Boston College licenses go back decades and is always a one year license renewal request.

Mr. Savino stated that Boston College will be going back to the pre-pandemic model utilizing Commonwealth Avenue from the new campus traveling on Centre Street, instead of Beacon Street as the route. The route travels Centre Street to Commonwealth Avenue main gate, does the loop around lower campus and returns. The bus connects the Cleveland Circle MBTA station to the campus on Centre Street.

Mr. Savino stated that ridership in 2018 and 2019 was one million passengers. When the pandemic hit, ridership fell to 600,000 riders, some of the impact was from Newton residents that would normally use the shuttles.

Mr. Savino stated that the shopping shuttle was not operational for the beginning part of the pandemic in the fall, but when things started to open in the spring, students were required to sign up to use that shopping shuttle to get to the shops at Chestnut Hill and Wegmans.

The Committee has repeatedly asked Boston College to look at electric buses for their fleet. But the cost barriers are currently too high, and the battery range doesn't meet BC's needs. There are no charging stations either on campus or throughout the City. There are no large, rapid charging stations in the area to charge buses making EV buses unreliable to transport a million riders when back at full capacity.

Committee members comments, questions and answers.

Comments:

Councilor Bowman said that Mr. Pelletier in the Transportation Division of Harvard University was instrumental in helping bring electric buses to that campus. I will contact him for the working group to discuss what they've done and how it's worked.

Questions and Answers:

How long is Boston College's contract with Boston Coach Transportation? Mr. Savino answered 10 years, expiring in 2029.

Are Newton residents using Boston College shuttles? Mr. Savino answered yes, it has always been an agreement with the City. Pre-pandemic residents were using the shuttle often.

Are students and residents required to wear face masks on the shuttles? Mr. Savino answered yes, the Federal Transit Authority hasn't lifted that restriction yet. The tentative date is September 13.

In 2018, Harvard University planned to convert to electric buses to help the University attain carbon neutrality by 2050. Does Boston College have any plan like this? Ms. Levesque answered that she would have to review the campus sustainability plan. Boston College master plan was completed in 2009 for the City of Boston and included a section on transportation but is unsure in the plan included specifics on buses or carbon emissions.

A Councilor stated that he researched what other campuses were doing and found that Harvard University recently purchased four electric buses replacing their biodiesel shuttle buses. According to the article, the buses are 35 feet long, 29 seats with a 450 kilowatt battery that can be fully charged in three hours. Is Boston College capable of purchasing electric buses? Mr. Savino answered that he has been in contact with Harvard University discussing how they accomplished this. Harvard University applied for a grant as part of the settlement around the Volkswagen emissions scandal. Some of the charging infrastructure on Harvard's campus came from that settlement. Harvard

University's three-hour charging station will not work for Boston College. Harvard University runs an on-demand shuttle schedule with a much more walking campus than Boston College. Harvard University ridership is a lot lower, even though their student body is much greater. Harvard University fleet is also smaller than Boston College. Boston College would not be able to take a bus out of circulation for a three-hour charging time without impacting wait times. Harvard University charges their buses at night when demand is lower. Boston College routes are much longer, and it would be necessary to charge the buses by 2:30 p.m., before rush hour begins.

Has Boston College considered doing on demand rather than a fixed route? Mr. Savino answered that it would not work for Boston College because on demand service to the Brighton campus is the most underutilized route, we are running an empty bus. It is preferable not to run an empty bus where it may supplement a route on the Newton side. We don't want to pull a bus that's on a fixed route to take someone to a specific part of campus and then impact the wait times of everybody else. Pre pandemic, 75 to 80 students waited for the bus.

What is the cost to purchase an electric bus? Mr. Savino answered that Boston Coach Transportation owns the buses; Boston College pays them an hourly rate to operate them. Currently, the buses run on biodiesel fuel. Gillig has an onboard diagnostic system that scrubs the emissions. If that diagnostic system fails, the bus becomes inoperable. The cost of buying 14 brand new electric buses would be \$14 million before considering charging infrastructure, which would be necessary. During the pandemic, Boston College added 7 yellow school buses to supplement the existing fleet of 14 buses to allow proper social distancing without impacting wait times.

Please explain the difference between bio diesel fuel and gas buses and what is the environmental impact? Mr. Savino answered that they don't burn fuel the same way.

Ms. Levesque said that the biggest issue, in addition to cost, is also the issue of reliability and range. Boston College has researched what other schools, MBTA and others who are piloting electric buses have done. Boston College is also researching funding that may be available through infrastructure grants.

What's the average life cycle for a bus? Mr. Savino answered 8-10 years.

Without further discussion, Councilor Grossman made a motion to approve the one-year bus license renewals for two licenses for Boston College. Committee members agreed 8-0.

