



Public Facilities Committee Budget Report

City of Newton **In City Council**

Wednesday, May 11, 2022

Present: Councilors Leary (Chair), Laredo, Kelley, Danberg, Norton, Kalis and Crossley

Absent: Councilor Gentile

Also Present: Councilors Albright, Malakie, Downs, Bowman and Humphrey

City Staff Present: Chief Operating Officer Jonathan Yeo, Commissioner of Department of Public Works Jim McGonagle, Chief of Staff Department of Public Works Shawna Sullivan, Senior Financial Analyst Perry Rosenfield and Director of Finance Kelley Cadman

Others Present: NewTV

DEPARTMENT BUDGET & CIP DISCUSSION:

Department of Public Works

Referred to Finance and Appropriate Committees

#213-22 Submittal of the FY23 to FY27 Capital Improvement Plan

HER HONOR THE MAYOR submitting the Fiscal Years 2023 to 2027 Capital Improvement Plan pursuant to section 5-3 of the Newton City Charter.

Referred to Finance and Appropriate Committees

#213-22(2) Submittal of the FY23 Municipal/School Operating Budget

HER HONOR THE MAYOR submitting in accordance with Section 5-1 of the City of Newton Charter the FY23 Municipal/School Operating Budget, passage of which shall be concurrent with the FY23-FY27 Capital Improvement Program (#213-22).

EFFECTIVE DATE OF SUBMISSION 04/19/22; LAST DATE TO PASS THE BUDGET 06/03/22

Referred to Finance and Appropriate Committees

#213-22(3) Submittal of the FY23 – FY27 Supplemental Capital Improvement Plan

HER HONOR THE MAYOR submitting the FY23 – FY27 Supplemental Capital Improvement Plan.

Note: Commissioner of Public Works Jim McGonagle provided an overview of the FY22 Budget for the Department of Public Works, attached to this report.

Department of Public Works

Public Works Department's Team

Commissioner McGonagle stated that there are 8 divisions with 200 employees. The total budget request for FY23 is \$95,495,942 which is a 3.03% increase from FY22.

This year the department has two new division leaders, Tom Fitzgerald is replacing retiree Ted Jerdee and Kelley Cadman replaced Jack Cowell.

Streets and Sidewalks

Commissioner McGonagle stated that the department paved 9.6 miles of roadway, added/repared 2.5 miles of granite or asphalt curbing, installed/repared 3.9 miles of concrete sidewalk and patched over 11,000 potholes. During snow season, the department met the target of streets being cleared within 8 hours of each storm and continued developing sustainable approaches to construction and winter operations. This year, the department met with Brookline, MA for a demo of sustainable concrete which the City may use moving forward. The department increased the use of brine and introduced organic deicing materials. This year, the department will work with a company for route optimization for not only yard waste collection, snow plowing and street sweeping to improve operations to try to limit costs by improving our routes.

Transportation

Commissioner McGonagle stated that the department implemented school-zone flashers and speed feedback signs at Angier, Countryside, Lincoln-Eliot multiple schools and will continue to update and add more, still looking at definitive locations - base locations on compliance with school zone limits and if need to replace current speed limit signs. The department also completed traffic calming construction at Beethoven and Allen Avenues with a raised crosswalk which has proven successful with the Fire Department and plow vehicles, we will see additional raised crosswalks moving forward. Several bump outs were added on Allen Avenue to shorten crossing distances which we've done throughout the City successfully and determined that such traffic calming measures/pedestrian improvements would not negatively impact buses and emergency vehicles. The department initiated an employee parking permit trial in Newton Centre to improve parking for employees. This year, 3 miles of bike accommodations were added on Parker, Cypress and Centre Streets.

Sustainable Materials Management

Commissioner McGonagle stated the department brought yard waste collection in-house for cost savings and to improve service. This allowed DPW to hire 6 new employees while providing cost savings for the City. The 6 new employees will also assist in snow plowing. The department launched an on-request curbside textile collection program which has provided a small amount of revenue. The department has collected over 6 tons of food waste from the drop-off collection program, permanently adhering education stickers to recycling carts – reached 5K households, also includes an audit for volume, contamination, cart damage – will continue this summer and operated the first paint collection event collecting over 14 tons of paint. The department ran 18 household hazardous waste collection events, and it will continue this year.

Transportation Network Improvement Program Funding

Commissioner McGonagle stated that the \$9.5 million in FY23 funding is for:

- Paving & rehabilitation
- Pavement maintenance
- Engineering services
- Sidewalks
- Pavement markings throughout the City
- Traffic calming
- Intersection improvements
- Parking lots - the library parking lot will be completed; the Pearl Street parking lot is out to bid, and the Ward School parking lot will be paved.

