



**DATE:** December 16, 2021  
**TO:** Honorable Mayor and City Council  
**FROM:** Edward C. Starr, City Manager

## **CITY MANAGER'S MONTHLY REPORT DECEMBER 2021**

### **OFFICE OF THE CITY MANAGER**

- **Metrolink San Bernardino Line Rehabilitation at Montclair Transcenter**

On December 11 and 12, 2021, the Metrolink San Bernardino Line was out of service east of the Montclair Transcenter so that Metrolink personnel could upgrade the commuter rail tracks as part of a regularly planned maintenance program. Metrolink regularly maintains and rehabilitates tracks throughout its system; however, due to the amount of track being rehabilitated (4,500 feet throughout the closed portion), additional time was required, and a full closure of the section east of the Montclair Transcenter was necessary.

Metrolink's 56.5-mile San Bernardino Line is the most popular line in the six-county commuter rail system, which includes lines in Ventura, Los Angeles, Orange, San Diego, San Bernardino, and Riverside counties.

The tracks were closed between the Montclair Transcenter and the San Bernardino Downtown Station, which spans 23 miles. For the two days of closure, Metrolink continued operating the commuter service from Los Angeles' Union Station to the Montclair Transcenter.

Metrolink riders living east of Montclair were advised through media outlets to take an Omnitrans bus to the Montclair Transcenter or drive and park at the Transcenter where they could then board the Metrolink Line to Los Angeles and other destinations west of Montclair. The San Bernardino Line returned to full operation on Monday, December 13, 2021. The Montclair Transcenter saw heavier use on December 11 and 12 due to the track rehabilitation.

Metrolink ridership has been down since the beginning of the pandemic; however, Metrolink now reports that weekend ridership over the last two months increased at rates higher than

weekday ridership. On successive weekends in November, the San Bernardino Line averaged more than 3,500 boardings, compared to 1,500 boardings on the same line in January 2021.

Metrolink weekday ridership has recovered approximately 30% of pre-pandemic levels, but weekend ridership has recovered 50%, according to Metrolink. The heavier weekend ridership numbers suggest more people are taking Metrolink for weekend and leisure travel as compared to weekday commuting.

- **CalPERS Adjusts Earning Rate**

On November 15, 2021, the CalPERS Board of Administration selected a new asset allocation mix designed to guide the Fund's investment portfolio for the next four years. The Board concurrently agreed to retain the current 6.8% target it assumes those investments will earn over the long term. In July, the discount rate dropped from 7% to 6.8% after CalPERS announced that the Fund's investment returns for Fiscal Year 2020-21 earned 21.3%, triggering CalPERS Funding Risk Mitigation Policy. The Funding Risk Mitigation Policy requires a reduction to the discount rate for the year following a double-digit rate of return for the previous year. The board also approved adding 5% leverage to increase diversification.

The decision by the Board concludes a nearly yearlong comprehensive review of the pension system's investment portfolio and actuarial liabilities. The Board conducts this process, known as [Asset Liability Management \(ALM\)](#)<sup>1</sup>, every four years.

The ALM process is an integrated review of the Fund's assets and liabilities to inform decisions designed to achieve a sound and sustainable fund. The goal of the ALM process is to balance the expected cost of future pension payments with the expected future investment returns. During the ALM process, the Board reviews the Fund's overall risks taking into consideration the long-term sustainability of the system.

The ALM process runs on a four-year cycle and includes a review of CalPERS' investment portfolios and retirement plan liabilities. Capital Market Assumptions are primarily based on expectations of future investment returns. Liability projections are based on demographic and economic factors and trends, including membership dynamics, future salary, and payroll growth, retirement ages, inflation, and life expectancy. The ALM process is used by the Board to make decisions that apply to the Public Employees' Retirement Fund (PERF) and other affiliate funds.

The ALM process included a review of demographic assumptions including life expectancy, retirement and disability rates, and potential changes in job growth and salaries. The most

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<sup>1</sup> <https://www.calpers.ca.gov/page/about/organization/facts-at-a-glance/asset-liability-management>

recent findings show that life expectancies of healthy members at age 55 increased slightly from the last study in 2017.

The study showed that men are expected to live roughly eight months longer and women approximately five months longer since the previous study. The study also projected higher rates of retirement for certain member groups, including the California Highway Patrol and other safety members, while some miscellaneous members experienced fewer retirements.

The portfolio selected by the Board on November 15 incorporates a diverse mix of assets to help achieve the Fund's investment return target of 6.8%. By adding 5% leverage over time, CalPERS' objective is to better diversify the Fund to protect against the impact of a serious drawdown during economic downturns.

