

PUBLIC FACILITIES/INFRASTRUCTURE PROJECTS

SUMMARY INFORMATION

GENERAL INFORMATION

Applicant Legal Name:	City of Ithaca: Sidewalk Program
Project Name:	Fill-in Sidewalk: 200 Cecil A. Malone Dr.
Funding Amount Requested:	\$180,000

PROJECT INFORMATION

Project Location(s):	200 Cecil A. Malone Dr.--south		
Project Goal(s) (be specific and succinct):	Shovel-ready project will construct ADA curb ramps, curbing, new sidewalks, and cross-walks.		
Priority Need(s) Which Project Will Address (Consolidated Plan):	Public Infrastructure; Transportation Services		
Total Number of People to Be Served:	2,255	% Below 80% AMI:	71 %
Characteristics of People to Be Served (i.e., youth, elderly, disabled, formerly incarcerated, homeless, etc.):	All pedestrians--especially low-moderate income populations which are less likely to have access to a vehicle, and persons needing ADA accessible walk-ways.		
Proposed Use of Requested Funds (i.e., professional fees, construction, staff salaries, etc.):	Construction		
Total Project Cost:	\$180,000.00	Total Budgeted Matching Funds:	

CONTACT INFORMATION

Head of Agency Information	
Name:	Laura Lewis
Title:	Mayor--City of Ithaca
Address:	108 E. Green St., Ithaca, NY 14850
Phone Number:	607-274-6501
E-Mail Address:	asherman@cityofithaca.org
Application Contact Information	
Name:	Johnathan Licitra
Title:	Civil Engineer
Address:	108 E. Green St., Ithaca, NY 14850
Phone Number:	607-274-6534
E-Mail Address:	jllicitra@cityofithaca.org

PROJECT DESCRIPTION

In the space below, provide a clear project summary that includes a description of the proposed project. Include the Census tract number in which the project will be located (see Application Instructions).

The Fill-in Sidewalk: 200 Cecil A. Malone Dr. project encompasses a scalable, shovel-ready construction plan.

200 block of Cecil A. Malone Dr. south-side improvements include:

- 2 curb ramps
- 600+ linear feet of ADA compliant concrete sidewalk
- Census Tract 10 Block 3
- Note: The 2021 & 2022 SID work program has secured funding for sidewalk improvements at the

railroad crossing and to the Cecil A. Malone Dr. bridge re-construction. Many community leaders have expressed concerns for improvements along this corridor because of the recently built affordable housing at Arthaus and the proximity to Nate's Floral Estates mobile home park.

The City of Ithaca Sidewalk Improvement District (SID) plans, bids, inspects, and constructs an annual sidewalk replacement contract. Upon grant award notification, the SID annual contract would incorporate the above new sidewalk features into the annual SID contract. The SID program is a past CDBG recipient. There is a positive economy-of-scale relationship by hiring one contractor to administer multiple sidewalk construction locations.

Without IURA support, the above work is cost prohibitive because there are many areas of need within the whole City for the limited SID budget. Specific budget shortfalls could result in less curb-bumpouts and island-like sidewalks that are not-connected to whole sidewalk network.



INSERT EXCEL BUDGET SPREADSHEET(S) IMMEDIATELY AFTER THIS PAGE.

PUBLIC FACILITIES/INFRASTRUCTURE PROJECT BUDGET: CONSTRUCTION FINANCING

SOURCES - CONSTRUCTION FINANCING

FUNDING SOURCE TITLE		AMOUNT SECURED*	AMOUNT UNSECURED**	% OF TOTAL BUDGET
1.	CDBG/HOME		\$180,000.00	72.29%
2.	Sidewalk Improvement District #4	\$69,000.00		27.71%
3.				0.00%
4.				0.00%
5.				0.00%
6.				0.00%
7.				0.00%
8.				0.00%
9.				0.00%
10.				#DIV/0!
11.				0.00%
12.				#DIV/0!
TOTAL SECURED & UNSECURED FUNDING		\$69,000.00	\$180,000.00	#DIV/0!
TOTAL PROJECT BUDGET		\$249,000.00		100%
LEVERAGE OF SECURED FUNDING PERCENTAGE			27.71%	

* Supporting documentation is required for amounts listed as secured.