Engineering

The Engineering Division was awarded the design contract for the Bullough's Pond Dam rehabilitation project, the consultant is gathering data. The design may be complete by December 2022. The division continued planning, management, and the implementation of the Transportation Network Improvement Program. The division designed and oversaw construction of the Newton Free Library and Pearl Street parking lots. The division completed the Walnut Street roadway improvements project and are working on Needham Street water main replacement, sidewalks and bike lanes.

Fleet Management

Commissioner McGonagle stated the department will continue with the City's vehicle replacement program and will focus on preventative maintenance. The department is working with vendors to achieve best pricing on parts and to decrease delivery time. The department will

construct a wash bay for City vehicles and equipment to reduce corrosion, enhance the life of equipment and comply with environmental requirements.

Utilities-Stormwater

Commissioner McGonagle stated that the department will continue to monitor and treat Crystal Lake for algae blooms. The second treatment was completed last week appearing to be successful. The department will continue planning and permitting for dredging the City Hall ponds this fall. A second major project is the rehabilitation of the Bullough's Pond Dam. The department will continue to work with the Bullough's Pond Dam working group to develop a plan that meets the needs of the community and the office for dam safety. The department developed the Stormwater Ordinance, Rules and Regulations, and will ensure compliance with NPDES MS4 general permit and will continue developing the phosphorous removal program.

Utilities-Water

Commissioner McGonagle stated that the department will continue our unit directional hydrant flushing and inspection program, continuation of the water line replacement, lining and cleaning project and continue to replace the City's water meter system including a new customer portal. The department installed 186 new water services, replaced 110 existing water services and repaired 122 water leaks this year. Water leak inspections are completed twice a year.

Utilities-Sewer

Commissioner McGonagle stated that the department will continue with the Inflow & Infiltration Program in Newton Upper Falls, Newton Highlands, Chestnut Hill and Thompsonville. The department will continue with the pump station rehabilitation plan by replacing HVAC equipment in 11 pump stations, replace gate valves at 2 pump stations and replace the Oldham Road pump station. The department will continue with the Illicit Discharge Detection and Elimination Program to detect illegal connections.

Q&A

Q: Is the department adding 8 full time employees?

A: Commissioner McGonagle answered yes, 6 new employees to conduct yard waste and 2 employees are being transferred from the Parks and Recreation Department.

Q: Is the additional \$572,000 in the sustainable materials management for those employees?

A: Commissioner McGonagle answered yes, 6 new employees and 2 transfers.

Q: What is the status of the functioning of streetlights? Are we in the final year of adding \$150,000 toward repairs or is there an ongoing line item to cover maintenance?

A: Commissioner McGonagle answered the knock downs have been repaired and approximately ten undergrounds have been resolved. Moving forward, it will not be necessary to fund additional funds. 1 to 2% of streetlights fail per year. The lifespan of a streetlight is 15 to 20 years additional replacements will be necessary in the next several years.

Q: Please explain the two new line items of \$50,000 for consulting and \$1,150,000 for paving supplies in the budget? Are these related to \$9,500,000 a year on the transportation improvement network?

A: Commissioner McGonagle answered that the \$50,000 consulting fee is for the continuation of the asset management program in each division. \$1,150,000 is part of the \$9.5 million dollars for roadwork that was in the Engineering Division under the original override funds, but those funds were moved into the DPW administration budget. As divisions are added they become part of the budget and once the division is up and running, those dollars are moved to pay for the software.

Q: This year, how much money has DPW spent on snow and ice? The overtime line budget has not changed.

A: Commissioner McGonagle answered approximately \$5 million on snow and ice with an average snow fall this year. The average snowfall is 54", Newton received 54.2". Historically it costs \$100,000 per inch. We anticipate costs increasing next year because the cost of salt and fuel are unknown. The overtime budget depends on the timing of the storm, not the amount of snow.

Q: Regarding street calming, Newton Upper Falls residents have expressed concern of vehicles crossing the double yellow line at the top of Elliot Street. This year, it is on the outcomes as a desire to design. Will this be a pilot program? When will this project be complete?

A: Commissioner McGonagle answered that this project is near final design. It is preferable to pilot projects if possible. Perhaps this year a pilot will be implemented. He then added that he will follow up with this information. We will be providing information for the Friday packet on all questions that were asked.

