



City of Lemon Grove
City Council Regular Meeting Agenda
Tuesday, March 3, 2015, 6:00 p.m.
Lemon Grove Community Center
3146 School Lane, Lemon Grove, CA

The City Council also sits as the Lemon Grove Housing Authority, Lemon Grove Sanitation District Board, Lemon Grove Roadway Lighting District Board, and Lemon Grove Successor Agency

Call to Order

Pledge of Allegiance

Changes to the Agenda

Presentation

Airport Development Plan

Public Comment

(Note: In accordance with State Law, the general public may bring forward an item not scheduled on the agenda; however, the City Council may not take any action at this meeting. If appropriate, the item will be referred to staff or placed on a future agenda.)

1. Consent Calendar

(Note: The items listed on the Consent Calendar will be enacted in one motion unless removed from the Consent Calendar by Council, staff, or the public. Items that are pulled will be considered at the end of the agenda.)

A. Approval of Meeting Minutes

February 24, 2015 – Special Meeting

Members present: Sessom, Gastil, Jones, Mendoza, and Vasquez

Reference: Susan Garcia, City Clerk

Recommendation: Approve Minutes

B. City of Lemon Grove Payment Demands

Reference: Cathy Till, Finance Director

Recommendation: Ratify Demands

C. Waive Full Text Reading of All Ordinances on the Agenda

Reference: James P. Lough, City Attorney

Recommendation: Waive the full text reading of all ordinances included in this agenda; Ordinances shall be introduced and adopted by title only

D. Claim Denial

The City Council will consider denying a claim received by the City.

Reference: Mike James, Public Works Director

Recommendation: Deny Claim

2. Authorization to Submit Smart Growth Incentive Grant Program and Active Transportation Grant Program Applications

The City Council will consider eight resolutions authorizing the submission of ten grant applications under SANDAG's Smart Growth Incentive Grant and Active Transportation Grant programs.

Reference: Carol Dick, Development Services Director

Recommendation: Adopt Resolutions

3. Bus Shelter Purchase

The City Council will consider a resolution approving the purchase of ten replacement bus shelters.

Reference: Mike James, Public Works Director
Recommendation: Adopt Resolution

4. Sidewalk Incentive Pilot Program

The City Council will consider providing direction regarding the creation of a sidewalk incentive pilot program.

Reference: Graham Mitchell, City Manager
Recommendation: Provide Direction

5. Loan Agreements Between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency

The Successor Agency Board will consider two resolutions approving loan agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove.

Reference: Cathy Till, Finance Director
Recommendation: Adopt Resolutions

6. Loan Agreements Between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency

The City Council will consider two resolutions approving loan agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove.

Reference: Cathy Till, Finance Director
Recommendation: Adopt Resolutions

City Council Oral Comments and Reports on Meetings Attended at the Expense of the City.
(GC 53232.3 (d))

(53232.3.(d) states that members of a legislative body shall provide brief reports on meetings attended at the expense of the local agency at the next regular meeting of the legislative body.)

Department Director Reports (Non-Action Items)

Closed Session

CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

(Paragraph (1) of subdivision (d) of Section 54956.9)

The Affordable Housing Coalition of San Diego County v. Sandoval, et al,
Case No. 34-2012-80001158-CU-WM-GDS

Adjournment

In compliance with the Americans with Disabilities Act (ADA), the City of Lemon Grove will provide special accommodations for persons who require assistance to access, attend and/or participate in meetings of the City Council. If you require such assistance, please contact the City Clerk at (619) 825-3800 or email sgarcia@lemongrove.ca.gov prior to the meeting. A full agenda packet is available for public review at City Hall.

MINUTES OF A SPECIAL CITY COUNCIL MEETING
February 24, 2015

Call to Order

Members present: Mary Sessom, George Gastil, Jerry Jones, Jennifer Mendoza, and Racquel Vasquez.
Members absent: None.

City Staff present: Graham Mitchell, City Manager; Carol Dick, Development Services Director; Daryn Drum, Division Fire Chief; Leon Firsht, City Engineer; Mike James, Public Works Director; Lt. May, Sheriff's Department; and Cathleen Till, Finance Director.

Public Comment

Anthony Wager, Institute for Public Strategies, recommended that the City Council adopt a Responsible Beverage Service Training ordinance.

1. 2015 City Council Priority Setting Workshop

Peter Barron Stark served as the facilitator for the City Council's discussion to consider priorities and goals for 2015 and provided direction to staff regarding the development of a workplan.

Adjournment

There being no further business to come before the City Council, the meeting was adjourned at 8:14 p.m.



Susan Garcia, City Clerk

City of Lemon Grove Demands Summary

Approved as Submitted:

Cathleen Till, Finance Director

For Council Meeting: 03/03/15

ACH/AP Checks 02/05/15-02/19/15

323,888.59

Payroll - 02/17/15

116,111.17

Total Demands

439,999.76

CHECK NO	INVOICE NO	VENDOR NAME	CHECK DATE	Description	INVOICE AMOUNT	CHECK AMOUNT
ACH	Feb3 15	Employment Development Dept.	02/05/2015	State Taxes 2/3/15	6,511.46	6,511.46
ACH	Jan7 15	CA Public Empl Retirement System	02/06/2015	Calpers 1959 Survivor Benefit 7/1/14-6/30/15	3,720.00	3,720.00
ACH	Jan 15	Colonial Life	02/06/2015	Colonial Life/Accident Insurance - Jan'15	1,020.78	1,020.78
ACH	302658	Aflac	02/06/2015	Aflac Insurance - Jan'15, Feb'15	1,132.04	1,132.04
ACH	Jan7-Feb3	Calpers Supplemental Income 457	02/09/2015	457 Deferred Compensation Plan 1/7/15-2/3/15	14,739.48	14,739.48
ACH	4154920380 3568860625	SDG&E	02/10/2015	Electric Usage:St Light 12/31/14-1/31/15 Electric Usage:St Light 12/31/14-1/31/15	2,792.72 1,250.58	4,043.30
ACH	Feb3 15	US Treasury	02/10/2015	Federal Taxes	24,886.20	24,886.20
ACH	Jan 15	Wells Fargo Bank	02/11/2015	Bank Service Charge - Jan' 15	1,059.23	1,059.23
ACH	Jan 15	Home Depot	02/11/2015	Home Depot Charges - Jan'15	1,440.69	1,440.69
ACH	2015-789320	CBRE	02/19/2015	Consulting Fee - CityMark	18,480.88	18,480.88
ACH	Feb17 15	Employment Development Dept.	02/19/2015	State Taxes 2/17/15	5,898.35	5,898.35
3377	Jan22 15 Jan31 15 Feb28 15	AT&T	02/11/2015	AT&T High Speed Internet Max Plus- 12/23/14-01/22/15 Fire Backup Phone Line- 01/01/15-01/31/15 Phone Service - 02/01/15-02/28/15	65.00 32.04 308.66	405.70
3378	590011-9	BJ's Rentals	02/11/2015	Graffiti Cleanup- Nichols Little League Field	78.00	78.00
3379	Feb 15	California Dental Network Inc.	02/11/2015	Dental Insurance - Feb'15	403.32	403.32
3380	999883	Cannon Pacific Services Inc.	02/11/2015	Street Sweeping Service- 12/11/14	480.00	480.00
3381	HCA0000057	City of El Cajon	02/11/2015	Member Agency Assessment - FY14/15 Qtr3	53,806.00	53,806.00
3382	2/1/2015 2/1/2015 1/30/2015	Cox Communications	02/11/2015	Monthly Phone Serv: Feb'15 City Hall Fire Phone Service 2/1/15-2/28/15 Peg Circuit Svc 1/30/15-2/28/15	564.38 386.16 2,843.23	3,793.77
3383	2787 2788 2789	D- Max Engineering Inc.	02/11/2015	Valencia/ Construction Inspections 12/9-1/19 Vista Sereno Construction Inspection 12/9/14 Third Review- WQTR- Vernon Ranch	4,957.87 340.08 1,811.25	7,109.20
3384	Jul14-Dec14	Dick, Carol	02/11/2015	Cell Phone Reimbursement- Jul14-Dec14	210.00	210.00
3385	Oct1-Dec31'14	Division of the State Architect	02/11/2015	Disability Access and Education Fee Report- Oct 1- Dec 31, 2014	171.30	171.30
3386	0116152305 0130152305	Domestic Linen- California Inc.	02/11/2015	Shop Towels & Safety Mats 1/16/15 Shop Towels & Safety Mats 1/30/15	71.75 72.25	144.00
3387	2/2-5/15	Esgil Corporation	02/11/2015	75% Building Fees 2/2/15-2/5/15	4,057.32	4,057.32
3388	10131	Expert Iron Sales	02/11/2015	Concrete & Asphalt Blades	454.84	454.84
3389	71169	Fire Etc.	02/11/2015	2 Helmets/Goggles/Liners	486.00	486.00
3390	2/2/2015	Govea, Garrett	02/11/2015	Reimb:Managing & Supervising Class Workshop	345.02	345.02

3391	Jan14- Dec14	James, Mike	02/11/2015	Cell Phone Reimbursement: Jan 14- Dec 14	420.00	420.00
3392	331 332	Janazz, LLC	02/11/2015	Computer Maintenance- 1/20 Computer Maintenance- 1/14, 1/16	300.00 500.00	800.00
3393	70595476	John Deere Landscapes, Inc.	02/11/2015	Playground Mulch- Kunkle Park	593.19	593.19
3394	27294	KTU + A Planning + Landscape Architectur	02/11/2015	Prof Serv: Main St Promenade Phase 2 - Dec1'14-Jan4'15	31,123.10	31,123.10
3395	364902	Mason's Saw & Lawnmower Service	02/11/2015	Long Reach Pruner/ Brush Defender/ Landscape Rake	347.06	347.06
3396	Meaden	Meadon, Lakia	02/11/2015	Refund/ Business License	75.75	75.75
3397	Feb4 15	Mendoza, Jennifer	02/11/2015	Reimb: League Exp- Hotel/Meals/Shuttle Jan14-16 Sacramento	507.31	507.31
3398	Jan14-Dec14	Mitchell, Graham	02/11/2015	Cell Phone Reimbursement- Jan14-Dec14	420.00	420.00
3399	2/4/2015	Ratkovich, Michael	02/11/2015	Uniform Allowance- Ratkovich- 2/4/15	153.21	153.21
3400	1/21/2015	SDG&E	02/11/2015	3500 1/2 Main- 12/19/14-01/29/15	281.79	281.79
3401	5610007852 5620006020	Siemens Industry Inc.	02/11/2015	Traffic Signal Maintenance- Dec14 Traffic Response Call Outs- Dec14	1,222.00 2,805.14	4,027.14
3402	355921	Sun Badge Company	02/11/2015	Badge 113- Josh Royer- El Cajon Reimb.	99.29	99.29
3403	STMT 1/22/15	U.S. Bank Corporate Payment Systems	02/11/2015	Smog Inspections - PW Vehicles LGA Median Rocks Station Supplies LCW Conference Retirement Gift- Smith Hotel- LCW Conference Union Tribune Subscription EMS Supplies Lunch for Fire Crew- Incident 15-000549 Training- CSMFO Conference- Till Office Supplies Small Tools Metric Ruler	554.00 1,404.00 30.24 500.00 179.86 210.75 34.85 34.55 22.89 89.00 48.00 36.44 15.56	3,160.14
3404	9739186816	Verizon Wireless	02/11/2015	EOC Router/ EMS Tablets/Phone Lines- 12/21/14-01/20/15	210.47	210.47
3405	B8235	A-Pot Rentals	02/19/2015	Portable Restroom- 1/9/15-2/8/15	132.20	132.20
3406	5656671950 05 5656672285 04 5656688129 01 5656695446 02	AutoZone, Inc.	02/19/2015	Starter Fluid LGPW19- Turn Light LGPW16 Truck Batteries LGPW07 Truck Batteries	3.89 9.71 92.33 205.18	311.11
3407	577180-9 583956-9 591521-9 591573-9	BJ's Rentals	02/19/2015	Bonfire- Light Tower Rental Boom Rental- Holiday Banners/ Decorations Saw/ Blade Rental Compactor Rammer Rental	796.75 324.84 82.80 54.00	1,258.39
3408	380607	Brody Chemical Comp. Inc.	02/19/2015	Asphalt Release	535.81	535.81
3409	2/17/15	California State Disbursement Unit	02/19/2015	Garnishment	267.00	267.00
3410	1000026REV	Cannon Pacific Services Inc.	02/19/2015	Street Sweeping/Power Washing- Dec'14, Jan'15	12,102.56	12,102.56
3411	00002256 00002258 2257	Clark Telecom & Electric Inc.	02/19/2015	Street Light Repairs- Jan'15 Dig Alert Mark Outs- Jan'15 Street Light Maintenance- Jan'15	176.96 91.54 137.33	405.83
3412	81401543 81405360	Corelogic Information Solutions Inc	02/19/2015	Image Requests- Jan'15 RealQuest Graphics Package- Jan'15	27.50 300.00	327.50
3413	1/19/2015 1/30/2015 2/5/2015	Cox Communications	02/19/2015	Phone Service 2873 Skyline 1/19/15-2/18/15 Community Center Internet Svc- 1/30/15-2/28/15 Phone Service 3131 School Ln - 2/4/15-3/3/15	209.71 75.00 97.19	381.90
3414	2786	D- Max Engineering Inc	02/19/2015	WQTR 2nd RvwBDJM Prop/TMO-059/PDP14-001/2001 Shirley Ln	2,116.70	2,116.70

