

AGENDA

**CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF THE
CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY**

February 21, 2012

STUDY SESSION – 6:00 P.M.

City Council Closed Session

First Tuesday of each month – 6:00 p.m.

City Council Study Sessions

Third Tuesday of each month – 6:00 p.m.

City Council Meetings

Second and Fourth Tuesdays – 6:30 p.m.

City Hall Council Chamber - 14177 Frederick Street

Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, in compliance with the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Mel Alonzo, ADA Coordinator at 951.413.3027 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

William H. Batey II, Mayor Pro Tem
Jesse L. Molina, Council Member

Richard A. Stewart, Mayor

Robin N. Hastings, Council Member
Marcelo Co, Council Member

**AGENDA
CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
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CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY**

***THE CITY COUNCIL RECEIVES A SEPARATE STIPEND FOR CSD
MEETINGS***

**STUDY SESSION - 6:00 PM
FEBRUARY 21, 2012**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL

INTRODUCTIONS

**PUBLIC COMMENTS ON MATTERS UNDER THE JURISDICTION OF THE CITY
COUNCIL**

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council Member, staff member or other person.

SPECIAL ORDER OF BUSINESS

1. DISCUSSION TO CONSIDER A CRITERIA MATRIX FOR EVALUATING ARTERIAL STREET CHOKE POINTS (POWERPOINT PRESENTATION) (PW/10 MIN.)
2. JOBS / EDUCATION INITIATIVE (CM/10 MIN.)
3. "MOTIVATE WELLNESS" PROGRAM FOR CITY EMPLOYEES (POWERPOINT PRESENTATION) (HR/15 MIN.)
4. CITY COUNCIL REQUESTS AND COMMUNICATIONS

AGENDA
February 21, 2012

(Times shown are only estimates for staff presentation. Items may be deferred by Council if time does not permit full review.)

❖ Oral Presentation only – No written material provided

***Materials related to an item on this Agenda submitted to the City Council/Community Services District/City as Successor Agency for the Community Redevelopment Agency and Housing Authority after distribution of the agenda packet are available for public inspection in the City Clerk's office at 14177 Frederick Street during normal business hours.**

CLOSED SESSION

A Closed Session of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency and Housing Authority will be held in the City Manager's Conference Room, Second Floor, City Hall. The City Council will meet in Closed Session to confer with its legal counsel regarding the following matter(s) and any additional matter(s) publicly and orally announced by the City Attorney in the Council Chamber at the time of convening the Closed Session.

• PUBLIC COMMENTS ON MATTERS ON THE CLOSED SESSION AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council member, staff member or other person.

The Closed Session will be held pursuant to Government Code:

1 SECTION 54956.9(b)(1) - CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION

Number of Cases: 5

2 SECTION 54956.9(c) - CONFERENCE WITH LEGAL COUNSEL - INITIATION OF LITIGATION

Number of Cases: 5

3 SECTION 54957.6 - LABOR NEGOTIATIONS

a) Agency Representative: Henry T. Garcia
Employee Organization: MVCEA

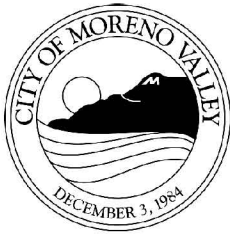
b) Agency Representative: Henry T. Garcia
Employee Organization: MVMA

c) Agency Representative: Henry T. Garcia
Employee Organization: Moreno Valley Confidential
Management Employees

REPORT OF ACTION FROM CLOSED SESSION, IF ANY, BY CITY ATTORNEY

ADJOURNMENT

AGENDA
February 21, 2012



APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>ms</i>

Report to City Council

TO: Mayor and City Council

FROM: Ahmad R. Ansari, Public Works Director/City Engineer

AGENDA DATE: February 21, 2012

TITLE: DISCUSSION TO CONSIDER A CRITERIA MATRIX FOR EVALUATING ARTERIAL STREET CHOKE POINTS

RECOMMENDED ACTION

Staff recommends that the City Council:

1. Review staff's proposed criteria for evaluating arterial street choke points.
2. Review a sample ranking of arterial streets where the choke point criteria has been applied.
3. Direct staff to proceed to create an inventory of arterial street choke points and a short list of the resultant top ranking arterial street choke points, and provide this information to the City Council for consideration at a later date.

BACKGROUND

During the November 1, 2011 Study Session, the City Council directed staff to develop a criteria matrix to be used to evaluate arterial street choke points within the City. A choke point is defined as a street segment where the roadway transitions from multiple lanes to fewer lanes, and back to multiple lanes again. An example would be a street that transitions from four lanes to two lanes and back to four lanes. Additionally, the City Council directed staff to apply the criteria to two or three street segment examples for validation purposes.

DISCUSSION

Due to the natural course of development patterns, the City has a number of arterial street segments where the level of development, and consequently the roadway width,

varies significantly. This has resulted in choke points, which are streets where a narrow segment of roadway lies between and adjacent to two wider roadway segments.

