# COMMON COUNCIL

**Date:** 07-01-2020  
**Time:** 6:00 PM  
**Location:** City of Ithaca Public Meetings YouTube Channel

## AGENDA ITEMS

<table>
<thead>
<tr>
<th>Item</th>
<th>Voting Item</th>
<th>Presenter(s)</th>
<th>Time Allotted</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Call to Order</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1.1 Additions to or Deletions from the Agenda</td>
<td>No</td>
<td>Mayor Svante L. Myrick</td>
<td>10 Mins</td>
</tr>
<tr>
<td>1.2 Proclamations/Awards</td>
<td></td>
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<tr>
<td>1.3 Special Order of Business</td>
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<td>1.4 Special Presentations Before Council</td>
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<tr>
<td>• Reports of Municipal Officials</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2.1 Petitions and Hearings of Persons before Council</td>
<td>Yes</td>
<td>*Note: See instructions on how to participate on page 2 of the agenda.</td>
<td>15 Mins</td>
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<tr>
<td>2.2 Privilege of the Floor – Mayor and Council</td>
<td>No</td>
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## Consent Agenda Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Voting Item</th>
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<th>Time Allotted</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 DPW -Ithaca Area Wastewater Treatment Facility (IAWWTF) - Resolution of Authorization and Project costs for Award allocations of Engineering Planning Grant (EPG) Program</td>
<td>Yes</td>
<td>Common Council</td>
<td>5 Mins</td>
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## City Administration Committee Items

<table>
<thead>
<tr>
<th>Item</th>
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<th>Time Allotted</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Agreement with NYS DOT for Elmira Rd Project – Resolution</td>
<td>Yes</td>
<td>Engineering Director Logue</td>
<td>10 Mins</td>
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## Planning & Economic Development Committee Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Voting Item</th>
<th>Presenter(s)</th>
<th>Time Allotted</th>
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</thead>
<tbody>
<tr>
<td>5.1 2020 CDBG-CV: Second Allocation of Funds from The Coronavirus Aid, Relief &amp; Economic Security (CARES Act)</td>
<td>Yes</td>
<td>Community Development Director Bohn</td>
<td>5 Mins</td>
</tr>
<tr>
<td>5.2 Resolution to Authorize Staff to Pursue a Break -In-Access on Rte 13 at Fifth Street</td>
<td>Yes</td>
<td>Deputy Planning Director Nicholas</td>
<td>20 Mins</td>
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<tr>
<td>Item</td>
<td>Voting Item</td>
<td>Presenter(s)</td>
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<td>6.1</td>
<td>Yes</td>
<td>Alderperson Brock</td>
<td>15 Mins</td>
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</table>

**Individual Member Filed Resolutions**

6.1 Motion to Rescind the Establishment of Fee for Use of Right of Way and to Authorize Approval of a Master License Agreement for Small Cell Facilities with 4G and 5G Capability

7.1 Reports of Special Committees
7.2 Reports of Common Council Liaisons
7.3 Report of City Clerk
7.4 Report of City Attorney

<table>
<thead>
<tr>
<th>8.1</th>
<th>No</th>
<th>Common Council</th>
<th>5 Mins</th>
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<tbody>
<tr>
<td>8.2</td>
<td>No</td>
<td>Common Council</td>
<td>5 Mins</td>
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Only written comments will be accepted for the Public Comment portion of the meeting. You can submit your comments here: [https://www.cityofithaca.org/FormCenter/Common-Council-16/Public-Comment-Form-95](https://www.cityofithaca.org/FormCenter/Common-Council-16/Public-Comment-Form-95)

Written comments should be submitted no later than 5:00 pm on the day of the meeting so Common Council and the Mayor have an opportunity to read them.

Questions about the meeting protocol can be forwarded to City Clerk Julie Conley Holcomb at (607) 274-6570 or jholcomb@cityofithaca.org in advance of the meeting.
CONSENT AGENDA

3.1 Resolution of Authorization and Project costs for Award Allocations Engineering Planning Grant (EPG) Program

WHEREAS, the Ithaca Wastewater Treatment Facility (IAWWTF) receives sanitary sewer flow through a series of piped networks comprised of materials and construction that are of varying age, condition, and integrity, and

WHEREAS, defective pipe and component joints, cracks, and inappropriate connections can promote the intrusion of undesirable dilution flow from sources including groundwater and surface runoff, which is known as inflow and infiltration (I/I), and

WHEREAS, I/I is the cause of many problematic conditions at the IAWWTF and within collection systems including increases in chemical usage, increases in pumping costs, decreases in plant and system capacity, biological treatment upsets, surcharge conditions, and unnecessary repairs, and

WHEREAS, the City of Ithaca submitted, and was awarded, an Engineering Planning Grant (EPG) under the Consolidated Funding Application (CFA) process, to conduct an Inflow and Infiltration Study (III Study) which will help identify those areas within the piped network which produce problematic III and make recommendations for improvements, and

WHEREAS, the New York State Department of Environmental Conservation and the New York State Environmental Facilities Corporation offer competitive statewide reimbursement grant programs for local governments, administered through the New York Clean Water State Revolving Fund, and

WHEREAS, the City of Ithaca City Council, accepts the EPG program grant award for an I/I Study; now, therefore, be it