As part of the ALM process, the Board examined different investment portfolios and their potential impact on the CalPERS fund. Each portfolio presented a different mix of assets and corresponding rates of expected return and risk volatility. Ultimately, the board selected the portfolio with expected volatility of 12.1% and a return of 6.8%.

Notable changes for employers include a decrease in median total employer contribution rates, which includes both normal and unfunded actuarial liability costs, from less than 1% in miscellaneous plans to a decrease of more than 2% in some safety plans.

Employees hired on or after January 1, 2013, following the implementation of the Public Employees' Pension Reform Act (PEPRA), will see the following impacts: PEPRA employees will see median increases ranging from 1.2% in miscellaneous plans to 1.5% in safety plans in their total normal cost.

Contribution changes will take effect in Fiscal Year 2022-23 for state and schools plans, and Fiscal Year 2023-24 for local public agencies.

For CalPERS members, actuarial changes affect two key areas:

1. An increased retirement benefit amount of a few dollars for every \$1,000 of retirement allowance if the member selects the retirement option that provides a benefit for a spouse or beneficiary; and
2. Increased cost of service credit purchases.

The decision by the Board placed the City in a viable position to address near-term increases in the unfunded accrued liability (UAL). The City's issue of pension obligation bonds (POBs) in October 2021 positioned the City for a potential decrease in the return rate to 6.7%, funding the issue with additional capital deposited with CalPERS. The excess funds on deposit with CalPERS will be used to fund any new UAL over the next few years.

- **California will Outlaw the Sale of New Gas Lawn Equipment**

California is the first state to outlaw all gasoline-powered lawn equipment, requiring new lawnmowers and leaf blowers with small off-road engines to be zero-emission by 2024. [Assembly Bill No. 1346](#)<sup>2</sup> comes with \$30 million in funding to help aid in the transition.

California has an estimated 16.7 million gasoline-powered lawnmowers and leaf blowers, which the state has defined as extraordinary polluters, with small off-road engines spewing outsized amounts of smog-forming NOx (oxides of nitrogen), cancer-causing volatile organic compounds, and lung-damaging particulate matter. For comparison, there are an estimated [35 million](#)<sup>3</sup> cars, service trucks, and diesel-powered semi-trucks registered in the state.

Small gasoline-powered engines were essentially unregulated before 1990 in California. New limits that have since been imposed have cut small engine pollution; but as recently as last year, small engines produced more NOx and VOC pollution in the state than all passenger vehicles combined. California enacted stricter regulations for evaporative emissions from small engines in 2003; however, years later when the California Air Resources Board (CARB) checked 60 pieces of lawn and garden equipment, it found that 33 of them were not compliant. Furthermore, over the years, small engine-makers like [Kawasaki](#)<sup>4</sup> and [Yamaha](#)<sup>5</sup> have been fined by CARB or reached settlements for not complying with state regulations.

Even under recent Environmental Protection Agency (EPA) regulations, people operating gasoline-powered lawn and garden equipment are exposed to pollutants at potentially harmful levels — homeowners using gasoline-powered equipment for one hour are, under certain conditions, exposed to pollution levels that exceed national air quality standards for a 24-hour period. According to CARB, operating a gasoline-powered leaf blower for one hour produces as much volatile organic compounds and NOx as driving a 2017 Toyota Camry from New York City to Orlando, Florida. Fine particulates (PM2.5) and carbon monoxide are the worst offenders according to a [2006 study](#).<sup>6</sup>

California's new law applies to any engine that produces less than 25 gross horsepower, including lawnmowers, weed trimmers, chain saws, golf carts, specialty vehicles, generators, and pumps. The law does not apply to on-road motor vehicles, off-road motorcycles, all-terrain vehicles, boats, snowmobiles, or model airplanes, cars, or boats.

The bill's primary target is air pollution, and in particular smog-forming pollution, which is both reactive organic gases and nitrogen oxides that are produced by the engines according to officials at CARB — pollutants that contribute to the formation of particulate matter and ozone, which have some real health implications.

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<sup>2</sup> [https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=202120220AB1346](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1346)

<sup>3</sup> <https://www.dmv.ca.gov/portal/file/estimated-fee-paid-vehicle-registration-by-county-report-pdf/>

<sup>4</sup> <https://ww2.arb.ca.gov/news/kawasaki-motors-corp-usa-pay-160k-penalties-small-engine-violations>

<sup>5</sup> <https://ww2.arb.ca.gov/news/44000-fines-paid-yamaha-motor-corporation>

<sup>6</sup> <https://www.nature.com/articles/7500471>

AB 1346 requires CARB to adopt “cost-effective and technologically feasible regulations” to prohibit engine exhaust and evaporative emissions from new small off-road engines by July 1, 2022. Those regulations will apply to small off-road engines produced on or after January 1, 2024, or as soon as the board determines it is feasible. Gas-powered equipment purchased before the deadlines can still be used by property owners and professional landscapers. Vendors, however, will be prohibited from selling gas-powered lawn equipment products manufactured after July 1, 2024, in California.