As a tool to evaluate and rank arterial street choke points within the City limits, staff has developed a proposed matrix of Arterial Street Choke Point Evaluation Criteria (Attachment "A"). This proposed matrix incorporates four Evaluation Criteria for a total possible score of 100:

1. Congestion Relief: Current Level of Service (LOS) is a method used to evaluate the level of congestion, ranging from LOS A to LOS F, with level of service "A" representing the best operating conditions and level of service "F" the worst. A street segment will also be evaluated based on whether or not it is designated as a truck route.
2. Development Area: A street segment will be evaluated based on whether it is in close proximity or on a main route to Industrial/Commercially zoned land area, consistent with the Economic Development Action Plan and Long Range Business Plan. Similarly, a street segment will be evaluated based on whether it is in close proximity or on a main route to property that has the potential to generate new jobs.
3. Collision Rate: A rate based on the number of collisions and traffic volumes for a street segment.
4. Constructability and Readiness: The amount of existing dedicated right of way, construction difficulty, and level of existing utility infrastructure will be evaluated. A street segment will also be evaluated based on whether it is eligible to be constructed with varied potential funding sources besides Measure A or Development Impact Fee (DIF), such as Transportation Uniform Mitigation Fee (TUMF), Bicycle Transportation Account (BTA), and/or other grant funding.

When the evaluation criteria are applied to an arterial street segment, an overall score would be generated. The higher the score, the higher the arterial street would rank on the list. Attachment "B", Arterial Street Choke Point Ranking by Score (sample), lists three arterial street segments that were ranked based on the evaluation criteria, in order to serve as validation examples for City Council review. Attachment "C", Arterial Street Choke Point Street Improvement Cost (sample), provides a breakdown of the total estimated cost for the three sample arterial street segments. The selection of a project to move forward to design and construction would be based on this evaluation process. If funding an entire segment is an issue, the project may be phased as directed by the City Council.

ALTERNATIVES

1. Review staff's proposed criteria for evaluating arterial street choke points, review a sample ranking of arterial streets where the choke point criteria has been applied, and direct staff to proceed to create an inventory of arterial street choke points and a short list of the resultant top ranking arterial street choke points, and provide this

information to the City Council for consideration at a later date. *This alternative will provide staff with direction regarding arterial street choke points.*

2. Do not review staff's proposed criteria for evaluating arterial street choke points, do not review a sample ranking of arterial streets where the choke point criteria has been applied, and do not direct staff to proceed to create an inventory of arterial street choke points and a short list of the resultant top ranking arterial street choke points, and provide this information to the City Council for consideration at a later date. *This alternative will not provide staff with direction regarding arterial street choke points.*

FISCAL IMPACT

Once an inventory and short list of arterial street choke points are completed, the fiscal impact would be dependent on further direction from City Council regarding project priorities and potential funding sources.

CITY COUNCIL GOALS

PUBLIC SAFETY:

Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

PUBLIC FACILITIES AND CAPITAL PROJECTS:

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

POSITIVE ENVIRONMENT:

Create a positive environment for the development of Moreno Valley's future.

SUMMARY

Staff seeks the City Council's review of staff's proposed criteria for evaluating arterial street choke points and the sample list of roadways where the choke point criteria has been applied. Staff also requests to proceed to create an inventory of arterial street choke points and a short list of the resultant top ranking arterial street choke points, and provide this information to the City Council for consideration at a later date.

ATTACHMENTS

- Attachment "A" – Arterial Street Choke Point Evaluation Criteria (Proposed)
- Attachment "B" – Arterial Street Choke Point Ranking by Score (Sample)
- Attachment "C" – Arterial Street Choke Point Street Improvement Cost (Sample)
- Attachment "D" – Arterial Street Choke Point PowerPoint Presentation

Prepared By:
Lorenz R. Gonzales
Senior Engineer, P.E.

Department Head Approval:
Ahmad R. Ansari
Public Works Director/City Engineer

Concurred By:
Prem Kumar, P.E.
Deputy Public Works Director/Assistant City Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

W:\CapProj\CapProj\PROJECTS\Larry - Choke Points\Staff Reports\022112 Choke Points Study Session Staff Report Final.doc

**CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA**

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
1	<u>Congestion Relief/Level Of Service (LOS) Improvement:</u>		
a)	Current LOS	10- 30	35
b)	Truck Routes	0 or 5	
2	<u>Development Area:</u>		
a)	Industrial/Commercial Area	0 or 20	40
b)	Potential to Create New Jobs	0 or 20	
3	<u>Collision Rate</u>	0 or 10	10
4	<u>Constructability and Readiness:</u>		
a)	Right of Way & Utilities	0- 10	15
b)	Funding Eligibility:	0- 5	
			100

ATTACHMENT "A"

**CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA**

Notes:

1 Congestion Relief/Level of Service (LOS) Improvement:

The effectiveness of any type of traffic improvement, such as adding one or more travel lanes, and/or adding a left or right turn lane, can be measured by improvement in level of service. Improved levels of service result in improved maneuverability within the traffic stream with less traffic breakdowns and good level of physical and psychological comfort to drivers. Higher points are given to locations that result in a substantial improvement in level of service.