115	2/9-12/15	Esgil Corporation	02/19/2015	75% Building Fees 2/9/15-2/12/15	31,941.50	31,941.50
3416	210002	Evans Tire & Service Center	02/19/2015	LGPW19 Veh Repairs - Alternator, Battery	601.70	601.70
3417	28214601 SS000171455 SS000171700	Hawthorne Machinery Co	02/19/2015	Excavator Rental- Canton/ Bakersfield Channel Cleaning Broom Repairs Troubleshoot Hydraulic System	1,624.54 645.58 557.29	2,827.41
3418	0021256-IN	HDL Coren & Cone	02/19/2015	Property Tax: Jan'15- Mar'15	1,980.00	1,980.00
3419	8461146-00	Hydro-Scape Products, Inc.	02/19/2015	Trench Shovels	50.09	50.09
3420	106536 106537 106538 107028 107029 107030 107420 107421 107423 107759 107760 107761 108174 108175 108176	Knott's Pest Control, Inc.	02/19/2015	Monthly Bait Stations-Berry St Park - Oct'14 Monthly Bait Stations- Civic Ctr - Oct'14 Monthly Bait Stations- Sheriff Prkg Lot - Oct'14 Monthly Bait Stations-Berry St Park - Nov'14 Monthly Bait Stations- Civic Ctr - Nov'14 Monthly Bait Stations- Sheriff Prkg Lot - Nov'14 Monthly Bait Stations-Berry St Park - Dec'14 Monthly Bait Stations- Civic Ctr - Dec'14 Monthly Bait Stations- Sheriff Prkg Lot - Dec'14 Monthly Bait Stations-Berry St Park - Jan'15 Monthly Bait Stations- Civic Ctr - Jan'15 Monthly Bait Stations- Sheriff Prkg Lot - Jan'15 Monthly Bait Stations-Berry St Park - Feb'15 Monthly Bait Stations- Civic Ctr - Feb'15 Monthly Bait Stations- Sheriff Prkg Lot - Feb'15	70.00 60.00 45.00 70.00 60.00 45.00 70.00 60.00 45.00 70.00 60.00 45.00 70.00 60.00 45.00	875.00
3421	07-1902	Lemon Grove School District	02/19/2015	Fuel Services-PW: Jan'15	1,470.40	1,470.40
3422	Feb19 15	Loftis, Zach	02/19/2015	RCCP Training- 2/24/15-3/1/15 - Loftis	390.50	390.50
3423	Jan 15	Lounsberry Ferguson Altona & Peak LLP	02/19/2015	General 01163-00002 DOF 01163-00017 Moore Vs. City 01163-00018 Affordable Housing 01163-00019 City v.Semptra Energy,et al 022	6,794.69 1,501.00 7,207.56 11,409.45 5,163.37	32,076.07
3424	0097600-IN	Municipal Maintenance Equipment	02/19/2015	Vaccon Repairs - Cooler Fan Motor	460.74	460.74
3425	117618 117651	Orange Commercial Credit- Best Tire	02/19/2015	Flat Repair - Backhoe LGPW23 Tires	180.86 596.00	776.86
3426	LGB-15	San Diego Pooled Insurance Program Aut	02/19/2015	Bond/Crime Program 2/1-6/30/15	426.00	426.00
3427	Jan15	SDG&E	02/19/2015	Gas & Electric- 12/19/14-01/21/15	20,475.83	20,475.83
3428	Bonfire	Smart & Final	02/19/2015	Bonfire Supplies	566.73	566.73
3429	1/29/15	Staples-Credit Plan	02/19/2015	Office Supplies	322.22	322.22
3430	081470	State of California- Justice	02/19/2015	Fingerprint Apps- Entertainers Jan'15	192.00	192.00
3431	684602 684603	Superior Ready Mix Concrete LP	02/19/2015	Asphalt - Palm & Skyline Emulsion Oil - Palm & Skyline	108.54 368.99	477.53
3432	2653	T-Man Traffic Supply	02/19/2015	Flint Stop	212.22	212.22
3433	7880979-81	Trugreen Landcare	02/19/2015	Landscape Maintenance- Jan'15	9,447.00	9,447.00
3434	Feb17 15	Vantage Point Transfer Agents-457	02/19/2015	ICMA Deferred Compensation Pay Period Ending 2/17/15	280.77	280.77
3435	9738782868	Verizon Wireless	02/19/2015	Mobile Broadband Access 12/13/14-1/12/15	76.02	76.02
3436	75041299 75060319	Waxie Sanitary Supply	02/19/2015	Cleaning Supplies Cleaning Supplies	1,581.92 1,055.25	2,637.17
3437	Feb19 15	Wilson, Christopher	02/19/2015	RCCP Training- 2/24/15-3/1/15 - Wilson	390.50	390.50
					323,888.59	323,888.59

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 1.D
Mtg. Date March 3, 2015
Dept. Public Works

Item Title: Denial of Claim

Staff Contact: Mike James, Public Works Director

Recommendation:

Deny a claim submitted by Lemon Grove Auto Upholstery.
--

Item Summary:

The City of Lemon Grove received a claim from Lemon Grove Auto Upholstery, care of Mr. Mario Rodriguez. Staff has investigated the claim and based on the finding of the investigation, recommends its denial. |

Fiscal Impact:

None. |

Environmental Review:

☒ Not subject to review	☐ Negative Declaration
☐ Categorical Exemption, Section	☐ Mitigated Negative Declaration

Public Information:

☒ None	☐ Newsletter article	☐ Notice to property owners within 300 ft.
☐ Notice published in local newspaper	☐ Neighborhood meeting	

Attachments:

None.

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 2
Mtg. Date March 3, 2015
Dept. Development Services

Item Title: **Authorization to Submit Smart Growth Incentive Grant Program and Active Transportation Grant Program Applications**

Staff Contact: Carol Dick, Development Services Director

Recommendation:

Adopt resolutions (**Attachment B-I**) authorizing submittal of eight Smart Growth Incentive Grant Program and Active Transportation Grant Program grant applications to SANDAG.

Item Summary:

Among the potential benefits of the *TransNet* sales tax measure is the set-aside funds for the Smart Growth Incentive Program (SGIP) grant and the Active Transportation Grant Program (ATGP). This is the first time that SANDAG will be accepting applications for both programs at the same time and the funds include a total of \$15 million for both capital and non-capital projects.

Staff seeks authorization to submit applications for eight projects: 1) the Lemon Grove Realignment Project, 2) Connect Main Street Segment, 3) Broadway and Olive St. Intersection Improvements, 4) Complete Street Mobility Plan, 5) Broadway Corridor DVSP Extension, 6) Massachusetts Station Specific Plan, 7) Comprehensive ADA Transition Plan, and 8) Grade Separation Study.

The staff report (**Attachment A**) describes the grants and the projects. Resolutions (**Attachment B, C, D, E, F, G, H, I**), authorizing the applications, are attached for City Council consideration.

Fiscal Impact:

Staff is seeking between \$75,000 and \$2,000,000 in capital (3 projects) and non-capital grant funds (5 projects).

Environmental Review:

- | | |
|---|---|
| ☒ Not subject to review | ☐ Negative Declaration |
| ☐ Categorical Exemption, Section | ☐ Mitigated Negative Declaration |

Public Information:

- | | | |
|--|---|---|
| ☒ None | ☐ Newsletter article | ☐ Notice to property owners within 300 ft. |
| ☐ Notice published in local newspaper | ☐ Neighborhood meeting | |

Attachments:

- | | |
|---|--|
| A. Staff Report | E. Resolution Construct Connect Main Street Segment SGIP |
| B. Resolution Realignment SGIP | F. Resolution Complete Streets Mobility Plan SGIP |
| C. Resolution Broadway /Olive St. Intersection SGIP | G. Resolution Massachusetts Station Specific Plan SGIP |
| D. Resolution Broadway /Olive St. Intersection ATGP | |

- H. Resolution Broadway Corridor DVSP
Expansion SGIP
- I. Resolution ADA Transition Plan SGIP
- J. Resolution ADA Transition Plan ATGP
- K. Resolution Grade Separation Study SGIP

LEMON GROVE CITY COUNCIL STAFF REPORT

Item No. 2

Mtg. Date March 3, 2015

Item Title: **Authorization to Submit Smart Growth Incentive Grant Program and Active Transportation Grant Program Applications**

Staff Contact: Carol Dick, Development Services Director

Discussion:

This staff report provides an overview of the grants and the proposed grant application projects. The Smart Growth Incentive Program (SGIP) grant and the Active Transportation Grant Program (ATGP) are both funded through *TransNet*. Although both programs are similar, the areas of focus are different. The applicant must determine which program best fits the project and where they will compete best. It is possible to submit multiple projects in both programs and a project may be submitted for both programs. There is \$12 million available for the SGIP and \$3 million for the ATGP. The funds support both capital and non-capital projects. The schedule of completion varies between capital versus planning (non-capital) projects.

The capital grant project must award a construction contract within 2 years of grant execution and complete the project within 18 months of the contract award. The planning grant program requires that the consultant contract is awarded within one year of grant execution and the project must be completed within two years of the grant execution. Capital programs are required to include a \$5,000 line item for bicyclist and pedestrian baseline data collection. SANDAG staff will work with the City on developing and implementing a data collection plan. Projects already funded by *TransNet* are not eligible. Ready to go projects are more likely to be funded.

Although a grant match is not required, the grant scoring criteria provides additional point value when a match is provided. Each of the grants requested will include a grant match for in-kind staff time. The grant request for the Realignment includes in-kind staff time as well as other match funds.

The SGIP Grants

The latest *TransNet* sales tax measure sets aside up to \$12 million to be used for a competitive grant program—the Smart Growth Incentive Program (SGIP)—to incentivize planning and capital projects that encourage smart growth development within the region. The eligible capital grant categories include public plazas, pedestrian street crossings, streetscape enhancements, traffic calming features, transit stop and station amenities, way-finding signage, community gateway features, and bicycle amenities. The eligible planning grant categories include activities that facilitate compact, mixed-use development focused around public transit, and that aim to increase housing and transportation choices.