New portable gas-powered generators also must be zero-emission by 2028 — a timeline that could be delayed by CARB. In recent years, California has had widespread blackouts at the peak of the wildfire season when high winds sweep through the state, causing many residents to rely on gas-powered generators for electricity. The law specifically requires CARB to adjust restrictions on generators based on the “expected availability” of that equipment on the commercial and retail market.

The law also requires CARB to make funding available for a commercial rebate or similar incentive funding for air districts to implement to support the transition to zero-emission, small off-road equipment operations.

Zero-emission equivalents to small off-road engines are already on the market, and over the past few years, CARB, in cooperation with regional air quality districts, has been running ‘zero-emission equipment road shows’ that encourage landscaping organizations to borrow non-polluting equipment. The organizations can use the equipment for several weeks with no obligation or responsibility.

CARB began working on regulations last year after Governor Newsom issued an executive order in September 2020 requiring the state to “transition to 100 percent zero-emission off-road vehicles and equipment by 2035, where feasible. The executive order also requires [all new cars sold to be zero-emission vehicles by 2035](#).<sup>7</sup>

The National Association of Landscape Professionals (NALP) opposes the new legislation, asking for more time before the transition is mandatory. According to the NALP, as reported in the [Los Angeles Times](#),<sup>8</sup> the zero-emission commercial-grade equipment landscapers use is more expensive and less efficient than the existing gas-powered lawnmowers, leaf blowers, and other small machinery; for example, a gas-powered commercial riding lawn mower costs \$7,000 to \$11,000, but its zero-emission equivalent can cost more than twice that amount according to the NALP. However, new zero-emission landscape equipment is increasingly competitive with their gasoline-powered counterparts. The best battery-powered lawn mowers, for example, receive almost the same scores at [Consumer Reports](#),<sup>9</sup> and several

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<sup>7</sup> <https://www.latimes.com/california/story/2020-09-23/gavin-newsom-fracking-ban-california-zero-emissions-cars>  
<sup>8</sup> [https://www.latimes.com/california/story/2021-10-09/california-moves-toward-ban-on-gas-lawnmowers-and-leaf-blowers?utm\\_source=Energy+News+Network+daily+email+digests&utm\\_campaign=13766fb98c-EMAIL\\_CAMPAIGN\\_2020\\_05\\_11\\_11\\_44\\_COPY\\_01&utm\\_medium=email&utm\\_term=0\\_724b1f01f5-13766fb98c-89307440&et rid=17776614&et cid=3955037](https://www.latimes.com/california/story/2021-10-09/california-moves-toward-ban-on-gas-lawnmowers-and-leaf-blowers?utm_source=Energy+News+Network+daily+email+digests&utm_campaign=13766fb98c-EMAIL_CAMPAIGN_2020_05_11_11_44_COPY_01&utm_medium=email&utm_term=0_724b1f01f5-13766fb98c-89307440&et rid=17776614&et cid=3955037)

<sup>9</sup> <https://www.consumerreports.org/products/lawn-mowers-28940/gas-mowers-28718/recommended/>

manufacturers are offering battery-powered riding mowers capable of mowing two acres per charge while requiring significantly less maintenance.

The NALP is also concerned that landscaping crews will be responsible for carrying an estimated 30 to 40 fully charged batteries while on the job. The NALP further argues that the \$30 million allocated for transition to zero-emission equipment is inadequate for the estimated 50,000 small businesses that will be affected by the law.

Municipalities across the country have enacted some form of leaf blower restrictions, with the idea of eventually transitioning as much landscaping equipment to zero emissions to decrease public exposure to toxins from gasoline-powered engines. The transition will also reduce injuries or death from carbon monoxide poisoning and minimize noise, vibration, and fuel odors.

- **Infrastructure Investment and Jobs Act (Infrastructure Bill)**

On August 10, 2021, the U.S. Senate passed the [Infrastructure Investment and Jobs Act](#)<sup>10</sup> (Infrastructure Bill), followed by passage in the House of Representatives on November 5, 2021. President Biden signed the Infrastructure Bill into law on November 10. The legislation will invest an estimated \$1.2 trillion into modernizing American infrastructure over the next five years.

The Infrastructure Bill represents the largest, most consequential long-term investment in the nation's infrastructure in nearly a century, and contains funding to repair and rebuild roads, bridges, transportation and transit systems, water systems, broadband, and other infrastructure, with a focus on climate change mitigation, resilience, equity, and safety.