Level of service definitions generally describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service is represented by letter designations, ranging from **LOS A** to **LOS F**, with level of service "A" representing the best operating conditions and level-of-service "F" the worst. Existing Traffic Volume-to-maximum design capacity Traffic Volume (**V/C**) ratio reduces from **LOS F** to **LOS A** as traffic flow becomes more efficient.

- "**LOS F**" - **V/C** ratio > 1 (Extreme Case - Volumes exceed capacity of travel lane. It is best described as forced or breakdown flows resulting in traffic congestion)
- "**LOS E**" - **V/C** ratio ranges from **0.9** to **0.99** (Operations in this level are extremely unstable. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded to the driver is extremely poor.)
- "**LOS D**" - **V/C** ratio ranges from **0.8** to **0.89** (This level borders on unstable flow. In this range, small increases in flow cause substantial deterioration in traffic flows)
- "**LOS C**" - **V/C** ratio ranges from **0.7** to **0.79** (This level represents stable operations. Most drivers feel somewhat restricted, but not objectionably so)
- "**LOS B**" - **V/C** ratio ranges from **0.6** to **0.69** (This level represents reasonably free-flow traffic conditions. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high)
- "**LOS A**" - **V/C** ratio ranges from **0.5** to **0.59** (This level represents primarily free flow operations. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation)

The City of Moreno Valley uses either **LOS D** or **LOS C** as minimum acceptable level-of-service standard. **LOS D** is applicable to roadway segments that are adjacent to freeway on/off ramps, and /or adjacent to employment generating land uses. **LOS C** is applicable to roadway segments away from freeway on/off ramps, and /or employment generating land uses. Segments close to City boundaries are assumed to be **LOS D**. Roadways operating below the minimum level-of-service are required to be mitigated to allow free flow of traffic, thereby improving congestion and travel time along the corridor.

a) Current LOS:

Points allocated for each LOS are listed below:

Current LOS	Range of Points Assigned
Deficient Level-of-Service (LOS E & LOS F)	30
Minimum Acceptable Level-of-Service (LOS D)	25
Somewhat Restricted Acceptable Level-of-Service (LOS C)	20
Slightly Restricted but Acceptable Level-of-Service (LOS B)	10

b) Truck Routes:

Additional points are assigned for improving arterial streets that are designated truck routes. Such improvements will improve overall mobility and goods movement. Points assigned are listed below:

Truck Routes	Range of Points Assigned
Designated Truck Route	5
Non-Designated Truck Route	0

2 Development Area:**a) Industrial/Commercial Area:**

Points are assigned for improving streets that are adjacent to or in close proximity to Industrial/Commercial areas. Typical breakdown of points are as follows:

Development Area	Range of Points Assigned
Within Industrial/Commercial Area	20
Non-Industrial/Commercial Area	0

Potential to Create New Jobs: Points are assigned for improving streets that are adjacent to or in close proximity to property that has potential to develop, and consequently generate new jobs, due to attractiveness of the site resulting from ultimate street improvements completed prior to development. Typical points assigned based on the number of jobs created are listed below:

b)

Potential to Create New Jobs	Range of Points Assigned
Potential to Create New Jobs	20
Create No New Jobs	0

3 Collision Rate:

Arterial streets with reoccurring and higher than average collision rates will be assigned points as follows:

Collision Rate	Range of Points
Above Average	10
Below Average	0

4 Constructability and Readiness:

Focus will be on streets with fully dedicated right of way, existing utility infrastructure, and funding needed for improvements is identified and available. Typical assigned points are broken down into two categories, as listed below:

a) Right of Way & Utilities:

Right of Way & Utilities	Range of Points Assigned
Street Segments with Fully Dedicated R/W & Utilities, and Minimum Difficulty to Construct	10
Street Segments with Partial Dedicated R/W & Some Utilities	7
Street Segments with No R/W or No Utilities, and Major Construction Challenges	0

b) Funding Eligibility:

Funding Eligibility	Range of Points Assigned
Funding Eligibility (TUMF/DIF/Developer/City)	5
No Funding Available	0

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT RANKING BY SCORE (SAMPLE)

Dated: 01/23/2012

No.	STREET NAME	FROM	TO	Congestion Relief/Level Of Service Improvement		Development Area		Collision Rate	Constructability and Readiness		Max. Score Points
				Current LOS	Truck Routes	Industrial/Commercial Area	Potential to Create New Jobs		Right of Way & Utilities	Funding Eligible	
				25-30 Points	0 or 5 Points	0 or 20 Points	0 or 20 Points	0 or 10 Points			
1	NASON STREET	CACTUS AVENUE	FIR AVENUE	30	5	20	20	10	7	5	97
2	CACTUS AVENUE	1-215	HEACOCK STREET	25	5	20	20	10	5	3	88
3	PERRIS BOULEVARD	SOUTHERLY CITY LIMITS	CACTUS AVENUE	10	5	20	20	10	10	5	80

Scoring Explanation:

Nason Street Segment: Current LOS is E = 30 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is Above Average = 10 points; Partial Dedicated R/W & Some Utilities = 7 Points, and Funding Eligibility = 5 Points, resulting in a total score of 97 points.