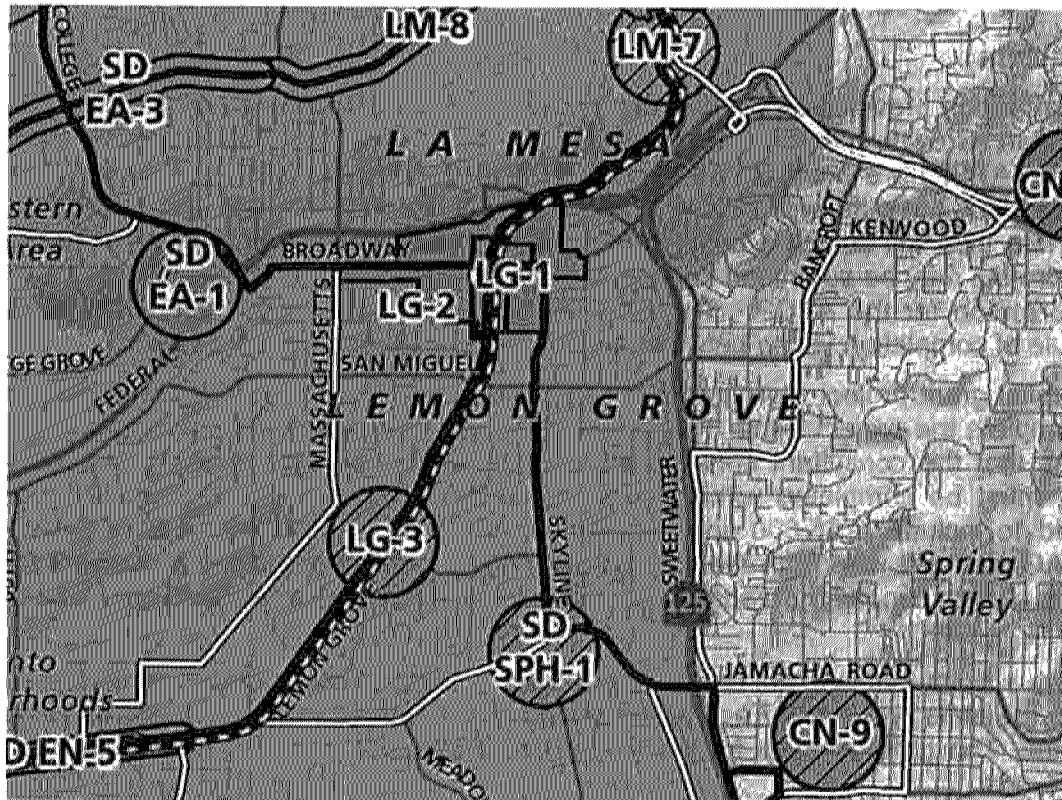
The City was recently successful in obtaining a second cycle SGIP planning grant of \$400,000 for the Main Street Extension project, now known as Connect Main Street. This project will be complete by the time grant agreements for the third cycle are expected to be executed.

In this third cycle of the grant, there is a cap of \$2 million per capital project and \$400,000 for planning projects.

Attachment A

Proposed projects must be located within a smart growth opportunity area as identified on the 2014 Smart Growth Concept Map (following) and must be consistent with the SGIP *TransNet* Ordinance which states in part:

“Broad array of transportation-related infrastructure improvements that assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in the SGOAs consistent with the RCP, and community planning efforts related to smart growth and improved land use/transportation coordination.”



Examples of eligible SGIP Capital projects include: pedestrian improvements, bicycle facilities, transit access improvements, streetscape improvements, public plazas, traffic calming features and other innovative infrastructure.

Examples of eligible SGIP Planning projects include: specific plans, general plan amendments, mobility plans, feasibility studies for future capital improvements, parking management plans, form based codes or design guidelines.

The ATGP Grants

The Active Transportation Grant Program (ATGP) contains \$3 million to be used for a competitive grant program, to encourage planning and development of Complete Streets and provide multiple travel choices for the region's residents. The eligible grant categories include bicycle and pedestrian-oriented transportation facility improvements, planning efforts, encouragement and education programs.

In this third cycle of the grant's implementation, \$3 million has been made available with 75 percent for capital projects and 25 percent available for non-capital projects (\$450,000 total for planning).

Attachment A

Proposed projects must be consistent with the ATGP Transnet Ordinance which states in part:

“Bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bike and pedestrian safety project and programs, and traffic calming projects. Includes design, right of way acquisition, and construction of bike/pedestrian facilities, as well as encouragement, education, and awareness programs and Bike Parking.”

Funds can be used for: design, right of way acquisition, construction and installation of traffic control devices.

Schedules

Applications are due March 20th and all eligible projects will require presentations during the week of April 6, 2015. SANDAG anticipates the Board of Directors to select the recipients in August – September 2015 with the execution of the grants in December 2015.

Recommended Projects

Staff recommends that the City Council authorize the submission of eight grant applications under both the SGIP and the ATGP. The following information provides details on the recommended grant requests:

1. The Lemon Grove Avenue Realignment Project (capital)

The Lemon Grove Avenue Realignment Project relocates and reconstructs segments of North Avenue, Lemon Grove Avenue, SR94 exit, and the trolley/railroad crossing. The project includes the construction of the Lemon Grove Avenue realigned roadway segment, the connection of the SR94 overpass to North Avenue, the improvement of the north side of North Avenue between Olive Street and Lemon Grove Avenue, and the Olive Street striping improvements between North Avenue and Broadway. The intersection improvements include the installation of a traffic signal at the intersection of North Avenue and Lemon Grove Avenue, the installation of a traffic signal at the intersection of North Avenue and Olive Street, the installation of a traffic signal at the intersection of Olive Street and Broadway, and the modification of the existing trolley/railroad crossing equipment. The project demolishes existing roadways, constructs sidewalks, curbs and gutters, drainage improvements, street lights, and traffic signals. It also installs new road striping, bike-lanes, erects gateway signage, and plants landscape improvements.

Although the project appears to be solely vehicle traffic related improvements, these improvements are integral to the multi-modal circulation patterns adopted in the Lemon Grove Downtown Village Specific Plan. The project serves to complete the entry into Lemon Grove from SR94 and to provide an improved network for pedestrians and bicyclists. For that reason, staff believes that the realignment serves as a significant piece to achieving a higher level of Smart Growth in Lemon Grove.

Staff recommends authorization to submit an application for an amount of up to \$2,000,000 in SGIP funds.

Attachment A

2. Broadway and Olive Street Intersection Improvements (capital)

The Lemon Grove Avenue Realignment Project includes improvements at three intersections. One of these intersections can be installed absent the Realignment Project to address a need to accommodate pedestrians and bicyclists. The recent opening of two popular retail stores in existing buildings has highlighted the need to improve pedestrian access across Broadway, a four-lane arterial. The design of the intersection will include a ladder crosswalk.

The project meets the goals of both the SGIP and the ATGP funds. The project meets the broad array of transportation-related infrastructure improvements that are supported by SGIP funds by enhancing the circulation pattern for non-vehicular mobility and supporting Lemon Grove's Smart Growth area in the Downtown Village Specific Plan.

The project meets the connectivity improvements outlined by the ATGP requirements by providing improvements supporting walkability, pedestrian and bicyclist safety, and traffic calming projects.

Staff recommends authorization to submit applications for an amount of \$200,000 in SGIP funds and \$250,000 ATGP funds.

3. Construct Connect Main Street Segments (capital)

The City was awarded a SGIP grant in 2014 to study the extension of the Main Street Promenade. The proposed extension of the Main Street Promenade builds upon the concepts that were initiated by the Downtown Village Specific Plan within the Main Street Promenade District and the linear park to be developed contiguous to the future 73-unit residential development (Valencia Hills) at the most southerly edge of Lemon Grove.

This project grant included the planning study (General Plan Amendment) and construction design up to a 30 percent level. The scope of the project includes a phasing plan that considers the logical construction sequencing of the project. Although the design of the project has yet to be approved by the City Council, staff believes that the timing of this cycle three grant and the current stage of the existing project provides an opportunity to continue moving forward. The grant application will be completed consistent with City Council's recent action on a State Housing-Related Parks Program grant application.

The project meets the SGIP criteria because it:

- connects two Smart Growth Opportunity Areas (SANDAG Smart Growth Concept Map),
- supports access to public transit,
- increases public recreational and healthy open space amenities for the residents,
- offers convenient transportation choices that also serve to reduce greenhouse gas emissions (walking/jogging and biking),
- catalyst for future east/west connections,
- supported as a SGIP project by SANDAG in previous grant applications.

Staff recommends authorization to submit an application for \$409,700 in SGIP funds.

4. Complete Streets Mobility Plan (non-capital)

The City is in need of a comprehensive update to the General Plan, and most importantly, a Mobility Element that considers a multi-modal approach. The goal is to create a multi-modal transportation network, also known as Complete Streets, for all users, no matter their age or ability; allowing for all modes of travel to reach key destination in the community and region.

Attachment A

As a part of the Complete Street Mobility Element Plan, a street design manual will be prepared to include a master street tree plan, an ADA transition plan, a traffic study (based on Vehicle Miles Traveled or revised Level of Service standards) and noise studies. The manual will emphasize safety, active living (furthering the Health Element policies), reduction of greenhouse gas emissions, water quality improvements, successful business environment and revitalizing the public realm.

There are parts of Lemon Grove that lack adequate street improvements including curb, gutters, sidewalks, bike lanes, and landscaped parkways. Overhead utility lines are prevalent throughout the City. Community members who walk, bike, and skateboard in Lemon Grove are often forced to share the roadways with motor vehicles because many streets lack sufficient pedestrian and bicycle facilities. Persons with disabilities can be faced with inadequate pathways for wheelchair access from a lack of curb ramps and sidewalks or from the presence of obstructions (power poles, utility boxes, roadway signs, etc.) in the existing pathway. The City's current street network consists of right-of-ways with a variety of widths and improvements. Improving the City's circulation network is extremely challenging in the current regulatory framework and when improvements can be obtained, the results are a patchwork of improvements sometimes with little benefit. Policies are out of date and inflexible to the point of preventing future worthwhile improvements from being realized. Lemon Grove is approximately 98 percent built out and implementing the current policies are often unrealistic and impractical.

The manual will propose standards that consider the design elements for motorized and non-motorized travel. The design content of the manual will address street geometrics, right-of-way design and details (curb, gutter, sidewalk, parkway, bicycle lanes, street furnishings, lighting, landscape, utilities, etc.), way finding signs, public art, sidewalk activities (dining, sales, social gathering, fun, etc.), low impact design (LID) standards, and implementation strategies.

Multi-modal access to transit, parks, schools, commercial and employment centers will be evaluated when developing improvement policies in order to create a pleasant pedestrian and bicycle experience that will encourage community members to walk, bike, skate and skateboard more.

The manual will lead the programming of transportation improvements in the Capital Improvement Program and the separate effort towards the adoption of a General Plan Update in future years.

In order to ensure the policies can be implemented, the grant request includes environmental analysis based on a traffic study and a noise assessment to capture changes that have occurred in or near the City since the 1996 adoption of the General Plan and to ultimately inform the public of potential impacts. The City adopted its current General Plan during the design phase of State Route 125 and with SR125's completion, circulation patterns and noise levels have changed. The current Mobility Element was based on a level of service (LOS) analysis for vehicles only and other modes were not measured. Current policies in the Mobility Element do not address design specifications for local collectors which make up the majority of the City's streets and Greenhouse Gas (GHG) emissions reduction policies have not yet been instituted.

The Complete Streets Mobility Plan is an essential step towards providing a successful multi-modal transportation network in the City of Lemon Grove and supports the criteria for the SGIP grant.

Staff recommends authorization to submit an application for \$225,000 in SGIP funds.