The Infrastructure Bill provides more than \$840 billion over five years for a variety of infrastructure projects and investments, including an estimated \$550 billion in new funding. The five-year total includes \$382.9 billion in highway and transit contract authority (representing a five-year reauthorization of federal-aid highway and transit programs, which is \$89.9 billion more than baseline spending) and \$435.9 billion in emergency appropriations. Economists and budget experts assume that broader funding would continue for several years thereafter, and therefore describe the measure as a \$1.2 trillion bill.

The Infrastructure Bill includes appropriations for the following programs and services:

*Federal-Aid Highways and Highway Safety*

- \$297.9 billion in contract authority for existing and new federal-aid highway programs through FY 2026—\$68.5 billion more than baseline levels according to the

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<sup>10</sup> <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/fact-sheet-the-bipartisan-infrastructure-deal/>

Congressional Budget Office (CBO). To make up for expected shortfalls in the Highway Trust Fund, the bill transfers \$118 billion from the U.S. Treasury's general fund to the Trust Fund, including \$90 billion to the Trust Fund's highway account and \$28 billion to the mass transit account.

- \$54.6 billion in emergency funding for a variety of highway infrastructure and associated investments, including:
  - \$36.7 billion for bridge repair and replacement grants (which when combined with a new trust fund-financed program would provide a total of \$40 billion for bridges);
  - \$3.2 billion for Nationally Significant Freight Projects;
  - \$5.0 billion for a new Safe Streets and Roads for All grant program that directly supports local governments' "vision zero" plans; and
  - \$5.0 billion for a national electric vehicle charging program.
- Includes provisions to expedite the environmental review and permitting process for infrastructure projects, and to promote public-private partnerships in infrastructure investment.

#### *Transit, Rail and Other Transportation*

- \$69.9 billion added to the mass transit account of the Highway Trust Fund for transit programs administered by the Federal Transit Administration (FTA) — represents a \$19.2 billion increase over baseline levels according to the CBO.
- \$20.0 billion in one-time emergency funding for various public transit programs (excluding ferry service programs), including:
  - \$8.0 billion for transit capital investment grants;
  - \$5.25 billion for low- and no-emission buses;
  - \$4.75 billion for replacing fixed guideway transit vehicles; and
  - \$1.75 billion to make systems accessible to persons with disabilities.
- \$22.0 billion in emergency funding for Amtrak, including:
  - \$6.0 billion for the Northeast Corridor;
  - \$16.0 billion for Amtrak's National Network; and

- \$36.0 billion for a new grant program to support the development of new intercity passenger rail routes, of which up to \$24 billion could be used for Northeast Corridor projects.
- \$5.0 billion for Consolidated Rail Infrastructure & Safety Grants (CRISI) that fund both freight and passenger rail projects.
- \$3.0 billion for Federal Railroad Administration (FRA) grants to address safety and other concerns at highway-rail grade crossings.
- \$13.5 billion in emergency appropriations for multimodal infrastructure, including:
  - \$5.0 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants (previously known as BUILD or TIGER grants);
  - \$7.5 billion for local and regional projects of significance; and
  - \$1.0 billion for the national culvert grant program.
- \$25 billion for aviation investments, including \$15.0 billion for Federal Aviation Administration (FAA) airport improvements grants.
- \$2.25 billion for port infrastructure development.
- \$5.0 billion for Environmental Protection Agency (EPA) grants to replace existing school buses with clean and zero-emission school buses.

### *Energy Infrastructure*

- \$69.7 billion in emergency funding for the electric grid, clean energy, and other energy-related activities, including:
  - \$15.7 billion for investments in the electric grid;
  - \$6 billion to help electric utilities improve the resiliency and reliability of electric grid infrastructure; and
  - \$3 billion for investments in "smart grids".
- \$19.7 billion for research, development, and deployment of clean energy technologies, including hydrogen fuel cells, advanced nuclear reactor technology, and hydroelectric power.



- \$8.5 billion for programs intended to ensure access to critical materials used for photovoltaic cells, batteries, and other clean energy technologies, of which \$6.0 billion is to promote the domestic production and recycling of batteries.
- \$7.0 billion for programs to increase energy efficiency.
- \$12.2 billion for research, development, demonstration, and financing of various technologies to capture carbon emissions, transport the captured carbon, and either store the carbon or use it for other industrial processes, plus;
  - \$3.5 billion for four regional direct air capture hubs; and
  - \$3.4 billion for demonstration projects and large-scale pilot projects.
- \$4.7 billion for efforts to plug abandoned oil and gas wells to reduce methane emissions.