Cactus Avenue Segment: Current LOS is D = 25 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is Above Average = 10 points; Partial Dedicated R/W & Some Utilities = 5 Points, and Some Funding Eligibility = 3 Points, resulting in a total score of 88 points.

Perris Boulevard Street Segment: Current LOS is B = 10 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is high = 10 points; Partial Dedicated R/W & Some Utilities = 10 Points, and Funding Eligibility = 5 Points, resulting in a total score of 80 points.

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ARTERIAL STREET CHOKE POINT STREET IMPROVEMENT COST (SAMPLE)

Dated: 01/23/12

STREET NAME	FROM	TO	LENGTH (LF)	NEW RIGHT OF WAY AREA (SF)	NEW LANE AREA (SF)	NEW RIGHT OF WAY COST	NEW LANE COST	TOTAL CONSTRUCTION COST	DESIGN ENG. COST 15%	CONSTRUCTION ADMIN. COST 15%	TOTAL COST
NASON ST	CACTUS AV	FIR AV	9,150	584,066	745,000	\$ 4,088,461.30	\$ 7,450,000.00	\$ 11,538,461.30	\$ 1,730,769.20	\$ 1,730,769.20	\$ 15,000,000
* CACTUS AV	I-215	HEACOCK ST	9,450	0	213,150	\$ -	\$ 2,131,500.00	\$ 2,131,500.00	\$ -	\$ 319,725.00	\$ 2,451,225
** PERRIS BL	SOUTHERLY CITY LIMITS	CACTUS AV	19,340	0	530,600	\$ -	\$ 5,306,000.00	\$ 5,306,000.00	\$ -	\$ 795,900.00	\$ 6,101,900
TOTAL ARTERIAL STREET CHOKE POINT STREET IMPROVEMENT COST =											\$ 23,553,125

*

CACTUS AV:

- DESIGN IS COMPLETE
- RIGHT OF WAY ACQUISITION IS IN PROGRESS (NEGOTIATIONS UNDERWAY WITH MARCH ARB)

**

PERRIS BL:

- DESIGN AND RIGHT OF WAY ACQUISITION ARE COMPLETE
- OVERHEAD UTILITIES TO BE RELOCATED AT OTHERS' COST
- RCTC COMMISSION MEETING ON 03/14/12 TO APPROVE CONSTRUCTION FUNDING

ATTACHMENT "C"

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Arterial Street Choke Point PowerPoint Presentation

February 21, 2012

Study Session

City Hall, Council Chamber

Attachment "D"



Arterial Street Choke Point

BACKGROUND:

- November 01, 2011 – City Council requested study of arterial street choke points within the City
- Staff was directed to:
 - a) Present criteria for evaluating arterial street segments with choke points
 - b) Provide a sample list of arterial streets where the choke point criteria has been applied



Arterial Street Choke Point

DEFINITION:

- Choke Point: A street segment where the roadway transitions from multiple lanes to fewer lanes, and back to multiple lanes again



Arterial Street Choke Point

GOALS:

- Establish proposed criteria for ranking
- Prepare sample list of streets



CRITERIA

- Congestion Relief/Level of Service (LOS) Improvement:

- a) Current Level of Service (LOS) is a method used to evaluate the level of congestion, ranging from LOS A to LOS F, with level of service "A" representing the best operating conditions and level of service "F" the worst. A street segment will also be evaluated based on whether or not it is designated as a truck route

**CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA**

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
1	Congestion Relief/Level Of Service (LOS) Improvement:		
	a) Current LOS	10- 30	35
	b) Truck Routes	0 or 5	



CRITERIA

■ Development Area:

A street segment will be evaluated based on whether it is in close proximity or on a main route to Industrial/Commercially zoned land area, consistent with the Economic Development Action Plan and Long Range Business Plan. Similarly, a street segment will be evaluated based on whether it is in close proximity or on a main route to property that has the potential to generate new jobs

**CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA**

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
2	<u>Development Area:</u>		
a)	Industrial/Commercial Area	0 or 20	40
b)	Potential to Create New Jobs	0 or 20	



CRITERIA

- Collision Rate:

A rate based on the number of collisions and traffic volumes for a street segment

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKe POINT EVALUATION CRITERIA

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
3	<u>Collision Rate</u>	0 or 10	10



CRITERIA

■ Constructability and Readiness:

The amount of existing dedicated right of way, construction difficulty, and level of existing utility infrastructure will be evaluated. A street segment will also be evaluated based on whether it is eligible to be constructed with varied potential funding sources besides Measure A or Development Impact Fee (DIF), such as Transportation Uniform Mitigation Fee (TUMF), Bicycle Transportation Account (BTA), and/or other grant funding