RESOLVED, That the Mayor is authorized to execute a Grant Agreement with the NYS Environmental Facilities Corporation and any and all other contracts, documents and instruments necessary to bring about the project and to fulfill the City of Ithaca's obligations under the Grant Agreement; and, be it further

RESOLVED, That MRB Group will act as the project contact, and, be it further,

RESOLVED, That the City of Ithaca authorizes and appropriates a minimum 20% local match as required by the Engineering Planning Grant Program for the City of Ithaca III Study. Under the EPG program, this local match must be at least 20% of the EPG grant award of $30,000. The source of the local match, and any amount in excess of the required match, shall be provided through the IAWWTF Capital Project 414J. The maximum local match shall not exceed $6,000 based upon a total estimated maximum project cost of $30,000.
CITY ADMINISTRATION COMMITTEE:
4.1 Agreement with NYS DOT for Elmira Rd Project – Resolution

WHEREAS, a Project for the Elmira Road Overlay and Signal Replacement, P.I.N. 375592 (the “Project”) is eligible for funding under Title 23 U.S. Code, as amended, that calls for the apportionment of the costs of such program to be borne at the ratio of 80% Federal funds and 20% non-federal funds, and

WHEREAS, on September 7, 2016, Common Council approved a Master Agreement with the New York State Department of Transportation for local sponsorship of the Project, and established Capital Project #832 for the Project in the amount of $210,600 for Preliminary Engineering/Design with the understanding that the City’s share would be approximately $24,000, and

WHEREAS, Common Council authorized an additional $968,500 in the 2018 Adopted Capital Budget and an additional $1,440,000 in the 2020 Adopted Capital Budget, in anticipation of a supplemental agreement for funding in the first instance of construction related phases of the Project, and

WHEREAS, the New York State Department of Transportation has provided a Supplemental Agreement for federal and state aid for the Project including an increase state share for Design, and funding for the Construction and Construction Inspection phases of the Project, and

WHEREAS, the City of Ithaca desires to advance the Project by making a commitment of 100% of the non-federal share of the costs of all Phases of the Project, and

WHEREAS, the scope of the Project is a maintenance type project and therefore has been categorized as a Type II action in accordance with City Environmental Quality Review Ordinance (City Code Section 176.5 (c) (2)) and SEQR (6 NYSRR Part 617.5(c)(2)); now, therefore, the Common Council, duly convened does hereby

RESOLVE, That the Common Council hereby approves the above-subject Project; and it is hereby further

RESOLVED, That the Common Council hereby authorizes the City of Ithaca to pay in the first instance 100% of the federal and non-federal share of the cost of Preliminary Engineering/Design and Construction/Construction Support and Inspection work for the Project or portions thereof, and, it is further

RESOLVED, In accordance with the funding authorizations detailed above, that the sum of $2,619,100 is hereby appropriated from the issuance of serial bonds and made available to cover the cost of participation in the above phases of the Project, and, it is further

RESOLVED, That in the event the full federal and non-federal share costs of the project exceeds the amount appropriated above, the Common Council of the City of Ithaca shall convene as soon as possible to appropriate said excess amount immediately upon the notification by the NYSDOT thereof, and, it is further

RESOLVED, That the Mayor of the City of Ithaca be and is hereby authorized to execute all necessary Agreements, and the Superintendent of Public Works is hereby authorized to execute all necessary certifications or reimbursement requests for Federal Aid on behalf of the City of Ithaca with the New York State Department of Transportation in connection with the advancement or approval of
the Project and providing for the administration of the Project and the municipality’s first instance funding of Project costs and permanent funding of the local share of federal-aid and state-aid eligible Project costs and all Project costs within appropriations therefore that are not so eligible, and, it is further

RESOLVED, That this project be undertaken with the understanding that the final cost of the Project to the City of Ithaca will be roughly 5% of said portion, currently estimated at $125,480 of the $2,619,100 authorized for this portion of the project, in monies and in-kind services as managed by the Superintendent of Public Works and monitored by the City Controller, and, be it further

RESOLVED, That a certified copy of this resolution be filed with the New York State Commissioner of Transportation by attaching it to any necessary Agreement in connection with the Project, and, it is further

RESOLVED, This Resolution shall take effect immediately.
To: City Administration Committee  
From: Tim Logue, Director of Engineering  
Date: June 10, 2020  
Re: Supplemental Agreement for Elmira Road Project

Please find enclosed a resolution authorizing a supplemental agreement for additional funding for Capital Project 832 to rehabilitate the pavement on the City’s portion of Route 13, Elmira Road, to make ADA improvements, and to replace the two City-owned traffic signals along that segment. No new funding authorization is required, because we budgeted for this project in 2020. The City owns Elmira Road from the south City line to about one mile to the north, approximately to the Honda dealership.