Q: Why has the administration line increased by \$1.3 million from \$1.2 to \$2.5 million dollars?

A: Commissioner McGonagle answered the majority for this increase is paving at \$1.5 million and software consultant fees at \$50,000.

Q: What will the new employee's responsibility be when there is no snow?

A: Commissioner McGonagle answered that they will be assisting the Street Division filling potholes, Christmas tree collection, snow plowing, prepping snow equipment and repairing. There is plenty of work for the employees.

Q: Regarding personnel details there are 17 vacancies, will these positions be filled?

A: Commissioner McGonagle answered yes, DPW is trying to fill these positions. Unfortunately, there is high turnover in entry positions. It has been especially challenging the past two years. Contractors and municipalities are having the same issues.

Q: Will DPW assume the duties of picking up trash for the Parks and Recreation Department?

A: Commissioner McGonagle answered yes, all the trash barrels throughout the City will fall under the Sustainable Materials Management Division.

Q: What was the cost of sending out yard waste versus taking it in house?

A: Commissioner McGonagle answered that there is an anticipated annual savings of \$200,000 to \$300,000 by taking on yard waste collection in-house. As DPW just began collection services on April 11, 2022, it is difficult to determine actual savings. It will require a full year of operational experience to develop true cost savings. The ultimate goal of bringing yard waste collection in-house is to improve service. DPW is using the same number of trucks Waste Management used during normal times (3 trucks and 6 employees). DPW has mimicked the same. The cost of renting trucks, repairs and warranties are covered by the rental dealer without the City investing in capital investments. The reason why we took this on was the ability to rent vehicles with no major capital investment. If it doesn't work, we may go back out to bid, but it looks like we see at least \$200,000 to \$300,000 cost savings which includes adding the new employees, costs for renting the trucks and disposal of the material. The hiring of 6 new employees and the transfer of 2 additional employees includes all benefits and OPEB costs.

Q: Please explain the different roles of Mr. Sobel in DPW and Ms. Freedman in the Planning & Development Department?

A: Mr. McGonagle answered that the Transportation Division of DPW manages streetlights, traffic signals, pavement markings, parking meters and the software. Mr. Sobel oversees day to day operations in the Transportation Division. Mr. Sobel is a licensed Transportation Engineer and is the Director of Transportation Operations in DPW. Ms. Freedman is the Director of Planning in the Planning & Development Department completing the planning aspects of DPW and works with the MBTA and new projects.

Q: What do you envision happening with the Washington Street pilot of \$500,000? What do you view as the deliverable?

A: Mr. McGonagle answered the deliverable full will be a pilot project ready to bid out for us to pilot. We will be working closely with the Planning & Development Department on this because there's so much involved but that's the reason the Planning & Development Department is leading this initial kickoff and pilot but we're working closely together. It will be the Planning & Development Department going forward. DPW does not have the bandwidth to take this project on.

Q: If DPW are street experts, why is the Planning & Development Department leading the effort?

A: Commissioner McGonagle answered because DPW does not have the bandwidth to take this project on. DPW is heavily involved in the Highlands, West Newton and Newtonville were under construction when this design was completed. Mr. Sobel had the bandwidth to review the pilot but now DPW is taking on the Highlands project because that is going to be constructed before the Washington Street project. The Washington Street project is going to take a lot of planning. DPW just completed two village centers which did not involve the amount of detail and coordination required by the Washington Street project.

Q: In this Committee, we have discussed moving to all electric for new construction and wean off gas even for existing homes. What implications would this have for our streets because gas lines run under the roads. If a road goes all electric, would the gas lines remain? Would they be capped? Would it be necessary to extract gas lines and how would it be done?

A: Mr. McGonagle answered there are times when utility lines are capped and remain. Going forward, DPU could be involved. He anticipates it is several years away before each business and residence are converted.

Q: Please explain customer service outcomes on training and what is the process to deploy? Is this a high cost? Are other City departments using this? Is DPW considering customer feedback after speaking with customer service?

A: Commissioner McGonagle answered DPW is trying to improve operations and training tools. When you make a call and hear "your call may be recorded", recording real calls and using real life calls as training tools for customer service staff. This will require union negotiations, who are open to this suggestion to improve customer service. He then stated that he is unaware if other City departments are using this type of training. If successful, it may be beneficial to other divisions or departments. Customer feedback is an option to use after the training is completed.

Q: How long is the traffic calming list after four completed projects this year?

A: Commissioner McGonagle did not have this information available. A traffic calming report is in the process. We will be providing this information for the Friday packet.