Attachment A

5. Massachusetts Station Specific Plan (non-capital)

The Lemon Grove General Plan identifies the property currently occupied by U-Haul and a liquor store tenant as a future redevelopment area named Special Treatment Area II, Massachusetts Station (STAI). Prior to redevelopment, the City Council must first consider and approve of a specific plan. The General Plan states:

The redevelopment of the site with a mix of residential and neighborhood commercial is planned to achieve two primary goals:

1. Increase the number of residents that can walk to the trolley station and use the trolley to commute, and
2. Provide neighborhood shopping opportunities to reduce driving and encourage walking and bicycling.

In order to ensure these goals are met, the General Plan outlined that the documents must include: site plan, building sizes, residential densities, design concepts, grading plan, infrastructure improvements and landscaping. The General Plan also requires that the following issues be analyzed for the recommendations in the Specific Plan:

- Foster relationship between the residential and commercial uses and trolley ridership,
- Become a focal point for the southern portion of the City,
- Residential component should consist of apartments and/or condominiums at a density not to exceed 43 dwelling units per acre,
- Commercial component should serve the daily needs of the surrounding neighborhood,
- Building heights should not exceed elevation of adjacent residences and ground level structure should be considered level with Main Street,
- Improve the intersection at Main Street, Massachusetts Avenue and Lemon Grove Avenue for vehicle and pedestrian safety.

Because this project is in close proximity to the Massachusetts Trolley Station, SANDAG has listed the area as a potential Smart Growth Opportunity Area (SGOA LG-3). This SGOA is identified as a Community Center with a minimum residential density of 20 dwelling units per acre.

In addition to the Lemon Grove property, MTS owns property that is currently developed as a surface parking lot directly adjacent to the station and south of the STAI. Staff recommends that the Specific Plan also include the MTS property for inclusion into the Specific Plan in anticipation of a development in partnership with MTS.

Further, the Connect Main Street project is contiguous to this site and the concepts will be integrated into the Specific Plan.

The Specific Plan project meets the criteria that are supported by SGIP funds by increasing residential density around a high volume transit station, increasing transit ridership and enhancing the circulation pattern for non-vehicular mobility.

Staff recommends authorization to submit an application for \$175,000 in SGIP funds.

6. Broadway Downtown Village Specific Plan (DVSP) Expansion (non-capital)

SANDAG has identified the area around the existing Downtown Village Specific Plan (DVSP) as a part of the Smart Growth Opportunity Area LG-2 (see map on page 4). Because the interest in redevelopment around the DVSP (planned Town Center) continues to grow, expansion of the Downtown Village Specific Plan or similar is warranted. The expansion would consider promoting mixed-use with increased residential densities and commercial intensities along the Broadway corridor from Olive Street to Massachusetts and extending from the current east

Attachment A

boundary of the DVSP to Washington Street. The study area will encompass the properties on the north side of Pacific to the northern boundary of the City. This area falls within a walkable distance to mass transit and (trolley and bus service).

As a part of this grant request, staff recommends that the City Council consider a form-based code for the Broadway corridor section of the expanded Specific Plan.

The project meets the goals of the SGIP by providing additional density and intensity around mass transit with a focus on improving pedestrian circulation and safety. The grant request is consistent with Lemon Grove's Smart Growth area in the SANDAG Smart Growth Map.

Staff recommends authorization to submit an application for \$175,000 in SGIP funds.

7. ADA Transition Plan (non-capital)

The Americans with Disabilities Act (ADA) is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation and telecommunications. The project consists of a comprehensive evaluation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities.

The document will guide the planning and implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA.

The Transition Plan will include:

- A list of the current physical barriers in City facilities that limit the accessibility of its programs, activities, or services to individuals with disabilities;
- A detailed outline of the methods to be used to remove these barriers and meet the current standards and accessibility regulations;
- A schedule for taking the steps necessary to achieve compliance with Title II of the ADA; and
- The name of the individual responsible for the plan's implementation.

The City may achieve program accessibility by a number of methods, both structural and nonstructural:

- Structural methods such as altering an existing facility;
- Acquisition or redesign of equipment;
- Assignment of aides; and/or
- Providing services at alternate accessible sites.

The City does not have to take any action that it can demonstrate would result in (i) a fundamental alteration in the nature of a program or activity, (ii) would create a hazardous condition for other people, or (iii) would represent an undue financial and administrative burden. The determination that an undue financial burden would result must be based on an evaluation of all resources available for use in a program. For example, if a barrier removal action is judged unduly burdensome, the City must consider other options for providing access that would ensure that individuals with disabilities receive the benefits and services of the program or activity. The plan will address citywide programmatic accessibility barriers by providing policies in the following areas:

Attachment A

- Non-Discrimination on the Basis of Disability;
- Facilities, Programs and Services;
- Public Meetings;
- Communications; and
- Staff Training.

A review of the City's Curb Ramps for accessibility will be used to create an inventory of curb ramps and a program to bring selected ramps into compliance with ADAAG and Title 24 standards. The City will institute a number of programs to increase pedestrian accessibility via street-related capital improvement projects and will continue to monitor these programs where possible in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with a timeline for implementation.

The project meets the criteria of the SGIP funds by creating a plan to increase accessibility and mobility. The project will generate a schedule for future capital improvements. The plan will provide improved land use/transportation coordination throughout the Smart Growth Opportunity Areas as well as connections to the Smart Growth Opportunity Areas.

The project meets the connectivity improvements outlined by the ATGP requirements by supporting planning efforts and scheduling improvements that support mobility and accessibility projects.

Staff recommends authorization to submit applications for up to \$150,000 in SGIP funds and \$150,000 ATGP funds.

8. Grade Separation Study (non-capital)

In 2006, the City Council adopted the Downtown Village Specific Plan (DVSP). The plan included policies relating to grade separation of the trolley line and the other forms of transportation. The at-grade trolley line bisects the historic downtown area of the City of Lemon Grove and creates significant traffic and pedestrian circulation issues that impact the ability for the downtown businesses to succeed. Physical improvements and funding are needed to resolve this conflict. The DVSP states:

The grade separation project will significantly reduce the barriers to pedestrian circulation across Broadway and Lemon Grove Avenue as well as ease conflicts with vehicular traffic.

The plan identified the following policies:

- Accommodate the grade separation of trolley and streets.
- Pursue funding opportunities with MTS for creating grade-separated crossings for the Trolley at Central Avenue, Broadway and Lemon Grove Avenue.

The request for a grant to fund the grade separation study responds to existing policies in the adopted Downtown Village Specific Plan. The study will generate a concept-level evaluation to identify the feasibility and relative costs of grade separating the following intersections: Lemon Grove Avenue and trolley alignment/right-of-way, and Broadway and trolley alignment/right-of-way.

The study will identify the construction constraints for the grade separation in an alignment below the existing grade in a trench or viaduct design. The study will develop concept(s)

Attachment A

incorporating design criteria (trolley, freight trains, passenger vehicles, busses, pedestrian, and bicycles).

The project meets the broad array of transportation-related infrastructure improvements that are supported by SGIP funds by enhancing the circulation pattern for non-vehicular mobility and supporting Lemon Grove's Smart Growth area in the Downtown Village Specific Plan.

The project meets the connectivity improvements outlined by the ATGP requirements by providing improvements that support walkability, pedestrian and bicyclist safety and traffic calming projects.

Staff recommends authorization to submit an application for up to \$75,000 in SGIP funds. |

Conclusion:

Staff recommends that the City Council consider the eight resolutions (**Attachments B** through **I**) authorizing the submission of the projects outlined in the staff report. |

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE LEMON GROVE AVENUE REALIGNMENT PROJECT |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive up to \$2,000,000 in Smart Growth Incentive Program funds for the Lemon Grove Avenue Realignment Project; and

WHEREAS, the staff has conducted the appropriate studies and filed the required environmental documentation;

WHEREAS, the City Council has previously found that the proposed Lemon Grove Realignment Project would facilitate development and enhance pedestrian and vehicular circulation in the area; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding for up to \$2,000,000 for the Lemon Grove Avenue Realignment Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Lemon Grove Avenue Realignment Project, the City of Lemon Grove commits to providing at least \$3,500,000 of matching funds and/or in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL | AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE BROADWAY AND OLIVE STREET INTERSECTION IMPROVEMENT PROJECT |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive \$250,000 in Smart Growth Incentive Program funds for the Broadway and Olive Street Intersection Improvement Project; and

WHEREAS, the staff has conducted the appropriate studies and filed the required environmental documentation;

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the |City Council | of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in the amount of \$250,000 for the Broadway and Olive Street Intersection Improvement Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Broadway and Olive Street Intersection Improvement Project, the City of Lemon Grove commits to providing \$5,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

|

Attachment D

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR ACTIVE TRANSPORTATION GRANT PROGRAM (ATGP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE BROADWAY AND OLIVE STREET INTERSECTION IMPROVEMENT PROJECT |

WHEREAS, up to \$3 million of *TransNet* funding for capital and non-capital Active Transportation Grant Program projects is available to local jurisdictions in Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive \$250,000 in Active Transportation Grant Program funds for the Broadway and Olive Street Intersection Improvement Project; and

WHEREAS, the City understands that the Active Transportation Grant Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for TransNet Active Transportation Grant Program funding in the amount of \$250,000 for the Broadway and Olive Street Intersection Improvement Project; and |

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Broadway and Olive Street Intersection Improvement Project, the City of Lemon Grove commits to providing \$5,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE CONNECT MAIN STREET SEGMENT CONSTRUCTION PROJECT |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of \$409,700 in Smart Growth Incentive Program funds for the Connect Main Street Segment Construction Project; and

WHEREAS, the staff has conducted the appropriate studies and filed the required environmental documentation;

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of \$409,700 for the Connect Main Street Segment Construction Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Connect Main Street Segment Construction Project, the City of Lemon Grove commits to providing \$50,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE COMPLETE STREETS MOBILITY PLAN |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of \$225,000 in Smart Growth Incentive Program funds for the Complete Streets Mobility Plan; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of \$225,000 for the Complete Streets Mobility Plan; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Complete Streets Mobility Plan, the City of Lemon Grove commits to providing \$50,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE MASSACHUSETTS STATION SPECIFIC PLAN |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of \$175,000 in Smart Growth Incentive Program funds for the Massachusetts Station Specific Plan; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of \$175,000 for the Massachusetts Station Specific Plan; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Massachusetts Station Specific Plan, the City of Lemon Grove commits to providing \$50,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE BROADWAY DOWNTOWN VILLAGE SPECIFIC PLAN (DVSP) EXPANSION |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of \$175,000 in Smart Growth Incentive Program funds for the Broadway Downtown Village Specific Plan (DVSP) Expansion; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of \$175,000 for the Lemon Grove Avenue Realignment Project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Broadway Downtown Village Specific Plan (DVSP) Expansion, the City of Lemon Grove commits to providing \$50,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE |CITY COUNCIL| AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE ADA TRANSITION PLAN |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of up to \$150,000 in Smart Growth Incentive Program funds for the ADA Transition Plan; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the |City Council| of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of up to \$150,000 for the ADA Transition Plan; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the ADA Transition Plan, the City of Lemon Grove commits to providing \$10,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR ACTIVE TRANSPORTATION GRANT PROGRAM (ATGP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE ADA TRANSITION PLAN |

WHEREAS, up to \$3 million of *TransNet* funding for capital and non-capital Active Transportation Grant Program projects is available to local jurisdictions in Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive up to \$150,000 in Active Transportation Grant Program funds for the ADA Transition Plan; and

WHEREAS, the City understands that the Active Transportation Grant Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the |City Council |of the City of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for *TransNet* Active Transportation Grant Program funding in the amount of up to \$150,000 for the ADA Transition Plan; and |

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the ADA Transition Plan, the City of Lemon Grove commits to providing \$10,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015

RESOLUTION NO. | |

RESOLUTION OF THE LEMON GROVE CITY COUNCIL AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR SMART GROWTH INCENTIVE PROGRAM (SGIP) FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) FOR THE GRADE SEPARATION STUDY |

WHEREAS, \$12 million of *TransNet* funding for capital and planning Smart Growth Incentive Program projects is available to local jurisdictions and the County of San Diego from Fiscal Years 2014-2016; and

WHEREAS, the City of Lemon Grove (City) wishes to receive an amount of up to \$75,000 in Smart Growth Incentive Program funds for the Grade Separation Study; and

WHEREAS, the City understands that the Smart Growth Incentive Program funding is fixed at the programmed amount, and therefore Project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City agrees to complete the proposed Project within a timely manner and in compliance with SANDAG Board Policy No. 035 |

NOW, THEREFORE, BE IT RESOLVED that the City Council of Lemon Grove, California hereby: authorizes submittal of an application to SANDAG for the *TransNet* Smart Growth Incentive Program funding in an amount of up to \$75,000 for the Grade Separation Study; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Grade Separation Study, the City of Lemon Grove commits to providing \$10,000 in-kind contributions and authorizes City of Lemon Grove staff to accept the grant funds, execute the grant agreement with no exceptions in substantially the same form as attached, and complete the Project.