Common Council authorized the preliminary engineering and design of this project in September 2016. A first construction budget was established in the 2018 budget at $968,500 with the expectation that we would be reimbursed 80% in federal aid, and possibly with some state aid too. Much has changed since then. For one thing, the scope of the project increased significantly from a one-course mill and pave project to a two-course mill and pave project, more than doubling the asphalt to be removed and replaced. In design it was decided this was the best alternative to provide the best cost/benefit ratio for the lifecycle of the pavement. In the 2020 budget Council approved an additional $1,440,000 to augment the construction budget. I recently received the supplemental funding agreement with NYSDOT, and we have been able to secure federal and state aid to defray 95% of the cost of this project. So even though our construction budget went from almost a million dollars to approximately $2.4M, the final cost of the total project (including engineering) to the City will only be $125,480, assuming construction bids come in within budget.

The schedule for this project is to finish construction documents this summer and bid this project in the fall. However, due to the long lead time on traffic signal poles, construction will take place in 2021.

"An Equal Opportunity Employer with a commitment to workforce diversification."
SUPPLEMENTAL AGREEMENT No. 1 to D035332

(Sponsor) Comptroller’s Contract No. D035332

Date Prepared: 5/13/2020 By: JH for RS

This Supplemental Agreement is by and between:

the New York State Department of Transportation ("NYSDOT"), having its principal office at 50
Wolf Road, Albany, NY 12232, on behalf of New York State ("State");

and

City of Ithaca (the Sponsor)
Acting by and through the Mayor
with its office at 108 East Green Street, Ithaca, NY 14850.

This amends the existing Agreement between the parties in the following respects only (check applicable categories):

☒ Amends a previously adopted Schedule A by (check as applicable):

☐ amending a project description
☒ amending the contract end date
☒ amending the scheduled funding by:
 ☒ adding additional funding (check and enter the # phase(s) as applicable):
 ☒ adding phase 3 which covers eligible costs incurred on/after 1/1
 ☐ adding phase ____ which covers eligible costs incurred on/after 1/1
☐ increasing funding for a project phase(s)
☒ adding a pin extension
☐ change from Non-Marchiselli to Marchiselli
☐ deleting/reducing funding for a project phase(s)
☐ other (____)

☒ Amends a previously adopted Schedule "B" (Phases, Sub-phase/Tasks, and Allocation of Responsibility)

☒ Amends a previously adopted Agreement by replacing the Appendix A dated January 2014 with the Appendix A dated October 2019

☐ Amends the text of the Agreement as follows (insert text below):
SUPPL (12/19)

Supplemental Agreement Cover for Local Agreements

Sponsor: City of Ithaca
PIN: 375592 BIN: N/A
Comptroller's Contract No. D035332
Supplemental Agreement No. 1
Date Prepared: 5/13/2020 By: JH for RS

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officials as of the date first above written.

SPONSOR:
By: ____________________________
Print Name: ______________________
Title: ____________________________

SPONSOR ATTORNEY:
By: ____________________________
Print Name: ______________________

STATE OF NEW YORK
) ss.:  Tompkins

On this __________ day of __________, 20__ before me personally came ________________, to me known, who, being by me duly sworn did depose and say that he/she resides at __________________________; that he/she is the __________________________ of the Municipal/Sponsor Corporation described in and which executed the above instrument; (except New York City) that it was executed by order of the __________________________ of said Municipal/Sponsor Corporation pursuant to a resolution which was duly adopted on __________________ and which a certified copy is attached and made a part hereof; and that he/she signed his/her name thereto by like order.

Notary Public

APPROVED FOR NYSDOT:

APPROVED AS TO FORM:
STATE OF NEW YORK ATTORNEY GENERAL

BY: ____________________________
For Commissioner of Transportation

Agency Certification: In addition to the acceptance of this contract I also certify that original copies of this signature page will be attached to all other exact copies of this contract.

By: ____________________________
Assistant Attorney General

COMPTROLLER'S APPROVAL:

By: ____________________________
For the New York State Comptroller
Pursuant to State Finance Law §112

Date: ____________________________
**Schedule A (5/18)**

Press F1 to read instructions in blank fields

**SCHEDULE A – Description of Project Phase, Funding and Deposit Requirements**

**NYSDOT/State-Local Agreement - Schedule A for PIN 3755.92**

<table>
<thead>
<tr>
<th>OSC Municipal Contract #:</th>
<th>Contract Start Date: 12/20/2016</th>
<th>Contract End Date: 12/31/2024</th>
<th>□ Check, if date changed from the last Schedule A</th>
<th>□ Original Standard Agreement</th>
<th>☒ Supplemental Schedule A No. 1</th>
</tr>
</thead>
</table>

**Agreement Type:**
- ☒ Locally Administered
- Municipality/Sponsor (Contract Payee): City of Ithaca
- Other Municipality/Sponsor (if applicable):
  - □ State Administered

List participating Municipality(ies) and the % of cost share for each and indicate by checkbox which Municipality this Schedule A applies.
- Municipality: % of Cost share
- Municipality: % of Cost share
- Municipality: % of Cost share

**Authorized Project Phase(s) to which this Schedule applies:**
- ☒ PE/Design
- □ ROW Incidental
- □ ROW Acquisition
- ☒ Construction/CI/CS

**Work Type:** HWY RESURF
**County (If different from Municipality):** Tompkins County

**Marchiselli Eligible:**
- ☒ Yes
- ☐ No

*(Check, if Project Description has changed from last Schedule A): ☐*

**Project Description:** Elmira Road Overlay and Signal Replacement

**Marchiselli Allocations Approved FOR ALL PHASES**

All totals will calculate automatically.