Q: Please explain what is sustainable concrete?

A: Commissioner McGonagle answered that sustainable concrete uses organic material instead of cement. It uses lower emissions and was used in the winter. DPW will review the outcome.

Q: Boston is using electric street sweepers, has the City considered using these? They may be useful in bike lane areas where smaller machinery is required.

A: Commissioner McGonagle answered that these are small units. The "Pelican" is a hybrid electric sweeper where the broom runs mechanically but the drive is electric. The demonstration was impressive, the downfall is that they are double the cost. The City does not want to be the ginny pig at \$600,000 each. The smaller unit has been on the market approximately two years. He then stated that he would consider this option.

Q: The City has 64 electric vehicles. Does DPW purchase the Police and Fire Department vehicles?

A: Commissioner McGonagle answered that the Police and Fire Departments purchase their own vehicles and DPW repairs the police vehicles. The Police Department is moving towards purchasing hybrid SUV vehicles this upcoming fiscal year. As issues usually develop within the first year of new technologies, the best practice is to wait at least a year, so issues are resolved; therefore, DPW recommended delaying the purchase of the hybrid police vehicles. Commissioner McGonagle will be discussing with Chief Carmichael on purchasing department vehicles. The Fire Department has several small vehicles that would fit this application. Recently we've brought in the electric Toyota RAV4, a great vehicle and cost effective with proven technology. In the future, heavier equipment and vehicles such as street sweepers, dump trucks and backhoes will be required to be electric or hybrid.

Q: Does DPW clean about a 1/3 of the catch basins each year? It would be beneficial to know the percentage of the number of catch basins.

A: Commissioner McGonagle answered the department cleaned approximately half of the 14,000 catch basins. This will be the third year the depth of sediment is measured, and data is recorded. After three years, data will show which catch basins require cleaning more often.

Q: Regarding the roads budget, how much of the budget is in Chapter 90 and other funds? The line budget for grant funding is for \$4.782 for FY22.

A: Commissioner McGonagle answered that grant funding is all in Chapter 90. Normally \$2.1 million a year is received from Chapter 90. \$4,782 is what was spent in FY22 so we would have had rollover funds from the year before. Sometimes we don't spend all the money in FY22. The money can roll into the fiscal next year. At one time, we had quite a bit of money in Chapter 90, we've spent all that down and we're waiting for the next allocation hopefully early summer.

Q: Will the City receive the complete streets grant money?

A: Commissioner McGonagle answered that they will have to apply for that as they do every year. We received funds the first year, the second year they wouldn't allow us to reapply. The rules seem to change every year, but we have projects that are ready to go that Mr. Sobel will apply for if we're eligible.

Q: Regarding obsolete gas lines, if we're going to pursue a discussion on that we should be pursuing it with our Sustainability Team, who are in touch with other communities who grapple with that same complicated issue. It is not so much that gas lines would have to be removed if they're no longer in use, but how else could we use them? One of the proposals that is being piloted is to do something called District Heating by removing gas connections to an area using the lines to provide pre heated fluid to a heat pump system. Although we use the phrase banning gas hookups and banning gas, that's not actually what we're doing. In the foreseeable future there is a need for standby power, emergency power and generators. There are so many unknowns especially with existing buildings and to be able to wean from fossil fuels. If we are all electric what happens if the grid goes down? It is necessary to have critical functions such as hospitals and laboratories that must always be powered.

A: Chair Leary answered that it is her intent to docket an item to discuss with the utility companies regarding gas safety and shutoff valves.

Q: It is necessary to bring National Grid and others to standards we require. Citizens are particularly concerned about communication when work is being done in their neighborhood on paving, not the temporary paving they do when they just finished their work, but long term. How are we getting National Grid to return to finish the work to the standard they're supposed to achieve? Is field supervision necessary? Will the OpenGov software help to track permits and how long it has been since National Grid completed their work?

A: Commissioner McGonagle answered that OpenGov will help DPW. After 90 days, it will trigger DPW again to review the site. Most recently, a revolving fund was approved from National Grid where they would pay the City for the repairs. This payment plan came into place this past year, when National Grid was only paving half of the street triggering complaints from residents asking when the other half of the street would be paved.

Q: How will new streets fit into DPW prioritization list for paving?

A: Commissioner McGonagle answered that sometimes it is not necessary to repave the entire street. Other processes are available which are less expensive but still provide the look and feel of new pavement. Currently on Watertown Street, DPW is using the bonded wearing course, a newer product with success. A thin overlay will be placed over the entire surface without paving the entire surface.