** Please be sure to list all unsecured funding amounts (e.g., funding applied for, but not yet received).

PROJECT DESCRIPTION (cont.)

Explain how the amount of funding requested is justified, taking into account other available sources of funding for the project type. Explain how and when the cost estimates for the project were prepared. Provide the name, title, company name, and qualifications of the individual who prepared the cost estimates.

The City of Ithaca contracted with Delta design engineers to survey, design and provide cost estimates for the 200 block of Cecil A. Malone Dr. project. Chris Maby, Professional Engineer with Delta, prepared some of the estimates and part of the estimates were prepared using 2022 SID construction bid prices. Johnathan Licitra, Civil Engineer and former Sidewalk Program Manager, has been overseeing sidewalk construction costs, estimates, and planning for 7+ years. If awarded, then this project would go to Construction in 2024. Construction inspection costs are not part of this estimate and would be done by the SID program.

City of Ithaca SID#4 has a 2023 expected annual work plan budget of \$182,000. A chief goal for the SID program is to annually approve a work program that distributes sidewalk replacement across multiple streets and neighborhoods. Due to the aging and deteriorating sidewalk conditions, it can take multiple years to fix defective sidewalks. If there is no IURA funding, then it is unlikely that this new sidewalk will be constructed because the annual debt will greatly inhibit the ability to keep up with current repairs. Outside funding support is necessary to move a project of this scale forward.

Is the proposed activity located in the Flood Hazard Area? Yes No

- If so, in the space below, describe how your plans for the project take this into account.

The durable infrastructure (concrete and curb) is not impacted by the Flood Hazard Area. Adequate drainage of the surrounding areas is taken into consideration and flooding will not impact the infrastructure. All materials will be part of the City's on-going maintenance schedule upon completion.

Does the project require coordination with, or the participation of, another entity or organization? If so, how will you ensure the project's successful and timely completion?

The City will coordinate this work with other planned construction projects in the area.

POPULATION SERVED & PROJECT IMPACT

Describe the population the project will serve, being sure to include income levels (i.e., 30% AMI, 50% AMI, 60% AMI, 80% AMI), and any special needs characteristics (e.g., disabled, elderly, homeless). How has the project been designed to address the specific needs of this population?

Population Statistics: The Cecil A. Malone Dr. project includes Census Tract #10 Block 3 which has a low/mod income of 71.3% (Reference Maps attached). These LMI percentages are for <80% AMI.

Specific needs:

There are many residential and employment opportunities within close proximity to the West End corridor. LACS and ICSD, Downtown, and the commercial "box " stores in the Flats are major employers and all have entry-level job positions. Persons of limited means may not be able to afford the expensive cost of private vehicle ownership and thus, sidewalks offer a means to get from home to work. Increased connections to the school has other community functions including serving as the local Voting district location.

Additional benefits: Indirect benefits of more pedestrians include reducing vehicular traffic, encouraging healthy, safe non-motorized forms of travel. This provides safe routes for non-drivers to connect to a network of sidewalks in the downtown business district to access daily needs. An added benefit of this project is that it advances Ithaca's requirements to align with the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990 (ADA). Specifically, the components of the laws that require constructing ADA accessible ramps and constructing means of transportation for individuals that cannot afford vehicles.

Explain the project goal(s). How will each goal be measured and documented to confirm whether or not it has been met?

The primary goal for this project is to construct new, ADA compliant curb ramps and sidewalks. This goal will be measured in linear feet of sidewalk constructed and documented by the construction inspector for compliance to ADA and NYS DOT standards. Completing the missing sidewalk segments along the project locations will create safe, accessible, and convenient pedestrian facilities.