#230-21 Bus Licenses renewals for "MASCO"

PAUL REVERE TRANSPORTATION LLC., request for annual renewal of one bus license for seven vehicles for Medical Academic and Scientific Community Organization, Inc., ("MASCO"). There are no changes proposed to last year's licenses.

Action: Public Safety & Transportation Approved 8-0

Note: Sergeant Michael Wade, Newton Police Department; Attorney Frank Stearns, Holland & Knight, LLP and PJ Cappadona, Vice President of Operations, MASCO joined the Committee for discussion on this item.

Attorney Stearns stated that MASCO has made a business decision based on several factors to cease their service on September 30, 2021. We are requesting a renewal of the license through September 30, 2021, allowing MASCO the time to end their relationship with the Chestnut Hill Mall and will allow time to make accommodations determining the needs of the people who have been using the park and ride travel operation for the last few years and whether these riders will need other alternatives.

Sergeant Wade stated that there are no issues, appropriate paperwork was received and there are no changes. The buses passed state inspection.

Committee members questions, answers and comments:

Questions and Answers:

How many people use this shuttle and why is the shuttle being eliminated? Mr. Cappadona answered that MASCO reviewed the numbers at the Chestnut Hill Mall location compared to other locations and determined other locations had higher demand. In terms of efficiency and cost, a decision was made to relocate these buses.

When the bus operation ends, how will people be accommodated? Mr. Cappadona answered that parking will be available at Fenway and Longwood.

Has ridership dropped overtime or has ridership increased in other areas? Mr. Cappadona answered that there has been a ridership decrease. Given the transportation offered options in Newton, it was determined to reallocate the vehicles to serve more people in more efficient ways, especially where we see trends.

Will people begin using the #60 bus? Mr. Cappadona answered that would be an option and people could be picked up at the Riverside station.

Comments:

It won't be ideal for 100 drivers to soon begin driving on Route 9.

Without further discussion, Councilor Lucas made a motion to approve the one-year bus license renewals for MASCO. Committee members agreed 8-0.

#185-21 Semi-annual taxi license/public auto inspections

POLICE DEPARTMENT submitting reports of semi-annual taxi license/public auto inspections for review.

Action: Public Safety & Transportation Approved 8-0

Note: Sergeant Michael Wade, Newton Police Department joined the Committee for discussion on this item.

Council members were provided with a taxi/public auto inspection sheet. This was attached to the agenda. Sgt. Wade stated that since this inspection sheet was written, Don's Car Service was inspected and passed on June 17, 2021. Newton Limo, LLC will resume service in September or October 2021 when an inspection will be required. Holden's Taxi Inc., Newtonville Cab. Co. Inc. and Newton Taxi Co. will resume service in late 2021 when an inspection will be required. All remaining vehicles on the inspection sheet passed inspection.

Without discussion, Councilor Bowman made a motion to approve the semi-annual taxi and public auto inspections. Committee members agreed 8-0.

#238-21 Request for Discussion of Newton Centre Employee Permit Plan
COUNCILORS BOWMAN, DANBERG AND NOEL requesting a discussion and potential trial of a Newton Centre Employee Permit Plan.

Action: **Public Safety & Transportation No Action Necessary 7-0, Councilor Lipof not voting**

Note: David Koses, Transportation Coordinator and Councilor Noel joined the Committee for discussion on this item.

Council members were provided with a memorandum, attached to the agenda.

Mr. Koses stated that the City has several different village parking plans allowing employees to park on residential streets close to village centers. The idea for the Newton Centre Employee Permit Plan is slightly different; we want to make it easier for employees who work in Newton Centre be able to park all day. Over the years, we have heard that some employees find it inconvenient to park at the long-term meters near the Fire Station. Some employees park on Union Street and feed the meters all day or move their car from space to space. We wanted to create a plan reusing the existing meters in a way that would help employees and prevent this behavior. The plan is to take some existing meters in Newton Centre and reserve them for employee parking only.

The recommendation is a long-term trial, using 43 reserved meters including 28 meters in the Pleasant Street parking lot, 10 meters in the Cypress Street parking lot and 5 meters in the Langley Road parking lot to be reserved for all day parking, employees only. Businesses would receive parking permits from the Traffic Bureau to distribute to employees. Traffic Bureau would limit the number of permits available to each employer in Newton Centre. Traffic Bureau would distribute more than 43 permits. Permits would not guarantee an available meter. If there's no meter available, the employee could park at one of the other, non-reserved long term meters in the area. During the trial, the City will monitor the spaces to see whether employees are using them.

If this Committee supports a trial, an item would be docketed for **Traffic Council's** consideration to begin the trial. If the trial shows that this is popular and effective, an item would be docketed for the Public Safety & Transportation Committee to make this trial into a permanent program. If the trial is

approved, signs would be installed indicating 'employee parking only' A message would be in the Passport app or kiosk as well.