BE IT FURTHER RESOLVED that the City of Lemon Grove agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to City of Lemon Grove's *TransNet* funded projects.

PASSED AND ADOPTED by the City of Lemon Grove City Council this March 3, 2015.

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 3
Mtg. Date March 3, 2015
Dept. Public Works

Item Title: **Bus Shelter Purchase**

Staff Contact: Mike James, Public Works Director

Recommendation:

Adopt a resolution (**Attachment B**) authorizing the purchase of ten bus shelters with site furnishing.

Item Summary:

The City of Lemon Grove owns and maintains eight bus shelters. Seven bus shelters are located on Broadway between Federal Boulevard and Lemon Grove Avenue and one bus shelter is located on College Avenue. The current shelters were constructed in 1996 and are in need of replacement.

The staff report (**Attachment A**) details the site selection process, procurement process and staff's recommendation that the City Council authorize the purchase of ten new bus shelters with site furnishing.

Fiscal Impact:

In Fiscal Year 2014-2015, \$120,000 is budgeted from the Transportation Development Act fund to purchase and install ten bus shelters. It is anticipated that the project cost will not exceed \$106,293.71.

Environmental Review:

- | | |
|---|---|
| ☒ Not subject to review | ☐ Negative Declaration |
| ☐ Categorical Exemption, Section | ☐ Mitigated Negative Declaration |

Public Information:

- | | | |
|--|---|---|
| ☒ None | ☐ Newsletter article | ☐ Notice to property owners within 300 ft. |
| ☐ Notice published in local newspaper | ☐ Neighborhood meeting | |

Attachments:

- | | |
|--------------------------------|---------------------------------------|
| A. Staff Report | D. Cooperative Purchase Authorization |
| B. Resolution | |
| C. Bus Shelter Progress Report | |

LEMON GROVE CITY COUNCIL STAFF REPORT

Item No. 3

Mtg. Date March 3, 2015

Item Title: **Bus Shelter Purchase**

Staff Contact: Mike James, Public Works Director

Background:

The City of Lemon Grove has eight bus shelters that it owns and maintains. Seven bus shelters are located on Broadway between Federal Boulevard and Lemon Grove Avenue and one bus shelter is located on College Avenue. The current shelters were constructed in 1996 and are in need of replacement because of normal wear and tear.

Staff inspected the eight bus shelters and determined that there were a number of possible structural deficiencies or components damaged that need to be repaired or replaced. An example of some of the deficiencies included:

- Missing ceramic roof top tile,
- Bare metal exposed,
- Exposed rebar,
- Broken valance,
- Unstable lower and upper attachments,
- Missing bolts to the mounting base, and
- Inoperable solar lighting.

After inspecting each bus shelter, staff contacted the San Diego Metropolitan Transit System (MTS) and requested ridership numbers to verify if the current bus shelters' ridership numbers continue to warrant a bus shelter or if other bus shelters should be built because of an increase in usage.

Staff received ridership numbers for all 52 bus stops located in the City, to include the eight bus stops that currently have shelters installed. Table 1, shown below, lists the number of people boarding, location of each stop, and if there is an existing or a proposed bus shelter at that location.

Table 1 – MTS Ridership Numbers

Rank	On-Board	Location	Existing or Proposed Shelter
1	602	Main St. / Broadway (NB)	Existing
2	356	Broadway / Main St. (WB)	Existing
3	119	Broadway / Mass. Ave. (EB)	Existing
4	85	7081 Broadway (EB)	Existing



Bus shelter located in front of Home Depot.

Attachment A

Rank	On-Board	Location	Existing or Proposed Shelter
5	67	Cardiff St. / Carlisle Dr. (NB)	Proposed
6	63	Broadway / Grove St. (EB)	Proposed
7	56	7080 Broadway (WB)	Existing
8	46	Broadway / Mass. Ave (WB)	Existing
9	40	Skyline Dr. / Alton Dr. (NB)	No shelter
10	33	Federal Blvd. / College Ave. (EB)	No shelter
11	33	Skyline Dr. / Canton Dr. (NB)	No shelter
12	30	Broadway / New Jersey (WB)	Existing (Scheduled for removal by MTS)
13	27	Broadway / Buena Vista Ave. (EB)	No shelter
14	24	College Ave. / Federal Blvd. (NB)	Existing
15	22	Broadway / Buena Vista Ave (WB)	No shelter

The on-board figures are a “snap shot” in time provided by SANDAG that shows the number of people that boarded during a single sample day the past year. The day selected for surveying occurred at a peak service time during a weekday. Once collected, the data is compared to the sample day from the prior year to determine if it was a reasonable amount expected. If that number is not reasonable, it is thrown out and resampled.

After reviewing the information provided in Table 1, staff took note of the following points:

- Of the 15 highest boarded bus stops in the City, all 8 current bus shelters are still present.
- Because of low ridership numbers, MTS identified the 12th ranked bus stop for elimination. Riders will be directed to the next easterly bus stop.
- The 5th and 6th ranked bus stops have 67 and 63 on-board riders, respectively, more riders board at that bus stop than the City’s 14th ranked bus stop.

The data shown in Table 1 prompted staff to recommend adding two bus shelters at the 5th and 6th ranked bus stop locations because of the high number of on-board riders. On February 3, 2015, City and MTS staff visited each bus shelter location, including the proposed two new sites. MTS staff agreed with City staff’s recommendation to add two new bus shelters and replace each remaining bus shelter.

Discussion:

Since 2013, staff has considered multiple methods to purchase and replace the bus shelters in the City. Those prior options included:

1. Partnering with MTS’ bus shelter maintenance program,
2. Advertising an open and competitive bid to purchase bus shelters, or
3. Opting into a cooperative purchasing agreement with another public entity.

Attachment A

In June 2014, staff provided a bus shelter progress report to the City Council that provided a summary of communications with MTS, a construction timeline from MTS if a partnership was formed, and staff's recommendation to purchase and install bus shelters citywide without partnering with MTS.

Staff recommends purchasing ten bus shelters via the public agency participation clause. The City will save time and money by not having to complete the tradition advertisement and award process. From the purchase order creation date, which is anticipated to be March 4, 2015, the City can expect to receive the ten bus shelters by June 1, 2015. This purchasing process is authorized per Lemon Grove Municipal Code 3.24.090.

As a result of a competitive bidding process, per Bid No. 12-02, the Morongo Basin Transit Authority awarded a purchase order to Tolar Manufacturing for the purchase of accessible bus shelters. The public agency participation clause, shown as subsection 41, contained within the bid documents (**Attachment D**) enables other governmental entities the opportunity to purchase additional bus shelters as specified in the bidding process.

Tolar Manufacturing offers multiple styles of bus shelters; however, only one style is authorized for cooperative purchase and that style is the Sierra Shelter Line. This same model is also used in the cities of Carlsbad, El Cajon, Escondido, San Diego, San Marcos, Oceanside, Vista, and unincorporated portions of San Diego County.



13' Sierra low dome non-advertising shelter.

The benefits of purchasing this model are:

- Lengths ranging from 9 to 24 feet,
- Perforated metal walls,
- Solar lighting,
- Turnkey product bundle with furniture, and
- Integration with the City's logo.

Tolar Manufacturing also offers multiple color options. Staff recommends the following options for the City Council to consider:

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none">• Green |  | <ul style="list-style-type: none">• Blue |  |
|---|---|--|---|

The total material cost including delivery of ten bus shelters is not expected to exceed \$89,130.65. This cost does not include labor for installation which is estimated at \$7,500 for 10 bus shelters. The total equipment and installation cost estimate equals \$96,630.65. Staff recommends including a ten percent contingency (or \$9,663.06) to mitigate unforeseen expenditures encountered in the field. Therefore, the total project cost is \$106,293.71. The project is anticipated to be completed by July 31, 2015. Additional time was embedded in the construction timeline to allow for ample notification to all MTS riders.

Conclusion:

Staff recommends that the City Council adopts a resolution (**Attachment B**) authorizing the purchase of ten bus shelters with site furnishing.

Attachment B

RESOLUTION NO. 2015 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA AUTHORIZING THE PURCHASE OF TEN BUS SHELTERS WITH SITE FURNISHING

WHEREAS, the City of Lemon Grove owns and maintains eight bus shelter located citywide; and

WHEREAS, originally constructed in 1996, the current bus shelters are in need or replacement; and

WHEREAS, City staff determined that Tolar Manufacturing Incorporated provides suitable accessible bus shelters that meet the City's needs and has identified an opportunity to partner with another public agency in a cooperative purchasing program; and

WHEREAS, per Lemon Grove Municipal Code Section 3.24.090, the Purchasing Officer may participate in cooperative bids with other governmental agencies in accordance with District Ordinance No. 317; and

WHEREAS, the Morango Basin Transit Authority issued a competitive bid (No. 12-02) and subsequently awarded a purchase order to Tolar Manufacturing Incorporated for the purchase of the Sierra Line Shelters; and

WHEREAS, by using the public agency participation clause, the City will save money by not having to publicly advertise the bidding documents and save at least three months of time to complete the advertisement and award process; and

WHEREAS, the City Council of the City of Lemon Grove finds it in the public interest that said bus shelters with site furnishings are purchased.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove hereby authorizes the City Manager or his designee to purchase and install ten bus shelters with site furnishings in an amount not to exceed \$106,293.71.

/////
/////



CITY OF LEMON GROVE INTERNAL MEMORANDUM

DATE: June 2, 2014

MEMO TO: Mayor and City Council

FROM: Mike James, Public Works Director

SUBJECT: Bus Shelter Progress Report

This memorandum provides a formal update regarding an agenda item titled, "Citywide Bus Shelter and Bench Program" that was discussed at the May 21, 2013 City Council meeting. At that meeting, staff presented a report outlining a potential partnership with MTS to remove, replace and maintain the bus shelters throughout the City. At the May 20, 2014 City Council meeting, staff provided a brief update regarding the MTS partnership and a recommendation to include TDA funds in the Fiscal Year 2014-15 budget for bus shelter replacements initiated by the City.

Efforts in the Past Year

Since May 2013, staff has held multiple discussions with MTS regarding its eight bus shelter installation and maintenance program. Specifically, staff has inquired about the level of interest and the timing of a potential MTS partnership with the City for the replacement of and selling of advertisements at Lemon Grove bus shelters.

Most recently on March 11, 2014, staff was informed by MTS that Clear Channel has a low interest in expanding into Lemon Grove because there is not a sufficient return on its upfront investment. However, MTS informed City staff that it could encourage Clear Channel to include the additional eight shelters with a replacement timeline that would include one or two bus shelter installation every year, beginning in 2015. Based on that timeline, it may take four to eight years, beginning in 2015, to replace all eight bus shelters in Lemon Grove.