#### *Water Infrastructure*

- \$80 billion in emergency funding for water infrastructure, including:
  - \$48.4 billion for EPA drinking water and wastewater facilities programs, of which \$23.4 billion will be distributed equally between the EPA's Drinking Water State Revolving Loan Fund and Clean Water State Revolving Fund to help states and localities finance construction or improvement of drinking water and wastewater treatment facilities. To encourage investments, the bill requires that almost half the amounts provided to each fund be distributed as grants or fully forgivable loans, rather than subsidized loans that must be repaid.
- \$15 billion to the drinking water fund for use by state and local governments in replacing drinking water lines that contain lead.
- \$10 billion for removing or reducing emerging water contaminants, in particular, the "[forever chemicals](https://chemtrust.org/pfas/)"<sup>11</sup> that do not break down in the environment — PFAS (Per- and Poly-fluorinated alkyl substances) are a large chemical family of over [9,000](https://comptox.epa.gov/dashboard/chemical-lists/pfasmaster)<sup>12</sup> highly persistent chemicals that don't occur in nature and do not easily degrade in the natural environment. PFAS have been found in the blood and breastmilk of people and wildlife all around the world. PFAS are used in a [wide range of consumer products](https://www.theguardian.com/commentisfree/2020/dec/14/pfas-chemicals-health-makeup-phones-water)<sup>13</sup> due to their ability to repel both grease and water, including:

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<sup>11</sup> <https://chemtrust.org/pfas/>

<sup>12</sup> <https://comptox.epa.gov/dashboard/chemical-lists/pfasmaster>

<sup>13</sup> <https://www.theguardian.com/commentisfree/2020/dec/14/pfas-chemicals-health-makeup-phones-water>

- Paper and cardboard food packaging (e.g. takeaway containers, popcorn bags, pizza boxes, and ready-made cakes);
  - Non-stick cookware;
  - Textiles (e.g. waterproof outdoor clothing and equipment, carpets, and mattresses);
  - Cosmetics (e.g. hair conditioner, foundation cream, and sunscreen); and
  - Electronics (e.g. smartphones)
- \$17.0 billion for priority projects of the Army Corps of Engineers to address recent natural disasters and reduce its project backlog.
  - \$8.3 billion to The Interior Department's Bureau of Reclamation to update and improve its western water infrastructure.

#### *Natural Resources Protection and Restoration*

- \$5.5 billion for new programs jointly carried out by the U.S. Forest Service and Interior Department, including a wildfire risk reduction program and ecosystem restoration program. Funds may be used to convert approximately 1,000 seasonal firefighters to full-time status and increase the base salary of federal firefighters.
- \$1.5 billion for EPA grants to clean up contaminated "Brownfields" properties.
- \$1.9 billion for EPA's geographic programs (including the Great Lakes and Chesapeake Bay initiatives).
- \$3.5 billion for National Flood Insurance Program flood mitigation and community support activities.
- \$1.5 billion for Federal Emergency Management Administration (FEMA) natural disaster preparation and response.
- \$2 billion for National Oceanic and Atmospheric Administration (NOAA) coastal management and associated activities.

#### *Broadband Infrastructure*

- \$42.45 billion for a Broadband Equity, Access, and Deployment Program that would distribute funding to states based on the number of underserved locations in high-cost areas. Funds would be used to deploy broadband services to residential and commercial areas.
- \$2.0 billion each for separate programs focused on (1) rural areas, and (2) Native American communities.

- \$14.2 billion to help low-income households afford internet services, making permanent a program originally enacted as part of the [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act of 2020](#),<sup>14</sup> but reducing the benefit from \$50 to \$30 a month.
- \$1 billion for "middle-mile" infrastructure — the physical mid-section of the infrastructure required to enable internet connectivity for homes, businesses, and community institutions. The middle-mile is made up of **high-capacity fiber lines** that carry large amounts of data at high speeds over long distances between local networks and global internet networks.
- \$2.75 billion for a pair of "digital equity" programs to help communities that lack the skills, technology, and support needed to take advantage of broadband.

#### *How does California Benefit from the Infrastructure Bill?*

[According to California Governor Gavin Newsom](#),<sup>15</sup> the historic infrastructure package will accelerate investments in the state's clean transportation infrastructure, help mitigate some of the worst impacts of climate change, accelerate new projects and create thousands of jobs.

California has an estimated 1,536 bridges and over 14,220 miles of highway in poor condition. Since 2011, commute times have increased by 14.6% in the state and, on average, each driver pays \$799 per year in costs due to driving on roads in need of repair.