Q: Is there an update street paving prioritization list available online?

A: Commissioner McGonagle answered yes, and the five-year plan for street paving is in the CIP. The roads will be rescanned this fall, re-prioritizing street paving projects because some degrade faster than others. The way technology has changed, the cost has decreased allowing the department to accomplish this every several years with data moving forward.

Q: How many vehicles are in the fleet and when will it be necessary to purchase new vehicles?

A: Commissioner McGonagle answered approximately 360 total vehicles. He will provide a fleet inventory.

Q: What is necessary to reduce salt applications on the roads?

A: Commissioner McGonagle answered that in future salt reduction will be required and technology is available to assist. All new trucks have the electronic salt control spreaders which control how many pounds per mile is being put down. In certain conditions, liquid blending helps but we're seeing that change in chemistry and liquid blending. We also started using beet juice, which helps to lower the temperature of the working temperature of the brine. Stricter guidelines will mean slippery streets for a longer period. Pre-treating cuts down on salt usage, the brine stays in place whereas the salt bounces off. Technology may change in philosophy and in how we look at street clearing but the salt is what removes the ice.

Q: The budget refers to gas lamp parts. When will gas lamps be phased out?

A: Commissioner McGonagle answered gas lamps have not been discussed in a while. There are electric replacements with a flame like appearance. The department now must run conduit in place of the gas lines. We either install conduit or remove completely. Solar options are not available yet.

Q: Why has the overtime account increased \$55,000 to \$200,000?

A: Commissioner McGonagle answered that increase will most likely be for the yard waste. We're anticipating what we're going to have this time of year and then especially in the fall. In the fall, Waste Management would sometimes double their trucks for a few weeks knowing overtime is necessary. We had to do this, this past fall when Waste Management couldn't supply any trucks and we had significant overtime for that short period of time. It's not worth bringing on extra bodies and vehicles year-round for those short periods of time.

Q: Why have the parking meter communication systems increase by \$36,000 and parking meter parts by \$5,000? The amount in 2020 was \$11,000 total.

A: Commissioner McGonagle answered these funds cover damage to the meters. The software increase is due to all the meters are operational in the City along with the kiosks. Those are credit

card transaction fees which more people are using which is accepted at every meter in the City. Less repairs and replacements are being done. New meters are much more expensive.

Q: In reviewing the DPW weekly construction schedule, Commonwealth Avenue to Grant Street is on the list to be repaved. Will there be additional work to review the crosswalks? There are visibility issues. The same with Centre Street between Willow and Trinity Terraces there's a lot of desire to put a bike lane along that section to narrow travel lanes because they're very wide. Will these areas be on the list? Are these projects being reviewed by the Complete Streets Working Group? Is there an opportunity for residents or Councilors to weigh in on issues they know exist?

A: Commissioner McGonagle answered that as far as paving the streets and that's why we really incorporated a separate traffic calming budget line item to address these issues because they're Citywide. If we were to address all these issues on every street we repave again, the idea with paving is to get ahead of the degradation curve and maintain our streets. To do a lot of this work, even bike lanes, bump outs and to shorten crossing distances, is all work that we're doing as part of our intersection improvements, traffic calming or adding bike lanes when we can but that doesn't have to happen when the road paving is being done.

Q: Can you provide an update on the trial of the rain garden on Norwood Avenue and have other locations been identified?

A: Commissioner McGonagle answered that Parks and Recreation Department is leading this project. There is a vault for the utilities limiting the design and the ability to install the rain garden envisioned. He then added that he would provide this information.

Q: Will there be repairs at the intersection of Centre and Trowbridge Streets making it ADA compliant?

A: Commissioner McGonagle answered yes, anytime we're doing any major paving and milling, we do bring curb cuts into compliance.

Q: Regarding the eight vacancies in the sewer funds. Will these vacancies impact your desires or are you hopeful to fill these vacancies to get manpower on board?

A: Commissioner McGonagle answered we're starting to see an increase in applicants, the most difficult positions in the construction field, are filling utility positions. It's the money and the benefits that people can make on the outside. We are competing with others, and it is difficult in the Utilities Division, but we did hire three employees over the past week. We train them and lose them to outside contractors quite often. Unfortunately, it's a revolving door. We may have to contract work out at times, but it's not slowing down what the department is doing.

Q: Regarding dredging City Hall ponds this fall, where will the hazardous material go? Will storm water work be completed to minimize silt? What is the future of these ponds?