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
4	<u>Constructability and Readiness:</u>		
a)	Right of Way & Utilities	0- 10	15
b)	Funding Eligibility:	0- 5	



Arterial Street Choke Point

RANKING CRITERIA

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
 ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA

Dated: 01/23/2012

No.	Evaluation Criteria	Point Range	Max. Score Points
1	Congestion Relief/Level Of Service (LOS) Improvement:		
a)	Current LOS	10- 30	35
b)	Truck Routes	0 or 5	
2	Development Area:		
a)	Industrial/Commercial Area	0 or 20	40
b)	Potential to Create New Jobs	0 or 20	
3	Collision Rate	0 or 10	10
4	Constructability and Readiness:		
a)	Right of Way & Utilities	0- 10	15
b)	Funding Eligibility:	0- 5	
			100

ATTACHMENT "A"



Sample Priority List to Reflect Arterial Street Choke Point Evaluation Criteria Matrix

- Nason Street/Cactus Avenue to Fir Avenue
- Cactus Avenue/I-215 to Heacock Street
- Perris Boulevard/Southerly City Limits to Cactus Avenue



Arterial Street Choke Point SAMPLE RANKING BY SCORE

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION
ARTERIAL STREET CHOKe POINT RANKING BY SCORE (SAMPLE)

Dated: 01/23/2012

No.	STREET NAME	FROM	TO	Congestion Relief/Level Of Service Improvement		Development Area		Collision Rate	Constructability and Readiness		Max. Score Points
				Current LOS	Truck Routes	Industrial/Commercial Area	Potential to Create New Jobs		Right of Way & Utilities	Funding Eligible	
				25-30 Points	0 or 5 Points	0 or 20 Points	0 or 20 Points	0-10 Points			
1	NASON STREET	CACTUS AVENUE	FIR AVENUE	30	5	20	20	10	7	5	97
2	CACTUS AVENUE	1-215	HEACOCK STREET	25	5	20	20	10	5	3	88
3	PERRIS BOULEVARD	SOUTHERLY CITY LIMITS	CACTUS AVENUE	10	5	20	20	10	10	5	80

Scoring Explanation:

- Nason Street Segment:** Current LOS is E = 30 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is Above Average = 10 points; Partial Dedicated R/W & Some Utilities = 7 Points, and Funding Eligibility = 5 Points, resulting in a total score of 97 points.
- Cactus Avenue Segment:** Current LOS is D = 25 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is Above Average = 10 points; Partial Dedicated R/W & Some Utilities = 5 Points, and Some Funding Eligibility = 3 Points, resulting in a total score of 88 points.
- Perris Boulevard Street Segment:** Current LOS is B = 10 points; Truck Route = 5 points; within Industrial/Commercial Area = 20 points; Potential to Create New Jobs = 20 points; Collision Rate is high = 10 points; Partial Dedicated R/W & Some Utilities = 10 Points, and Funding Eligibility = 5 Points, resulting in a total score of 80 points.

ATTACHMENT "B"



Arterial Street Choke Point

Cost Estimates:

ARTERIAL STREET CHOKE POINT STREET IMPROVEMENT COST (SAMPLE)

Dated: 01/23/12

STREET NAME	FROM	TO	LENGTH (LF)	NEW RIGHT OF WAY AREA (SF)	NEW LANE AREA (SF)	NEW RIGHT OF WAY COST	NEW LANE COST	TOTAL CONSTRUCTION COST	DESIGN ENG. COST 15%	CONSTRUCTION ADMIN. COST 15%	TOTAL COST
NASON ST	CACTUS AV	FIR AV	9,150	584,066	745,000	\$ 4,088,461.30	\$ 7,450,000.00	\$ 11,538,461.30	\$ 1,730,769.20	\$ 1,730,769.20	\$ 15,000,000
* CACTUS AV	I-215	HEACOCK ST	9,450	0	213,150	\$ -	\$ 2,131,500.00	\$ 2,131,500.00	\$ -	\$ 319,725.00	\$ 2,451,225
** PERRIS BL	SOUTHERLY CITY LIMITS	CACTUS AV	19,340	0	530,600	\$ -	\$ 5,306,000.00	\$ 5,306,000.00	\$ -	\$ 795,900.00	\$ 6,101,900
TOTAL ARTERIAL STREET CHOKE POINT STREET IMPROVEMENT COST =											\$ 23,553,125

* CACTUS AV:
 - DESIGN IS COMPLETE
 - RIGHT OF WAY ACQUISITION IS IN PROGRESS (NEGOTIATIONS UNDERWAY WITH MARCH ARB)

** PERRIS BL:
 - DESIGN AND RIGHT OF WAY ACQUISITION ARE COMPLETE
 - OVERHEAD UTILITIES TO BE RELOCATED AT OTHERS' COST
 - RCTC COMMISSION MEETING ON 03/14/12 TO APPROVE CONSTRUCTION FUNDING

ATTACHMENT "C"



Arterial Street Choke Point

Staff recommends that the City Council:

- Direct staff to proceed to create an inventory of arterial street choke points
- Direct staff to create a short list of the resultant top ranking arterial street choke points
- Provide this information to the City Council for consideration at a later date