Secondary goals:

This project could include a vision zero approach. To quote the NYC DOT; "The City of New York must no longer regard traffic crashes as mere "accidents," but rather as preventable incidents that can be systematically addressed. No level of fatality on city streets is inevitable or acceptable. This Vision Zero Action Plan is the City's foundation for ending traffic deaths and injuries on our streets." The City of Ithaca has adopted a vision zero approach to this corridor and all areas.

This street is on the City's Comprehensive Plan to become a Complete Street--and this project would move towards that goal (see attached map).

POPULATION SERVED & PROJECT IMPACT (cont.)

Will your project advance the City's goal of ending and preventing homelessness? How?

Walking and self-mobility is the least expensive form of transportation and is achievable by a very large percentage of the population. Ithaca's downtown area was created when walking was the predominant transportation mode and is well-served by an almost complete sidewalk network. Ithaca's peripheral areas were developed later after cars became common, and have a less complete sidewalk network. This situation has created a walking barrier between newer residential areas and employment/service areas and has produced a situation where car ownership is almost a necessity for residents. However, it can cost around \$4,000-\$8,000 per year to own and maintain a modest car--a substantial cost, especially for low-income households (Ithaca Carshare). For very low income households, car ownership may not be possible, or the costs may cause insufficient income for food, clothing, or housing. A precarious situation can arise when a car breakdown causes a sudden inability to get to work which can then cause a job loss and downward income spiral that could lead to even greater poverty or even homelessness. This project proposes to increase access to safe, transportation infrastructure thru curb ramps and sidewalks.

Will your project advance the City's goal of moving people out of poverty? How?

Please see response above.

Also, even for individuals that typically drive to work, the presence of sidewalks provides a feasible backup option for walking to work, or at least walking safely to be the nearest bus stop. Providing a safe, accessible, and convenient sidewalk network is the City of Ithaca's best infrastructure strategy to reduce poverty and homelessness.

Additionally, this corridor serves as the primary connection between two anchors - the West Hill residential network and the downtown/Flats core at the other end. This ties into efforts to address homelessness and poverty because the downtown central core of the City is an additional locus of economic activity with businesses, government services, transportation hub, shopping and entertainment.

PROMOTION OF FAIR HOUSING

How will your project address any of the factors contributing (“Contributing Factors”) to fair housing issues and problems in the City of Ithaca? Refer to: [Explanation of IURA Assessment of Fair Housing Contributing Factors](#) document.

Fair Housing Issue--5--Disability and Access

Contributing Factor Locally Identified Through Analysis--Lack of Access to Opportunity due to high housing costs.

At Cecil A. Malone Dr., 2 large multi-family housing complexes occur at the nearby Arthaus apartments and Nate's Floral Estates Mobile Home Park. The proposal to add a new sidewalk and to connect to a network of safe pedestrian facilities is empowering. A reliable transportation network creates equity and enables families to access safe play areas at nearby public parks. These complexes are within the City of Ithaca boundaries, but the geographical characteristics of their neighborhood, and its separation from Ithaca's service-rich downtown, present challenges to LMI residents without private transportation. Low-and moderate-income residents of the neighborhood are more likely to be pedestrians and bus riders. Full-height curbs and incomplete sidewalks are architectural barriers. Both kinds of barriers present mobility challenges to people who are elderly and/or disabled. Installation of curb ramps will remove architectural barriers and ease access to the connectivity that TCAT provides to the services, educational facilities, enrichment opportunities, and service agencies available closer to the downtown center of Ithaca. Elimination of architectural barriers promotes freedom of movement, and increases potential to access the services of Ithaca's downtown neighborhoods.

ORGANIZATIONAL CAPACITY

Describe your organization's experience in successfully implementing projects of similar scope and comparable complexity to the proposed project.

The City of Ithaca Engineering office has a lot of experience managing 10s of millions of dollars of Federal, State, and local money--including CDBG. The City of Ithaca is fully aware of the rigors and responsibilities required to follow the reimbursement process. This experience is an asset and will aid in achieving a timely, efficient, and successful grant project. Over the decades, the City annually averages managing \$2 million dollars worth of federal aid. Although IURA funding has its own unique funding and reimbursement requirements, the City has successfully managed multiple CDBG. For example, the South Aurora St. Sidewalk project and Rt. 13 Pedestrian Crossings Project was a partially funded, successful CDBG project.