Chair Downs stated this trial may give employees the spaces they need and eliminate the meter-feeding and parking musical chairs that now happens. Front-door meters should be prioritized for customers.

Councilor Noel thanked Mr. Koses for creating this parking plan. Union Street is particularly problematic. She hopes that by providing some closer long-term spaces employees will not park in front of their stores. Employees will continue to pay the meter after obtaining a permit.

Committee members questions, answers and comments:

Questions and Answers:

Why aren't we charging stores for these passes? Isn't it a privilege? Councilor Bowman answered that when you charge for a permit, there's an expectation of a reserved space. The city is not making that promise. The Traffic Division will monitor the occupancy rate of the 43 employee only spaces.

Will employees need to return to the spaces to pay the meters during the day? Mr. Koses answered that the employee meters would be converted to 12-hour. The Director of Planning will have the option under a previously-passed ordinance, to change the prices at the meter to reflect the attractiveness of closer meters over further meters.

How will it be determined how many permits go to businesses, by size? Mr. Koses answered that Traffic Bureau will manage the permits. Traffic Bureau may determine that every business may request additional passes.

Will permits be transferable? Mr. Koses answered that this would be recommended, but up to the Traffic Bureau. It is not necessary to tie the permits to individual vehicles; they could instead be hang-tags with the business name, transferrable between employees.

How can the City be assured that only employees will be using these permits? Mr. Koses answered this will be monitored during the trial.

How was the number of 43 spaces determined? Mr. Koses answered that there is no correct number and that the number could change based on parking demand.

Was the Newton Center Employee parking plan discussed with businesses to determine if they had a desire or if they were willing to direct their employees to use the plan? Mr. Koses answered that the availability of convenient employee parking is the first thing businesses raise in any meeting the department has held, even when it's not the subject of the meeting. Councilor Bowman added that the Ward 6 Councilors spent eight months working on this plan.

How will the City determine if the trial was successful? Mr. Koses answered that the City will listen to complaints, compliments, talk to the employees and employers. The trial will be monitored on utilization. The City wants to see these spaces 85% occupied. Currently, it's a mix of employees and commuters parking in the long-term meter spaces. Moving forward we will know if employees are using these spaces.

It would be fair to begin the trial once the City begins charging again for meters. Chair Downs noted that the city was about to start charging.

How long will the trial be implemented? Mr. Koses answered that the trial should be long-term, at least a year. We want to see how it operates in all seasons. There's no reason to end it until we are satisfied.

Comments:

This is a fantastic trial. Most trials are worthwhile, we learn from our trials.

Without further discussion, a motion was made for no action necessary on this item. Committee members agreed 7-0, Councilor Lipof not voting.

Referred to Public Safety & Transportation and Finance Committees

#254-21

Amendments to Chapter 19 of the City of Newton Ordinances

COUNCILORS DOWNS AND BOWMAN requesting to amend Chapter 19 of the City of Newton Ordinances to allow Newton North High School TIGER permit holders to park in the Austin Street Municipal lot without time restrictions or additional meter charges on school days. This change extends a trial in the field that removes TIGER parking on Lowell Avenue for pedestrian safety and gives expanded room for parent drop-off while providing parking opportunities for the displaced permit holders in the Austin Street lot.

Action:

Public Safety & Transportation Approved 4-1-2, Councilor Oliver opposed, Councilors Malakie and Lucas abstaining and Councilor Lipof not voting

Note:

David Koses, Transportation Coordinator, Amy Winston, Principal, Newton North High School and Stephanie Gilman, Director of Planning, Project Management and Sustainability, Newton Public Schools joined the Committee for discussion on this item.

Council members were provided with a draft ordinance. This was attached to the agenda. In addition to the current ordinance, the following addition is proposed:

(c) On school days, no time limits or fees shall be in effect at any meter in the Austin Street Parking Area for vehicles properly displaying a valid Newton North High School Tiger Permit.

Mr. Koses stated that this request comes out of several trials that were put in place over the past year responding to the pandemic. Each year, Traffic Bureau sells 150 permits costing \$25.00 per year, allowing students to park in designated areas. This past year, the City held a trial for the

Newton North High School creating a pickup/drop off zone for students on Lowell Avenue near Elm Road. This docket requests making the trial permanent.

During the pandemic, students were allowed to park in the Austin Street parking lot for free. Students didn't really use the lot, but the trial replaced spaces removed from Lowell. Once the City begins charging again for meter parking, these spaces would not be free for Tiger permit holders unless the ordinance is amended.

This past year, 2000 students (estimate of all licensed students at NNHS) could have parked in the Austin Street lot for free and did not. In the future, if there's a problem, it could be managed by making a Traffic Council amendment to the Tiger Permit Program or changing the parking regulations.