Based on formula funding alone, California will receive approximately \$29.5 billion over five years in Federal highway formula funding for highways and bridges. On an average annual basis, the Infrastructure Bill provides about 44.1% more than the State's Federal-aid highway formula funding under current law. In addition, \$9.45 billion will go to support public transportation, and water systems and airports will receive an estimated \$5.5 billion.

In total, California expects to receive approximately \$45.5 billion from the Infrastructure Bill, the largest share of any state. However, at approximately \$1,100 per Californian, the state's total is comparatively small compared to the allocations for at least [42 other states that will range from \\$1.2k per resident to \\$6.7k per resident](#).<sup>16</sup>

Each state can compete for (i) the \$12.5 billion allocated to the Bridge Investment Program for "economically significant bridges", and (ii) the \$15 billion dedicated to "megaprojects" that will deliver substantial economic benefits to communities.

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<sup>14</sup> <https://www.congress.gov/bill/116th-congress/house-bill/748>

<sup>15</sup> <https://www.gov.ca.gov/2021/11/06/governor-newsom-statement-on-passage-of-1-2-trillion-infrastructure-investment-and-jobs-act-by-congress/>

<sup>16</sup> <https://www.cnbc.com/2021/08/31/infrastructure-bill-map-which-states-get-the-most-money.html>

California will receive approximately \$555 million over five years in formula funding to reduce transportation-related emissions, and an estimated \$631 million to increase the resilience of its transportation system.

The Infrastructure Bill invests an additional \$13 billion — 29% above Fixing America's Surface Transportation (FAST) Act levels — for improving roadway safety. Over five years, California will receive approximately \$179 million in 402 formula funding for highway safety traffic programs. These funds are to be used to help states improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes.

Local and tribal governments in California will be eligible to compete for \$5 billion in funding for a new Safe Streets for All program that will provide funding directly to these entities to support their efforts to advance ["Vision Zero"](#)<sup>17</sup> plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Vision Zero is a national program that focuses on eliminating traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.

California will receive approximately \$152.2 million over five years in funding to augment the state's commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant — a 65% increase in funding compared to FAST Act levels.

California will be able to apply for funds to modernize data collection systems to collect near-real-time data on all reported crashes, including fatal ones, to enhance safety and to allow the state to understand and address trends as they are identified.

Californians who take public transportation can expect to see improvements to commuting time and the replacement of transit coaches — 15.6% of transit vehicles in the state are past useful life. Based on formula funding alone, California will receive approximately \$10.3 billion over five years to improve public transportation options across the state. In the first year, this represents about a 37% increase over 2021 FAST Act formula transit funding levels.

The Infrastructure Bill will also facilitate the construction of a network of EV chargers to facilitate long-distance travel and provide convenient charging options and allow the U.S. to move forward as a leader in the sale, use, and marketing of EVs. The U.S. market share of plug-in electric vehicle (EV) sales is currently only one-third the size of the Chinese EV market — in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The Infrastructure Bill invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States, fulfilling a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. California will receive approximately \$384 million over five years to support the expansion of an EV charging network in the state. In addition, the

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<sup>17</sup> <https://visionzeronetwork.org/about/what-is-vision-zero/>

state will have the opportunity to apply for grants out of \$2.5 billion made available for EV charging systems.

The Infrastructure Bill includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring greatly improved rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion will be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. In addition to improvements to Amtrak services in California, the state will be eligible to compete for \$5 billion in rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

The United States built modern aviation; however, the nation's airport infrastructure lags far behind other countries. Under the Infrastructure Bill, airports in California will receive approximately \$1.5 billion for infrastructure development, including terminal development and noise reduction projects and improvements to runways, taxiways, and airport towers. In addition, \$5 billion in discretionary funding is available for other airport terminal development projects that address the nation's aging airports infrastructure, with a focus on projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

Local governments in California can look forward to participating in the new and expanded competitive grant programs in the Infrastructure Bill as they roll out over the next year.

Specific to local governments are the following competitive grant programs:

- Safe Streets for All (\$5 billion-new funding) – This program provides funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15 billion-expanded funding) – RAISE grants support surface transportation projects of local and/or regional significance.
- Infrastructure for Rebuilding America (INFRA) Grants (\$14 billion, expanded funding) – INFRA grants will offer needed aid to freight infrastructure by providing funding to local governments for projects of regional significance.
- Federal Transit Administration (FTA) Low- and No-Emission Bus Programs (\$5.6 billion, expanded funding) – Provides funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