A: Commissioner McGonagle answered it is expensive to dredge. The goal is to infiltrate water into the ground, the earth is the ultimate filter. That's why when you hear us talk about that we want to get the water back into the ground not into the storm drains and catch basins because this is the effect of that. It will help to have good data on what catch basins we should be cleaning on a regular basis. Those are also the ones we can go after and increase capacity to maintain those solids in the catch basin. We are on track; it is a slow process, but we continue to take advantage of it when we can. Mr. Yeo added we've been attempting to dredge these ponds for three or four years. It really wasn't a question of us waiting, it's a question of some largely federal bureaucracy that slowed down this whole venture. The ponds function as sort of four bays for sediment to drop out before the water gets into Bullough's Pond. They serve as sediment traps which require dredging. The stormwater rules will help with all the private properties upstream over the decades in the future. The parking lot of the library and the Newton Centre projects are also part of the headwaters of this watershed. We will have to dispose of the silt carefully according to the rules and that's part of what we have gone through with the State and Federal Governments. It should be ready this fall.

Q: Regarding Laundry Brook, there's an outfall that collects a lot of trash, is there a possibility of installing a gate in the brook to keep plastic and Styrofoam going into the Charles River?

A: Commissioner McGonagle stated he did not have this information available.

Comments

\$62 million of the budget is for water, sewer and stormwater as opposed to \$33 million for the rest of the department.

DPW has grown in competence significantly over the last six years. It is a pleasure to witness the increased scientific approach to what the department does and how well they work with other departments.

The cost of recycling is concerning. Since 2019, there was an increase of more than 23% for recycling those same years it was 48%. Now is the time to plan for waste reduction efforts because changing people's habits is difficult.

Suggestions

In the future, please docket an item for this Committee to review the yard waste program including costs, glitches and the positives.

It would be beneficial to have an interim report and costs halfway through the Washington Street project. It was then suggested to have regular updates on this project. Mr. Yeo stated that there

will be a working group including City Councilors, Planning & Development Department and DPW teams will report back to City Council as requested.

Councilors thanked Commissioner McGonagle and his staff for their diligence and responding promptly.

The Committee took a straw vote to accept the Department of Public Work's proposed Budget, the Supplemental CIP and the CIP which passed unanimously.

The Committee adjourned at 8:50 p.m.