Arterial Street Choke Point

Sample Arterial Street Choke Points by District

- **District 1**
 - Alessandro Blvd from Kitching St to Lasselle St
 - Indian St from Ironwood Ave to Manzanita Ave
 - Eucalyptus from Perris Blvd to Kitching St
- **District 2**
 - Box Springs Rd from Morton Rd to Day St
 - Perris Blvd from Ironwood Ave to Manzanita Ave
 - Ironwood Ave from Day St to Barclay Dr (Just completed)
- **District 3**
 - Nason St from Cactus Ave to Fir Ave
 - Alessandro Blvd from Nason St to Redlands Blvd
 - Ironwood Ave from Perris Blvd to Redlands Blvd
- **District 4**
 - Perris Blvd from Southerly City Limits to Cactus Ave
 - Kitching St from Iris Ave to Cactus Ave
 - Heacock St from Southerly City Limits to Cactus Avenue
- **District 5**
 - Cactus Ave from I-215 to Heacock St
 - Alessandro Blvd from I-215 to Elsworth St
 - Day St at Eucalyptus Ave



Arterial Street Choke Point

Questions and Answers



Arterial Street Choke Point RANKING CRITERIA

CITY OF MORENO VALLEY - CAPITAL PROJECTS DIVISION ARTERIAL STREET CHOKE POINT EVALUATION CRITERIA

Notes:

1 Congestion Relief/Level of Service (LOS) Improvement:

The effectiveness of any type of traffic improvement, such as adding one or more travel lanes, and/or adding a left or right turn lane, can be measured by improvement in level of service. Improved levels of service result in improved maneuverability within the traffic stream with less traffic breakdowns and good level of physical and psychological comfort to drivers. Higher points are given to locations that result in a substantial improvement in level of service.

Level of service definitions generally describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service is represented by letter designations, ranging from LOS A to LOS F, with level of service "A" representing the best operating conditions and level-of-service "F" the worst. Existing Traffic Volume-to-maximum design capacity Traffic Volume (V/C) ratio reduces from LOS F to LOS A as traffic flow becomes more efficient.

- "LOS F" - V/C ratio > 1 (Extreme Case - Volumes exceed capacity of travel lane. It is best described as forced or breakdown flows resulting in traffic congestion)
- "LOS E" - V/C ratio ranges from 0.9 to 0.99 (Operations in this level are extremely unstable. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded to the driver is extremely poor.)
- "LOS D" - V/C ratio ranges from 0.8 to 0.89 (This level borders on unstable flow. In this range, small increases in flow cause substantial deterioration in traffic flows)
- "LOS C" - V/C ratio ranges from 0.7 to 0.79 (This level represents stable operations. Most drivers feel somewhat restricted, but not objectionably so)
- "LOS B" - V/C ratio ranges from 0.6 to 0.69 (This level represents reasonably free-flow traffic conditions. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high)
- "LOS A" - V/C ratio ranges from 0.5 to 0.59 (This level represents primarily free flow operations. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation)

The City of Moreno Valley uses either LOS D or LOS C as minimum acceptable level-of-service standard. LOS D is applicable to roadway segments that are adjacent to freeway on/off ramps, and /or adjacent to employment generating land uses. LOS C is applicable to roadway segments away from freeway on/off ramps, and /or employment generating land uses. Segments close to City boundaries are assumed to be LOS D. Roadways operating below the minimum level-of-service are required to be mitigated to allow free flow of traffic, thereby improving congestion and travel time along the corridor.

a) Current LOS:

Points allocated for each LOS are listed below:

Current LOS	Range of Points Assigned
Deficient Level-of-Service (LOS E & LOS F)	30
Minimum Acceptable Level-of-Service (LOS D)	25
Somewhat Restricted Acceptable Level-of-Service (LOS C)	20
Slightly Restricted but Acceptable Level-of-Service (LOS B)	10



Arterial Street Choke Point RANKING CRITERIA

b) Truck Routes:

Additional points are assigned for improving arterial streets that are designated truck routes. Such improvements will improve overall mobility and goods movement. Points assigned are listed below:

Truck Routes	Range of Points Assigned
Designated Truck Route	5
Non-Designated Truck Route	0

2 Development Area:

a) Industrial/Commercial Area:

Points are assigned for improving streets that are adjacent to or in close proximity to Industrial/Commercial areas. Typical breakdown of points are as follows:

Development Area	Range of Points Assigned
Within Industrial/Commercial Area	20
Non-Industrial/Commercial Area	0

Potential to Create New Jobs: Points are assigned for improving streets that are adjacent to or in close proximity to property that has potential to develop, and consequently generate new jobs, due to attractiveness of the site resulting from ultimate street improvements completed prior to development. Typical points assigned based on the number of jobs created are listed below:

b)

Potential to Create New Jobs	Points Assigned
Potential to Create New Jobs	20
Create No New Jobs	0

3 Collision Rate:

Arterial streets with reoccurring and higher than average collision rates will be assigned points as follows:

Collision Rate	Points Assigned
Above Average	10
Below Average	0



Arterial Street Choke Point RANKING CRITERIA

4 Constructability and Readiness:

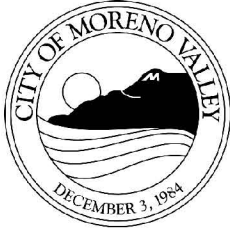
Focus will be on streets with fully dedicated right of way, existing utility infrastructure, and funding needed for improvements is identified and available. Typical assigned points are broken down into two categories, as listed below:

a) Right of Way & Utilities:

Right of Way & Utilities	Points Assigned
Street Segments with Fully Dedicated R/W & Utilities, and Minimum Difficulty to Construct	10
Street Segments with Partial Dedicated R/W & Some Utilities	7
Street Segments with No R/W or No Utilities, and Major Construction Challenges	0

b) Funding Eligibility:

Funding Eligibility	Range of Points Assigned
Funding Eligibility (TUMF/DIF/Developer/City)	5
No Funding Available	0



APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>RH</i>
CITY MANAGER	<i>MDS</i>

Report to City Council

TO: Mayor and City Council
FROM: Michelle Dawson, Assistant City Manager
AGENDA DATE: February 21, 2012
TITLE: JOBS / EDUCATION INITIATIVE

RECOMMENDED ACTION

Staff recommends that the City Council consider the employment training opportunities available through the proposed Jobs / Education Linkage Program.

BACKGROUND

Though Moreno Valley's unemployment rate has dropped to 14.4%, it continues to represent more than 12,700 unemployed residents. The City Council and staff have recognized that this number is unacceptable. It results in devastating impacts to our families and our economy. As a community with a large percentage of commuters to employment in Los Angeles County, Orange County, and job centers in the Inland Empire, Moreno Valley profoundly feels the job losses experienced throughout southern California.

The City Council has committed to investing in job creation through the Economic Development Action Plan. Now, staff proposes the creation of a partnership with Moreno Valley Unified School District's (MVUSD) and the Riverside Community College District (RCCD) to facilitate employment of Moreno Valley residents at the incoming logistics facilities.

Logistics is here. Moreno Valley already contains millions of square feet dedicated to logistics and goods distribution. Several additional buildings are under construction and more have Planning Commission approval. Finally, submittal of a proposal for a 40 million sq. ft. distribution campus of facilities similar to the Skechers' DC is anticipated soon. And, Moreno Valley's growth in this industry represents just a piece of the

expanding regional demand. Dr. John Husing of Economics & Politics, Inc. recently projected job creation at these new Moreno Valley facilities to exceed 25,000. Moreno Valley has residents eager to work and employment opportunities coming. Now, staff seeks to establish a strong link between the residents and the jobs through training.

DISCUSSION

With emerging logistics technologies, many distribution centers offer higher paying positions that require advanced skills in programming and maintenance of robotics, conveyors, computer numerical control, and programmable logic control systems. The City seeks to ensure that Moreno Valley residents can successfully compete for as many of these new positions as possible. To that end, the City Manager's Office is collaborating with MVUSD, the RCCD, and the San Bernardino Community College District (SBCCD) with the goal of creating training linkages that facilitate employment of Moreno Valley's residents at new / local logistics facilities.

Working with MVUSD and RCCD/SBCCD, staff proposes to offer the training curriculum to our MVUSD high school students through the Career Tech Education programs and to our unemployed adults through the City's Employment Resource Center.

Though still in development, the partnership is considering curriculum for a variety of technologies including programming and maintenance of automatic racking and conveyor systems, in addition to material handling. A curriculum planning meeting that includes Human Resources representatives from several local distribution centers is scheduled for later this week. At this time, specific training modules under consideration include:

- Soft skills / Logistics Boot Camp
- Material handling / palletizing / forklift familiarization
- English as a Second Language contextualized for the logistics industry.
- Computer Numerical Control (CNC)
- Programmable Logic Control (PLC) troubleshooting and maintenance
- Computer Skills for Warehouse Management Systems
- Inventory Management
- Supervisory Skills for DCs
- Supply Chain Technology

To provide Moreno Valley residents with the most relevant education, staff proposes to include the creation of a Logistics Training Laboratory in Moreno Valley. The Lab would be outfitted with equipment that duplicates real world technologies and which can be "broken" by instructors to provide repair and maintenance training opportunities.

If the City Council approves, Moreno Valley's program will build on training and employment successes from existing programs operating at the Norco College campus

of RCCD. RCCD was awarded a \$4.2 million grant under the American Recovery and Reinvestment Act of 2009 to provide workforce training and graduate placement services for the transportation/logistics and distribution industry. Utilizing that grant and others, they have demonstrated their proficiency at training and placing students into the logistics workforce and staff proposes the Jobs / Education Linkage Program to bring the same results to Moreno Valley’s residents.