<table>
<thead>
<tr>
<th>Check box to indicate change from last Schedule A</th>
<th>State Fiscal Year(s)</th>
<th>Project Phase</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>☒</td>
<td>Cumulative total for all prior SFYs</td>
<td>PE/Design</td>
<td>ROW (RI &amp; RA)</td>
</tr>
<tr>
<td>□</td>
<td>Current SFY</td>
<td>$31,650.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Authorized Allocations to Date

| $31,650.00 | $0.00 | $345,000.00 | $376,650.00 |

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**A. Summary of allocated MARCHISELLI Program Costs FOR ALL PHASES**

For each PIN Fiscal Share below, show current costs on the rows indicated as "Current." Show the old costs from the previous Schedule A on the row Indicated as "Old." All totals will calculate automatically.

<table>
<thead>
<tr>
<th>PIN Fiscal Share</th>
<th>&quot;Current&quot; or “Old” entry indicator</th>
<th>Federal Funding</th>
<th>Total Costs</th>
<th>FEDERAL Participating Share</th>
<th>STATE MARCHISELLI Match</th>
<th>LOCAL Matching Share</th>
<th>LOCAL DEPOSIT AMOUNT (Required only if State Administered)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3755.92.121</td>
<td>Current</td>
<td>NHPP (80%)</td>
<td>$210,600.00</td>
<td>$168,480.00</td>
<td>$31,590.00</td>
<td>$10,530.00</td>
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<tr>
<td></td>
<td>Old</td>
<td>NHPP (80%)</td>
<td>$210,600.00</td>
<td>$168,480.00</td>
<td>$17,700.00</td>
<td>$24,420.00</td>
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<td>3755.92.321</td>
<td>Current</td>
<td>NHPP (80%)</td>
<td>$2,299,000.00</td>
<td>$1,839,200.00</td>
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<td>NHPP (80%)</td>
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<td></td>
<td>Old</td>
<td>NHPP (80%)</td>
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**TOTAL CURRENT COSTS:**

- $2,509,600.00
- $2,007,680.00
- $376,440.00
- $125,480.00
- $0.00
### B. Summary of Other (including Non-allocated MARCHISELLI) Participating Costs FOR ALL PHASES

For each PIN Fiscal Share, show current costs on the rows indicated as "Current." Show the old costs from the previous Schedule A on the row indicated as "Old." All totals will calculate automatically.

<table>
<thead>
<tr>
<th>Other PIN Fiscal Shares</th>
<th>'Current' or 'Old' entry indicator</th>
<th>Funding Source</th>
<th>TOTAL</th>
<th>Other FEDERAL</th>
<th>Other STATE</th>
<th>Other LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
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**TOTAL CURRENT COSTS:**
$ 0.00 $ 0.00 $ 0.00 $ 0.00

### C. Local Deposit(s) from Section A:

- Additional Local Deposit(s) $0.00
- Total Local Deposit(s) $0.00

### D. Total Project Costs

All totals will calculate automatically.

<table>
<thead>
<tr>
<th>Total FEDERAL Cost</th>
<th>Total STATE MARCHISELLI Cost</th>
<th>Total OTHER STATE Cost</th>
<th>Total LOCAL Cost</th>
<th>Total ALL SOURCES Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,007,680.00</td>
<td>$376,440.00</td>
<td>$ 0.00</td>
<td>$125,480.00</td>
<td>$2,509,600.00</td>
</tr>
</tbody>
</table>

### E. Point of Contact for Questions Regarding this Schedule A (Must be completed)

Name: Janet Hutton for Rich Sawczak, P.E.  
Phone No: 315-428-3241

See Agreement (or Supplemental Agreement Cover) for required contract signatures.
WHEREAS, the April 6, 2020, City of Ithaca (City) has received an initial supplemental funding allocation of Community Development Block Grant (CDBG) funds from *The Coronavirus Aid, Relief, & Economic Security* (CARES Act), which funding is hereafter referred to as CDBG-CV, and

WHEREAS, the CDBG-CV allocation to the City provides $321,299 to invest in CDBG-eligible activities to support community development efforts in response to the COVID-19 pandemic, and

WHEREAS, the City contracts with the Ithaca Urban Renewal Agency (IURA) to administer, implement and monitor the City’s HUD Entitlement program in compliance with all applicable regulations, and

WHEREAS, the IURA has identified the following priority community needs:

- Renter households whose ability to pay rent has been reduced by COVID-19 impacts
- COVID-related relief, prevention, or recovery of persons experiencing homelessness
- Small businesses adversely impacted by public health mandates and guidelines
- Anchor non-profits entities with at least 51% earned income adversely impacted by public health mandates and guidelines, and

WHEREAS, the first allocation of CDBG-CV funds was directed to assist renter households by providing $190,000 for the emergency rental assistance program, leaving $131,299 remaining to be allocated, and

WHEREAS, the IURA issued a public call for funding proposals for CDBG-CV funds with a May 26, 2020 deadline, and

WHEREAS, at their May 28, 2020 and June 4, 2020 meetings, the IURA reviewed 17 proposals requesting a total of $620,107 and recommended funding seven proposals at a total of $122,479; and