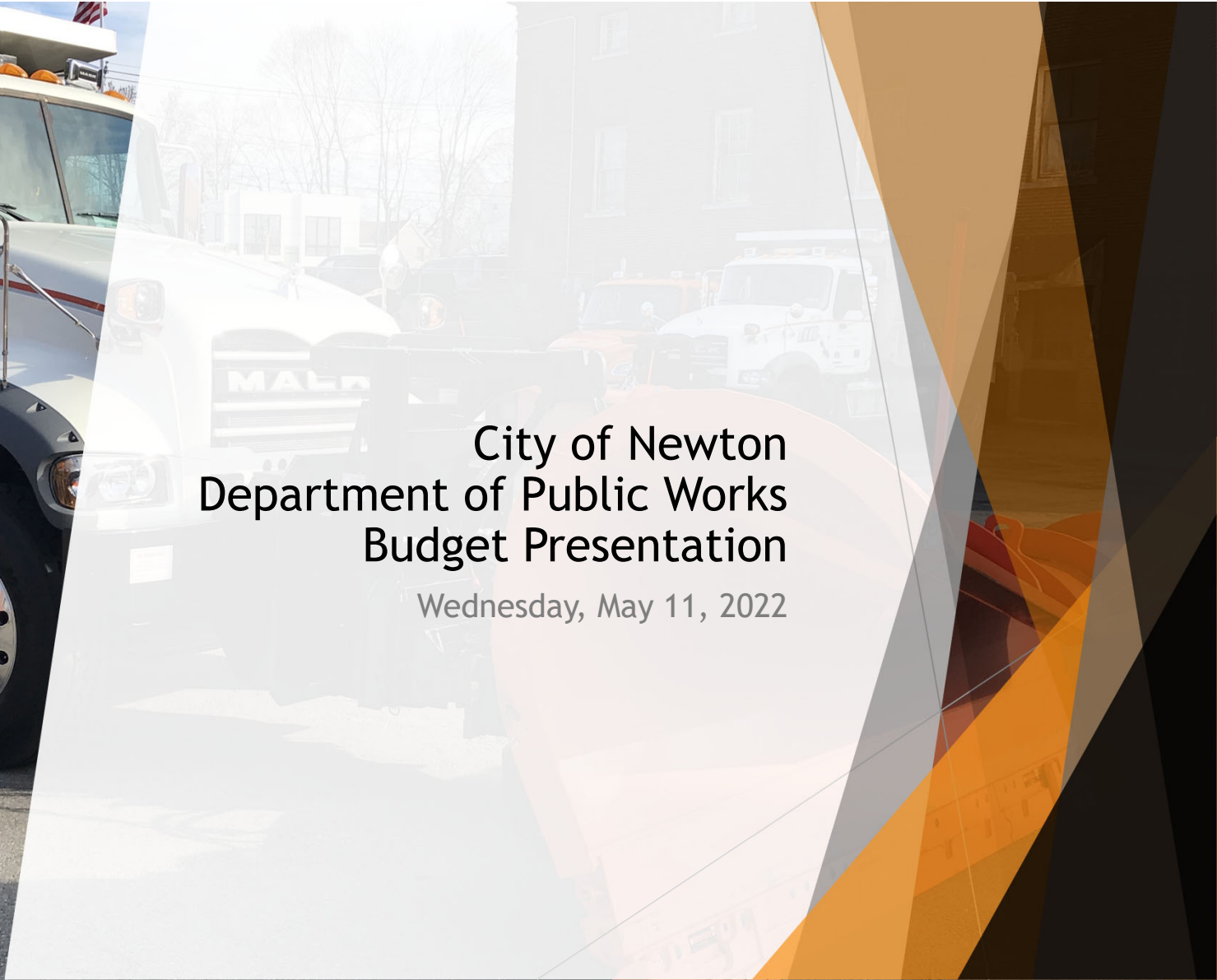
Respectfully submitted,

Alison Leary, Chair



City of Newton Department of Public Works Budget Presentation

Wednesday, May 11, 2022



Public Works Department's Team

- ▶ James McGonagle, Commissioner
- ▶ Shane Mark, Director of Streets
- ▶ Waneta Trabert, Director of Sustainable Materials Management
- ▶ Travis Mosca, Director of Fleet
- ▶ Garrett Ross, Customer Service Manager
- ▶ Shawna Sullivan, Deputy Commissioner
- ▶ Tom Fitzgerald, Director of Utilities
- ▶ Kelley Cadman, Director of Finance
- ▶ Jason Sobel, Director of Transportation
- ▶ Lou Taverna, City Engineer



Streets and Sidewalks

- ▶ Paved 9.6 miles of roadway
- ▶ Added/repared 2.5 miles of granite or asphalt curbing
- ▶ Installed/repared 3.9 miles of concrete sidewalk
- ▶ Met target of streets cleared within 8 hours of end of each storm
- ▶ Continued developing sustainable approaches to construction and winter operations
- ▶ Over 11,000 potholes patched





Transportation

- Implemented school-zone flashers and speed feedback signs
- Traffic calming construction completed at Beethoven and Allen Avenue
- Piloting traffic calming at Windsor Road & Beacon Street and California Street at Chapel Street
- Initiated employee parking permit trial in Newton Centre
- Added 3 miles of bike Accommodations

Sustainable Materials Management

- ▶ Brought yard waste collection in-house
- ▶ Launched an on-request curbside textile collection program
- ▶ Collected over 6 tons of food waste from the drop-off collection program
- ▶ Performed a curbside cart education program
- ▶ Operated the first paint collection event collecting over 14 tons of paint
- ▶ Ran 18 household hazardous waste collection events by appointment