Anticipating that the structural integrity of the existing bus shelters would not be able to endure that amount of time, staff proposed a cost share to MTS up to 50 percent of the construction cost (approximately \$60,000 of TDA funds) to expedite the replacement of all eight shelters. As of the date of this memorandum, no response has been received from MTS.

Recommendation

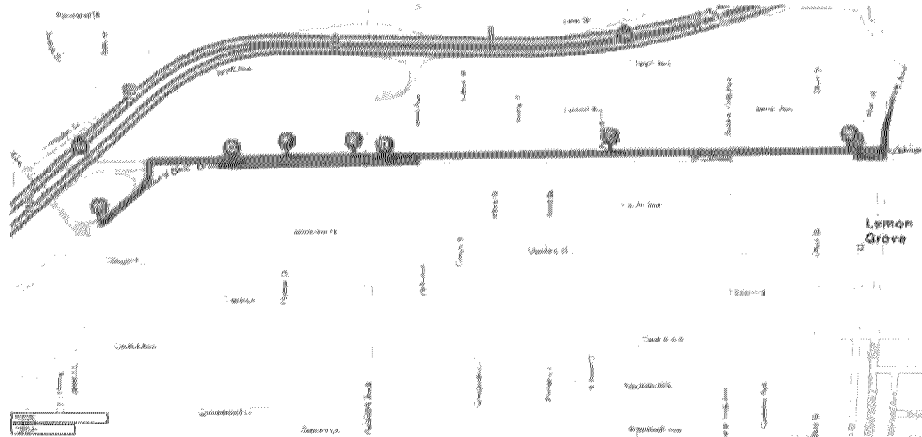
Based on MTS replacement schedule over four to eight years and because of the potential liability on the City because of this delayed project, staff recommended through the budget process that the City initiate the replacement of bus shelter. Staff also recommends that the shelters do not include advertisement space.

Staff plans to present a request for bids for City Council approval no later than September 2014. Staff envisions that the request for bids will require vendors to provide different bus shelter options for the City Council's ultimate decision. Attached is a map showing where the current bus shelters are located within the City.

Please let me know if you have any additional questions about this project.

Attachment C

Citywide Map with Locations of Bus Shelters



- A – 7785 Broadway Avenue
- B – 7770 Broadway Avenue
- C – 7458 Broadway Avenue
- D – 7209 Broadway Avenue
- E – 7180 Broadway Avenue
- F – 7090 Broadway Avenue
- G – 7081 Broadway Avenue
- H – 3200 block of College Avenue (north of Federal Blvd)

Invitation for Bid IFB No. 12-02

SECTION 4: SPECIAL PROVISIONS

SP 1. Authorization to Use the Local Government Purchasing Schedule

The use of this Bid shall be restricted to members in good standing of CalACT whose transit operations and physical location are geographically located within the State of California. These members are to be publicly funded transit agencies, city transit systems, other governmental agencies or non-profit organizations performing governmental services.

SP 2. Assignability

MBTA reserves the right to assign the ability to use the Bid to any other grantees of FTA funds in accordance with FTA Circular 4220.1F or successor circulars. These grantees shall be members of CalACT and be geographically located within the State of California. A letter of Assignment shall be issued by either MBTA or by CalACT acting for MBTA under the terms of their Cooperative Purchasing Agreement. MBTA reserves the right to withhold assignments at its unilateral discretion. Each Assignment shall be valid for a one-year period. All shelters ordered under that Assignment shall be delivered and accepted within that one-year period.

SP 3. Period of Performance

The period of performance shall be three (3) years. There will be no extensions or option years.

SP 4. Procurement Fee

A procurement fee of 2.5% of total pre-tax price per shelter shall be paid to the Cooperative by the Contractor each month based on activity on this contract. This fee shall be shown as a separate line item on the invoice to the Assignee ordering the shelters. It shall be payable to the Cooperative within thirty (30) days of delivery to agencies. The Contractor shall also supply monthly activity reports showing all orders and payments to the Cooperative. This activity may be audited. The Cooperative may charge interest for late payment if payment is delayed more than ten (10) days after the payment Due Date set forth above. Interest will be charged at a rate of 10% of the procurement fee that is due.

Under the provisions of SP 2, Assignability, the MBTA may choose to assign shelters directly to agencies. These agencies may or may not be located within the political subdivisions comprising the MBTA's joint powers authority. For agencies located within the political subdivisions comprising the MBTA's joint powers authority, MBTA reserves the right to waive the procurement fees.

Failure to report shall also be seen as failure to perform the contract and may lead to corrective action up to and including Termination for Default.

SP 5. Pricing

SP 5.1 Price Protection

Contractor agrees all the Prices, terms, warranties, and benefits provided in this Contract are comparable to or better than the terms presently being offered by Contractor to any other

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 4
Mtg. Date March 3, 2015
Dept. City Manager's Office

Item Title: **Sidewalk Incentive Pilot Program**

Staff Contact: Graham Mitchell, City Manager

Recommendation:

Provide direction regarding the establishment of a sidewalk incentive pilot program.
--

Item Summary:

On January 6, 2015, staff presented an agenda item entitled "Sidewalk Installation Incentive Program." During this agenda item, staff presented background information about sidewalk installation and potential sidewalk installation incentive program concepts. The City Council provided direction to staff to develop a pilot program with a simple graduated match program. The purpose of the staff report (**Attachment A**) is to present a pilot program for City Council discussion and feedback.

Fiscal Impact:

None.

Environmental Review:

- | | |
|---|---|
| ☒ Not subject to review | ☐ Negative Declaration |
| ☐ Categorical Exemption, Section | ☐ Mitigated Negative Declaration |

Public Information:

- | | | |
|--|---|---|
| ☒ None | ☐ Newsletter article | ☐ Notice to property owners within 300 ft. |
| ☐ Notice published in local newspaper | ☐ Neighborhood meeting | |

Attachments:

A. Staff Report

LEMON GROVE CITY COUNCIL STAFF REPORT

Item No. 4

Mtg. Date March 3, 2015

Item Title: **Sidewalk Incentive Pilot Program**

Staff Contact: Graham Mitchell, City Manager

Discussion:

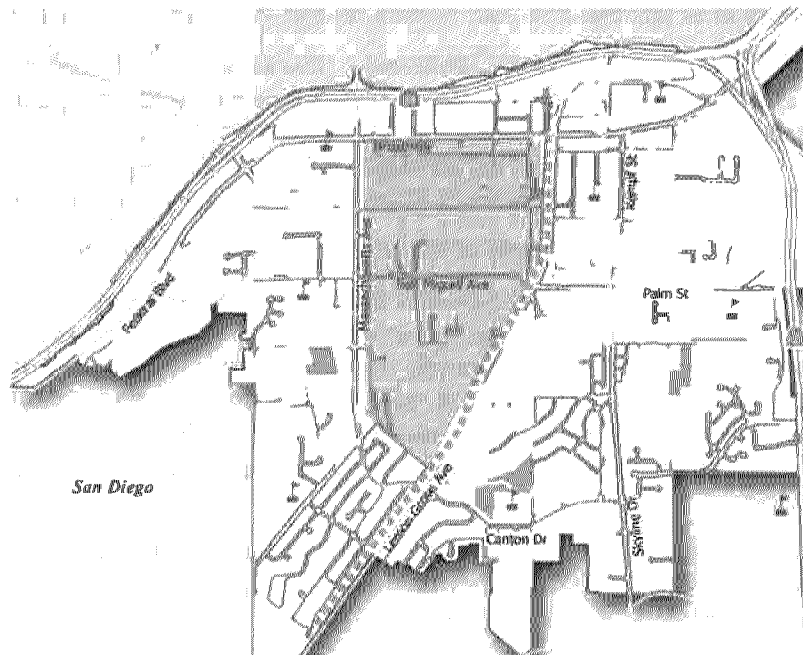
On January 6, 2015, staff presented an agenda item entitled "Sidewalk Installation Incentive Program." During this agenda item, staff presented background information about sidewalk installation and potential sidewalk installation incentive program concepts. The City Council provided direction to staff to develop a pilot program with a simple graduated match program. The purpose of this staff report is to present a pilot program, with several identified challenges, for City Council discussion and feedback.

Pilot Program

Staff has developed two pilot sidewalk program options. The intent of the ultimate program is to encourage the development of sidewalks through private/public partnerships. The following sections identify the area of the pilot program and the two program options.

Pilot Area

The Lemon Grove Health & Wellness Element identifies the existing sidewalk network in the City. Staff believes that the area south of Broadway, between Massachusetts Avenue and Lemon Grove Avenue is an area with significant voids of sidewalk, especially along the north/south-oriented streets. Staff recommends that the pilot program focus on this area, which is generally highlighted in the map below.



Attachment A

Within this area, there are approximately 1,375 parcels with approximately 1,000 parcels without sidewalk. Of the parcels without sidewalks, about 75 percent (approximately 750) are located on north/south-oriented streets. Staff recommends that the program be available to all parcels in the pilot area; however, with priority given to those properties located on north/south-oriented streets in the event there is more demand for the program than the budget allows.

Program Options

During the January 6th agenda item, staff presented several program concepts for City Council consideration. The City Council suggested that the program be as simple as possible. The City Council gave direction to staff to provide additional information on a graduated matching program in which the City's match would increase as levels of participation increase. In addition to the options presented, the idea of a decomposed granite pathway was discussed by the City Council. In response to that discussion, staff has included additional information about this concept as well.

During the January 6th meeting, it was acknowledged that the sidewalk program would likely results in a sidewalk network with many disconnections—a hodge-podge of sidewalk segments. In the end, this idea was acceptable with the notion that the program would be the first step needed to ultimately developing a complete sidewalk network. In further analyzing the pilot program options, staff identified several significant challenges in developing sidewalks in this way.

First, staff is concerned about potential drainage problems and liability that could be created unintentionally from small portions of sidewalks being installed without connection to the City's stormwater system. For example, if three property owners on a block of 10 parcels opt to develop curb, gutter and sidewalk, the water collected in the newly installed gutter may not necessarily lead to a stormwater inlet. Staff is concerned that water conveyed by the new gutter could cause private property damage, resulting in liability for the City. Based on this discovery, staff presents an alternative option (Option 2) for further discussion.

Second, staff is concerned that developing sidewalks piecemeal may not resolve the problem of overhead utilities. The City can rely on 20A funds to pay for undergrounding costs if a minimum of 600 linear feet (approximately 10 to 12 parcels) of sidewalk is being installed as part of a project. If the project is under the 600 foot minimum, the 20A funds are not available.

Third, staff is concerned that developing sidewalks piecemeal could create non-uniform street widths, creating potential liability for the City. For example, if three property owners opt to develop sidewalk and dedicate right-of-way to the width determined by the General Plan, the lane width in front of those properties may be wider than non-participating properties. This non-uniform lane width could create some liability exposure to the City in the event of an accident.

The following subsections outline the two potential pilot program concepts.

Option 1 – the first option relies on City Council feedback from January 6th. In this program, the City would offer varying matches to property owners that wish to install sidewalk. The program would require the participating property owner to obtain a title report to verify that there are no underlying easements (approximately \$500) and dedicate public right-of-way required for the sidewalk, in the event the right-of-way is insufficient. It would also require the participating property owner to remove, at their own expense, any vegetation or structures located in the path of the future sidewalk.

Using a City match to incentivize greater lengths of sidewalks to be installed, staff recommends a graduated match schedule. Staff recommends that the City provide no match for a single parcel participant, a match of 33 percent for two to four parcels, 50 percent for five or more

Attachment A

parcels, and an additional 10 percent if all the parcel owners on a block participate in the program (block sizes in the pilot area range from three parcels to twelve parcels. Staff recommends that parcels located on cul-de-sac streets not be eligible initially to participate in the program, since the goal is to increase community connectivity.