WHEREAS, a public hearing on this matter was held on June 10, 2020; now, therefore, be it

RESOLVED, That the City of Ithaca Common Council hereby approves allocation of $122,479 of CDBG-CV funds to the projects identified in the attached table titled “IURA-Recommended Project Funding for 2nd Allocation of CDBG-CV Funds”, dated June 4, 2020.
## 2020 HUD Entitlement Program CDBG-CV (City of Ithaca, NY) — Funding Proposals Received

Last Updated: 5/26/20

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>Sponsor</th>
<th>Funding Request</th>
<th>Matching Funds (Sec. &amp; Unsec.)</th>
<th>Total Project Cost</th>
<th>2020 CDBG-CV</th>
<th>CDBG (R/U)</th>
<th>TOTAL</th>
<th>ANTICIPATED AVAILABLE FUNDING</th>
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<tbody>
<tr>
<td>1</td>
<td>Laundry &amp; Internet Needs During COVID-19</td>
<td>Opportunities, Alternatives, &amp; Resources (OAR) of Tompkins County</td>
<td>$11,000</td>
<td>$2,300.00</td>
<td>$13,300.00</td>
<td>$11,299.20</td>
<td></td>
<td>$161,052.20</td>
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<td>2</td>
<td>Ithaca CARES About Re-Opening Child Care</td>
<td>Child Development Council of Central NY, Inc</td>
<td>$10,000</td>
<td>$37,200</td>
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<tr>
<td>3</td>
<td>Aid for Immigrants During COVID-19</td>
<td>Catholic Charities of Tompkins/Tioga Counties</td>
<td>$10,879</td>
<td>$6,377</td>
<td>$17,256.00</td>
<td>$10,879</td>
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<td>$10,222.00</td>
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<tr>
<td>4</td>
<td>Safe Re-Opening from COVID-19</td>
<td>State Theatre of Ithaca, Inc.</td>
<td>$15,990</td>
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<td>$15,990</td>
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<td>$25,613.00</td>
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<tr>
<td>5</td>
<td>Virtual Career Coach</td>
<td>Women's Opportunity Center</td>
<td>$23,470</td>
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<td>$23,470.00</td>
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<td>$100,000.00</td>
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<tr>
<td>6</td>
<td>Tuition Assistance Program</td>
<td>Downtown Ithaca Children's Center</td>
<td>$25,600</td>
<td>$14,400</td>
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<td>7</td>
<td>Housing Linkages Project</td>
<td>Human Services Coalition of Tompkins County</td>
<td>$65,000</td>
<td>$91,000</td>
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<td>8</td>
<td>COVID-19 Emergency Assistance Program</td>
<td>The Salvation Army of Ithaca</td>
<td>$100,000</td>
<td>$102,000</td>
<td>$202,000.00</td>
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<td>9</td>
<td>Operational &amp; Planning Support for Kitchen Theatre Company</td>
<td>Kitchen Theatre Company, Inc.</td>
<td>$75,000</td>
<td>$74,500</td>
<td>$149,500.00</td>
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<tr>
<td>10</td>
<td>Deep Cleaning Services to Protect SJCS</td>
<td>St. John's Community Services Ithaca Shelter</td>
<td>$20,000</td>
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<tr>
<td>11</td>
<td>COVID-19 Testing for Vulnerable Populations</td>
<td>The REACH Project, Inc.</td>
<td>$20,000</td>
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<td>$20,000.00</td>
<td>$20,000</td>
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<td>$20,000.00</td>
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<td>12</td>
<td>Expanding Access to RIBs</td>
<td>The Center for Community Transportation</td>
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<td>$30,680.00</td>
<td>$16,895</td>
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<td>$15,990.00</td>
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<tr>
<td>13</td>
<td>Security Deposits for Safer Housing</td>
<td>Catholic Charities of Tompkins/Tioga Counties</td>
<td>$25,000</td>
<td>$2,250</td>
<td>$27,250.00</td>
<td>$25,000</td>
<td></td>
<td>$20,000.00</td>
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<tr>
<td>14</td>
<td>Mediation as Emergency Response; Students &amp; Attorneys Provide Housing Aid to Community</td>
<td>Community Dispute Resolution Center</td>
<td>$35,000</td>
<td>$45,000</td>
<td>$80,000.00</td>
<td>$35,000</td>
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<td>15</td>
<td>COVID-19 Cleaning Services for Area Non-Profits</td>
<td>Challenge Workforce Solutions</td>
<td>$96,051</td>
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<td>$131,299.20</td>
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<td>16</td>
<td>Fair Housing Enforcement Project</td>
<td>Legal Assistance of Western New York, Inc.</td>
<td>$60,000</td>
<td>$20,236</td>
<td>$80,236.00</td>
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<td>$80,236.00</td>
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<tr>
<td>17</td>
<td>New Safety Measures for Ithaca ReUse Center Opening</td>
<td>Finger Lakes ReUse, Inc.</td>
<td>$10,222</td>
<td>$15,391</td>
<td>$25,613.00</td>
<td>$10,222</td>
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<td>$10,222.00</td>
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<tr>
<td><strong>TOTALS:</strong></td>
<td></td>
<td></td>
<td><strong>$620,707.00</strong></td>
<td><strong>$424,439.00</strong></td>
<td><strong>$1,045,146.00</strong></td>
<td><strong>$620,707.00</strong></td>
<td></td>
<td><strong>1,045,146.00</strong></td>
<td>-</td>
</tr>
</tbody>
</table>
### 2020 HUD Entitlement Program CDBG-CV (City of Ithaca, NY)
#### IURA-Recommended Project Funding for
#### 2nd Allocation of CDBG-CV Funds