- FTA Buses + Bus Facilities Competitive Program (\$2.0 billion, expanded funding) – Provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities.
- Capital Investment Grants (CIG) Program (\$23 billion, expanded funding) – Guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build. Projects must meet CIG program requirements to receive funding. In California, such recommended projects include the following projects currently under construction: (i) the Westside Subway phases 1, 2, and 3 projects in Los Angeles; (ii) the San Diego Mid Coast Corridor light rail project; (iii) the San Carlos Peninsula Corridor Electrification Project; and (iv) the San Francisco BART Transbay Corridor Core Capacity project.
- Federal Aviation Administration (FAA) Terminal Program (\$5 billion, new funding) – Provides funding for airport terminal development and other ground projects.
- MEGA Projects (\$15 billion, new funding) – This new National Infrastructure Project Assistance grant program supports multi-modal, multi-jurisdictional projects of national or regional significance.
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7 billion, new funding) – Provides \$1.4 billion in competitive grants to eligible entities to increase the resilience of local transportation systems. Includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- Port Infrastructure Development Program (\$2.25 billion, expanded funding) – Increases investment in coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of the shipping industry.
- 5307 Ferry Program (\$150 million, existing funding) – Retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- Electric or Low Emitting Ferry Program (\$500 million, new funding) – Supports the transition of passenger ferries to low- or zero-emission technologies.
- Rural Ferry Program (\$2 billion, new funding) – Ensures that basic essential ferry services continue to be provided in rural areas.

- Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5 billion, new funding) – Assists state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and smaller, bundled bridge projects will be eligible for funding.
- FTA All Station Accessibility Program (\$1.75 billion, new funding) – Provides funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- Charging and fueling infrastructure discretionary grants (\$2.5 billion, new funding) – Provides up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- Reconnecting Communities Pilot Program (\$1 billion, new funding) – Provides dedicated funding to state, local, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5 billion, expanded funding) – Provides funding for the construction, reconstruction, and rehabilitation of regionally significant projects within, adjacent to, or accessing Federal and tribal lands. Smaller projects can qualify for funding.
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1 billion, new funding) – The SMART Grant program is a programmed competition that will deliver competitive grants for projects that improve transportation safety and efficiency.
- Rural Surface Transportation Grant Program (\$2 billion, new funding) – A competitive grant program to improve and expand surface transportation infrastructure in rural areas, improve transportation connectivity and the safety and reliability of systems used for the movement of people and freight, and generate regional economic growth.

All values identified above are estimates. Values may change based on updated data each fiscal year, including annual public road mile data certified by the Federal Highway Administration.

# ADMINISTRATIVE SERVICES DEPARTMENT

- **New Hires**

The City is excited to announce the hiring of the following employees:

- Isabella De La Rosa, Learning Leader, Human Services Department (12/08/2021)
- Celeste Fondario-Dunlap, Senior Citizens Supervisor, Human Services Department (11/29/2021)

- **Thank You**

The City would like to thank the following people for their service to the people of the City of Montclair recently ending:

- Ulises Baeza, Fire Engineer, Department of Public Safety (11/20/2021)
- Corenne Hall, Police Dispatcher, Department of Public Safety (11/2/2021)

- **Current Job Opportunities**

The City is looking for qualified individuals to fill the following positions:

- Accounting Specialist - application period closes 12/22/2021
- Customer Service Representative/Office Specialist – application period closes 1/19/2022
- Firefighter (Paramedic) (Entry-Level) - application period is continuous
- Learning Leader - application period is continuous
- Police Cadet - application period is continuous
- Police Dispatcher (Entry-Level) - application period is continuous
- Police Dispatcher (Lateral) - application period is continuous
- Police Officer (Entry-Level) - application period is continuous
- Police Officer (Lateral) - application period is continuous
- Reserve Police Officer Level III and II - application period is continuous
- Senior Learning Leader - application period is continuous
- Substitute Learning Leader - application period is continuous

For an up-to-date listing of all job opportunities available at the City of Montclair, or to apply for a job, please visit the Employment Opportunities page on the City's website: <https://www.cityofmontclair.org/employment-opportunities/>.



## POLICE DEPARTMENT

- **Holiday Food and Toy Drive – Costco**

On December 3<sup>rd</sup> and December 10<sup>th</sup>, members of the Fire and Police Departments, along with the Human Services Department, held a Food and Toy Drive at the Montclair Costco. Many wonderful donations were collected to benefit the City's Holiday Toy and Food Basket Program. The Police and Fire Departments would like to wish everyone Happy Holidays!