The cost to install a standard sidewalk, curb, gutter, and driveway apron in front of a single parcel ranges between \$6,000 and \$9,000—this includes surveying, engineering, contractor mobilization, traffic control, potential street widening, and prevailing wage. The cost range does not include significant topographical challenges. As participation increases and the length of sidewalk increases, the cost per parcel decreases. Staff prepared a financial analysis, summarized in the table below, determining the City's cost for this type of program.

Parcel Participants	Total Project Cost	City's Cost (Match)	City's Cost (Bonus Match*)
1	9,000	0	0
2	17,000	5,610	0
3	24,000	7,920	2,400
4	30,000	9,900	3,000
5	35,000	17,500	3,500
6	36,000	18,000	3,600
7	42,000	21,000	4,200
8	48,000	24,000	4,800
9	54,000	27,000	5,400
10	60,000	30,000	6,000
11	66,000	33,000	6,600
12	72,000	36,000	7,200

*Assumes 100 percent participation on a block

In this option, staff recommends that if obvious stormwater, utility pole, or traffic challenges are identified, the project could not move forward until the challenge is resolved—likely through greater participation so an entire block is completed.

With a budget of \$100,000 for this program, the City could potentially incentivize the installation of sidewalks in front of more than 25 parcels. Staff is uncertain whether the matches identified in this option would provide sufficient incentive to property owners to invest in sidewalk projects.

Option 2 – considering staff's concern about the creation of unintended drainage problems, staff presents a second option for consideration. Staff recommends this program also require participating property owners to dedicate required public right-of-way and to remove any vegetation or structures located in the path of the future sidewalk. Staff also recommends that parcels located on cul-de-sac streets be initially ineligible to participate in the program.

Through this program, staff recommends that when at least half of the property owners of a block segment agree to participate in installing sidewalk, the City would install curb and gutter along the entire block segment. As the curb and gutter is installed, participating property owners would pay for the install of their driveway aprons and between 75 percent and 85 percent of the sidewalk installation costs. The City would pay for 15 percent of sidewalk installation costs for two to four parcels and 25 percent of sidewalk installation cost for five or more parcels. Those unwilling to participate would have the option to install sidewalk at a later time, after obtaining an encroachment permit from the City. The incentive to participate in the initial phase of the project is to take advantage of the City's match.

Attachment A

Staff acknowledges that this option creates voids in the sidewalk network. However, the drainage issues are resolved initially and the ability to add sidewalk at a later date is an option for property owners.

Staff prepared a fiscal analysis, summarized in the table below, determining the City's cost for this type of program.

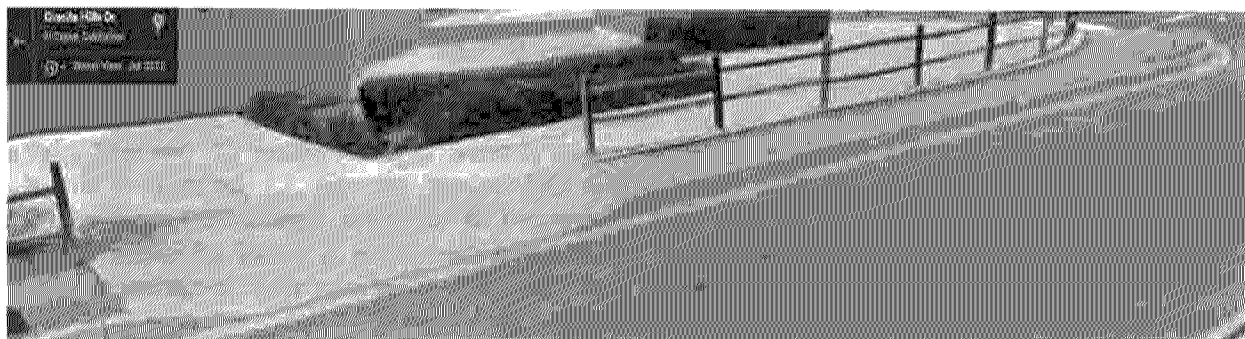
Parcel Participants	Total Project Cost	Owner Cost (Sidewalk & Apron)	City's Curb/Gutter Costs	City's Sidewalk Cost	City's Total Cost
1	9,000	1,000	3,000	0	0
2	17,000	2,000	6,000	1,350	7,350
3	24,000	3,000	8,250	1,913	10,163
4	30,000	4,000	11,000	2,250	13,250
5	35,000	5,000	13,750	4,063	17,813
6	36,000	6,000	15,000	3,750	18,750
7	42,000	7,000	17,500	4,375	21,875
8	48,000	8,000	20,000	5,000	25,000
9	54,000	9,000	22,500	5,625	28,125
10	60,000	10,000	25,000	6,250	31,250
11	66,000	11,000	27,500	6,875	34,375
12	72,000	12,000	30,000	7,500	37,500

In this option, the concern about stormwater liability is resolved; however, vacant portions of sidewalk still remain an issue. Assuming a budget of \$100,000, this program could also incentivize the installation of sidewalk in front of approximately 25 parcels.

Decomposed Granite Sidewalk

During the January 6th meeting, the notion of crushed or decomposed granite (DG) as a sidewalk material was raised. Staff has researched the cost and pros/cons of using DG for a sidewalk. In short, DG sidewalk material is less expensive than cement. However, installation of DG is more labor intensive than cement. Further, DG pathways have higher maintenance costs, lower longevity, and inferior functionality than cement. Staff has identified an alternative material to DG and cement, which is further discussed in this section.

Staff recently inspected a DG sidewalk in an unincorporated area of El Cajon. Along Granite Hills Drive, the sidewalk network includes curb and gutter, cement driveway aprons and DG walkways (see photo below). The DG sidewalk seemed functional and is used frequently because of its proximity to a high school.



Attachment A

In preparing for this staff report, staff spoke with staff from the City of Poway. Poway has traditionally used DG for a pathway material. However, because DG erodes easily, does not hold up well to heavy foot traffic, and generated frequent calls for repair, Poway began using crushed aggregate base (CAB). CAB is less expensive than DG and has a longer maintenance life. The material is initially rough, but breaks down to a more compact surface over time.

Staff compared the cost of a DG, CAB, and cement sidewalk. If the City Council were to consider installing DG or CAB sidewalks, staff recommends a similar development plan to Granite Hills Drive (cement curb, gutter, and driveway aprons). Using this development plan and a standard sidewalk along the 60-foot frontage of a typical parcel, the following table compares the initial installation cost of various sidewalk materials. These project costs assume the development area is relatively level with the ability to connect to an existing drainage system and does not include surveying and engineering costs.

	DG	CAB	Cement
Curb & Gutter	3,000	3,000	3,000
Driveway Apron	1,000	1,000	1,000
Sidewalk Material & Labor	1,530	440	1,600
TOTAL	5,530	4,440	5,600

The cost of installing DG and cement sidewalks, after considering installation, are not much different. After factoring in maintenance cost, cement sidewalks are overall less expensive. The CAB material is 20 percent less than cement.

Next Steps

If the City Council decides to move forward with a sidewalk incentive pilot program, staff recommends establishing a budget of \$50,000 for the program, using *TransNet* funds. Staff would create marketing materials about the program and mail the material to all eligible property owners in the pilot program area. In the marketing material, staff would offer to meet with individual property owners or with groups. The marketing campaign would cost approximately \$500 for printing and mailing.

Conclusion:

Staff recommends that the City Council provide direction regarding the establishment of a sidewalk incentive pilot program.

**LEMON GROVE SUCCESSOR AGENCY
AGENDA ITEM SUMMARY**

Item No. 5
Mtg. Date March 3, 2015
Dept. Finance

Item Title: **Loan Agreements Between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency**

Staff Contact: Cathy Till, Finance Director

Recommendation:

Adopt two resolutions (**Attachments A and B**) approving Loan Agreements between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency. |

Item Summary:

At its February 26, 2015 meeting, the Oversight Board to the Successor Agency of the Lemon Grove Community Development Agency adopted two resolutions approving two loan agreements between it and the City of Lemon Grove. The City Council, as part of Agenda Item #6, will consider the two loan agreements. The purpose of this agenda item is to present the same loan agreements for the Successor Agency Board consideration. The loan agreements address two short-term cash-flow loans from the City to the Successor Agency. |

Fiscal Impact:

The loan agreements provide documentation for Successor Agency reimbursement requests for short-term cash-flow loans made from the City to the Successor Agency (a total of \$333,010).|

Environmental Review:

- | | |
|---|---|
| ☒ Not subject to review | ☐ Negative Declaration |
| ☐ Categorical Exemption, Section | ☐ Mitigated Negative Declaration |

Public Information:

- | | | |
|--|---|---|
| ☒ None | ☐ Newsletter article | ☐ Notice to property owners within 300 ft. |
| ☐ Notice published in local newspaper | ☐ Neighborhood meeting | |

Attachments:

- A. Resolution 2015-
- B. Resolution 2015-

Attachment A

RESOLUTION NO. 2015-____

RESOLUTION OF THE LEMON GROVE SUCCESSOR AGENCY BOARD APPROVING A LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON GROVE

WHEREAS, the Lemon Grove Community Development Agency ("Agency") was established as a redevelopment agency that was previously organized and existing under the California Community Redevelopment Law, Health & Safety Code Section 33000, *et seq.*, ("CRL"), and previously authorized to transact business and exercise powers of a redevelopment agency pursuant to actions of the City Council of the City of Lemon Grove; and

WHEREAS, Assembly Bill X1 26 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which laws caused the dissolution and wind down of all redevelopment agencies ("Dissolution Act"); and

WHEREAS, the Agency is now a dissolved redevelopment agency pursuant to the Dissolution Act; and

WHEREAS, by resolution, considered by the City Council at an open public meeting, the City chose to become and serve as the "Successor Agency" to the dissolved Agency under the Dissolution Act; and

WHEREAS, the Successor Agency made a mandatory payment to the County of San Diego in the amount of \$557,054, when the amount should have been \$391,839, resulting in a cash flow loan of \$165,215; and

WHEREAS, the City's General Fund made a short-term cash-flow loan to the Successor Agency to cover the shortfall; and

WHEREAS, a formal loan agreement to reflect the short-term cash-flow loan will allow the Successor Agency to seek reimbursement for this obligation. |

NOW, THEREFORE, BE IT RESOLVED that the Successor Agency Board to the Lemon Grove Community Development Agency hereby:

1. Approves the Loan Agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove (Exhibit 1); and |
2. Authorizes the City Manager to execute said agreements on behalf of the City.

Attachment A

APPROVED AND ADOPTED this 3rd day of March 2015.

Chair

ATTEST:

Secretary

I, Susan Garcia, City Clerk, DO HEREBY CERTIFY that Resolution No. 2015-__ was duly adopted by the Lemon Grove Successor Agency Board at a regular meeting thereof held on the 3rd day of March 2015, and that it was adopted by the following vote, to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Attachment A

EXHIBIT 1

LOAN AGREEMENT BETWEEN THE CITY OF LEMON GROVE AND THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY

1. Parties: The Successor Agency to the Lemon Grove Community Development Agency (the "Borrower") and the City of Lemon Grove (the "Lender").
2. On July 12, 2012, the Successor made a payment of \$557,054.42 to the County of San Diego based on calculations provided by the County. Upon further review, Successor Agency staff found an accounting error that resulted in the County being overpaid in the amount of \$165,215.
3. Promise to Pay: by or before December 31, 2015, the Borrower agrees to pay to the Lender \$165,215.
4. The Lender provided a cash-flow loan in the amount of \$165,215 to the Borrower.
5. Annual Percentage Rate: the Parties agree, to the extent allowed by law, to establish an interest rate for the outstanding short-term cash-flow loan at the amount equal to the Local Agency Investment Fund by the State of California during the term of the loan.
6. Loan Payments: the Parties agree that the Borrower will make loan payments as funds are available from Residual Property Tax Trust Fund distributions.
7. Prepayment: the Borrower has the right to pay the whole amount of the loan at any time.