(Results from IURA Review of 17 Funding Applications Received)

<table>
<thead>
<tr>
<th>#</th>
<th>Project</th>
<th>Sponsor</th>
<th>Recommended CDBG-CV Funding</th>
<th>Brief Project Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Laundry &amp; Internet Needs During COVID-19</td>
<td>Opportunities, Alternatives and Resources (OAR) of Tompkins County</td>
<td>$11,000</td>
<td>(1) Funding towards laundry and detergent for “Soap &amp; Suds Laundry Program for the Homeless and Housing Insecure” during COVID-19 pandemic. (2) Funding towards internet for 40 students in “College Initiative Upstate Student” remote-learning program during COVID-19 pandemic.</td>
</tr>
<tr>
<td>2</td>
<td>Ithaca CARES about Re-Opening Child Care</td>
<td>Child Development Council of Central NY, Inc.</td>
<td>$10,000</td>
<td>Funding for childcare programs in the City of Ithaca that are re-opening after 5/15/20 towards supplies related to operational changes to ensure health and safety of children in their care.</td>
</tr>
<tr>
<td>3</td>
<td>Aid for Immigrants During COVID-19</td>
<td>Catholic Charities of Tompkins/Tioga Counties</td>
<td>$10,879</td>
<td>Funding towards salary/benefits to extend current Immigrant Services Program (ISP) program assistant position serving immigrant and refugee families/individuals of all ages, including the disabled, who need help accessing services to in response to adverse economic impacts of COVID-19.</td>
</tr>
<tr>
<td>6</td>
<td>DICC Child Care Center Re-Opening Assistance</td>
<td>Downtown Ithaca Children's Center (DICC)</td>
<td>$25,600</td>
<td>Funding for staff wages/salaries to ensure ability to re-open.</td>
</tr>
<tr>
<td>8</td>
<td>COVID-19 Emergency Assistance Program</td>
<td>The Salvation Army of Ithaca</td>
<td>$20,000</td>
<td>Funding for financial assistance (e.g., rent/mortgage assistance; medical prescriptions/outstanding medical bills; transportation expenses; energy/utility payments) to households in need.</td>
</tr>
<tr>
<td>11</td>
<td>COVID-19 Testing for Vulnerable Populations</td>
<td>The REACH Project, Inc.</td>
<td>$20,000</td>
<td>Funding for Registered Nurse and Community Health Worker, over 6 months, to provide regular, rapid, and timely COVID-19 testing for LMI people, people experiencing homelessness, and their front-line service providers.</td>
</tr>
<tr>
<td>13</td>
<td>Security Deposits for Safer Housing</td>
<td>Catholic Charities of Tompkins/Tioga Counties</td>
<td>$25,000</td>
<td>Funding towards security deposits for individuals/families, people currently homeless, and others who are losing current housing due to adverse economic impacts from COVID-19. Priority to households accessing Housing Choice Vouchers.</td>
</tr>
</tbody>
</table>

| TOTALS: | $122,479 |

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### Maximum Funding Available

<table>
<thead>
<tr>
<th>CDBG-CV:</th>
<th>$131,299</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unallocated 2018 CDBG:</td>
<td>$29,753</td>
</tr>
<tr>
<td>Total:</td>
<td>$161,052</td>
</tr>
</tbody>
</table>

Remaining funds available to address emerging COVID-19 needs: $38,573
SUMMARY: WRITTEN PUBLIC COMMENT

City of Ithaca HUD Entitlement CDBG-CV (COVID-specific)
Projects Recommended for Funding (Round 2 - RFP)

Comments and IURA Responses have been grouped by theme. Commentor name and identifying information has been redacted. IURA maintains a full record of comments received.

The Public Comment Period was June 8 - June 12, 2020.

Public Comment compiled by Ithaca Urban Renewal Agency, Anisa Mendizabal, Community Development Planner.

I. Support for OAR Internet for College Initiative Upstate Students and Soap and Suds Laundry Project (Recommended Project #1)

Internet Access: Due to COVID-19, College Initiative Upstate completed its college prep class virtually this spring. An impediment to students continuing their education has been the cost of internet access. These funds would allow continued funding of home-based internet for students to continue summer/fall classes.

Laundry Project: Has helped 50 individuals since its inception at the beginning of the pandemic. There has been a noticeable reduction in the numbers of individuals suffering from fungus infection of the feet at least partially due to clean socks and clothes.

IURA Response: IURA confirmed receipt of comment.

II. Miscellaneous

Traffic Cameras needed are needed to increase pedestrian safety. Intersection at Seneca St. and Plain St. is particularly dangerous for those crossing the street, and there are other dangerous intersections around town.