Picture below left to right, Fire Engineer Estrada, Firefighter/Paramedic Gross, Firefighter/Paramedic Bumanlag, Firefighter/Paramedic Barron, and Captain Duwell



- **Dashing Through Montclair**

“Dashing through Montclair” took place on Saturday, December 4. Santa Claus, Mrs. Claus, along with several of his helpers, came together for the annual holiday sleigh ride. About 45 City employees and volunteers, including their friends and families, participated in the event. Santa and Ms. Claus were escorted by Montclair PD and the Fire Department along a parade route that took the Clauses throughout many of the City’s residential streets, covering a distance of approximately 23 miles. The holiday spirit could be felt through the streets of Montclair as many families gathered to see Santa and Mrs. Claus. Children and adults alike joined in on the fun by setting up craft tables and fire pits in their driveways. A special thank you to all those who participated.



Santa and Mrs. Claus wish everyone a Merry Christmas!

## **FIRE DEPARTMENT**

- **Fire Captain Promotions – Congratulations!**

Dominic Mistretta and Ian Duwell were recently promoted to Fire Captain rank in the Montclair Fire Department. Both Dominic and Ian have expertise in many aspects of the fire service and will lead the Department into the future. Congratulations Captain Mistretta and Captain Duwell!

Ian Duwell (left) and Dominic Mistretta (right)



## HUMAN SERVICES DEPARTMENT

- **Have a Holly Jolly Holiday!**

On Thursday, December 2, 2021, at Alma Hofman Park, children of all ages were delighted with the annual lighting of the City Christmas Tree and the arrival of Santa and Mrs. Claus at the City of Montclair's Holly Jolly Holiday event. Music from DJ Rosenbaum and Christmas caroler Lupita Martinez and Sienna Villalobos had everyone in the Christmas spirit. The public also enjoyed free (socially distanced) photos with Santa and Mrs. Claus, complimentary refreshments; many staged family photo opportunities with decorations/holiday inflatables, and Letters to Santa station.

This annual City-sponsored community favorite event brings hundreds of people out each year to celebrate the joy and magic of the season approximately 1,200 guests attended, including Mayor John Dutrey, Mayor Pro Tem Bill Ruh, Council Members Tenice Johnson and Corysa Martinez, and many City employees.

A great team effort and special thanks go to Public Works Department staff for operating the snow machine, setting up Santa's sleigh, providing crowd control, and dismantling the entire winter wonderland and Santa sleigh/photo area; IT Division staff for setting up the sound system and printing digital photos; retired Public Safety Administrative Services Supervisor Rob Pipersky and Montclair resident Ester Mitre for serving as Santa and Mrs. Claus; the Montclair Community Activities Commission; the Montclair Police Department; the Montclair High School Key Club volunteers; the Women's Club of Montclair; and the Human Services Department staff for decorating and creating a memorable event for the community.

Holly Jolly event collage is shown on page 21.

ECS:sg

# DECEMBER 2021

Day	Event & Location	Time
Mon. 20	Real Estate Committee — <b>CANCELLED</b>	
	Code Enforcement/Public Safety Committee — <b>CANCELLED</b>	
	<b>City Council Meeting</b> City Council Chambers / Zoom Webinar / Teleconference	7:00 p.m.
Mon. 27	Planning Commission Meeting — <b>CANCELLED</b>	
	<b>City Hall Holiday Closure</b> Wednesday, December 22, 2021, through Thursday, December 30, 2021	

# JANUARY 2022

Day	Event & Location	Time
	<b>City Hall Reopens</b> Monday, January 3, 2022	
Mon. 3	City Council Meeting — <b>CANCELLED</b>	
Mon. 10	<b>Planning Commission Meeting</b> City Council Chambers / Zoom Webinar / Teleconference	7:00 p.m.
Wed. 12	<b>Community Activities Commission Meeting</b> City Council Chambers	7:00 p.m.
Thurs. 20	<b>Public Works Committee Meeting</b> Zoom Webinar / Teleconference	4:00 p.m.
Tues. 18	Real Estate Committee — <b>CANCELLED</b>	
	Code Enforcement/Public Safety Committee — <b>CANCELLED</b>	
	<b>Council Workshop</b> — Implementation of Residential and Commercial Organic Waste Recycling Programs in Compliance with SB 1383 – Burrtec & CalRecycle	5:45 p.m.
	<b>City Council Meeting</b> City Council Chambers / Zoom Webinar / Teleconference	7:00 p.m.
Mon. 24	<b>Planning Commission Meeting</b> City Council Chambers / Zoom Webinar / Teleconference	7:00 p.m.

Agendas for all Montclair public meetings can be viewed on the City's website at least 72 hours before the meeting at [www.cityofmontclair.org/departments/public-meetings/](http://www.cityofmontclair.org/departments/public-meetings/).

More event details can be found on the City's website at [www.cityofmontclair.org/events/](http://www.cityofmontclair.org/events/) and [www.cityofmontclair.org/news/](http://www.cityofmontclair.org/news/)