SUCCESSOR AGENCY TO THE
FORMER LEMON GROVE COMMUNITY
DEVELOPMENT AGENCY

CITY OF LEMON GROVE

Jerry Selby, Chair, Oversight Board

Graham Mitchell, City Manager

Date

Date

RESOLUTION NO. 2015-____

**RESOLUTION OF THE LEMON GROVE SUCCESSOR AGENCY BOARD APPROVING A
LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE LEMON GROVE
COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON GROVE**

WHEREAS, the Lemon Grove Community Development Agency ("Agency") was established as a redevelopment agency that was previously organized and existing under the California Community Redevelopment Law, Health & Safety Code Section 33000, *et seq.*, ("CRL"), and previously authorized to transact business and exercise powers of a redevelopment agency pursuant to actions of the City Council of the City of Lemon Grove; and

WHEREAS, Assembly Bill X1 26 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which laws caused the dissolution and wind down of all redevelopment agencies ("Dissolution Act"); and

WHEREAS, the Agency is now a dissolved redevelopment agency pursuant to the Dissolution Act; and

WHEREAS, by resolution, considered by the City Council at an open public meeting, the City chose to become and serve as the "Successor Agency" to the dissolved Agency under the Dissolution Act; and

WHEREAS, the Enforceable Obligations reported between July 2012 to December 2014 exceeded the Residual Property Tax Trust Fund monies received by the Successor Agency by \$167,795; and

WHEREAS, the City's General Fund made a short-term cash-flow loan to the Successor Agency to cover the shortfall; and

WHEREAS, a formal loan agreement to reflect the short-term cash-flow loan will allow the Successor Agency to seek reimbursement for this obligation. |

NOW, THEREFORE, BE IT RESOLVED that the Successor Agency Board to the Lemon Grove Community Development Agency hereby:

3. Approves the Loan Agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove (Exhibit 1); and |
4. Authorizes the City Manager to execute said agreements on behalf of the City.

/////
/////

Attachment B

APPROVED AND ADOPTED this 3rd day of March 2015.

Chair

ATTEST:

Secretary

I, Susan Garcia, City Clerk, DO HEREBY CERTIFY that Resolution No. 2015-__ was duly adopted by the Lemon Grove Successor Agency Board at a regular meeting thereof held on the 3rd day of March 2015, and that it was adopted by the following vote, to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Attachment B

EXHIBIT 1

LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON GROVE

1. Parties: The Successor Agency to the Lemon Grove Community Development Agency (the "Borrower") and the City of Lemon Grove (the "Lender").
2. Beginning on July 12, 2012, the Borrower relied on the Lender's general reserves to fulfill financial obligations required of the Borrower due to Borrower's lack of available cash funds. The Borrower's negative cash funds have caused the Lender to issue short-term cash-flow loans to Borrower. Since July 12, 2012, the Borrower has incurred a total of \$167,795 in short-term cash-flow debt from Lender.
3. Promise to Pay: by or before December 31, 2015, the Borrower agrees to pay to the Lender \$167,795.
4. Annual Percentage Rate: the Parties agree, to the extent allowed by law, to establish an interest rate for the outstanding short-term cash-flow loan at the amount equal to the Local Agency Investment Fund by the State of California during the term of the loan.
5. Loan Payments: the Parties agree that the Borrower will make loan payments as funds are available from Residual Property Tax Trust Fund distributions.
6. Prepayment: the Borrower has the right to pay the whole amount of the loan at any time.

SUCCESSOR AGENCY TO THE
FORMER LEMON GROVE COMMUNITY
DEVELOPMENT AGENCY

CITY OF LEMON GROVE

Jerry Selby, Chair, Oversight Board

Graham Mitchell, City Manager

Date

Date

**LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY**

Item No. 6
Mtg. Date March 3, 2015
Dept. City Manager's Office

Item Title: Loan Agreements Between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency

Staff Contact: Cathy Till, Finance Director

Recommendation:

Adopt two resolutions (**Attachments A and B**) approving Loan Agreements between the City of Lemon Grove and the Successor Agency to the Lemon Grove Community Development Agency.

Item Summary:

At its February 26, 2015 meeting, the Oversight Board to the Successor Agency of the Lemon Grove Community Development Agency adopted two resolutions approving two loan agreements between it and the City of Lemon Grove. The Board to the Successor Agency will consider the loan agreements as part of Agenda Item #5 on March 3, 2015. The purpose of this agenda item is to present the same loan agreements for City Council consideration. The loan agreements address two short-term cash-flow loans from the City to the Successor Agency.

Fiscal Impact:

The loan agreements provide documentation for Successor Agency reimbursement requests for short-term cash-flow loans made from the City to the Successor Agency (a total of \$333,010).

Environmental Review:

- | | |
|---|---|
| ☒ Not subject to review | ☐ Negative Declaration |
| ☐ Categorical Exemption, Section | ☐ Mitigated Negative Declaration |

Public Information:

- | | | |
|--|---|---|
| ☒ None | ☐ Newsletter article | ☐ Notice to property owners within 300 ft. |
| ☐ Notice published in local newspaper | ☐ Neighborhood meeting | |

Attachments:

- A. Resolution 2015-
- B. Resolution 2015-

Attachment A

RESOLUTION NO. 2015-____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA APPROVING A LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON GROVE

WHEREAS, the Lemon Grove Community Development Agency ("Agency") was established as a redevelopment agency that was previously organized and existing under the California Community Redevelopment Law, Health & Safety Code Section 33000, *et seq.*, ("CRL"), and previously authorized to transact business and exercise powers of a redevelopment agency pursuant to actions of the City Council of the City of Lemon Grove; and

WHEREAS, Assembly Bill X1 26 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which laws caused the dissolution and wind down of all redevelopment agencies ("Dissolution Act"); and

WHEREAS, the Agency is now a dissolved redevelopment agency pursuant to the Dissolution Act; and

WHEREAS, by resolution, considered by the City Council at an open public meeting, the City chose to become and serve as the "Successor Agency" to the dissolved Agency under the Dissolution Act; and

WHEREAS, the Successor Agency made a mandatory payment to the County of San Diego in the amount of \$557,054, when the amount should have been \$391,839, resulting in a cash flow loan of \$165,215; and

WHEREAS, the City's General Fund made a short-term cash-flow loan to the Successor Agency to cover the shortfall; and

WHEREAS, a formal loan agreement to reflect the short-term cash-flow loan will allow the Successor Agency to seek reimbursement for this obligation; and

WHEREAS, it is in the best interest of the City to enter into the loan agreement with the Successor Agency.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California hereby:

1. Approves the Loan Agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove (Exhibit 1); and
2. Authorizes the City Manager to execute said agreements on behalf of the City.

Attachment A

APPROVED AND ADOPTED this 3rd day of March 2015.

Mayor

ATTEST:

Secretary

I, Susan Garcia, City Clerk of the City of Lemon Grove, DO HEREBY CERTIFY that Resolution No. 2015-__ was duly adopted by the City Council at a regular meeting thereof held on the 3rd day of March 2015, and that it was adopted by the following vote, to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Attachment A

EXHIBIT 1

LOAN AGREEMENT BETWEEN THE CITY OF LEMON GROVE AND THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY

1. Parties: The Successor Agency to the Lemon Grove Community Development Agency (the "Borrower") and the City of Lemon Grove (the "Lender").
2. On July 12, 2012, the Successor made a payment of \$557,054.42 to the County of San Diego based on calculations provided by the County. Upon further review, Successor Agency staff found an accounting error that resulted in the County being overpaid in the amount of \$165,215.
3. Promise to Pay: by or before December 31, 2015, the Borrower agrees to pay to the Lender \$165,215.
4. The Lender provided a cash-flow loan in the amount of \$165,215 to the Borrower.
5. Annual Percentage Rate: the Parties agree, to the extent allowed by law, to establish an interest rate for the outstanding short-term cash-flow loan at the amount equal to the Local Agency Investment Fund by the State of California during the term of the loan.
6. Loan Payments: the Parties agree that the Borrower will make loan payments as funds are available from Residual Property Tax Trust Fund distributions.
7. Prepayment: the Borrower has the right to pay the whole amount of the loan at any time.

SUCCESSOR AGENCY TO THE
FORMER LEMON GROVE COMMUNITY
DEVELOPMENT AGENCY

CITY OF LEMON GROVE

Jerry Selby, Chair, Oversight Board

Graham Mitchell, City Manager

Date

Date

Attachment B

RESOLUTION NO. 2015-_____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA
APPROVING A LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE
LEMON GROVE COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON
GROVE**

WHEREAS, the Lemon Grove Community Development Agency ("Agency") was established as a redevelopment agency that was previously organized and existing under the California Community Redevelopment Law, Health & Safety Code Section 33000, *et seq.*, ("CRL"), and previously authorized to transact business and exercise powers of a redevelopment agency pursuant to actions of the City Council of the City of Lemon Grove; and

WHEREAS, Assembly Bill X1 26 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which laws caused the dissolution and wind down of all redevelopment agencies ("Dissolution Act"); and

WHEREAS, the Agency is now a dissolved redevelopment agency pursuant to the Dissolution Act; and

WHEREAS, by resolution, considered by the City Council at an open public meeting, the City chose to become and serve as the "Successor Agency" to the dissolved Agency under the Dissolution Act; and

WHEREAS, the Enforceable Obligations reported between July 2012 to December 2014 exceeded the Residual Property Tax Trust Fund monies received by the Successor Agency by \$167,795; and

WHEREAS, the City's General Fund made a short-term cash-flow loan to the Successor Agency to cover the shortfall; and

WHEREAS, a formal loan agreement to reflect the short-term cash-flow loan will allow the Successor Agency to seek reimbursement for this obligation; and

WHEREAS, it is in the best interest of the City to enter into the loan agreements with the Successor Agency.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California hereby:

3. Approves the Loan Agreements between the Successor Agency to the Lemon Grove Community Development Agency and the City of Lemon Grove (Exhibit 1); and
4. Authorizes the City Manager to execute said agreements on behalf of the City.

/////
/////

Attachment B

APPROVED AND ADOPTED this 3rd day of March 2015.

Chair

ATTEST:

Secretary

I, Susan Garcia, City Clerk of the City of Lemon Grove, DO HEREBY CERTIFY that Resolution No. 2015-___ was duly adopted by the City Council at a regular meeting thereof held on the 3rd day of March 2015, and that it was adopted by the following vote, to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

Attachment B

EXHIBIT 1

LOAN AGREEMENT BETWEEN THE SUCCESSOR AGENCY TO THE LEMON GROVE COMMUNITY DEVELOPMENT AGENCY AND THE CITY OF LEMON GROVE

1. Parties: The Successor Agency to the Lemon Grove Community Development Agency (the "Borrower") and the City of Lemon Grove (the "Lender").
2. Beginning on July 12, 2012, the Borrower relied on the Lender's general reserves to fulfill financial obligations required of the Borrower due to Borrower's lack of available cash funds. The Borrower's negative cash funds have caused the Lender to issue short-term cash-flow loans to Borrower. Since July 12, 2012, the Borrower has incurred a total of \$167,795 in short-term cash-flow debt from Lender.
3. Promise to Pay: by or before December 31, 2015, the Borrower agrees to pay to the Lender \$167,795.
4. Annual Percentage Rate: the Parties agree, to the extent allowed by law, to establish an interest rate for the outstanding short-term cash-flow loan at the amount equal to the Local Agency Investment Fund by the State of California during the term of the loan.
5. Loan Payments: the Parties agree that the Borrower will make loan payments as funds are available from Residual Property Tax Trust Fund distributions.
6. Prepayment: the Borrower has the right to pay the whole amount of the loan at any time.

SUCCESSOR AGENCY TO THE
FORMER LEMON GROVE COMMUNITY
DEVELOPMENT AGENCY

CITY OF LEMON GROVE

Jerry Selby, Chair, Oversight Board

Graham Mitchell, City Manager

Date

Date