IURA Response: IURA confirmed receipt of comment and confirmed that the member of the public was directing comments to CDBG-CV funding process.
5.2 Resolution to Authorize Staff to Pursue a Break-in-Access on Rte 13 at Fifth Street

WHEREAS, Break-in-Access (BIA) refers to a modification to a State road that provides vehicular, pedestrian and/or bike access where there is currently no access, and

WHEREAS, a local government must apply to NYSDOT for a BIA. Such application must analyze transportation impacts and demonstrate that the proposed BIA has community-wide benefits, and

WHEREAS, upon NYSDOT approval of a BIA, the local government and affected property owners must enter into agreements that define terms for, among other things, any transfer or purchase of real estate and construction of the BIA, and

WHEREAS, the City has long envisioned the transformation of Rte 13 into an urban boulevard – including sidewalks, landscaping and an intersection at Rte 13 and Fifth St as described in the 2015 Comprehensive Plan, the 2019 Waterfront Plan and a Federal Build Grant submitted by the City in 2018 and 2020 to fund the design and study needed to implement this idea, and

WHEREAS, the Project Sponsor of the Carpenter Circle Redevelopment Project has proposed a new intersection at NYS Route 13 and Fifth Street, to provide enhanced vehicular access and required emergency access to the project, and

WHEREAS, Community-wide benefits of the proposed BIA include:

- Implementing the concept of Route 13 as an Urban Boulevard by re-establishing a street grid connecting the growing west side and urbanized east side of Rte 13 by, among other things, slowing traffic, providing pedestrian and bike amenities and improved crossings, adding an intersection at fifth street, installing landscaping and sidewalks and encouraging new developments to face the street

- Developing a project that will provide up to 150 jobs, a medical facility, retail and 210 housing units on the same site in close proximity to two grocery stores, the Farmers Market, services, the Cayuga Waterfront Trail and other recreational amenities and will preserve the 2.5 acre community gardens

- Building 45 permanently affordable housing units

- Constructing a restricted (transit and emergency vehicle only) road connecting Third Street to Cascadilla Street

- Realizing the development of a long-vacant parcel in a highly visible and accessible location that will provide an estimated yearly $2 million in total local taxes, including an estimated $714,000 in new City taxes (not considering 7-10 year tax abatements)

- Providing a full service medical facility, with services for Medicare eligible clients, within the City limits, accessible by transit walking and biking, and

WHEREAS, Transportation Impact Analyses provided by the Project Sponsor and reviewed by City and NYSDOT staff indicate that the project and the intersection will have a negative impact on vehicular traffic within the Rte 13 Corridor, meaning that it will take more time for vehicles to travel through the corridor at the peak morning and evening hours, and

WHEREAS, the Project Sponsor has proposed physical/infrastructure and programmatic mitigations for impacts to vehicular traffic. These include reduced and shared parking, implementation of a Transportation Demand Management Plan (TDMP), and improved pedestrian and bike access across Rte 13, and
WHEREAS, the Project Sponsor, in coordination with Engineering and Planning Staff, has developed two schematic designs for the intersection: 1) A signalized 3-way intersection with vehicular access on the west side only and pedestrian and bike crossings of Rte 13 with a protected median refuge and 2) A signalized 4-way intersection with vehicular access on both the east (Fifth street) and west sides of Rte 13 and pedestrian and bike crossings of Rte 13 with a protected median refuge and

WHEREAS, the Planning Board, acting as Lead Agency in Environmental Review, did on May 26, 2020 issue a negative Declaration of environmental Significance for the Carpenter Circle Redevelopment Projects, stating that through the mitigations mentioned above, and more clearly described in the Full Environmental Assessment Form (FEAF) Part 3, the applicant had mitigated the impacts to transportation to the maximum extent practicable, and

WHEREAS, the Planning Board, did, on May 26, 2020 Grant Preliminary Site plan approval to the Project conditioned upon, among other things, acceptance of a more detailed TDMP and acceptance by the City of a plan and schedule for the financing and implementation of transportation and emergency access improvements detailed in the FEAF Part 3, or other alternative improvements deemed equally appropriate and effective by the City, and

WHEREAS, the applicant as well as Engineering and Planning staff continue to coordinate with NYSDOT Region 3 to reach a mutually acceptable balance between vehicular impacts and community benefits including those to multimodal transportation, and

WHEREAS, staff has conducted outreach by email to Northside residents and business and Common Council has considered all comments received, and

WHEREAS, Common Council has received and considered recommendations from Planning and Engineering staff and has reviewed the 5/26/20 Negative Declaration of Environmental Significance for the Carpenter Circle Project, and

WHEREAS, Common Council understands that the BIA will require conceptual approval from NYSDOT Region 3, Final Approval from the NYSDOT Commissioner, and future legal agreements between the City, NYSDOT and the Project Sponsor; now, therefore, be it

RESOLVED, That Common Council does hereby direct staff to take any and all actions to work with NYSDOT and the Project Sponsor to pursue a BIA at Rte 13 and Fifth St for a (THREE-WAY or a FOUR-WAY) intersection and associated improvement.
To: Planning and Economic Development Committee  
From: Lisa Nicholas, Deputy Director of Planning  
Date: June 4, 2020  
RE: Break-in-Access (BIA) at Fifth Street and Rt 13. – Resolution of Support

Please find attached a draft resolution authorizing staff to pursue a BIA for your consideration. The resolution has been updated from the previous version provided to you in April to reflect ongoing developments in the project. Below is a timeline showing background and updates for your reference. I have provided links to new and previously submitted materials. Please do not hesitate to reach out if you have questions or need additional information.