ALTERNATIVES

1. **Direct continued development of the proposed Jobs / Education Linkage Program.** *Staff recommends this alternative because it links Moreno Valley’s unemployed residents with incoming employment opportunities.*
2. **Decline to direct development of the Jobs / Education Linkage Program.** *Staff does not recommend this alternative.*

FISCAL IMPACT

No fiscal impact is associated with continued program development. Staff members from MVUSD and RCCD are exploring grant funding opportunities for Moreno Valley’s program. City staff is also considering the potential eligibility of the program for Community Development Block Grant funds. Any City funding proposal would be submitted to the City Council for formal consideration.

CITY COUNCIL GOALS

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

ATTACHMENTS/EXHIBITS

none

Prepared By:
Michele Patterson
Assistant to the City Manager

Department Head Approval:
Michelle Dawson
Assistant City Manager

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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City of Moreno Valley

MotiVate

wellness

Home Health Work Life

February 21, 2012

Objectives

- Invest in our employees
- Create a comprehensive, holistic program to support Wellness
- Address 4 key components

Home

Health

Work

Life

Program Development Process

- **Research**
 - Employee Ideas (employee luncheons with E Team members, City Manager's meetings with all employees)
 - Informal discussions
 - Best Practices

Sequencing

- Roll out in all program areas
- Ongoing program offerings
- Consider unique timing for individual areas (e.g. educational components)

Initial Program Elements

Home

- **Home Financing**
 - **Instructional Seminar by City's Benefits Consultant**
 - **Info from local mortgage brokers**
 - **Guidance on refinancing for buyers who lack equity**
- **Home purchase opportunities in Moreno Valley**
 - **Presentation by Moreno Valley Board of Realtors**

Home (cont.)

- Seminar on home utility savings ideas
- Presentation by Fair Housing Council of Riverside County

Health

- **Wellness programs offered by our health insurance providers**
- **Health Club Discounts**
- **City teams in Relay for Life events**
- **Biometric Testing (discounted rate, at City facility)**

- **Healthy Food Choices in vending machines**
- **Discounts at golf course and for adult sports leagues**
- **Flu Shots for Employees (cost subsidy)**

- **Gatherings**
 - City employee BBQ/Picnic
 - Donut/coffee mixer events
- **Professional Development**
 - Career Planning Seminars (mentoring via public sector speakers)
 - Training partnerships with Moreno Valley College
 - Mentoring program

Work (cont.)

- Closer access to Bachelor's and/or Master's programs
- Management support/encouragement for Toastmasters program
- Internship program to bring needed assistance
- Continuing All Hands Meetings with City Manager

Life

- **Brown Bag lunch seminars offered by EAP, local providers**
- **Financial Planning seminars**
- **Insurance Planning seminars**

Life (cont.)

- **College Planning and Financing seminars**
 - **Educators' Tips on how parents can prepare their students for college application, enrollment**
 - **Encourage City Volunteer opportunities as community service experience for college applicants**

- **Elder Care resources**
- **Long Term Care resources**

Life (cont.)

- **Estate Planning**
- **Stress Relief techniques**
- **Restaurant discounts to encourage City employees to visit area restaurants**
- **Seminar to advise employees on how to maximize access to existing benefit programs**

Life (cont.)

- **Resource Directory listing other services provided by employees (e.g. tax prep, home improvement, personal development, tech services, etc.)**
- **CalPERS Retirement Planning Seminars**

Related Concepts

Cost Savings, Convenience

- Dry Cleaning pick up & delivery
- Access to Fleet Buyer programs at Moreno Valley auto dealers
- On-Site Auto Detailing
- Child Care Discounts
- Free access to City gymnasium facilities
- Lunch league program (Basketball, other sports?)

Related Concepts

Cost Savings, Convenience

- **On-Site Restaurant/Food Trucks (at employee expense) for specialty menu events/gatherings**
- **Brown Bag Movie Luncheons in Council Chambers**
- **More to come.....**

Progress To-Date

- **Biometric Testing (Early Detection Screenings)**
 - Employee concerns over previous \$250 cost
 - New program created *uniquely* by/for City of Moreno Valley
 - 4 Tiers
 - \$90-\$250 pricing options
 - Info Seminar on 2/29
 - Screenings at City Hall on 3/21

Progress (cont.)

- **Continuing Education**
 - *RivCo Partnership:* County Employee Education Fair (2/15) opened to Moreno Valley employees.
 - Access to 5 local Universities
- **Financial Aid Seminar**
 - *MVUSD partnership:* Parent workshops now open to City employees (2/16 and 2/21)
 - FAFSA Training (Free Application for Federal Student Aid)

Progress (cont.)

- **Employee Resource Directory**
 - Now compiling info from employees who offer professional services
- **Lunch Hour Movie Program**
 - First event scheduled for March
- **Internships**
 - ITT Tech interns to FASD in April
 - Now recruiting intern coaches through RCC Athletic Dept.

Recommendation

That the City Council concur with:

- **Goals**
- **Overall Approach**
- **Ongoing Roll Out of Program Components**

City of Moreno Valley

MotiVate

wellness

Home Health Work Life