Transportation Network Improvement Program Funding

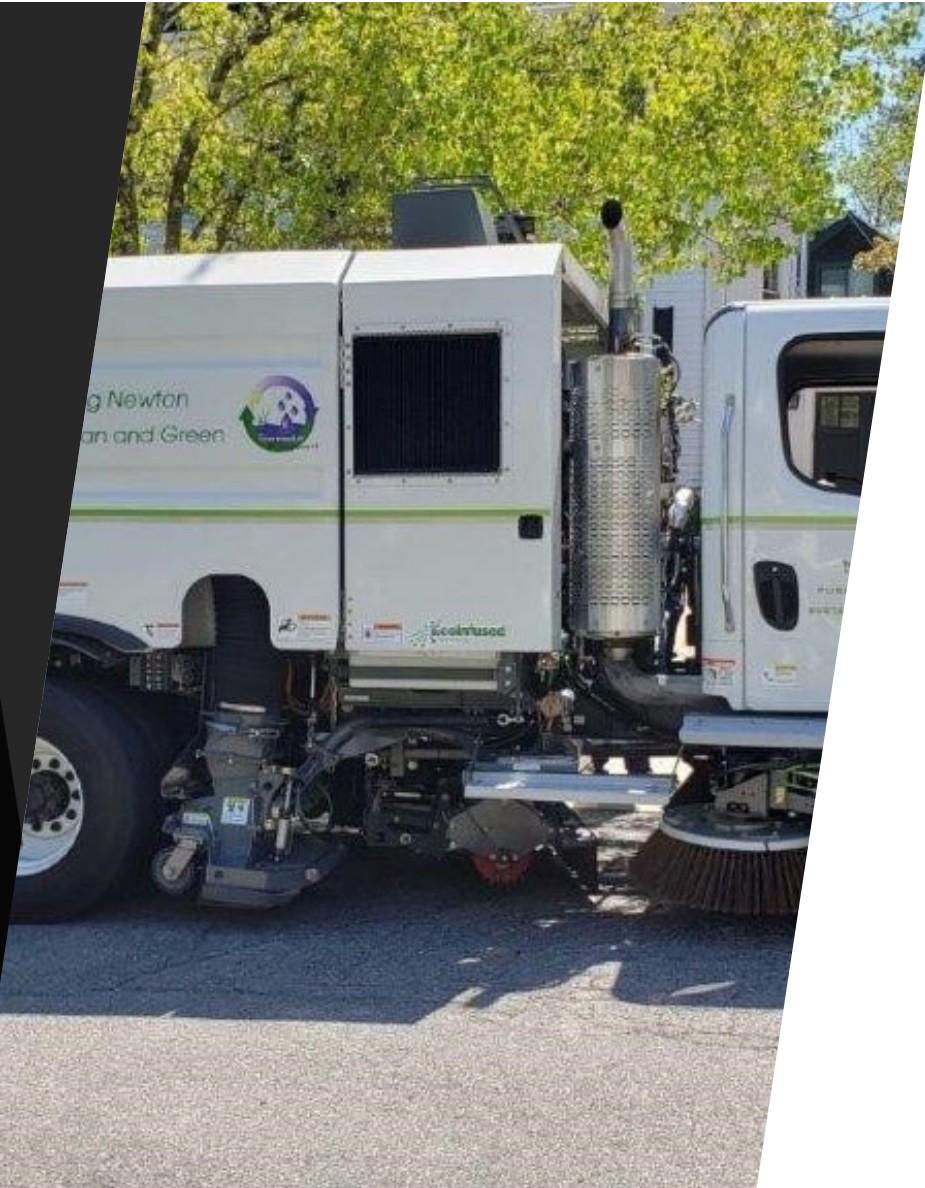
\$9.5 million in FY 23 funding
for:

- Paving & rehabilitation
- Pavement maintenance
- Engineering services
- Sidewalks
- Pavement markings
- Traffic calming
- Intersection improvements
- Parking lots

Engineering

- Continued planning, management, and implementation of Transportation Network Improvement Program
- Awarded design contract for the Bullough's Pond Dam rehabilitation project
- Design and oversee construction of the Newton Free Library parking lot & Pearl St parking lot
- Substantially completed the Walnut Street roadway improvements and the Needham Street water main replacement





Fleet Management

- Continuation of the city's vehicle replacement program
- Focused on preventative repairs and maintenance program
- Worked with vendors to achieve best pricing on parts and decrease time on deliverables
- Construct a wash bay for city vehicles and equipment

Utilities - Stormwater

- Continue to monitor and treat Crystal Lake for algae blooms
- Continued planning and permitting for dredging the City Hall Ponds
- Developed the Stormwater Ordinance and Rules & Regulations
- Ensure compliance with NPDES MS4 general permit
- Continue developing phosphorus removal program





Utilities - Water

- ▶ Unidirectional hydrant flushing and inspection program
- ▶ Continuation of the water line replacement, lining, and cleaning project
- ▶ Replace the City's water meter system including a new customer portal
- ▶ Repaired 122 water leaks
- ▶ Installed 186 new water services and replaced 110 water services

Utilities - Sewer

- ▶ Continue with the Inflow and Infiltration Program in Newton Upper Falls, Newton Highlands, Chestnut Hill and Thompsonville
- ▶ Continue pump station rehabilitation plan by replacing heating and ventilation equipment in 11 pump stations, replace gate valves at 2 pump stations and replace the Oldham Road pump station
- ▶ Continue with Illicit Discharge Detection and Elimination Program



Discussion