March 2020 Common Council [March 11 Common Council Agenda](see page 9)
- Planning and Engineer staff presented information about the BIA process, community wide benefits and transportation impacts
- After a lengthy discussion, staff were asked to conduct outreach to Northside neighbors, affected businesses and agencies about the proposal.
- Staff subsequently reached out to these groups via email. We provided information, asked for comments and attended a Northside United Meeting

April 2020 PEDC [April 8, PEDC Agenda](see pages 15-23)
- Staff provided the Committee with the outreach materials, comments received, a recommendation from Engineering, a final draft of the Transportation Section of the Environmental Assessment and a proposed resolution directing staff to pursue a BIA with the DOT. It was not formally decided if the BIA should be a three or a four-way intersection, but the Committee seemed to be leaning towards the four-way option.
- After lengthy discussion the Committee agreed to table a vote until May so that Northside residents, agencies and businesses, who had opposed a four way intersection, could be informed about PEDC’s imminent decision.
- Staff subsequently reported the outcome of the meeting to the above referenced groups. Seph stated he would also reach out to them.

May 2020
- Staff did not bring the resolution back to PEDC in May due to comments received from the NYSDOT, Region 3, indicating that they would not recommend the BIA unless the project was reduced in scale to lessen the vehicular impact during peak travel hours.
- Ultimately the Planning Board respectfully but strenuously disagreed with NYSDOT and issued a [Negative Declaration of Environmental Significance](see Page 8 of the FEAF Part 3) for Carpenter Circle Project on May 26, 2020 stating the following:

    .... In the correspondence, the DOT, an involved agency in the project, concludes that the above outlined mitigations do not mitigate “the substantial vehicular delays and queuing issues” and recommend that the project sponsors “reduce the density of both developments or phase their
implementation until mitigation can be achieved along the corridor”. Although the Lead Agency
does not concur, it acknowledges these comments and understands that the DOT has jurisdiction
over permitting any work in the Route 13 ROW. The Lead Agency expects the applicant to
continue to work with DOT to allow permitting of the proposed mitigations. The Lead Agency
understands that if the mitigation listed above are changed or cannot be implemented additional
environmental review will likely be required.

After reviewing all the pertinent information, the Lead Agency has determined that the applicant
has mitigated the impacts to transportation to the maximum extent practicable. The key to
maximum trip reduction (well beyond the 15% percent currently projected) is a well developed and
implemented TDM Plan. Such a plan will be developed and approved in coordination with the City
as a condition of Site Plan Approval. Although there is added vehicular burden on the capacity of
Rte 13, the applicant has proposed project features and provided mitigations that will increase the
ability to travel safely to and from the site by bus, bike or walking. The applicant has also
provided mitigations to increase vehicular capacity that do not conflict with pedestrian and bike
comfort and safety. Finally, the creation of housing units within the City in proximity to retail,
services, employment and recreation presents a lasting potential to shift transportation modes
away from single occupancy vehicles.

- The Planning Board also granted Preliminary Site Plan Approval with the following traffic-related
  conditions to be satisfied before Final Approval for any phase of the project:
  - Development by the applicant and acceptance by the City of a plan and schedule for the
    financing and implementation of transportation and emergency access improvements
detailed in the FEA Part 3, or other alternative improvements deemed equally appropriate
    and effective by the City
  - Development by the applicant and acceptance by the City of a plan and schedule for the
    financing, implementation and monitoring of a TDM program

- Transportation engineers for the project team have been working with DOT to provide additional analysis
  showing reduced traffic impacts without making the project smaller. They recently submitted a sensitivity
  analysis which is under review by DOT.
INDIVIDUAL MEMBER FILED RESOLUTIONS:

6.1 Motion to Rescind Establishment of Fee for Use of Right of Way and to Authorize Approval of a Master License Agreement for Small Cell Facilities with 4G and 5G capability.

WHEREAS, Verizon has expressed interest in installing small cell or wireless facilities with 4G and 5G capability on poles primarily situated within the City’s right of way; and

WHEREAS, through the Master License Agreement and design guidelines, the City will retain ultimate control and authority over installations within the City’s right of way, including small cell or wireless facilities; now therefore be it

RESOLVED, That Common Council authorizes the following fees, which may be updated from time to time, for small cell or wireless facilities using poles within the right of way:

One-Time Pole License Application Fees: $500.00 for an application for attaching to up to 5 facilities, and $100.00 for each additional attachment beyond 5, and $1,000.00 for an application for a new pole.

City-owned Poles Recurring Fee: $270.00 - per pole per year

Privately Owned Poles Previously Permitted for Installation Recurring Fee: $135.00 – per pole per year; and

RESOLVED, That the Acting Mayor, subject to the advice of the City Attorney, is, no earlier than design guidelines are approved by the Common Council, authorized to enter into an agreement substantially similar to the Master License Agreement included herewith requiring that Verizon comply with previously approved design guidelines by Common Council, which guidelines may thereafter updated at any time on the determination of the Director of Planning.