Sidewalk projects: The SID program specifically has managed 9 sidewalk work plans and construction projects over the last few years. Each year the SID program replaced on average over 1 mile of sidewalks and a budget of \$850,000.

Moreover, if construction bid prices come-in under budget, then any surplus IURA funding can be returned for future IURA projects.

Describe your staffing plan for the proposed project. Indicate what percentage of each staff member's time will be allocated to this project and how many other projects, in addition to the one proposed, each staff member will be responsible for. *If you are requesting funds to pay for staff salaries, please explain how the proposed project will be impacted, if full funding is not awarded.*

The City of Ithaca has been fortunate, dynamic, and creative in managing past Federal and State grants. The City has a dedicated Engineering division of staff that have a combined 30+ years experience managing NYS DOT & FHWA grants.

Cost-Effective Solutions:

The City of Ithaca has a dedicated funding source for sidewalk repairs each year—Sidewalk Improvement District (SID) Program. This current "shovel-ready" plan is an immense cost-savings for this proposed project. Additional Engineering Services, Inspection, and efficiencies will be seen by having the City's Traffic Engineer, SID Program Manager, and Engineering Technician--will not be seeking reimbursement for their time (so as not to drive-up project cost).

A breakdown of these un-reimbursed staff time/salaries for a 4 month project follows:

Position.....	involvement %	x annual salary	x 4 months	
City Traffic Engineer-----	10%	x \$75,000	x 4 months	= \$2,500
Sidewalk Program Mgr.-----	50%	x \$60,000	x 4 months	= \$10,000
Engineering Tech/Inspector--	50%	x \$45,000	x 4 months	= \$7,500
			Sum =	\$20,000

Partial funding: This project is scalable, however a major funding shortfalls would impact the districts' ability to perform normal maintenance and could cause the project to have un-connected sidewalks.

PROJECT SCHEDULE

Month	Specify Project Milestone/Actions Completed	Cumulative Amount of CDBG Funds Expended	% of Project Budget
November 2023			
December 2023			
January 2024			
February 2024	Bid & Award 2024 Sidewalk Work Plan		
March 2024			
April 2024			
May 2024			
June 2024			
July 2024			
August 2024			
September 2024	200 Cecil A. Malone Dr. Construction Complete	\$180,000	100%
October 2024			
November 2024			
TOTAL:		\$180,000	100%

i Note: Assume contracts will be executed by NOVEMBER 1, 2023, so that funds may be drawn that month.

CERTIFICATION & SUBMISSION REQUIREMENTS

By checking this box and providing the following information, I certify the statements made in this application are true and correct, and I am authorized to submit this application on behalf of my organization.

Johnathan Licitra		27 Jan 2023
Name		Date
City of Ithaca	Civil Engineer	
Organization	Title/Role	
jlicitra@cityofithaca.org	607-274-6534	
E-Mail Address	Phone Number	

Is your organization a 501(c)(3)? Yes No

Federal Tax ID: 15-6000407

DUNS #: 07-581-4608

Required Attachments:

- Excel budget page(s)
- Resumés of key staff and/or consultants who will be responsible for this activity
- List of your organization's current board members
- Architectural drawings, including site plan(s)
- All environmental reports and related documents (e.g., SHPO review) completed to date
- Cost estimates prepared by qualified third parties (e.g., architect, engineer, etc.)
- Letter(s) of commitment from any individuals or entities (outside your own organization) whose participation is required for project completion
- Evidence of commitment for any funds indicated as "secured" in your project budget
- Most recent Form 990 or tax returns for the applicant entity

Optional Attachments:

- Letters of support
- Program materials (e.g., brochures, program guidelines, outreach materials)

IMPORTANT: Unlike prior years, all application materials are to be submitted *electronically*, by e-mailing Charles Pyott, Contracts Monitor, at: cpyott@cityofithaca.org . Call (607) 274-6565 for questions/assistance.