Chair Downs stated that this item comes out of the School Transportation Working Group. To continue to address safety issues on Lowell and Elm streets and reduce congestion from parents driving through on Elm, blocking buses and teachers, the Group asked to remove Tiger permit parking on Lowell and replace it at the Austin Street lot—it amounts to 15 to 20 spaces. The Austin St. lot is approximately 1/3 mile walk to school.

Principal Winston stated that she fully supports this docket item. Newton North has very few students who will walk 1/3 mile. The trial has had a positive impact for safety of drivers, bikers and walkers.

Committee members comments, questions and answers.

Comments:

It costs \$350.00 to park at Newton South. We only charge \$25.00, a year for a Tiger Permit at Newton North this is not consistent with the Climate Action Plan and reducing driving. Ms. Wilson stated that the Tiger Permit fee is set by the Council. The Newton South parking fee is set by the School Committee.

We are trying to promote a walkable and bikeable City. We are doing the exact opposite with this docket item. We are potentially taking away parking spaces from businesses.

Questions and Answers:

How many spaces would students use in the Austin Street lot? Mr. Koses answered that before the Austin Street lot was reconstructed, Tiger Permits were allowed. There were many spaces that were reserved and were very underutilized. On a typical school day, perhaps only 5 - 8 cars would park.

Traffic Bureau issues 150 permits to over 2000 students. How do others arrive to school? What percentage of students use the bus? What percentage of students get driven? Principal Winston answered that very few students qualify for school buses, high school students must live over 2 miles away from NNHS. At Newton North, a large majority of students live within that radius.

Newton North has very few buses, from Auburndale and Newton Corner. The remaining students are expected to either walk or bike. Mr. Koses added that another option for transportation is the MBTA buses which run on Washington and Walnut streets. The city has added new bus shelters and improved the safety of the Washington Street crossings.

Does this docket item propose making the trial permanent? Mr. Koses answered yes, if approved, the trial would become permanent with an amended ordinance.

How many students enter the Tiger Permit parking plan lottery? Principal Winston answered that in a typical year, Traffic Bureau doesn't issue all 150 permits in the first round of the lottery. As soon as students earn their licenses, they apply and Traffic Bureau quickly distributes those last few permits. We call it a lottery so that there is no race to get applications to the Traffic Bureau office on a particular day, they all must get their application in by a certain date to be equally eligible.

Are there enough permits at the beginning of the year for all who desire them? Principal Winston answered that by September or October, they're typically gone. A first lottery round is held in August. Students must have their driver's license before they're eligible to apply for a permit. Each year, the school receives complaints from students whose birthday is later in the year.

Is the Tiger Permit issued to a specific vehicle? Principal Winston answered yes.

Why 150 Tiger Permits? Could the number be reduced to 50 or 100 Tiger Permits? Principal Winston answered 150 Tiger Permits is in the City Ordinance. When Newton North was rebuilt, the agreement was to add 150 Tiger Permits into City Ordinance.

How many spaces are available to the public in the Austin Street lot? Mr. Koses answered 230.

Has the Newtonville Area Council taken a position on this and were they made aware? Councilor Lucas stated that he spoke with Peter Bruce who is aware of what the Committee is discussing this tonight. The Newtonville Area Council has not discussed this docket request.

Without further discussion, Councilor Grossman made a motion to approve this item. Committee members agreed 4-1-2, Councilor Oliver opposed, Councilors Malakie and Lucas abstaining and Councilor Lipof not voting.

#231-21 Resolution on the Worcester line stations in Newton
COUNCILORS DOWNS, BOWMAN, NORTON, KALIS, LUCAS, HUMPHREY, KELLEY, MALAKIE, GREENBERG AND NOEL filing a Resolution to the General Court, Governor, MPO, MBTA and MassDOT on the Worcester line stations in Newton.

Action: **Public Safety & Transportation Approved 7-0, Councilor Lipof not voting**

Note: ***Please Note: Public Safety & Transportation Committee Councilors Markiewicz, Oliver and Grossman want to add their names as co-docketers to this Resolution.***

Council members were provided with a Resolution in support of Newton Commuter Rail Stations Accessibility Improvements Project (PO170). This was attached to the agenda.

Chair Downs stated that that this docket request further codifies what Newton has been asking for in letters and resolutions. This request became urgent since the pandemic and the suspension of services on the Worcester line and the Express Buses. It is still worth approving and forwarding this resolution to the General Court, Governor, MPO, MBTA and MassDOT indicating that the City Council stands behind Mayor Fuller's requests.

Without discussion, Councilor Markiewicz made a motion to approve the resolution. Committee members agreed 7-0, Councilor Lipof not voting.

At approximately 9:47 p.m., Councilor Bowman made a motion to adjourn. Committee members Agreed 7-0, Councilor Lipof not voting.

Respectfully submitted,

Andreae Downs, Chair